From an Occasional Correspondent.

KILLARNEY, Ireland, June 12, 1871. Our party of five reached Queenstown on the 8d inst. on the Cunard steamer Cuba, after a pleasant and short passage of nine days. We found this season the most favorable time for coming over, and the opinion of many of our passengers who had crossed the big pond twenty to forty times was, that they never had a more delightful voyage. Think of old times, when a ship would be sixty and eighty days enduring buffetings from Neptune. We had very little really rough weather, though the vessel rolled considerably, and the racks had to be kept on the cabin tables most of the time.

The transfer from the steamer to the tug and thence to the railway station occupied about two hours, and our ride to Cork was a short one. We went about the town in a jaunting-car, and saw everything of interest. We visited Blarney Castle, but did not kiss the far-famed "Blarney stone," as its appearance was not at all inviting. We found a beautiful country, as far as surface and productions are concerned; but I must confess the inhabitants are very squalid and far from prepossessing. The Imperial Hotel at Cork was quite comfortable, and the quality of food very good, although the variety was small, and charges for meals, separately, about the same as with you in Philadelphia, from seventy-five cents to a dollar for breakfast or dinner.

We left for this place in the afternoon train of the 5th, making a long stay at Mallow, and running very slowly all the time. We paid what they call first-class fare, but the cars were very dirty, and the racks were so contracted they could not accommodate our small baggage, satchels and bundles. It seemed singular to be locked in, and in this warm weather the cars are very close, and what people do who are sick on the journey, is more than I can imagine. The engineers on the locomotives have no covering whatever over them, and they, with their firemen, have to take the full force of all storms, as well as the scorching sun, which must be a great discomfort. There cannot be the least objection to having the same protection from the weather that our engineers have, except that it is too progressive, and foreigners will not take pattern from us. The locomotives were all very light, and could not possibly draw one of the heavy trains that are daily run on the Pennsylvania Railroad.

Such things as palace and drawing-room cars, or sleeping-cars, are unknown here; so we shall not travel any at night if we can

Many of the passenger coaches have castiron wheels with spokes, and as the wheels are quite large, the cars present a curious appearance, being so high from the ground. However, they say the roads in England and on the Continent are much superior in most respects to ours in the United States. Nous

Our hotel here is supposed to be something extra, as the Prince of Wales once stayed here a whole week. The waiters wear nice white gloves at dinner every day, as if at a dress party, and our table d'hote keeps us seated two mortal hours. We would a little rather prefer the American style (though we do not admire bolting our food in backwoods fashion), and we could improve our time in sight-seeing, as we shall try to do in the future. This house is supported almost entirely by Americans. The drivers all say there are ten of our countrymen to one Englishman, and our stay here so far has proved it. The ladies of our party are able to walk much farther than they could at home, accomplishing many miles a day on foot, and if they keep on improving they will make an anteprandial tour of our new Fairmount Park on our return to Philadelphia. Of course most if not all of the churches here are the Roman Catholic, though the Church of England may have a few adherents. The majority of the population seem to be priest-ridden.

Workmen here get but one shillingtwenty-two cents-per day, and not steady labor at that, and all I have seen are anxious to go to America, the "Land o' Liberty," of which they have curious and often ridiculous ideas. None of them object to receiving shillings as fast as you can hand them out. Every one of whom you may ask a question seems to expect some gratuity, and our funds would soon give out if we acceded to all demands upon our purse. This we are prepared for, as it is the experience of all European travellers.

The lords about here are two in number, and own about ten miles in every direction. The woods and lakes are full of game and fish, but no one can hunt or fish without express permission, which is not easily obtained. The tenants live in good cottages, and seem to be well satisfied, but the mass of the people live in the most abject misery, in mud cottages or huts, thatched with straw. no floors but mother earth, and often not even a chair. No wonder they want to emigrate to our country, where their condition could not be worse, but must be vastly improved.

