SPIRIT OF THE PRESS.

Editorial Opinions of the Leading Journals upon Current Topics - Dompiled Every Day for the Evening Telegraph

A GREAT MEASURE FOR THE COUN-TRY-REDUCTION OF TAXES.

From the N. Y. Herald. The first thought of any sensible man of business is to improve and extend his business and to use all the resources within his reach for that purpose. He does not cripple his operations by taking up his notes before they are due. Indeed, he uses his credit freely within the limits of his ability to pay, in order that he may develop his trade and resources. He both pays his way and becomes richer by such a course. The same principle applies to the government. If it tax the people heavily in order to pay off the public debt rapidly, and when payment is not required, the productive industry and trade of the country suffer. The money taken from the people in exorbitant taxes paralyzes industry and retards progress. Every hundred dollars taken by the government would, if left in the hands of the people, produce a larger amount and make the country richer. The hundred and fifty millions or upwards of surplus revenue now raised for paying off the debt would add to the national wealth a far greater amount annually if not taken from productive industry. It is a false economyt is the reverse of economy-to overtax the people for the purpose of saving the six per

cent. interest on the debt. If we had reached or approached the limit of production in the United States we might feel anxious about the debt; but when money is in such demand to develop our boundless and varied resources-when every dollar expended in such development soon produces two-our policy should be to increase the national wealth rather than to burden the people with heavy taxes in order to liquidate the debt in a few years. Like the merchant who uses his credit wisely, and becomes richer by doing se, the nation will become wealthier and better able to pay by reducing taxation and leaving a portion of its indebtness to be paid in the future. Should the incubus of our present enormous taxation be taken off the national wealth would be more than doubled in a generation, and the next generation, consequently, would be doubly able to pry the debt.

We do not argue that a national debt is a national blessing. It has, no doubt, a conservative influence, and is useful for the investment of surplus capital and for securely placing the funds of certain institutions; but with us there is comparatively little surplus capital, for there are so many ways of using it in this country. We are in a different situation in this respect to England and other countries of the Old World. Nor is a large standing national debt agreeable to the ideas of the American people or to our republican institutions. We should continue to pay something annually, but not a hundred and fifty millions or a hundred millions. From twenty to thirty millions a year applied to this object would be sufficient. A permanent sinking fund, beginning with this amount, might be established, and then augment it from year to year as the national wealth and population may increase. There would be no difficulty in graduating the amount of a sinking fund in this way. The public would be satisfied as long as this process of liquidation should go on without interruption. All would look to the future extinguishment of the debt as certain, while the burden of taxation to accomplish that would be light. It would be unjust to make the present generation, which sacrificed so much blood and treasure in the war and which has paid already hundreds of of millions of the debt, pay the whole cost. Our children and the millions of those who will come to enjoy the blessings of the Union ought to bear a portion of the debt, particularly as they will be far more able to bear it. The forty millions of population will become eighty millions in the course of twenty years or so, and the wealth of the nation will be trebled.

The President and Secretary of the Treasury should recommend Congress to reduce taxation so as to bring the revenue down to three hundred millions. That ought to be ample for the current expenditures of the Government, payment of interest on the debt and a surplus of twenty-five millions or so for a sinking fund. The revenue comes in now at the ratio of four hundred and fifty millions a year and upwards. To reduce it to three hundred millions would take off a hundred and fifty millions of taxes. What a boon to the country this would be! How industry would revive! Prices would go down: the condition of the farmers and laboring people would be vastly improved; we should be better able to compete with foreign producers in the markets of the world; there would be more production, and trade and commerce would revive. If the object of the President and Secretary Boutwell be to make political capital by paying off the debt so rapidly, as it seems to be, they could accomplish that much better and become more popular by reducing the taxes. Let us hope they may adopt this policy. But if they should not Congress ought to take the initiative, and, as General Butler intimated in his late address at Boston, should overrule the administration. Half measures will not do. The country wants a sweeping measure of financial reform-n measure that will reduce the taxes a hundred and fifty millions and that will be happily felt in every household.

THE SUEZ CANAL.

