SPIRIT OF TES PRESS.

Editorial Opinions of the Leading Journals upon Current Topios - Compiled Every Day for the Evening Talegraph.

WINTER FASHIONS.

From the N. Y. Tribune.

"We shall be compelled," say the authorities among our milliners, "to import our winter styles from Berlin instead of Paris." In our admiring ignorance of our wives and daughters, we always supposed they only submitted to the dictation of Engenie in their dress from the indolence induced by old-established custom, and would gladly now bestir themselves to show how much more picturesquely their own artistic eyes and skillful flagers could set off their beauty. Why they should await orders from the stout Prussian Frances and Frauleens as to what hats or petticoats to wear, is inexplicable to the dull masculine mind. But they know best what they can do. If they write down their own taste as nil, doubtless they have reason. Far be it from us to contradict them.

But why, if we borrow our basques and bullions from the Germans, should we not go a little further, and look if there are none of their customs which it would be worth while to import? Where the present American idea of fashionable life and code of etiquette had its origin, it would be hard to tell; it is probably a rechauffe of the worst French and worst English; nething more hopelessly bad, it-is certain, can be found in any civilized nation under heaven. Fashionable life in New York and the other large cities is as dissolute and frothy as that of Paris, without its wit, and as servile as that of England, without its rank. There are degrees in vulgarity, and where we pay allegiance to wealth instead of birth, and substitute a successful pill-vender's six-inhand for an historic coat of arms as the object of our homage, we show that beneath the long-known lowest deep of snobbishness there are yet lower deeps for us to reach. By the fashionable we do not, of course, mean the best and highest society of the cities; "there is as much difference in their bloods," quoth Salarino, "as between jet and ivory, or red wine and Rhenish." But fashion is a power the strength and firmness of whose rule over weak minds is little understood by those who are above it. The mandate of the woman of ton in New York has its inflence in every village in Nebraska, or in the harem of Brigham himself. Half the wretchedness, and half the erime, too, among American women arise from the eagerness to be in the mode, to keep up appearances on scanty means. Now, all the sham and plated ware which form the regalia, as we might say, of fashionable society, these cheap and nasty ideas of caste, this substitution of pompous and meaningless kootooing to each other, instead of the simple, genuine, yet reserved intercourse of more cultured people, are things utterly foreign to us, and un-American. Nervous, greedy, and fanatical we may be as a people; but hypocritical we are not. There is not a sham or humbug among us which is not weighed and held at its true value. Jonathan is good-humored and long-suffering: he lets even Fisk swell his little hour upon the stage, and laughs at him; but he

holds him as a puppet after all.

Why should fashionable society belie us then? New England social life is naturally. sincere and unpretending: the Western frank and ruled exceptionally by common sense: that of the South, still hospitable and generous to a fault. Why should we not be done with this spurious, weak imitation of fast life abroad which is extending its rule from our cities, narrowing the minds and making vulgar the manners of our sons and daughters? If our women of ton must imitate foreign manners, let them take some hints from the social life of Berlin. Or let the reform begin lower down. Jones, the butcher's daughter, whose father cuts up beeves the market, with a diamond in his dirty shirt bosom, is going to marry Smith, the saddler, next week. She has been "educated," waltzes, reads the reviews, criticises Nilsson. Let her be married in a muslin instead of a silk; in her house furnishing let simplicity, harmonizing colors, ivy growing here and there, a good print on the walls, hint to strangers of taste and culture, and suggest ennobling ideas for her own daily life; instead of tawdry carpets and cheap brocatelle, which only suggest the larger house over the way, of which this is a mean imitation. Let her substitute a plain good table, and real friends as frequent guests, for the ordinary stingy menage and annual showy ball; let her be the companion and teacher of her children, instead of their sempstress; let the walk and sail with them take the place of her daily dress parade along the avenue; and when they are grown, let her hold her own position firmly as housemother and leader in society, and not surrender it to raw, unfledged girls and boys. American family feeling is quite as earnest and tender in idea as that of Germany; but the Germans carry that earnestness and tenderness into their social life. By as much as it is more genuine, unconventional, and simple than ours, it is the finer and higher in rank. If our women must imitate imported manners, it is worth their while to consider these things.

A REVENUE REFORM PARTY. From the N. Y. Sun.