It is not dark here till nearly 10 o'clock at night, and it is light again at half-past two in the morning, so that if we could only afford to do with Baron Humboldt's few hours of sleep, we should have time to see a great deal more.

We anticipate much pleasure among the lakes of Killarney, which we have read and heard so much about, and I will send you a description of them in another letter.

We design going from here to Dublin and to remain there a day or two, then to Belfast and the Giant's Causeway, and Londonderry perhaps, then across the channel to Greenock, up the Clyde to Glasgow, and on to Edinburgh, and so by rail to London. W. K.

-Is a jolly-boat helped along by four roars of langhter?

Thomas Jefferson and Martin Van Buren have been the only men in the history of this country who have been Governors of States, bolders of first-class foreign missions, heads of Cabinets, Vice-Presidents, and Presidents.

THE ART MYSTIC.

From the Pall Mall Gazette. There are some preposterous things in this world, which though, we hardly know how to treat them seriously, yet have about them some element which checks the feeling of mirth with which we are at first tempted to regard them. An exhibition of drawings re-cently opened in Bond street, under the title "Spirit Drawings in Water Colors," is of this sort. On first entering the room, and on first opening the catalogue, the inclina-tion of any person possessed of ordinary powers of perception must be to regard the whole thing as an outrageous absurdity; but a feeling of something almost akin to distress is not long in succeeding to this first emotion, so that the mind of a visitor to the exhibition is alternately occupied by sad and ludicrous images during the whole of his stay

in this gallery of painful absurdities. The "spirit drawings in water-colors" exhibited at the "New British Gallery" in Old Bond street are one hundred and fifty-five in number, and consist entirely of curves and flourishes in all sorts of colors, mostly very bright ones, interspersed with certain threads of white tracery, of the finest and most elaborate kind, in lines as thin and intricate as the weavings of a cobweb. In all these one hundred and fifty-five drawings there appears to be no attempt to reproduce distinctly any object of which mortals have cognizance. Here and there are certain forms which remotely resemble leaves, and now and then there is faintly shadowed forth what may be supposed to represent some unknown fruit dimly suggestive of a ripe fig of Brobdingnag proportions; but for the most part the drawngs consist of an infinite variety of curved lines which, like the tale told by an idiot, "signify nothing."

What are these "spirit drawings" like? They are a little like seaweed, a little like feathers, a little like an anatomical preparation in a bottle at the College of Surgeons. They remind one, moreover, of some of the maddest of William Blake's designs, and of the later whirligigs of Turner. What is most strange about them, perhaps, is that they are executed with great show of elaboration, the curves are drawn with exceeding care, the colors, which are brilliant in the extreme and not inharmonious in arrangement, are delicately laid on, while over all and interwoven with all is a sort of network of white lines of the most extraordinary fineness, which remind one of spun glass and of gossamer, and (tell it not in Gath) ever so little of boiled vermi-

Judging by the statements contained in the catalogue published by the artist-a ladythrough whose mediumship these drawings have come into existence, they have each and all a distinct and separate meaning. Thus, while one will be designated a "Blossom from a Spirit Home," another will be entitled the "Monogram of Mrs. Guppy," and yet another, the "Spiritual Crown of the Rev. Richard Chermside." The spiritual crowns are numerous throughout the collection. Besides those of her Majerty the Queen and the late Prince Consort-described at great length in the catalogue — there are among others the spiritual crowns of Daniel D. Home, Esq., and of Miss Houghton herself, the lady by whose hand-spiritually guided course-all these drawings have been executed. There are also the flowers, plants, and fruits of various individuals who are mentioned by name in the collection. There is, for instance, the "Flower of William Borer," the "Plant of Sidney Alexander Houghton," and the "Fruit of Mary Warrand," any one of which might, as it appears to the uninitiated eye, do duty for either of the others, or, if need were, for the "Flower of William Shakespeare," which in turn might serve, as it would seem, for that of Felix Mendelssohn Bartholdy or Bartolomeo Esteban Murillo, both of whom are here represented by means of spiritual botany, as are also "Franz Anton Mesmer," "William Blake, the artist," and, most surprising of jumbles, Archbishop Whateley, of logical