From the N. Y. Times. The inclination shown by shippers of tea from Chins to New York to avail themselves of the new route by way of Suez, renders any prospect of improvement in the canal a matter of interest. Despite the undoubted grandeur of the achievement, there were at the time of its opening certain drawbacks in the insufficient depth of water, the narrowness of the channel, and the too great sharpness of the turns. The perseverance displayed, both by the company and the Egyptian Government, is highly creditable to them, and will, it may be hoped, eventu-ally insure the improvement which the canal needs.

A correspondent of a foreign paper who recently passed through the canal in a steamer drawing 191 feet of water, 340 feet long, and of 1414 tons burden, writes in satisfactory terms of its present condition, while admitting that much remains to be accomplished before it can be considered as a completed highway between the Mediterranean and Red Seas. The vessel in which he took passage from Suez was detained six hours at the entrance to permit the downward exit of two steamers from Alexandria, and this at once suggests the absolute necessity of frequent "adings," so as to obviate the necessity of similar delays in future. Although the charts indicate places

where these are supposed to exist, no sidings whatever are to be found between Suez and Ismaile, while the curves of this portion of the work render the passage unusually difficult. The correspondent to whom we have referred also complains of the defective pilot organization. Few, if any, of the men taking charge of vessels passing through understand one word of English. The writer's recommendation that the entire channel be widened, so as to allow steamers to pass each other at any point, is not likely to find acceptance for a considerable time, the enormous expense it would involve ren-

dering it at present impracticable. One of the narrowest portions of the work is just beyond Suez, where the canal leaves the bay, and dredges are still busy in deepening and widening the channel. From Chalouf to the Bitter Lakes, however, it may be considered as complete, in the sense of a "single track" canal. Throughout its entire length the course is well marked off, and no accident need be apprehended from a want of necessary buoys and landmarks. The minimum depth at any point in the canal proper is stated to be twenty two feet, that in Lake Timsah at twenty-one feet, and the banks are described as firm and showing no signs of drift. A tug is, however, deemed necessary, even when the vessel in transit is a steamer, and this is a decided disadvantage. The total cost of passing through the eighty-six miles and a half of canal is, to vessels of fifteen hundred tons, about £700 sterling, or some \$3200.

And this suggests the question of income, It will be remembered that in June last the directors of the company declared their inability to pay up the interest of the coupon bonds due about that date, and it does not, unfortunately, seem that their financial prospects have since improved. The total capital is put down at £16,500,000, of which a considerable portion is held by the Viceroy of Egypt. But to pay the interest due to outside shareholders alone, an annual income must accrue of £840,000, while the cost of maintenance, dredging, etc., is roundly estimated at £160,000 for the same period. There must, therefore, be a total annual income of £1,000,000, or about \$4,800,000, to make the canal a bare success, quite irrespective of any profit to the Egyptian Government; and to furnish this, at the rate of ten francs a ton, will require the daily transit of 6850 tons. The maximum traffic as yet reached has never exceeded, though frequently falling short of, two thousand tons. Many causes have doubtless conspired to decrease the revenue of the canal during the past six months. The war now raging has had a most injurious effect. But despite all this, it cannot be hoped that the busy season now commencing in India will so greatly add to the traffic as to furnish a sufficient quantity of tonnage to defray expenses. Should it be found that this is the case for a reasonable period after the declaration of peace, a grave question will arrive as to the manner in which the canal is to be maintained. The tariff of tonnage dues cannot be increased, as that would render them prohibitory; and yet a water-way requiring such constant dredging and banking cannot be maintained by any company at a dead loss. Government aid must step in, or the labor of years and expenditure of millions be thrown away; but no one power will permit another to assume the preponderating influence which a sole charge of the canal would insure to those exercising it. The English capitalists may turn out to have been correct in their prediction—that it would never pay in a business sense. That it will ever be abandoned is, after the enormous effort used in its construction, unlikely. Its ultimate fate will, however, possess greater interest for our mercantile community than was at first deemed possible, as there was an inclination to doubt whether it would be worth the while of vessels bound from China to New York to avail themselves of the short cut it offered.

THE DISCIPLINE OF PARIS. From the N. Y. Tribune.

