

NEWS SUMMARY.

City Affairs. A guest at the Bingham House, Warren T. Snell, committed suicide yesterday by shooting himself through the heart. He left a letter saying that he did not want to live.

The wife of Charles Arman, living at Edge Hill, was yesterday murderously assaulted by Robert Gibbs, who had formerly lived with the family and now intended to rob it.

Domestic Affairs. The condition of Mr. Sumner remains unchanged.

The English members of the Joint High Commission have arrived in Washington.

The State senate reassembled yesterday, but the House will not meet until Monday.

James Grady will be executed in Washington to-day, for killing an old woman named Mrs. Faulkner.

A meeting was held in Boston last night to congratulate the Italian people on the completion of their national unity.

News from Rio Janeiro is to the effect that the revolution at Montevideo has been defeated and is fast drawing to a close.

Colonel John S. Monroe, who was Mayor of New Orleans at the time of its capture by General Butler, died suddenly yesterday at Savannah, Ga.

The New York and Erie Railroad Company gives notice that it will furnish coal from its own mines at \$8 per ton, delivered at Jersey City.

Some men of brutal instincts, who have been engaging in dog-fights in New York city, are being prosecuted to the full extent of the law.

Thirty-four Republican members of the Indiana Legislature resigned yesterday, to prevent protracted partisan legislation on the part of the Democratic members.

The St. Louis Board of Trade desires Congress to appropriate a million and a half of dollars to improve the Mississippi river in such a manner as will inure to the benefit of their city.

The Virginia Senate yesterday passed the Washington and Richmond Railroad bill, with amendments. It goes back to the House, where it will, it is said, be passed to-morrow.

Foreign Affairs. Emperor William will return to Berlin as soon as the preliminaries of peace are arranged.

England is negotiating for the purchase of the Dutch settlement on the gold coast of Africa for £23,000.

News from Versailles is that it has been determined that a portion of the German army shall pass through Paris on its way home.

A placard was on Monday posted in Paris, appealing to the inhabitants to make a last struggle should the Prussians enter the capital.

The British Parliament was started last night by a statement that disaffection exists to such an extent in Ireland that it is necessary to appoint a secret committee to ascertain the causes.

The Gaulois says that Lord Lyons, the British Ambassador, and Chevalier Nigra, the Italian Minister, will soon go to Paris, in order to afford M. Thiers the moral support of their governments in the peace negotiations.

CITY COUNCILS.

Their Proceedings Yesterday Afternoon. Yesterday afternoon Councils held their stated meeting.

Select Council. A message was received from the Mayor relative to the improvement of League Island, which was published in full in THE EVENING TELEGRAPH.

Mr. Bumm moved his resolution to the Committee on the Defense of the Delaware river; but, on the suggestion of Mr. George Smith, this was withdrawn, to allow Mr. Smith to move the appointment of a special committee of five from each chamber, to carry out the views of the Mayor, and to act with a committee of the Board of Trade.

Mr. Smith's resolution was adopted, and the committee consists of Messrs. Smith, Bumm, Hanna, Parks and King.

Mr. Shoemaker, from the Committee on Law, presented a letter from Mr. Henry C. Carey, endorsing the views of the committee as contained in the report upon the subject of taxation. Referred to the Committee on Law.

Mr. McIlvain presented a resolution requesting the Pennsylvania Railroad Company to inform Councils what is needed to turn the difference in freight in favor of Philadelphia, and secure to the city permanent advantages, so far as the corporation is concerned, as suggested in the recent report of the directors. Referred to the Committee on Railroads.

Mr. Bumm presented a resolution requesting Congress to repeal the income tax as inequitable, unequal and oppressive, and the amount collected disproportionate with the cost of collection. Agreed to.

Mr. Downing submitted a resolution directing the Committee on Police to inquire and report upon the expediency of erecting a new police station in the Eighth district. Mr. Harkness presented a similar resolution in regard to a new station house at Tenth and Thompson. Both were referred to the Committee on Police.

The ordinance for the improvement of the meadow banks on the First, Twenty-sixth and Twenty-seventh wards (\$50,000) was taken up.

motion to indefinitely postpone was not agreed to—yeas 59, nays 19—and the bill passed finally.

Mr. McIlvain presented a resolution requesting the Commissioners of Public Buildings to submit to Councils the plans for the new buildings, with an estimate of their probable cost. Agreed to without debate and without a negative vote.

