THE CITY.

The Thermometer.

MAY 30, 1862.	MAY 30, 1863.	
8 A. M.....12 M.....3 P. M.	6 A. M.....12 M.....3 P. M.	
60½.....74.....73½	72½.....83.....84	
WIND.	WIND.	
ESE.....SSE.....NE	SSE.....SW....S by E	
MAY 31, 1862.	MAY 31, 1863.	
6 A. M.....12 M.....3 P. M.	6 A. M.....12 M.....3 P. M.	
59.....70.....73	73½.....82.....85	
WIND.	WIND.	
NNE.....ENE....E by S	SSW....SW.....SW	

THE PHILADELPHIA NAVY YARD.—Never have affairs assumed so interesting an aspect within the naval station of our city. In the different ship-yards, and along the wharves, all is life and animation. The month of May seldom fails to produce activity in all branches of business, but with our naval and ship-building interests the impetus is unbounded. To one unaccustomed to visit the navy yard a variety of strange scenes would present themselves. Upon entering the gate at Front street, you will frequently be compelled to wait for some time to allow the passage of heavy pieces of lumber, or, not unfrequently, the entrance of large Dahlgren and Parrott guns of eight, ten, and fifteen-inch bore. At times the passage of heavy shot and shell detains you. Upon the right-hand side of the avenue is the building in which are contained the offices of the commodore, commander of the yard, lieutenant, paymaster, naval constructor, draughtsman, the various clerks, and the chapel.

On the other side of the avenue are situated the quarters of the marine guard, in front of which a sentinel is constantly patrolling, as is also the case at the gate. Both of these buildings are constructed of brick, the first being three, and the latter two, stories in height. Down the avenue, and on the left, adjoining the marine quarters, are situate the store-houses, three stories high. Here a large amount of necessary articles are stored. Connecting with the store-houses is the ordnance store, in which are contained the shrapnel and grape shot, and other ordnance articles too numerous to mention. Adjoining this building is the ordnance yard, containing with the store-houses is the ordnance store, in which are contained the shrapnel and grape shot, and other ordnance articles too numerous to mention. Adjoining this building is the ordnance yard, containing all this useful material. On the same side, as we descend, is noticed the joiners' shop, a two-story brick building of no mean pretensions.

Nearly opposite is the pitch-house, being of about the same dimensions, and a little to the right is the watch-house. As we descend still farther, we notice the gun-carriage shop, where the largest of these articles used in the navy are turned out in a finished condition. Numbers of them are constantly sent to Port Royal for the ships of the squadrons. Again, on the opposite side, we notice an extensive frame building, erected last fall for the storage of lumber.

By this time we have reached the large ship-house of the yard, and we notice a large building entirely of frame work, but covered with tin. On the stocks is the gunboat Kansas, a description of which is given below.

Passing through leisurely, we reach the main pier of the yard, at which is moored the gunboat Shenandoah, and on the outside lies the United States steamer (lately a prize), both nearly ready for sea. At the upper wharf of the yard the city ice-boat is moored. She was purchased by the Government last winter, and rendered some service on the Potomac river at the commencement of the rebellion. She mounted one heavy gun.

Moving to the south portion of the yard, we pass the lower ship-house on our right, from which the Tacony was launched about two weeks ago. A scene of confusion is here presented, as is usual in all cases after a launch. Advancing to the stone pier, and crossing the dock upon a sort of bridge erected there during the summer months, we arrive at the lower portion of the yard. Directly opposite the bridge, and about fifty feet from it, are situate the docks, comprising nine stations. Upon them at the present time is the steamer Memphis, repairing. They have but lately been replaced, as the dock was being dug out. Descending to the edge of the lower or long dock, we find moored in the southern portion of it the gunboats Wissahickon and Seneca, the former repairing and the latter still in commission.

Advancing to the edge of the river, we have full sweep of the river as far north as Cooper's Point, and southwardly to a distance of two miles below Gloucester Point. Anchored in the stream are the three United States men-of-war and one foreign steamer.