There may be, after all, a silver lining to the cloud which hangs over Paris. The life of this beautiful city has been for eighteen years one of the most singular examples ever seen of an unbroken tide of material success. It has increased vastly in extent, in riches, in population, and in every department of luxury and art there has been an improvement without parallel in recent times. It has been fashionable for those tourists who imagine that with the aid of their Fetridge and their courier they have mastered all the social and political problems of Europe, to build upon this fact a theory of the omniscient wisdom and sagacity of the Emperor. But in fact there are two powers which, working together, have made the modern Paris. One of these is the railroad system of France, which has performed there the marvels we are familiar with in New York and Chicago, and the other is the genius of Haussmann, the Prefect of the Seine. It is he who has combined and organized the abundant resources which the recent developments of trade in France placed in his hands, and who has accomplished the practical miracle of tearing down and rebuilding, without a moment's check or pause in its daily life, a city of two million inhabitants. It is true this success was only apparent

and superficial. The city which rose from the ruins wrought by the hammer of the municipal king was a marvellously beautiful and harmonious one. No vested rights, no historical memories, were allowed to stand in the way of the despotic Alsacian's passion for uniformity. He grew at last well-nigh monomaniac in this respect, and pushed his fanlike system of streets which diverged from the Grand Opera through costly blocks of stores and palaces almost entirely new. Of course, such an annihilation of positive values could not but entail disastrous consequences. There was a factitious compensation in the enhanced prices of the new structures. But gradually, as a consequence of this mad sacrifice of everything to considerations of mere taste, the cost of living rose to an unendurable point, and the whole laboring population was exiled to the suburbs. It was a vicious circle from which there seemed no escaping. The public works attracted laborers, and made at the same time wages higher and subsistence dearer. Taxes rose like a rising tide, and the necessity of employing the clamorous bands of workmen made it impossible to discontinue or retrench expenses. All the magic of the Empire could not lay the spirit it had raised.

With the enormous development given by the empire to reckless speculation came an increase of luxury and extravagance, which always accompanies a period of irregular gains, and which was well described by the venerable Dupin, in his startling speech in the Senate, in 1865, on the luxury of women. Never in history was seen such a splendor of toilets and of equipages. Vice shared in the general plenty, and the establishments of the eaders of the balf-world rivalled the palaces of princes. The dangerous example of the great and powerful ran like wildfire among a corrupt and languid youth. Who would choose to live by honest official or profes- | weeded out.

sional endeavor, when a dexterous theft or | MILITARY PRESTIGE IN AMERICAN embezzlement might put one in position to share the society and friendship of Fleury and Morny? Although an aristocracy is powerless for reform, it is practically omnipo-

tent for mischief. Borne on this easy tide of success which the great industrial enterprises of the continent were supplying, it seemed as if Paris had lost all sense of responsibility. The city government went en, robbing Peter to pay Paul, taking no thought of the day after to-morrow, satisfied with keeping its hundred thousand laborers quiet with useless and beautiful work, and cooking its frightful deficits barely enough to justify the apathy of the Council of State. The Opposition was little better. The leaders, such as Favre, Pelletan, Garnier-Pages and their associates, were men of the best and truest Republican fibre, who carefully studied the problems of the future, and accepted in the main the American theories of the correlation of rights and duties. But the ardent working politicians of the clubs and secret societies 'went on with their sapping and mining, apparently without caring whether the building they were seeking to destroy fell on their own heads or not. Like the improvident artisan in Hogarth's picture, they kept sawing energetically at the very branch they sat on. They seemed to think that the same old dissolute, easy life would go on forever, no matter what they did.

The people of Paris most clearly indicated this utter lack of forethought in the manner in which they welcomed the Emperor's declaration of war. They were not shocked at its utter wickedness and criminality. They never thought of the possible consequences. Morally and intellectually they seemed incapable of a serious view either of the ethics or the probabilities of the situation. The city that had rejected the Emperor in the plebiscitum went wild with delight over his greatest crime and his greatest folly. The Republican and Liberal journals-let it be remembered as an offset to subsequent mistakes-were almost unanimous against the war. But they were overborne by the general voice. The people of Paris danced to the piping of the dull despot they had so often denounced by their votes. When the defeat came, they turned upon the false power that had deceived and misled them. There was a certain instinct of justice in this. Bonaparte was the sole cause of the war, and justly fell in it. But the idea of their complicity in his final error never seemed to enter into the minds of those who, being his accessories, made themselves his accusers and judges.