The ordinance from Common Council repealing section 22 of the ordinance creating a paid Fire Department (leasing houses) was concurred in; also, the resolution protesting against the passage by the Legislature of the act creating commissioners for the levying of personal taxes. Adjourned.

Common Council. A petition was received from the Managers of the House of Refuge for permission to construct a bridge or passage-way over Poplar street, between Twenty-second and Twenty-fourth streets, in order to enable them to have a convenient mode of communication between the two departments of the Refuge buildings, said passage-way to be constructed at such a height above the grade of the street as will not interfere with the travel on Poplar street.

A communication was received from the Citizens' Association for the Improvement of the Streets and Roads of Philadelphia, calling the attention of Councils to the dangerous condition of the streets and crossings after the late snow storm.

Mr. Shyne, Chairman of the Committee on Fire Department, presented an ordinance repealing the portion of an ordinance creating a paid Fire Department which prohibits the

occupancy of fire companies' houses by any other organizations. Agreed to.

Mr. Wagner offered a resolution requesting the Legislature not to pass the bill creating William L. Dennis, Peter Armbruster, and R. J. C. Walker a board to assess personal property for the purposes of taxation in this city.

The preamble to the resolution sets forth that the board would, under the act, perform the duties for five years without fee, and that the salaries alone would amount to over \$30,000 each year. The resolution was agreed to.

The message of the Mayor relative to the improvement of League Island was read. The resolution of the Select Council creating a joint special committee to carry out the suggestions of the Mayor, etc., was concurred in. Messrs. Buzby, Mitchell, Devine, Calhoun, and Vandusen were appointed on behalf of this Chamber.

Mr. Glenn, chairman of the Police Committee, presented an ordinance authorizing the Mayor to enter into a contract with the Women's Branch of the Society for the Prevention of Cruelty to Animals, or other parties, to take up and kill all dogs unmuzzled running at large. Agreed to.

Mr. J. S. Allen, chairman of the Election Committee, presented a resolution dividing the Eighth election division of the Seventeenth ward, and creating an additional division, the Eleventh. Pending its consideration the Chamber adjourned for want of a quorum.

Meeting of the Coal Interests. Yesterday afternoon a meeting of coal operators, representatives of all the carrying companies, and iron manufacturers was held at the office of the Reading Railroad Company, Hon. A. S. Packer in the chair. The following resolutions were adopted:—

I. That the Schuylkill region offer to the men of their district for the year 1871 the \$2.50 basis as agreed upon in November last, sliding up and down at the rate of one per cent. advance and decline upon wages and contract work for every three cents per ton advance and decline in the price of coal at Port Carbon. Provided that the men shall not be paid at a higher rate than under this basis they would be entitled to when coal is \$3 per ton at Port Carbon, until all the regions go to work.

II. That the Lehigh region offer to their men the following rates for the year 1871:—When coal is \$5 on board at Elizabeth and Port Johnson, outside wages to be from \$9 to \$10.50, inside wages \$11 to \$12, miners' wages \$14, and contract work 10 per cent. less than at the \$5 basis of last year, with an advance and decline of 12 1/2 per cent. on wages and contract work for every cent advance and decline in the prices of coal at Elizabeth and Port Johnson. Provided that until all the region go to work no higher rate of wages or contract work shall be paid than the men would be entitled to receive upon this new basis, when coal is \$6 per ton on board at Elizabeth or Port Johnson.

III. That the Delaware and Hudson Canal Company, the Delaware, Lackawanna, and Western Railroad Company, and Pennsylvania Coal Company continue their present offer, with the right to so modify it, from time to time, as to make the wages paid by them as nearly equivalent as practicable to that may be, for the time being, paid in the Schuylkill and Lehigh regions.

IV. That any region may go to work, upon the above terms being accepted by their men, but that no region shall commence until the men of such region have accepted the said terms.

V. That we are united in opposing any interference by the workmen or their associations with the management and control of our works, and will insist upon the abandonment of their claims to such control.

WRECKED IN NEW YORK HARBOR. An Inman Steamer Runs Down a Barge Laden with Silver Ore—One Man Drowned—\$10,000 Loss by the Collision.