First, we observe the sailing sloop-of-war Saratoga, Commander George Colvocoresses, who has advertised for sailors, so difficult are they to be obtained otherwise. In her wake is the receiving ship Princeton, always alive and teeming with animation. Below her we find the well-known steamer Tuscarora, in a dismantled condition, and farther down the stream, below Reed street, is the Genoese corvette, San Giovanni.

After a long and interesting survey we again retrace our steps; but, instead of returning by the same route, we choose another, by the lower portion of the yard. Passing by the interior dock, a large number of ships' boats are seen, ready for delivery, and also the navy yard launch. Gordon, to supply the blockading squadrons with water. Perambulating upward, we pass to our right, in the distance, the iron-clad Tonawanda, building in the open air. Close upon our left is the boat shop and spar shop, and a little farther on the block shop. In immediate succession we have the steam saw-mill, machine shop in our rear, and again enter the main avenue of the yard.

Upon the left, as we ascend, we observe in the distance, and nearly back of the office building, the drill ground, where the marine guard are manœuvred in the morning. Above the drill ground, and bearing upon Front street, are the private residences, owned by the Government, and inhabited by Government officials. In one of these residences lives the author of these lines. The large gun with the little ones around it, on the left, and the bowsprit of the Guerriere, captured by the Constitution, meet the eye. Other guns, of more or less size, attract the attention.

There are about twenty-two hundred workmen employed in the navy yard. The majority of these comprise carpenters, blacksmiths, machinists, coppersmiths and blacksmiths. Each department is kept very busy at this time. The hours of labor are from seven A. M. to five P. M., with one hour's intermission at noon. This is changed during the winter months, and the men are allowed to retire at sundown.

There are eight mortars lying in the yard, which have been there about six or eight months. These, together with the large number of heavy guns and shot, and shell, present to the eye of the visitor a warlike appearance. When the mortars were first ordered to the yard, it was rumored that they were for the use of Admiral Farragut, and dispatched to Admiral Porter. But this was merely a rumor. They will probably lie in idleness for a time or so, and then will be used by the Government.

The Board of Examining Engineers for the navy is still in session at the navy yard. Since they have been convened in Philadelphia they have recommended five promotions to chief engineers, forty-four to engineers, and seventy-nine to assistant engineers, for admission as third assistant engineers. The Board consists of the following gentlemen: Chief Engineers Thomas Williamson, George Gideon, and Charles Bolker.

There is a great scarcity of sailors at the present time to man the different vessels of our navy, the demand never being so great. The shipping masters have, therefore, been almost unable to perform their duties, owing to this cause. As a rule, the navy is much preferred by the old "Jack Tars" to the common merchant service.

We will now attempt a description of each vessel over which the Government flag is now waving, and would draw attention to the receiving ship Princeton.

Receiving Ship Princeton.—This old sailing frigate has been used as a receiving ship at the Philadelphia navy yard for several years, and was formerly considered a crack vessel in our little navy. She now lies in the river, where she was moored last fall, in the lower dock of the yard at the opening of spring. During the past two weeks she has been repaired and painted the regulation colors (black and white), gives her an excellent appearance in the stream. The Princeton is now commanded by Lieutenant George S. Gray, formerly of the Confederate Navy, ordered to the command last week. A large number of sailors, destined for vessels fitting and repairing for sea, is constantly on her rolls, ready at a moment's notice. At times the number exceeds five and six hundred men. She is about 990 tons burden, and when in service carried twenty-four medium-sized guns as her battery.