It is impossible that in these two months of siege and misery the Parisians should not have acquired some sense of their own responsibility. They have certainly lost that overweening self-confidence which led them to their ruin. They have seen on what a frail foundation was built that airy structure of apparent prosperity, which for many years has dazzled and deceived the world. They have been living for eighteen years in a feverish dream. Now it is broken, and the

work-a-day life will come heavily upon them. Their conduct during this siege has been such as to prove that the lessons of this hard experience are not lost. With an enemy at their gates so strong and persistent that it seems like the iron hand of necessity slowly tightening upon the throat of the Queen City, with a government deriving its sole sanction from popular consent, the condition of Paris has been as free from tumult and disorder as during the best days of the Empire. The armed people have vindicated the authority of law against disturbers of the peace. The unconquerable Latin pride, which refuses to listen to reason when a fancied honor forbids, prevents them still from giving up the hopeless struggle. But when the end comes, we expect to see in the Paris of future years the good fruits of the terrible discipline through which this glorious city-which more nearly than any other represents the beating heart of the world-has passed and is

A SUGGESTION ABOUT THE NAVY. From the N. Y. Sun.

A few years ago it was the custom of the British Admiralty to prepare and present to Parliament carefully collected statistics in regard to the discipline on English ships of war. That practice has, it seems, now been abandoned, and this fact has subjected the Admiralty to severe criticisms from the English journals.

It appears that these statistics brought out rather strongly the contrast between ships of good discipline and ships of bad discipline; rather too strongly indeed for the pleasure and comfort of some officers even among the higher grades of the service. So the disagreeable publication was stopped. The British press think it ought to be continued: and, as far as we can judge for others, so do we. But the discussion on the subject furnishes us in this country with a valuable suggestion for ourselves. Would not a similar system of statistics concerning the vessels of the United States Navy be beneficial in aiding to remove some of the evils which certainly

The English reports were so arranged as to show the state of discipline on each particular ship, and in such a way that accurate comparisons of the results as to the respective vessels could readily be made. It was found, for instance, that while on the best ships the ratio of punishments, per 1000 of mean strength, for insubordination, theft, and drunkenness, was indicated by a cipher, the ratio on the worst ships for those three offenses respectively was 417.91, 38.46, and

382 35. What a contrast! The compiler of these statistics well says that "there is, perhaps, no part of the training of a young naval officer of more importance to the future well-being of the service than that which teaches him how best to command and manage large bodies of men with the least amount of punishment." Let us see how such reports, if intelligently acted upon, could assist the authorities of our own navy in securing such officers.

They would soon indicate that these desirable characteristics were wanting in the personnel of some ships, and largely pre-dominant on others. Where the discipline was ascertained to be very poor, the defect in the officers would be found to extend to a majority of them; and the desirable qualities would distinguish most of those serving upon a ship remarkable for its good discipline and the consequent infrequency of punishment. From the latter class it would be advisable to select the instructors at the Naval Academy, and the commanders and officers of the school ships. Those of the other class, whom experience proved incompetent to maintain any but the poorest discipline, could be detailed on duty where their authority over others would be comparatively limited; while by a judicious arrangement of a ship's officers, in which a few poor disciplinarians were placed in company with a majority of thoroughly competent men, inefficiency in the matter of discipline would eventually be

POLITICS.