Some of the papers are talking about a new political party, with revenue reform as the main if not the only plank in its platform. The Chicago Tribune, the Cipcinnati Commercial, the Evening Post, Governor Brown and Senator Schurz, of Missouri, are mentioned as leading in this new movement. Their fundamental idea appears to be free trade with foreign nations by the entire abolition of duties on imports as soon as practicable. Meanwhile they would reduce all kinds of taxes to such a point that the revenue of the Government will exactly meet its wants and nothing more.

It would be a great satisfaction to the minds of practical men if parties could be exactly divided upon the question of the tariff. For the last half century it has been the subject of constant and animated discussion in colleges, in Congress, in the press, and on the stump; but it has never yet been squarely voted upon in any national elec-While the old Whig party and the Republican party have always had a general tendency towards a protective tariff, and the Democratic party have exhibited a similar tendency towards free trade, it has never been possible to array them against each other distinctly upon this issue. There have always been protectionist Democrats and free trade Whigs and Republicans; and political questions have always been regarded by the masses of the people as so much superior in impertance to this question of scientific economy and taxation, that neither school—neither the protectionists nor the free-traders -have ever been able to bring the country

to a clear and final decision upon their re-spective theories and policy. For this reason we should really be glad if it were new possible to organize a party upon this controversy, and to have it settled by a popular vote once and forever; but we see no probability of such an event. Now, as heretofore, political issues will be held to be of higher moment, and will continue to control parties and decide elections.

Of course this new movement will receive all possible encouragement from the Democracy. The revenue reformers have all of them for a long time past been identified with the Republican party. The stronger they become the more decidedly the Republicans will be weakened, and the more easily the Democrats will triumph over them. In fact, the revenue reform movement is nothing but a symptom of that general revolt and universal derangement which President Grant's family government, incapacity, and silly blundering have produced in the whole Republican body. Professing to aim at a reduction of the tariff and the approximation of our whole system of taxation to free-trade principles, the real object of this movement is to overthrow Grant.

It is so manifest that free trade is out of the question as long as the country is bur-dened with a vast debt, and compelled to raise an enormous revenue, requiring at least an average of forty per cent. duties upon all imports, that no sensible man can talk in earnest of adopting free trade. When the debt is paid, the people can, if they choose, support the Government by means of direct taxes rather than duties upon imports; but it will be a quarter of a centurybefore that millennial con-dition is attained. Until then we must have a high tariff, and we must also raise au immense sum by internal taxes. The only revenue reform that is now practicable is to arrange the import duties and the internal taxes so as to render them the least burdensome and the most satisfactory possible to the various interests of the country. That this can be better accomplished through either of the existing parties than by the formation of

a new one needs no proof. But the danger which this new movement has in store for the Republicans is serious, and the sooner they obviate it by pitching Grant overboard and taking up as their candidate for 1872 some man like Lyman Trumbull, Roscoe Conkling, or John Scott, who by opposition to the odious and unconstitu-tional income tax has identified himself with a real reform of the revenue, and yet is not pledged to extreme and impracticable ideas, the better it will be for them. Or if they are willing to go the whole figure, let them take Gratz Brown himself. He has just received a greater majority in Missouri than any candidate ever had there before.

THE EFFECT OF AN ANGLO-RUSSIAN WAR UPON AMERICAN INTERESTS. From the N. Y. Times.

The complications which threaten to involve Europe in a general war have so direct a bearing upon American interests that they throw into the shade the influences until now exerted by the Franco-Prussian conflict. These influences have been much less injurious to this country than at the outset they seemed likely to be. They have checked the stream of emigration, embarrassed some branches of commerce, and obstructed enterprises whose promoters looked to Europe for financial help. Some anticipations, moreover, remain unfulfilled. The demand for our breadstuffs has not equalled expectations, and the general average of prices has fallen short of a war standard. On the other hand, dangers that were predicted have not appeared. The value of our bonds has not materially suffered; the decline which for a time took place has been arrested, and the market, though dull, has not been permanently damaged. The price of gold, instead of bounding upward like a balloon, speedily recovered from early disturbances, and until a day or two ago was lower than at any period since the opening stages of our own great struggle. In all these particulars the prophets have been un-