On Tuesday night, at 9 o'clock, as the barge David Sturdevant, owned by the Camden and Amboy Railroad Company, was being towed by the tug Atlas up the harbor, she was run into and completely wrecked by the City of Manchester, of the Inman line, which had cleared for Liverpool just before. The barge and tug were off the "reef" at the time of the accident.

The cargo of the barge was composed entirely of silver ore in bags, and when the steamer struck her in the side the force of the collision sent her clean over, and all the cargo which she had on board fell to the bottom. The barge righted after the ore had all left her, and was towed up to Pier 1, where she now lies sunk and a perfect wreck. The cargo was valued at \$30,000, and the vessel at \$10,000. The saddest part of the accident was that the barge was owned by Richard Fetherstone, a fine young fellow, who leaves a mother and two sisters who were dependent on him for support, was drowned. The captain, James Mack, only escaped a similar fate by jumping into the tow-ropes and clinging on like grim death. He was taken up by the crew of the City of Manchester, which stopped after the collision, and put on board the tugboat Atlas. The captain of the tugboat says that he saw the barge coming down on him, but could not get out of her way; he, however, blew his whistle four times, no notice of which was taken by the City of Manchester. The ocean steamer was going at full speed at the time, and the cargo on board the barge was of such a heavy nature that it was perfectly impossible to get out of the way in time. The barge was coming from South Amboy, and going to the Canard dock in Jersey City.—N. Y. World, to-day.

A PRECIOUS VILLAIN. A Pariv by the Name of Johnson, who has Revealed in Crime all his Life.—The Most Notorious Scoundrel New York Can Produce.

John Johnson, the negro who murdered Henry Schlosser in December, 1866, and who was released from State Prison a few weeks ago, has again been assigned to New York city, this time on the charge of burglary. Judge Dowling, in sentencing him, recounted the facts of the prisoner's previous career, which showed that he became a criminal in infancy. At the age of twelve he was discovered pocket-picking, and at the age of fifteen he was sentenced to State Prison for five years on account of a burglary committed in East Twelfth street. He pretended to be a penitent, and after a short imprisonment was released, only to commit another burglary. Judge Dowling said that he deeply regretted he was unable to impose a heavier penalty than that allowed by law. "You are the worst of the worst—the most thorough scoundrel New York can produce; no punishment that the law can inflict, not even the terror that would be struck into the soul of the ordinary culprit by the gallows before him, affects you in the slightest. You were sentenced to death for a most bloody offense—the worst crime recognized by the law—you were snatched from the gallows and death by a miracle, and launched again into the light of hope, and a chance for repentance and a better life was afforded you; but you refuse all good, all that might tend to soften the brutal heart. I now send you to the penitentiary for six months, and impose a fine of \$50, and you will stand committed until that amount be paid; while I will take care that during my term of office no fine shall not be remitted."

PROPOSALS.

ARMY BUILDING, CORNER OF HUNTON AND GREENE STREETS. NEW YORK CITY, Feb. 9, 1871. Proposals in duplicate, to be received by the undersigned until 12 M., SATURDAY, MARCH 4, for the following Substantive Stores:—

500 barrels of Prime Mess Pork, containing 300 pounds each, 1 lb. hoop on each end.

500 barrels of Flour, round hoops, full head-lined, and sealed bungs.

100 barrels of "E. F." Flour, round hoops, full head-lined, and sealed bungs.

15,000 pounds of Fine Salt, in barrels, full head-lined.

10,000 pounds of "Prime Med." Beans, in barrels, full head-lined.

30,000 pounds of Brown Sugar, in barrels, full head-lined.

5,000 pounds of Crushed Sugar, in barrels, full head-lined.

5,000 pounds of Granulated Sugar, in barrels, full head-lined.

5,000 pounds of Cut Leaf Sugar, in barrels, full head-lined.

5,000 pounds of Carolina Rice, in oak barrels, full head-lined.

20,000 pounds of Green Rio Coffee, in oak barrels, full head-lined.

5,000 pounds of Green Java Coffee, in mats, packed in gunnies, containing 2 mats each.

5,000 gallons of pure Cider Vinegar, in barrels, iron hoops.

30,000 pounds of family Soap, 2-pound bars, 80-pound boxes, net, strapped.

5,000 pounds of Molasses, in 5-gallon bottles, 6's, full weights, 40-pound boxes, net, strapped.