But perhaps the most curious feature con nected with this amazing exhibition is the mixture of what is practical and common-place with what is sublime and mystical, evidence of which meets one at every turn. The explanatory pamphlet which is sold in the gallery abounds in such evidence, but nowhere is it displayed in a more comical form than in the concluding section, in which the symbolism of color is treated of: a list of colors described by the conventional names conferred by the artists' colorman being given on one side of the page, with the qualities of which each tint is supposed to be symbolical on the other. From this list we gain much valuable information, learning, among other things, that yellow othre represents "delicacy of mind;" purple lake, "power of appreciating the great and good in others;" mixed green (gamboge and Prussian blue), freshness of soul; sepia, "nursing powers;" and brown madder, "adjustingness of mind"whatever that may be. Truly, we live in an age of wonderful discoveries, and surely 'these are of them."

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PROPOSALS FOR MATERIALS TO BE SUPPLIED TO THE NAVY YARDS UNDER THE COGNIZANCE OF THE BUREAU OF CONSTRUCTION AND REPAIR. NAVY DEPARTMENT.

NAVY DEPARTMENT,

BUREAU OF CONSTRUCTION AND REPAIR,

WASHINGTON, D. C., June 6, 1871.

Sealed proposals to furnish Timber and other
materials for the Navy for the fiscal year ending June 30, 1872, will be received at this Bureau until 12 o'clock M. of the 30th of June
instant, at which time the bids will be

The proposals must be addressed to the Chief of the Bureau of Construction and Repair, Navy Department, Washington, and Repair, Navy Department, Washington, and must be endorsed "Proposals for Timber, etc., for the Navy," that they may be distinguished from ordinary business letters.

To prevent confusion, and facilitate the opening of the bids, parties bidding for supplies at several yards will enclose their bids in separate

envelopes, each indorsed with the name of the yard for which the bid is made. Printed schedules for such classes as parties

deal in and intend to bid for, together with instructions to bidders, giving the forms of proposal, of guarantee, and of certificate of guarantors, with printed forms of offer, will be furnished to such persons as desire to bid, on application to the Commandants of the respective Navy Yards, and those of all the yards on application to the Bureau.

The Commandant of each Navy Yard, and the purchasing Paymaster for each station, will have a copy of the schedules of the other yards, for examination only, in order that persons who intend to bid may judge whether it is desirable to make application for any of the classes of those yards. The proposals must be for the whole of a

class, but the Department reserves the right to reduce the whole class, should the interest of the Government require it, before the execution of the contract. All applications for information, or for the examination of samples, must be made to the Commandants of the respective

The proposal must be accompanied by a certificate from the Collector of Internal Revenue for the district in which the bidder resides, that he has a license to deal in the articles for which he proposes; and, by direction of the Departbids or offers will be received only from parties who are bona fide dealers in, or manufacturers of the articles they offer to furnish. The guarantors must becertified by the Assessor of Internal Revenue for the district in which they reside.

The contract will be awarded to the person

who makes the lowest bid and gives the guarantee required by law, the Navy Department, however, reserving the right to reject the lowest bid, or any which it may deem exorbitant. Sureties in the full amount will be required to sign the contract, and their responsibility must be certified to the satisfaction of the Navy De-

partment. As additional security twenty per centum will be withheld from the amount of the bills until the contracts shall have been completed, and eighty per centum of the amount of each bill, approved in triplicate by the Commandants of the respective yards, will be paid by the Pay-master of the station designated in the contract, or, if none is specified, by the Paymaster of the station nearest the yard where the goods are delivered, within ten days after the warrant for the same shall have been passed by the Secretary

of the Treasury.