The probability of a new struggle, which will involve all the other great powers of Europe, again raises the question, How will the interests of the United States be affected by the probable course of events? With Europe in flames, we cannot hope to escape some inconveniences. The sudden rise of gold on Tuesday, and the maintenance of the advanced figure since then, indicate a certain degree of feverishness and doubtin itself reasonable, but in no respect conclusive as a sign of impending trouble. The rise is for the moment the result of speculation, which rests on the supposition that the money markets of the Old World are about to be closed as against this country. Of course an Anglo-Russian war, added to the Franco-Prussian war, will furnish ample home employment for spare capital. The value of money will increase. It will be no longer available for American undertakings. The amount available here will be restricted to the amount we actually possess. The circumstance may produce more or less stringency in some quarters, but it need not necessarily produce embarrassment.

The evils most to be dreaded here are those which would be occasioned by the return of our securities and the stoppage of the demand for our products. Neither of these evils is probable. The experience of the last four months has dissipated many fears in regard to the influence of distant war upon United States bonds. The amount returned, whether from Frankfort or London, has been relatively small. The demand for them in these markets has not been as brisk as before, but their value has been well maintained, as compared with English consols, and the popular confidence in them has not been for an instant shaken. It will probably be so now. Capitalists will have profitable use for their cash, but the quiet investors, whether in England or on the Continent, will esteem more highly than ever securities that are exempt from impending perils. There may be momentary panic, but the reaction will be in our favor. Equally certain is the tendency of the second and larger contest, which now seems inevitable, to stimulate the demand for breadstuffs and other products of which we have a large surplus. Cotton may suffer, but for our other exports Europe will afford an almost unlimited market. The prospect hitherto has been darkened by Russia, whose railways have rendered its granaries accessible to an extent which interfered with the chances of the American farmer. Prices have been low here, because nations on the other side of the Atlantic have had vast supplies to draw from nearer home. With Russia a belligerent this aspect of the question will be changed. Europe will look to America for breadstuffs, and in enlarged exports we may hope to have a set-off to monetary evils that might otherwise be serious.

If, however, this country is to profit by the opportunity, our merchants must be allowed to buy foreign built ships. The greatest hindrance to the exportation of grain and flour is the searcity of freights.

We send our products abroad in foreign ships of which England supplies the larger share. But when England is involved in a struggle for her own existence, what will become of English ships? The Paris treaty forbids privateering; but Russia, which throws the treaty overboard, will not hesi-tate to call privateers into her service to inflict upon English commerce the ruin with which the Alabama familiarized us. And if England's ships be driven off the seas, as most assuredly they will, where shall we look for the means of carrying on our carrying trade? English ship-owners will then be as eager to sell their ships as during the civil war they were to buy ours. Shall stupid navigation laws make it impossible for American merchants and ship-owners to turn the opportunity to our advantage? President Grant has already answered the question. It remains for Congress to give that answer practical effect.

SPECIAL NOTICES.

NOTICE IS HEREBY GIVEN THAT THE Annual Meeting of the CITY SEWAGE UTI-LIZATION COMPANY will be held, in conformity with the By-laws, at 12 o'clock M., on WEDNESDAY, November 9, 1870, at the office of the Company, Room No. 8, No. 518 WALNUT Street, Philadelphia, when an election will be held for Nine Directors, one of whom shall be President, to serve for the ensuing year, and such other business will be transacted as may present itself.

10 298w4t

BATCHELOR'S HAIR DYE.—THIS SPLENdid Hair Dve is the best in the world, the only
true and perfect Dye. Harmless—Reliable—Instantaneous—no disappointment—no ridiculous tints—
"Does not contain Lead nor any Vitalic Poison to injure the Hair or System." Invigorates the Hair and
leaves it soft and beautiful; Black or Brown.

Sold by all Druggists and dealers. Applied at the
Factory, No. 16 BOND Street, New York. [4 27 mwf]

NOTICE IS HEREBY GIVEN THAT AN NOTICE IS HEREBY GIVEN THAT AN application will be made at the next meeting of the General Assembly of the Commonwealth of Pennsylvania for the incorporation of a Bank, in accordance with the laws of the Commonwealth, to be entitled THE BULL'S HEAD BANK, to be located at Philadelphia, with a capital of one hundred thousand dollars, with the right to increase the same to five hundred thousand dollars. five hundred thousand dollars.