1,000 pounds of Pure Ground Black Pepper, 1/2-pound packages, in 25-pound boxes, strapped.

1,000 pounds of Breakfast Bacon, in 100-pound boxes, strapped.

1,000 pounds of Smoked Tongues, in 100-pound boxes, strapped.

1,000 pounds of Smoked Beef, in 100-pound boxes, strapped.

5,000 pounds of Sugar-cured Hams, packed in tiers.

1,500 gallons of Syrup, in 1/2 and 1 whole barrels.

1,500 gallons of Molasses, in 1/2 and 1 whole barrels.

1,500 dozen of Toilet Soaps, assorted.

600 boxes of Table Salt, in boxes containing 60 boxes each.

25 pounds of Cayenne Pepper, ground, in 1/2-pound packages, packed in boxes of 25 pounds.

25 pounds of Cinnamon, ground, in 1/2-pound packages, packed in boxes of 25 pounds.

25 pounds of Ginger, ground, in 1/2-pound packages, packed in boxes of 25 pounds.

25 pounds of Allspice, ground, in 1/2-pound packages, packed in boxes of 25 pounds.

100 pounds of Mustard, ground, in 1/2-pound cans, packed in boxes of 12 pounds.

200 pounds of Yeast Powders, in 1/2-pound cans, packed in boxes of 12 pounds.

200 kgs. of Mess Mackerel, containing 20 pounds, net.

200 boxes of Dried Codfish, 1-pound boxes, packed 24 in a case.

1,000 boxes of Smoked Sausage, in original cases.

1,000 pounds of Dried Peaches, in barrels full head lined.

100 pounds of Nutmegs.

100 quarter boxes of Raisins, strapped 10 in a package.

100 half boxes of Raisins, strapped 10 in a package.

100 whole boxes of Raisins, strapped 10 in a package.

1,000 pounds of Dried Prunes, in 25-pound boxes.

240 cans of Fresh Salmon, in 2-pound cans.

240 cans of Fresh Oysters, in 2-pound cans.

240 cans of Spinach, in 2-pound cans.

240 cans of Tomatoes, in 2-pound cans.

600 cans of Green Corn, in 2-pound cans.

240 cans of Lima Beans, in 2-pound cans.

240 cans of Green Beans, in 2-pound cans.

240 cans of Lobsters, in 2-pound cans.

240 cans of Fresh Peaches, in 1/2-pound cans.

240 cans of Fresh Apples, in 1/2-pound cans.

240 cans of Preserved Pineapples, in 2-pound cans.

UNITED STATES MAILS. PENNSYLVANIA.

POST OFFICE DEPARTMENT, WASHINGTON, Sept. 30, 1870.

PROPOSALS for conveying the Mails of the United States from July 1, 1871, to June 30, 1872, on the following routes in the State of Pennsylvania, will be received at the contract office of the Department until 5 P. M. of March 3, 1871, to be decided by March 20.

From Butler, by North Oakland, Barabarth's Mills, Baldwin, and Brum, to Lawrenceburg, 32 miles and back, three times a week.

Leave Butler Monday, Wednesday, and Friday, at 7:30 A. M.; arrive at Lawrenceburg by 4 P. M.; leave Lawrenceburg Tuesday, Thursday, and Saturday, at 7:30 A. M.; arrive at Butler by 4 P. M.

From Liberty Corners, by Storrs' Mills, to New Liberty, 12 miles and back, once a week.

Leave Liberty Corners Saturday at 8 A. M.; arrive at New Liberty by 12 M.; leave New Liberty Saturday at 1 P. M.; arrive at Liberty Corners by 5 P. M.

From Bedford to Downingtown (Imbertown P. O.), 12 miles and back, twice a week.

Leave Bedford Tuesday and Friday at 3 P. M.; arrive at Imbertown by 6 P. M.; leave Imbertown Tuesday and Friday at 8 A. M.; arrive at Bedford by 10 A. M.

From West Bingham, by Bingham Centre and New Liberty, 12 miles and back, twice a week.

Leave West Bingham Tuesday and Saturday at 12 M.; arrive at Bingham Centre and New Liberty by 5 P. M.; leave Bingham Centre and New Liberty by 5 P. M.; arrive at West Bingham by 9 P. M.