Saratoga.—The Saratoga is a sailing sloop-of-war, of the old class, and resembles the Princeton in construction. She has been out of commission for years. She has lent upon duty she formed part of the squadron on the west coast of Africa, and did excellent service under good officers. After discharging the duties there she was ordered by the Navy Department to this port for repairs. She arrived here in the month of December, when she went out of commission and her crew discharged. Repairs were soon after commenced upon her, and she is now in a progressive state of forwardness. She lies in the stream awaiting orders for her departure, which will not be received for six weeks. Commander George M. Ransom was appointed to her command in the middle of last month. This gentleman by birth is a native of Greece, but has been in the service about twenty years—a large portion of that time in the Pacific squadron. As the vessel has not gone into commission, none of the junior officers have been appointed. Her next station will be either in the Pacific or African squadrons. The Saratoga carries nineteen guns and has a burden of 882 tons.

Tuscarora.—This vessel, which has gained such notoriety by her acts in connection with the privateer Sumpter, is also in the stream in a dismantled condition. She resembles the Saratoga in her last month, when she went out of commission, her crew discharged, and her officers detached. Her repairs will be extensive, as she has been in service in foreign waters nearly eighteen months. She is a beautiful vessel, and one of the fastest in the navy, and was will adapted to the service in which she was engaged. All our readers are familiar with her exploits in blockading the privateer Sumpter for so long a time in a European harbor, and the final escape of that vessel. She has been constantly kept before the eyes of the public for over a year. The Tuscarora carries a battery of eighteen guns—some of them of the heaviest calibre. She is now ready to go into service before the expiration of two months.

Princess Royal.—The Princess Royal is an iron screw-sloop of eight hundred tonnage, and was captured by our blockading squadron off Galveston harbor, at the time of the raid of the rebel iron-clads upon our fleet. She was immediately ordered to Philadelphia, and brought the first authentic news of the encounter between the iron-clad rams and our wooden blockading vessels. She was invaluable, taken in charge by the United States Marshal, and her cargo prepared for sale, which was very valuable, consisting of drugs, medicines, chemicals, etc. The vessel was purchased by the Government, and for the past two months has been undergoing repairs at the workmen. She is now nearly ready for service, but has not yet gone into commission, and will carry about ten guns, mostly brass howitzers. The Princess Royal is also very fast, and can easily steam fourteen knots an hour, and on several occasions has done even better. Her destination will probably be the Gulf Blockading Squadron, where she will be of immense value in preventing blockade runners from entering or departing via the sounds and inlets along the gulf shores. Her commander is a gentleman who has seen service.

Memphis.—The fine iron steamer Memphis is on the sectional dock, at the yard, where the repairs to her outwater are being finished. This vessel arrived at the navy yard about the fifteenth of April last, badly damaged on the bow, having come in contact with the iron-clad Keokuk as she was towing her up the harbor of Charleston. Her injuries were so serious as to compel her immediate removal to a Northern port for repairs. She will soon be in a fit condition for service.

Wissahickon.—The Wissahickon is a gunboat of small dimensions, but has seen nearly as much service as any other vessel in the navy, during the present rebellion. During one of the engagements in the Mississippi, in the spring of 1862, she received forty shots in her hull and rigging. Her hull was completely riddled, the masts in a tottering condition, and the smoke-stack pierced through and through. Although her injuries were so serious at that time, she managed to reach the navy yard, where her repairs were completed in a satisfactory manner, and she again went to sea. She was placed upon the Atlantic Blockading Squadron, in the vicinity of Port Royal. Some few weeks since her machinery became out of order, and she was once more ordered to this port for repairs. She carries nine guns of considerable calibre, and left a few days ago for Fortress Monroe.

Tacony.—The Tacony is a side-wheel, double-bowed steamer of excellent construction. Her burden is 674 tons, and when in service will carry nine guns. She was launched on the 7th of the present month, from the lower ship-house of the yard, very successfully. She is one of the twenty-seven double-sliders ordered for the navy and is the sixteenth of that class afloat. The Tacony has been pronounced by competent judges to be the best vessel of her class turned from any navy yard in the country. The running plank of the bottom is three and a half inches in thickness. The engine-frame is in its proper position to receive the engine, which is in a forward state of completion. The dimensions of the vessel are, length, between perpendiculars, 240 feet; breadth of beam, 35 feet 2 inches; depth of hold, 12 feet. The battery of the Tacony is as follows: Two 100-pound rifled Parrott guns (on pivot), four nine-inch Dahlgrens, and four 24-pound howitzers, making a total of twelve guns. She is now receiving her machinery at the works of Messrs. Morris, in Kensington.