TREGO'S TEABERRY TOOTHWASH.

It is the most pleasant, cheapest and best dentifrice extant. Warranted free from injurious ingredients, It Preserves and Whitens the Teeth! Invigorates and Soothes the Gums! Purifies and Perfumes the Breath! Prevents Accumulation of Tartar! Cleanses and Purifies Artificial Teeth!

Is a Superior Article for Children!
Sold by all druggists and dentists.

A. M. WILSON, Druggist, Proprietor,
12 10m Cor. NINTH AND FILBERT Sts., Philada NOTICE IS HEREBY GIVEN THAT AN application will be made at the next meeting of the General Assembly of the Commonwealth of Pennsylvania for the incorporation of a Bank, in ac-cordance with the laws of the Commonwealth, to be entitled THE BRIDESBUR + BANK, to be located at Philadelphia, with a capital of one hundred thou-sand dollars, with the right to increase the same to five hundred thousand dollars.

THE UNION FIRE EXTINGUISHER COMPANY OF PHILADELPHIA

Manufacture and sell the Improved, Portable Fire Extinguisher. Always Reliable.

D. T. GAGE, No. 118 MARKET St., General Agent. NOTICE IS HEREBY GIVEN THAT AN application will be made at the next meeting of the General Assembly of the Commonwealth of Pennsylvania for the incorporation of a Bank, in accordance with the laws of the Commonwealth, to be entitled THE SOUTHWARK BANKING COMPANY, to be located at Philadelphia, with a capital of one hundred thousand dollars, with the right to increase the same to one million dollars.

JAMES M. SCOVEL, LAWYER, CAMDEN, N. J. 10 27 1m

EDUCATIONAL.

HALLOWELL SELECT HIGH SCHOOL FOR 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 rooms, to make this a first-class school of the highest

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.

II. ACADEMY, ASSEMBLY BUILDINGS,
No. 108 South TENTH Street.
A Primary, Elementary, and Finishing School for
boys and young men. Persons interested in education are invited to call and witness the method of teaching and discipline practised. Circulars at Mr. Warburton's, No. 430 Chesnut street, or at the Academy. Open for visitors from 9 A. M. to 4 P. M.

Еревнить всноог MERCHANTVILLE, N. J.,

Four Miles from Philadelphia.

Next session begins MONDAY, October 3.

For circulars apply to Rev. T. W. CATTELL. 3 21 1y

CHEGARAY INSTITUTE, Nos. 1527 AND 1529 SPRUCE Street, Philadelphia, will reopen on TUE SDAY, September 10. Kroneh is the language of the family, and is constantly spoken in the institute.

6 is wim 6m L. D'HERVILLY, Principal.

WATCHES, JEWELRY, ETC.

CEWIS LADOMUS & CO DIAMOND DEALERS & JEWELERS. WATCHES, JEWELRY & SILVER WARE, WATCHES and JEWELRY REPAIRED. 302 Chestnut St., Phila-

BAND BRACELETS. CHAIN BRACELETS.

We have just received a large and beautiful as-

Gold Band and Chain Bracelets, Enamelled and engraved, of all sizes, at very low low prices. New styles constantly received, WATCHES AND JEWELRY in great variety. LEWIS LADOMUS & CO.,

No. 802 CHESNUT Street. B TOWER CLOCKS.

6. W. RUSSELL,

No. 22 NORTH SIXTH STREET, Agent for STEVENS' PATENT TOWER CLOCKS, both Remontoir & Graham Escapement, striking

hour only, or striking quarters, and repeating hour on full chime. Estimates furnished on application either personally or by mail. 5 25

WILLIAM B. WARNE & CO., Wholesale Dealers in WATCHES AND JEWELRY,
S. E. COTDET SEVENTH and CHESNUT Streets,
\$ 251 Second floor, and late of No. 35 S. THIRD St. WHISKY WINE, ETQ.

CARSTAIRS & McCALL

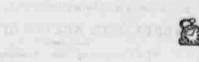
No. 126 Walnut and 21 Granite Sts IMPORTERS OF Brandies, Wines, Gin, Olive Oil, Etc. WHOLESALE DEALERS IN

PURE RYE WHISKIES. IN BOND AND TAX PAID. 26 Spå ONE DOLLAR GOODS FOR 95 CENTS

Established in 1854.