From Pottstown to Cedarville (no office), 2 miles and back, three times a week, by a schedule satisfactory to the postmaster at Cedarville.

2657 From Oxford, by Mount Vernon, Colerain, Kitzwood, Torresdale, and Bartville, to Chester, 35 miles and back, three times a week.

Leave Oxford Tuesday, Thursday, and Saturday at 12 M.; arrive at Chester by 6 P. M.; leave Chester Tuesday, Thursday, and Saturday at 10 A. M.; arrive at Oxford by 12 M.

This route is supposed to be covered by existing service, and, if so, will not be let.

2658 From Union Deposit, by Roscoe's Mills (no office), to Brady, 12 miles and back, once a week.

Leave Union Deposit Saturday at 8 A. M.; arrive at Roscoe's Mills by 12 M.; leave Roscoe's Mills Saturday at 1 P. M.; arrive at Brady by 4 P. M.

Proposals for more frequent service invited.

2659 From Pottstown to Cedarville and Maters, to Smith's Mills, 15 miles and back, twice a week.

Leave Pottstown Tuesday and Saturday at 7 A. M.; arrive at Smith's Mills by 12 M.; leave Smith's Mills Tuesday and Saturday at 1 P. M.; arrive at Pottstown by 6 P. M.

From Hanlin Station, by Edersville (no office), to Bethany, by Bethany (W. Va.), 16 miles and back, once a week.

Leave Hanlin Station Saturday at 8 A. M.; arrive at Bethany by 12 M.; leave Bethany Saturday at 1 P. M.; arrive at Hanlin Station by 5 P. M.

Proposals for more frequent service invited.

2641 From Troy Centre (no office) to Troyville, 6 miles and back, once a week.

Leave Troy Centre Saturday at 10 A. M.; arrive at Troyville by 12 M.; leave Troyville Saturday at 1 P. M.; arrive at Troy Centre by 5 P. M.

Proposals received by either of the undersigned, on Wednesday and Saturday.

2642 From Ficksville (no office) to Penargill (no office).

Bidders will state distance and proposed schedule of arrivals and departure.

2643 From Coopersburg, by Lanark, Imeport, Stroudsburg, and Zion Hill (no office), to Coopersburg, 15 miles, three times a week, equal to 9 miles and back, three times a week.

Leave Coopersburg Tuesday, Thursday, and Saturday at 12 M.; arrive at Coopersburg by 6 P. M.

2644 From Pottstown to Cedarville (no office), to Pierceville, 6 miles and back, three times a week.

Leave Pottstown Tuesday, Thursday, and Saturday at 7 A. M.; arrive at Pierceville by 9 A. M.; leave Pierceville Tuesday, Thursday, and Saturday at 10 A. M.; arrive at Pottstown by 12 M.

2645 From Milroy, by Sigler's Mill (no office), 3 miles and back, three times a week, by a schedule satisfactory to the postmaster at Sigler's Mill.

2646 From Sandy Lake, by North Sandy and French Creek, to Utica, 11 miles and back, twice a week.

Leave Sandy Lake Tuesday and Saturday at 3 P. M.; arrive at Utica by 6 P. M.; leave Utica Tuesday and Saturday at 7 A. M.; arrive at Sandy Lake by 10 A. M.

Proposals for an additional weekly trip on Thursday invited.

2647 From New York (no office), by Colman's (no office), to Uih's Store (no office), Barnes' Hotel (no office), and Miller's Store (no office), to Moore's Half Falls, 15 miles and back, once a week.

Leave Miller's Store Saturday at 8 A. M.; arrive at Moore's Half Falls by 12 M.; leave Moore's Half Falls Saturday at 1 A. M.; arrive at Miller's Store by 7 P. M.

2648 From Edge Hill station (no office), by Fitzwiler, to Hartwood, and 1/2 Miles Tons, to Prospectville, 8 miles and back, six times a week, by a schedule making close connections with the Edge Hill Station with regular mail trains.

2649 From Newport, by Acker's Store (no office) and Montgomery's Ferry, to Livertown, 15 miles and back, once a week.

Leave Newport Saturday at 8 A. M.; arrive at Livertown by 12 M.; leave Livertown Saturday at 1 P. M.; arrive at Newport by 5 P. M.

2650 From Edge Hill station (no office), by Fitzwiler, to Hartwood, and 1/2 Miles Tons, to Prospectville, 8 miles and back, six times a week, by a schedule making close connections with the Edge Hill Station with regular mail trains.