Shenandoah.—This gunboat is the finest vessel at our station. She has a length of 240 feet and a burden of 1,378 tons. She will carry twenty-three guns. Her launch took place in January from the main ship house, and was attended with success. She now lies at the main pier of the yard nearly completed. Her masts, spars, and rigging are in place, but the sails have not been attached. Her engine is a powerful one, and capable of forcing the vessel through the water at a high rate of speed. The Shenandoah has not yet gone into commission, and her officers have not been appointed.

Tonawanda.—The iron-clad Tonawanda is on the stocks in the yard, constructing, and a large force of workmen is engaged upon her. The Tonawanda will carry four guns, with a burden of 1,564 tons. Her dimensions are, length, between perpendicular, 260 feet, extreme breadth of beam 50 feet, and depth of hold 12 feet. The ribs of the vessel are all in position and the planking more than two-thirds completed. In addition to five inches of iron plating, she will have a thickness of planking that will be almost impervious to shot and shell. Her two turrets will be very strong and carry two of the heaviest guns, each. All the late improvements are to be added both to hull and turrets. Below deck the space is roomy and comfortable. The Tonawanda is being built exactly on the plan of Ericsson's battteries, with the exception of having two turrets. She will not be completed for three months to come.

Kansas.—This vessel was commenced in the upper ship-house of the yard about two weeks ago, and already rapid strides have been made towards its completion. About two-thirds of the ribs have been erected, and but a limited time will find them all in position. Her dimensions are as follows: Length between perpendiculars 180 feet; extreme breadth of beam 20 feet, and depth of hold 12 feet 2 inches. Her burden is 593 tons. She can be ready for launching in two months, if the same celerity continues which has been manifested within the past two weeks. She will carry but five guns.

Wyalusing.—This vessel is built on the same style as the Tacony, and was launched from the upper dock week from the ship-yard of W. Cramp & Sons, Kensington. The dimensions of the Wyalusing are: length between perpendiculars, 240 feet; breadth of beam, 35 feet 2 inches; depth of hold, 12 feet. The draught is five feet four inches, and she will be used for Southern sounds and rivers. She is the seventeenth of her class which has been launched. Her armament will be the same as the Tacony's, previously given. After being launched she was floated to the works of Pusey, Jones, & Co., Wilmington, Del., for the purpose of receiving her machinery. After this has been accomplished, she will come up to the navy yard, where she will be fitted out and placed in commission ready for service.

Pontiac.—This steamer was launched on Saturday afternoon, from the yard of Birely, Hillman, & Co., Beach street, Kensington. She is destined to carry nine large guns, of nine and eleven-inch calibre. She has been well built, and was constructed upon the same plan as the Wyalusing. Her dimensions are: length between perpendiculars, 240 feet; breadth of beam, 36 feet; depth of hold, 12 feet. The machinery has been placed in this vessel yet, but it will be done at once. The steamer will be used for the same purposes as her predecessors. The engines are being constructed by the firm of Neafie & Levy, of Kensington.

Bermuda.—For two months past this vessel has been undergoing repairs at the navy yard, and on last Wednesday she departed from the yard, thoroughly fitted up and repaired as a transport. She was captured by the blockading squadron last spring, and sent into Boston port. Her cargo became forfeited from its sale. The Bermuda will be used in conjunction with the transport Massachusetts, plying between this port and the blockading squadrons, carrying the mails and provisions. She is an iron steamer, and capable of making sixteen knots an hour. She will return to our port in about two weeks, and, after a fresh instalment, will depart again on her mission. In her route she will stop off Wilmington, Port Royal, Pensacola, New Orleans, and the Eastern and Western Gulf squadrons, as far as the Rio Grande. Her burthen is 1,000 tons.