In one respect, the election of General Grant to the Presidency is a great public benefit. It has disenchanted the worshippers of military heroes, and nullified military influence in our politics. There is a tendency in human nature to admire military achievements above any other exertion of mental energy; and in this country we have been so fortunate in our great soldiers, that the natural tendency has been considerably strengthened. Our first military hero was Washington; the second, Jackson; and at a later period, Taylor and Scott. The two first were among the most illustrious of our political chiefs; Taylor made a fair President, and Scott a respectable candidate for that office, Gratitude has combined with admiration in elevating great generals to the Presidency. Washington, so far from receiving presents, took no pay for his services, either as General or President. A grateful people were therefore doubly willing to acquit their obligations to that illustrious man, by conferring and continuing the highest honors of the republic. Jackson, too, received no gifts of houses, money, libraries, horses, or plate, and was even compelled to pay a fine for the efficiency of his military measures in New Orleans. An appreciating people were therefore eager to do him justice. Washington and Jackson proved so eminent in civil life as to confirm the popular impres-

It has been reserved to General Grant to reverse the popular judgment on this point, and cure the people of their too ready admiration for military glare. The antidote has come chiefly through his intellectual, but partly also from his moral, defects. Had he possessed capacity as a statesman, the country might have remained for twenty years under illusions which he has completely dispelled in less than twenty months. We were in imminent danger of being dominated by military men for a whole generation; and General Grant has relieved us as completely as if we had not just gone through a great and successful war. General Washington was first elected President six years after the close of the Revolutionary War, and after serving eight years he might have been again re-elected if he had not chosen to set the precedent which limits Presidential service to two terms. General Jackson was first elected President fourteen years after his great victory at New Orleans, and the anniversary of that victory continued to be celebrated in his honor for a whole generation after he had retired from the Presidency. Grant will not be re-elected, and no anniversary will ever be celebrated in his honor.

sion that a great general may be also a great

How has General Grant contrived so soon to wear out the lustre of military success, and to nullify military prepossessions in our politics within a few years after the close of our greatest war? The poverty of his narrow intellect does not suffice to explain the whole effect. It is true that he possesses no one of the qualifications by which a mere citizen rises to political distinction. He has neither information, nor ideas, nor eloquence, nor personal dignity, nor popular manners, nor even that active interest in public affairs which brings a man into sympathy with political life. There is no man in the country who, as a private citizen, was a more absolute political cipher. But he might have been respectable, in spite of these intel-lectual deficiencies, if he had possessed the right moral tone. The simple tastes and manly contempt for wealth of Garibaldi would have commanded the moral reverence of people who cannot respect his intellect. But General Grant has evinced an ingrained vulgarity of nature. His personal tastes and choice of amusements are very like those of Jim Fisk, with whom he was at one time on terms of intimate association. Morally he is a phlegmatic Jim Fisk; the same dough without the fermenting yeast. With as little taste for books and documents, and less application to labor, he has Fisk's love of money, horses, jauntings, and all sorts of fast life and merely animal recreations. Surely, these are not the qualities of the hero. The degrading gifts he has accepted, and the flagrant nepotism he has practised, have caused the country to rate him as a very ignoble mortal. The public sense of gratitude feels acquitted of all obligations to a man who so obviously values glory only as an instrument of pelf. Certain it is that he has prevented himself, and every other general who served in the late war, from deriving any future political advantage from his military record.

Perhaps there is nothing so remarkable in our political history as this early blight and mildew which have fallen on military laurels. They can no longer make a single vote for any candidate for office, as quick-sighted politicians some time ago discovered. In the elections of this year, it is surprising how few military candidates have been run, either for State offices or for Congress. Woodford for Governor of this State is almost the only one that can be mentioned, and he has merely illustrated the utter decay of mili-tary prepossessions. He was General Grant's pet candidate, and was nominated at Saratoga by a convention of soldiers before he received the Republican nomination. He probably did not get a single additional vote in consequence of the soldiers support. Nor will any candidate, in any election hereafter, make any capital out of a military record. Thanks to General Grant military prestige in our politics is "played out." It has fallen into as irretrievable contempt as the practice of ostracism among the ancient Greeks, after a low demagogue bad been ostracized. We shall accordingly find, in the next Presidential election, that each candidate will stand on his civil qualifications and personal popularity, without any adventitious aid from his participation in the late war.

SPECIAL NOTICES.

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 NATIONAL BANK, to be located at Philadelphia, with a capital of one hundred thousand dollars, with the right to increase the same to one million dollars.