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EVERGOING STEM-WINDERS.

KEY-WINDERS,

QUARTER SECOND 3. MINUTE REPEATERS,

ETC. ETC. ETC.

C. & A. PEQUIGNOT.

No. 608 CHESNUT STREET,

PHILADELPHIA. 21 mwsst

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ON FREE EXHIBITION

CHAS. F. HASELTINE'S GALLERY, No. 1125 CHESNUT STREET.

BRAUN'S FAMOUS PANORAMIC VIEWS of Berlin, Potsdam. Charlottenburg, Coblentz, Heidel-berg, Jena, Weimar, Erfurt, Eins, Baden-Baden, Weisbaden, Brussels, Amsterdam, Waterloo, Liege Ypres, Rotterdam, Utrecht, etc. etc. A complete set of the Berlin Museums, and interior views of all the rooms in the various royal palaces of Prossta.

of Prussia.

Particular attention is drawn to the fact that in a few days 100 views on the Rhine and its forti ica tions, as never before seen, will be exhibited. 11 1

LOOKING GLASSES, ETC. LOOKING CLASSES,

Strictly our own manufacture, and of warranted workmanship, at the lowest prices.

ALL THE NEW CHROMOS of Europe and America, SWISS RUSTIC GOODS, invoices opened to-day. Sole Agency for the ROGERS GROUPS.

GALLERY OF PAINTINGS, open, free at all times.

JAMES S. EARLE & SONS.

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STOVES, RANGES, ETO. THE AMERICAN STOVE AND HOLLOWWARE COMPANY, PHILADELPHIA, IRON FOUNDERS,

(Successors to North, Chase & North, Sharpe & Thomson, and Edgar L. Thomson,) Manufacturers of STOVES, HEATERS, THOM SON'S LONDON KITCHENER, TINNED, ENA MELDED, AND TON HOLLOWWARE.

FOUNDRY, Second and Mifflin Streets. OFFICE, 209 North Second Street. FRANKLIN LAWRENCE, Superintendent, EDMUND B. SMITH. Treasurer. JNO. EDGAR THOMSON.

President. JAMES HOEY, General Manager 6 27 mwf 6m

PROPOSALS. SPECIAL NOTICE. TO CONTRACTORS FOR ARMY TRANSPORTA-TION.
HEADQUARTERS DEP'T OF TEXAS

(Texas and Louisiana), Chief Quartermaster's Office, The advertisement from this office, dated Austin,
Texas, September 15, 1870, inviting "Proposals for
Army Transportation in Texas," is modified so as to
require the transportation from the 1st day of January, 1871, to the 30th of June, 1871.

The clause requiring the transportation to be "furnished exclusively by Horse and Mule Teams" is revoked.

A copy of this notice, in addition to the advertise-ment dated September 15, 1870, must be attached to

each proposal.

By order of the Department Commander.

JAMES A. EKIN,

Deputy Q. M. General, U. S. A., Chief Quartermaster, Department of Texas.

11 17 6t OAKS CEMETERY COMPANY

OF PHILADELPHIA.

This Company is prepared to sell lots, clear of all encumbrances, on reasonable term. Purchasers can see plans at the office of the Company, NO. 518 WALNUT STREET,

Or at the Cemetery, where all information needed will be cheerfully given. By giving notice at the office, carriages will meet persons desirous of purchasing lots at Tioga Station on the Germantown Railroad, and convey them to the Cemetery and return, free of charge. ALFRED C. HARMER, President.

MARTIN LANDENBERGER, Treas. MICHAEL NISBET, Sec'y. 10 5 wfm 6m

EASTON & MCMAHON,

SHIPPING AND COMMISSION MERCHANTS,
No. 2 COENTIES SLIP, New York,
No. 18 SOUTH WHARVES, Philadelphia,
No. 45 W. PHATT STREET, Baltimore.
We are prepared to ship every description of
Freight to Philadelphia, New York, Wilmirgton, and
intermediate points with promptness and despatch.
Canal Boats and Steam-tugs furnished at the shortest
action.

JOHN SPARHAWK.
MERCANVILE COLLECTION AND LAW
AGENCY for Pennsylvania, the Western and Southern States, No. 400 CHESNUT Street. Commissioner for Western States.

SHIPPING. LORILLARD STEAMSHIP COMPANY

FOR NEW YORK.