2651 From North East, by Greenfield, to Watsburg, 16 miles and back, once a week.

Leave North East Saturday at 8 A. M.; arrive at Watsburg by 6 P. M.; leave Watsburg Saturday at 8 A. M.; arrive at North East by 10 A. M.

Proposals for an additional trip on Tuesday invited.

2652 From Herrickville, by James Mittens (no office), to Herrickville, 5 miles and back, three times a week, in close connection with railroad mail, by a schedule satisfactory to the postmaster.

2653 From Wyalusing, by Line Hill, Balleigh (no office), and Camp School-house, to Herrickville, 16 miles and back, three times a week.

Leave Wyalusing Tuesday, Thursday, and Saturday, at 11:30 A. M.—or after arrival of mail train.

2654 From Wyalusing by 2:30 P. M.; leave Herrickville Tuesday, Thursday, and Saturday, at 7 A. M.; arrive at Wyalusing by 10 A. M.

2655 From Russell Hill to Keiserville (no office), 2 1/2 miles and back, once a week, by a schedule satisfactory to the postmaster.

2656 From Phoenixville, by Pickering and West Fickland, to Chester Springs, 7 miles and back, once a week.

Leave Phoenixville Tuesday, Thursday, and Saturday at 12 M.; arrive at Chester Springs by 2 P. M.; leave Chester Springs by 2 P. M.; arrive at Phoenixville by 5:30 A. M.

PROPOSALS.

Steam Valley (no office), to Trout Run, 18 miles and back, once a week.

Leave Liberty Saturday at 7 A. M.; arrive at Trout Run by 12 M.; leave Trout Run Saturday at 1 P. M.; arrive at Liberty by 6 P. M.

Proposals invited for more frequent service.

Proposals must be carried by the mail with "certainty, safety, and security," using the terms of the law, and they must be guaranteed by two responsible persons, certified to by a postmaster or judge of a court of record.

No pay will be made for trips not performed, and for each of such omissions and satisfactorily explained three times the pay of the trip may be deducted. For arrivals as far behind time as to break connection with depending mails, and not sufficiently excused, one-fourth the compensation for the trip is subject to forfeiture. Fines will be imposed, unless the delinquency be satisfactorily explained, for not getting the mail from one stop to a post-office, for suffering it to be injured, detained, robbed, or lost; and for refusing, after demand, to convey the mail as frequently as the contractor runs, or is concerned in running, vehicles on the route. The Postmaster-General may annul the contract for disobeying the post-office laws or the instructions of the Postmaster-General, and the schedule of departures and arrivals, and also order an increase of service by allowing therefor a pro-rata increase on the contract pay. He may also curtail or discontinue the service in whole or in part, at a proportionate decrease of pay, allowing as full indemnity to the contractor for one month's extra compensation on the amount of service stopped with, and a pro-rata compensation for the service retained and continued. Bids should be addressed to the undersigned, Postmaster-General, super-scribed "Proposals, State of Pennsylvania," and sent by mail.

For forms of proposals, etc., and other information, see advertisement of October 31, 1867, and of this date, in pamphlet form, at the principal post offices.

JOHN A. J. CRESWELL, Postmaster-General.

SALE OF PUBLIC BUILDINGS AT AUCTION.

CHIEF QUARTERMASTER'S OFFICE, SAN ANTONIO, TEXAS, Dec. 6, 1870.

Will be sold at public auction, at Fort McKays, Texas, on WEDNESDAY, March 1, 1871, commencing at 10 o'clock A. M., EIGHTEEN FRAME BUILDINGS, the dimensions of which can be ascertained on application to General W. O. Cory, Acting Assistant Quartermaster.

Terms cash, in United States currency.

2101 m 6 Chief Quartermaster Dept. U. S. A., Brevet Brigadier-General, U. S. A.

QUARTERMASTER'S OFFICE, U. S. A., PHILADELPHIA, Pa. Feb. 17, 1871.

Sealed Proposals, in triplicate, will be received at this office until 12 o'clock M. on FRIDAY, March 17, 1871, for building a brick or Stone Wall around the Richmond, Va., and Wilmington, N. C. National Cemetery.

Forms for proposals, and specifications, furnished upon application to this office.