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BUREAU OF CONSTRUCTION AND REPAIR,

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SEALED PROPOSALS for the delivery of 203,000 cubic feet of Live-oak Timber, of the best quality, in each 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 offens 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.

antee.
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.

Is all the deliveries of the timber there must be a due proportion of the most difficult and crooked pieces; otherwise there will be withheld such further amount in addition to the 25 per centum as may be judged expedient to secure the public interest until such difficult portions be delivered. The remaining 75 per centum, or other proportion of each bill, when approved in tripicate 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.

It will be stipulated in the contract that if lefal oe made by the parties of the first part in delivering all or any of the timber named, of the quality nat at the time and place provided, then, and in , at case, the contractor, and his sureties, will forfeit and pay to the United States a sam 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, 1843. The 203,000 cubic feet to be delivered in each yard

will be in the following proportions:-Say 35,000 cubic feet of pieces suitable for stems, sternposts, desdwoods, aprons, sternpost knees, keelsons, and hooks, 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 these heretofore received, with frames of corresponding siding, the moulds of which can be seen at any navy yard; 130,000 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 of a siding of 12 inches; all these pieces being in length from 18 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 mean to the greatest crook. Also 30,000 cubic feet of timber siding 43 and 15 inches, in length from 17 to 20 feet.

to 20 feet.
All to be sided straight and fair, and rough-hewed the moulding way to show a face of not less than two-thirds the slding, 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, subject to the usual inspection, and to the entire ap proval of the Commandant of the yard.

The whole quantity to be delivered within two

years from the date of the contract.
Satisfactory evidence must be presented with each proposal that the parties either have the timber or are acquainted with the subject, and have the facility to procure it.

In addition to the above, separate "Sealed Pro-

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 cubic feet of Live-oak, the principal pieces siding 14 to 17 inches, the remaining portion 12 and 18 inches; the principal pieces sand 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 bona 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 ______,

hereby agree to furnish and deliver in the United States Navy Yard at thousand cubic feet of Live-oak timber, in con-formity with the advertisement of the Bureau of Construction and Repair of the date of November 5, 1870, viz.:— cubic feet, suitable for principal

pieces, at \$ — per foot.....
cubic feet, curved timber, at
\$ — per foot.....
cubic feet timber, at \$ — per ft,

....... 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 Sta-

tion at _____ for signature and certificate, Date _____, [Signature], A. B. C. D.

FORM OF GUARANTEE. The undersigned ____, and of ____, in the State of _____,

that which may be accepted. [Signatures] C. D. E. F.

Each of the guarantors must be certified by the Assessor of Internal Revenue for the district in which the parties are assessed. 11 7 law4w PROPOSALS FOR THE ERECTION OF PUL

ERECTION OF THE PUBLIC BUILDINGS,
PHILAPELPHIA, 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

OFFICE OF THE COMMISSIONERS FOR THE

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.

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 are not 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, specify-

ing the kind.

9. For undressed marble per cubic foot, specify-

9, For indresses the state of the kind.

18. For rolled from beams (several sizes), per ineal 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, and the proposals of the President of the Board, or to the Architect, and office No. 205 S. SIXTH

John Mearthur, Jr., at his office, No. 205 S. SIXTH By order of the Commission.

JOHN RICE, President.

CHAS. R. ROBERTS, Secretary.

NOTICE. - SEALED PROPOSALS INDORSED "Proposals for Supplying Blanks to the Board of Public Education" will be received at the office, southeast corner of SIXTE and ADELPHI Streets,

addressed to the undersigned, natil December 13, at 12 O'clock M., for the supply of all Blanks required for the Public Schools for the year 1871.

A sample of the Blanks authorized by the Board can be seen at the Secretary's office.

By order of the Committee on Supplies. N. J. HOFFMAN,

MATS AND DAPE. WABBURTON'S IMPROVED VENTILATED and easy-sitting DRESS HATS (patented), in all the improved fashions of the season. CHESNUT Street, next door to the Post Office.

JOHN FARNUM & CO., COMMISSION MER-chants and Manufacturers of Concessors Toking, etc.