SAILING EVERY TUESDAY, THURSDAY, ANI
SATURDAY.

RATES TEN CENTS PER 100 POUNDS, FOUR
CENTS PER CUBIC FOOT, ONE CENT PER
GALLON, SHIP'S OPTION.

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

Extra rates on small packages iron, metals, etc.
No receipt or bill of lading signed for less than
offty cepts.

Goods forwarded to all points free of commit-

Gry cents.

Goods forwarded to all points free of commissions.
Through bills of lading given to Wilmington, N. C.,
oy the steamers of this line leaving New York triweekly. For further particulars apply to
JOHN F. OHL,
PIER 19 NOATH WHARVES.
N. B.—The regular shippers by this line will be
charged the above rates all winter.
Winter rates commence December 15. 28 \$

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 in connection with South Carolina Raliread Company. ALFRED L. TYLER, Vice-President So. C. RR. Co.

PHILADELPHIA AND SOUTHERN
MAIL STEAMSHIP COMPANY'S REGULAR SEMI-MONTHLY LINE TO NEW OR
LEANS, IA
The VAZOO will sail for New Orleans, via Havana,
or Thursday, December I, at 8 A. M.
The JUNIATA will sail from New Orleans, via Havana,
or November ... on ______, November ______, November ______, THROUGH BILLS OF LADING at as low rates as by any other route given to Mobile, Galveston, INDIAN. GLA, ROCK PORT, LAVACCA, and BRAZOS, and to all points on the Mississippi rive between New Orleans and St. Louis. Red River freights reshipped at New Orleans without charge of commissions.

WEEKLY LINE TO SAVANNAH, GA.

The TONAWANDA will east for Savannah on Saturday, November 19 at 8 A. M.

The PANTHER will east from Savannan on Saturday. November 19.
THROUGH BILLS OF LADING given to all the principal towns in Georgis, Alabama, Florida, Mississippi, Louisiana, Arkansas, and Tonnessee in connection with the Central Railroad of Georgis, Atlantic and Gulf Railroad, and Florida steamers, at as low rates as by competing

SEMI-MONTHLY LINE TO WILMINGTON, N. O. The PIONEER will sail for Wilmington on Saturday, November 36, at 6 A. M. Returning, will leave Wilmington Saturday, December 3.

Connects with the Cape Fear River Steamboat Company, the Wilmington and Weldon and North Usrolina Railroads, 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 or before day of sailing.

WILLIAM L. JAMES, General Agent.

WILLIAM L. JAMES, General Agent. No. 130 South THIRD Street. FOR LIVERPOOL AND QUEENS
TOWN.—Inman Line of Royal Mail
Steamers are appointed to sail as follows:—

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. 1
Or to O'DONNELL & FAULK, Agents,
No. 402 CHESNUT Street, Philadelphia.

PHILADELPHIA, RICHMO ND THROUGH FREIGHT AIR LINE TO THE SOUTH AND WEST.
INOREASED 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 TUESDAYS and SATURDAYS.
No Bills of Lading signed after 12 o'clock on sailing days. No Bills of Lading signed after it o check on saining days.

THROUGH RATES to all points in North and South Carolina, via Scaboard Air Line Rathroad, connecting at Portsmouth, and to Lynchburg, Va., Tennossee, and the West, via Virginia and Tennessee Air Line and Richmond and Danville Railroad.

Freight HANDLED BUTONOE, and taken at LOWEE RATES THAN ANY OTHER LINE.

No charge for commission, drayage, or any expense of ransfer.

No charge for commission, drayage, or any expense or ransfer.
Steamships insure at lowest rates.
Freight received daily.
State Room accommodations for passengers.
State Room accommodations for passengers.
WILLIAM P. OLYDE & CO.,
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.

NEW EXPRESS LINE TO ALEXAN
Actia, Georgetown, and Washington,
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.

Freight received daily.

WILLIAM P. CLYDE & CO.,

No. 14 North and South WHARVES,

HYDE & TYLER, Agents at Georgetown; M

ELDRIDGE & CO., Agents at Alexandria. FOR NEW YORK, VIA DELAWARE

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 bourge. 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.

FOR NEW YORK, NOT RESIDENT OF THE ROUGH IN TWENTY-FOUR HOURS.