Ticonderoga.—This vessel came to our port on last Saturday afternoon, after a trial trip of one week. She started from New York on Wednesday week, and sailed for Fortress Monroe, which she reached in thirty and a half hours. She then received orders from the Navy Department to leave at once for Philadelphia, which she did on Friday afternoon. This was an acceptable move, as at least one-half of the officers are from this city. Her principal officer is Lieutenant Commander Bushrod B. Taylor, both a superior officer and a gentleman.

The Ticonderoga is a vessel built on the same plan as the Shenandoah at our yard, both being magnificent vessels. Her burden is 1,278 tons, and the dimensions are: length, 240 feet; breadth of beam, 35 feet; and she draws from thirteen to fifteen feet of water when in service. Fourteen heavy guns constitute her battery, consisting of nine and eleven-inch Dahlgrens and 200-pound rifled Parrotts. Her crew numbers 240 picked men. It is not known how long she will remain at our navy yard, but it is not probable that her stay will be lengthy. No repairs whatever are needed, and it appears strange to us that a vessel of her class should have been ordered to Philadelphia apparently without cause.

Seneca.—This gunboat came to the port of Philadelphia last Monday night, for repairs to her machinery. She has been connected with the South Atlantic blockading squadron since October, 1861, and has rendered valuable aid. She left Port Royal on the 13th ult., for Philadelphia, and is commanded by Lieutenant Commander William Gibson. She carries five guns, as follows: one 11-inch Dahlgren, one 20-pound rifled Parrott; one 12-pound rifled howitzer, and two 24-pound howitzers. The officers and crew number about one hundred men. She has but yet gone out of commission.

Vantic.—Another gunboat will be commenced in the lower ship-house of the navy yard under this title. She will be a small side-wheel steamer, intended for Southern river navigation. The stocks will be prepared to receive her in about three weeks.

Another Iron-Clad.—Another double-bowed side-wheel steamer is being constructed in Bordentown for the Government. It will be launched about the latter part of next month. She will have a heavy battery of 11-inch Dahlgrens, and rifled Parrotts. The sides, above the water, will be iron-clad. The dimensions are: Length between perpendiculars, 240 feet; breadth of beam, 30 feet 2 inches; depth of hold, 12 feet.

Galena.—This iron-clad steamer has been in the service a little over a year, but has not proven altogether successful. She has lately been in the vicinity of Fortress Monroe, guarding that locality from another attack of the rebel iron-clad. She has not been in any engagement since her attack upon Fort Darling, in connection with the little "Monitor" and Naugatuck. At that time she received a considerable amount of damage as experienced from the enemy's shot, as they penetrated the iron plating at almost every discharge. Several of her crew were killed and wounded. She arrived at this port on Thursday afternoon, and comes for extensive repairing. Her coat of mail will be taken off, and the vessel will be thoroughly inspected, and if found expedient, will be repaired in the strongest possible manner. Her battery consists of six guns of medium size and weight. The necessary work will be prosecuted with despatch, and the Galena will be commenced at once, and the Galena will be floated upon the sectional docks within a week. Her commander is Captain Stevens, formerly chief in charge of Lieutenant Commanding L. Paulding.

The naval authorities have contracted with Merrick & Sons, of this city, and Reaney, Son & Archbold, of Chester, for one iron-clad steamer of light draught, each. These vessels will have but one turret, which will contain two heavy guns, the plans for which are gotten up by Captain Ericsson. The price of each vessel ranges from $880,000 and upward.

The iron-clads along the river front, from Southwark to Kensington, present almost as lively an appearance as the navy yard. Everything in and around them looks gay.