The classes of this Bureau are numbered and designated as follows:-No. 1, White Oak Logs; No. 2, White Oak Keel Pieces; No. 3, White Oak Curved Timber; No. 7, Yellow Pine Logs; No. 8, Yellow Pine Beams—Oregon Pine Beams at Mare Island Yard; No. 9, Yellow Pine Mast Timber—Oregon Pine Mast Timber at Mare Island Yard; No. 11, White Pine Logs; No. 12, White Pine Mast Timber; No. 13, White Pine Plank Boards— Sugar Pine Boards at Mare Island Yard; No. 15, White Ash, Elm, Beech—White Ash, Redwood at Mare Island Yard; No. 16, White Ash Oars; No. 18, Black Walnut, Mahogany, Maple, Cherry; No. 22, Cypress, Cedar; No. 23, Black Spruce; No. 24, White Oak Staves 23, Black Spruce; No. 24, White Oak Staves and Headings; No. 25, Lignumvitæ; No. 30, Ingot Copper; No. 32, Wrought Iron, round and square, No. 33, Wrought Iron, flat; No. 34, Iron, plate; No. 35, Steel; No. 37, Iron Spikes; No. 38, Iron Wrought Nails; No. 49, Iron Cut Nails; No. 42, Lead, pipe, sheet; No. 48, Zinc; No. 44, Tin; No. 45, Solder; No. 48, Locks Hinges, Bolts of breast and iron. No. 48, Locks, Hinges, Bolts, of brass and iron; No. 49, Screws, of brass and iron; No. 50, Files; No. 49, Screws, of brass and iron; No. 50, Files; No. 51, Augers; No. 52, Tools for ship stores; No. 53, Tools for use in yard and shops; No. 54, Hardware; No. 56, White Lead; No. 57, Zinc Paints; No. 58, Colored Paints, Dryers; No. 59, Linseed Oil; No. 60, Varnish, Spirits Turpentine; No. 63, Sperm and Lard Oil; No. 64, Tallow, Soap; No. 65, Fish Oil; No. 68, Glass; No. 69, Republish No. 70, Dry Code for unbalance. 69, Brushes; No. 70, Dry Goods for upholstering; No. 71, Stationery; No. 72, Crucibles; No. 73, Ship Chandlery; No. 74, Acids; No. 75, Resin, Pitch. Crude Turpentine; No. 77, Belting, Packing; No. 78, Leather, pump rigging, lacing; No. 80, Junk; No. 85, Anthracite Coal; No. 86, Semi-bituminous Coal; No. 87, Bituminous Coal; No. 88, Charcoal; No. 89, Wood.

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Nos. 1, 7, 9, 13, 15, 18, 22, 23, 24, 32, 39, 48, 50, 53, 58, 59, 60, 63, 70, 71, 73, 77, 85, 87.

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Philadelphia, Jan. 22, 1870.

OFFICE OF BOILER INSPECTION DEPART
MENT, No. 119 S. FOURTH Street.
At a special meeting of the Committee of Select
and Common Councils on Steam Engine and Boiler Inspection, the Inspector was instructed to call the attention of Boiler Owners and Users to Section 4 of the Act of Assembly, approved May 17, 1864,

which says:—
"If any person shall, on or after the first Monday "If any person shall, on or after the first Monday of July next, maintain or keep in use or operation any stationary steam engine or boiler within the said city of Philadelphia, without having first received a certificate that the same has been found to be safe and competent, as is hereinbefore provided, shall be deemed guilty of a misdemeanor, and upon conviction in the Court of Quarter Sessions for said county shall be sentenced to pay a fine not exceeding five thousand (\$5000) dollars and to undergo imprisonment in the jail of said county, either with or without labor, as the Court may direct, for a term not exceeding two (\$) years." exceeding two (2) years."

The act approved July 7, 1869, with reference to insured boilers requires the indorsement of this Department, in order to exempt the owners or users from city inspection.

WILLIAM W. BURNELL

WILLIAM W. BURNELL, Chairman of Steam Engines and Sollers. T. J. LOVEGROVE,

Philadelphia, June 5, 1871. LAW AND PATENT OFFICES,

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