Goods forwarded by all the lines going out of Ne York, North, East, or West, free of commission.

Freints received at low rates.

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 DELAWARE AND CHESAPEAKE STEAM TOWBOAT COMPANY.— Barges towed between Philadelphia, Baltimore, Hayre-de-Grace, Delaware City, and in-

Captain JOHN LAUGHLIN, Superintendent.
Office, No. 12 South Wharves Philadelphia. 4114 CORDAGE, ETC.

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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 Freighta.

EDWIN H. FITLER & CO., Factory, TENTE St. and GERMANTOWN Avenue. Store, No. 23 M. WATER St. and 22 N DELAWAR PHILADELPHIA;

SAXON GREEN

NEVER FADES.

A LEXANDER G. CATTELL & CO. PRODUCE COMMISSION MERCHANTS, No. 26 NORTH WHARVES

No. 26 NORTH WATER STREET,
PHILADELPHIA. ELUAR CATTELL THE RESIDENCE OF THE PARTY OF T

PROPOSALS.

DROPOSALS FOR LIVE OAK. NATY DEPARTMENT,
BUFFAU OF CONSTRUCTION AND REFAIR,
WASHINGTON, D. C., November 5, 18709
SEALED PROPOSALS for the delivery of 203,000
cubic feet of Live-oak Timber, of the best quality, in
rach of the Navy-Yards at Charlestown, Mass., and
Brooklyn, N. Y., will be received at this Bureau
until the sixth (6th) day of December next.
These proposals must be endorsed "Proposals for
Live Oak," that they may be distinguished from
other business letters.
The offers may be for one or both yards, but must
be for the whole quantity in each yard, and, as required by law, must be accompanied by a guarantee.

dured by law, must be accompanied by a guarantee.

Sureties in the full estimated amount will be required to sign the contract, and, as additional and collateral security, twenty-five (25) per centum will be withheld on the amount of each delivery until the contract is satisfactorily completed.

In all the deliveries of the timber there must be a due proportion of the most dimenit and crooked pices; otherwise there will be withheld such forther smount in addition to the 25 per centum as may be judged expedient to secure the public laterest until such difficult portions be delivered. The remaining 75 per centum, or other proportion of each bid, when approved in triplicate by the Commandant of the yard, will be paid by such purchasing paymaster as the contractor may designate within thirty (30) days after its presentation to him.

to him,

it will be stipulated in the contract that if etal
oe made by the parties of the first part indelivering
all or any of the timber named, of the quality and
at the time and place provided, then, and in , at
case, the contractor, and his surefies, will forfeit and
psy to the United States a sum of money not exceeding twice the total amount therein agreed upon as
the price to be paid in case of the actual delivery
thereof, which may be recovered according to the
Act of Congress in that case provided, approved
March 3, 1848. March 3, 1848.

The 203,000 cubic feet to be delivered in each yard

will be in the following proportions: -Say 33,000 cubic feet of pieces suitable for stems, sternposts, cubic feet of pieces suitable for stems, sternposts, deadwoods, aprons, sternpost knees, keelsous, and books, all siding from 17 to 20 inches, and the hooks siding 14 and 16 inches. These pieces to be in the proportions in which they enter into the construction of a ship of war; conforming substantially in shape, length, and character with those haretofore received, with frames of corresponding siding, the moulds of which can be seen at any pavy yard; 150,600 cubic feet of the siding of 13 and 15 inches, in about equal quantities of each, and 10,000 cubic feet of a siding of 12 inches; all these pieces being in length from 13 to 17 feet, with a natural and fair curve of from 12 to 30 inches or more in that length, and one-half the number of pieces to have from the and one-half the number of pieces to have from the mean to the greatest crook. Also 50,000 cubic feet of timber siding 45 and 16 inches, in length from 17

All to be sided straight and fair, and rough-hewed the moulding way to show a face of not less than two-thirds the siding, the wane being deducted in the measurement. The timber to be cut from trees growing within 30 miles of the sea, of which satisfactory evidence will be required, and to be delivered in the respective yards at the risk and expense of the contractor,

tive yards at the risk and expense of the contractor, subject to the usual inspection, and to the entire approval of the Commandant of the yard.

The whole quantity to be delivered within two years from the date of the contract.

Satisfactory evidence murt be presented with each proposal that the parties either have the timber or are acquainted with the subject, and have the facility to precure it.

In addition to the above, separate "Sealed Proposals" will be received at the same time, on the same terms and conditions and similarly endorsed, from persons having the timber on hand already cut, for the delivery in each of the navy yards at Charlestown and Brooklyn, of from 3 to 50,000

tharlestown and Brooklyn, of from 3 to 50,000 cubic feet of Live-oak, the principal pieces siding 14 to 17 inches, the remaining portion 12 and 18 inches; the principal pieces gand crooked timber being in the same proportion to the quantity offered as that specified in the first case, with the same lengths and crooks. lengths and crooks.

The whole amount contracted for in this case

must be delivered on or before the 1st February, 1871.
The Department reserves the right to reject any and all bids for any timber under this advertisement if considered not to the interest of the Government.

to accept them, and to require satisfactory evidence that bids are bena fide in all respects, and are made by responsible persons. FORM OF OFFER, (Which, if from a firm, must be signed by all the members.)

I (or we), of ______, in the State of ______, in the States Navy Yard at ______, thousand cubic feet of Live-oak timber, in conformity with the advertisement of the Bureau of

Construction and Repair of the date of November 5, 1870, viz.:— cubic feet, suitable for principal

...... Total quantity. Total value... (The total value to be likewise written in full) Should my (or our) offer be accepted, I (or we) request to be addressed at _____, and the contract sent to the Purchasing Paymaster of the Naval Station at _____ for signature and certificate.

[Signature], A. B. C. D.

The undersigned ______, of ______, in the State of ______, and ______, of ______, of ______, of ______, in the State of ______, hereby guarantee that, in case the foregoing bid of ______ is accepted, he (or they) will, within ten days after the receipt of the contract at the post office named, or by the Paymaster of the Naval Station designated, execute the contract for the same with good and sufficient sureties; and in case said ______ shall fall to enter into contract as aforesaid, we guarantee to make good the difference between the offer of the said _____ and that which may be accepted. FORM OF GUARANTEE.

Witness:

Witness:

[Signatures] C. D. E. F.

Each of the guarantors must be certified by the Assesser of Internal Revenue for the district in which the parties are assessed. 11 7 1aw4 w PROPOSALS FOR THE ERECTION OF PUB-

OFFICE OF THE COMMISSIONERS FOR THE OFFICE OF THE COMMISSIONERS FOR THE
ERECTION OF THE PUBLIC BUILDINGS,
PHILADELPHIA, Nov. 3, 1870.

Proposals will be received at the Office of the
President of the Commission, No. 129 S. SEVENTH
Street, until November 30, 1870, for items one, two,
and three, and until December 31, 1870, for the
balance of the schedule for the following materials

balance of the schedule for the following materials and labor:—

1. For carefully removing the iron railings and stone base from the four inclosures at Broad and Market streets, and depositing the same in order upon such portions of the adjacent grounds as the Commissioners may select.

2. for removing the trees and clearing the ground.

3. For the lumber and labor for the erection of a board fence twelve (12) feet in height, with gates to inclose the space occupied by Penn Squares, per lineal foot, complete.

4. For excavations for cellars, drains, ducts, foundations, etc., per cubic yard.

dations, etc., per cubic yard.

5. For concrete foundtions, per cubic foot.

6. For foundation stone, several kinds, laid per perch of twenty-five feet, measured in the walls.
7. For hard bricks per thousand, delivered at Broad and Market street during the year 1871.
8. For undressed granite per cubic foot, specifying the bind 9. For undressed marble per cubic foot, specifying the kind.
10. For rolled fron beams (several sizes), per

lineal yard of given weight.
The Commissioners reserve to themselves the right to reject any or all of the proposals.

Further information can be obtained by applying to the President of the Board, or to the Architect, John McArthur, Jr., at his office, No. 205 S. SIXTH

By order of the Commission. JOHN RICE, President. CHAS. R. ROBERTS, Secretary.

GROCERIES, ETO. NEW BETHLEHEM

BUCKWHEAT.

In small cacks. ALBERT C. ROBERTS,

Dealer is Fine Groceries,

Corner ELEVENTH and VINE Sts. TOHN FARNUM & CO., COMMISSIONME !

Chente and Manufacturers of Conestons Ticking, e)