The yard of Mr. John Lynn, at Reed street, a barge of 300 tons is partly completed. It is owned by Captain J. Kirby. A pilot boat of 80 tons burden is rapidly approaching towards completion. It is intended for the Delaware bay pilots. Three tug boats, of different dimensions, are constructing. A large barge for the Treasury Department, of 850 tons burden, is nearly ready for service. Two barges, one of 325 and the other 350 tons burden, are under way for the Navy Department. The former is owned by the Messrs. Flanagan, and will be launched on Saturday afternoon; the latter is owned by the Messrs. Sellers, Devinney, & Co. The hull of a large steamship, of 1,100 tons, has just been laid. She will be used for service between New York, Havana, and New Orleans.

Mr. Simpson's Neafie's yard, at the foot of Christian street, a new tug-boat, called the Stephen Decatur, is on the marine railway for coppering. She was recently launched from the premises. Finishing touches are now being put to the steamer Flambeau, which has gone into the service of the Government. The large and powerful steamer New York is on the sectional dock undergoing a thorough repair. She was purchased by the Government as a transport and a flag-of-truce boat, and conveyed prisoners of war to and from Richmond, by a flag of truce. The work at this place continues steadily.

At Neafie & Levy's yard, in Kensington, a number of vessels are in different stages of completion. The tug-boat Stag is being fitted up. Her machinery is also being placed in her. She was launched some three weeks since. The steamship launched last Saturday, from Lynn's yard, is being completed here. Her burden is 900 tons, and she is owned by the Messrs. Hangan. The tug-boat Marygold has been received into the Government service for towing. She is nearly completed. Besides these, a number of vessels are being completed for different parties. The work is noted all over the Union for the durability and excellence of all its workmanship.

At the yard of Birely & Hillman, Beach street, Kensington, a number of smaller-sized vessels are in different stages of completion. A barge, the Elite Knight, of 600 tons, was launched from this yard on Tuesday afternoon. The Government steamer Fenton was launched on Saturday afternoon. Vaughn & Fisher are also busily engaged in the construction of vessels. Cramp & Sons have several vessels on the stocks of the yard. They, said the firm, during the past year, has done much work for the Government. The iron-clad steamer New Ironsides was launched from this yard.

There is considerable activity in the coasting trade. One day this week no less than three five vessels arrived at the port of Philadelphia, and almost from it. A great difficulty is felt in obtaining sailors for the merchant service. A large number of those who ship are not sailors, and trouble ensues on board of them on account of their inexperience. Vessels often return from this fact. Never, we repeat, have the naval and shipping interests presented so favorable an appearance.

THE CHRISTIAN COMMISSION.—The first annual report of the Christian Commission has just been published, and covers over one hundred pages. It details the operations of the committee in the various military departments, and shows to what great extent so excellent an auxiliary can promote the welfare and efficiency of an army. The commission expresses itself in great debt to the Philadelphia Association, which furnished fifty delegates, one of whom, Rev. Mr. Ladd, fell a martyr to the work. Of these, others besides the lamented Ladd were brought to the borders of the grave by the abundance of their labors, and the terrible ordeal of exposure, privation, and excitement through which they sought the salvation of our brave men, body and soul. Yet none ever murmured or complained, and many have gone time and again. Such a cause only as this, which combines all that is sacred in the service of God, all that is touching and thrilling in the relief and benefit of man, and all that is noble and heroic in the salvation of our nation in peril, could ever have called pastors from their churches, physicians from their patients, lawyers from their cases, merchants from their customers, and men of all walks from their

PHILADELPHIA LADIES AND THE WOUNDED IN VIRGINIA.—Mrs. Mary A. Brady, president of the "Ladies' Association for Soldiers' Relief" of this city, assisted by two members, has been established during the past two or three weeks, at the three divisions comprising the 6th army corps hospital tents at Potomac creek bridge, Virginia. These ladies took with them forty-five boxes of sanitary stores; thirty-nine boxes of luxuries have since been received by them at their tents in the field. They provided their own tents and several cooking stoves, and they have been busy preparing custards, &c., for the three thousand wounded men of the 6th corps. These are the only ladies allowed by the exigencies of the service to visit the army of the Potomac, Mrs. Brady being personally recognized by the various departments in Washington and at headquarters of the army of the Potomac, and the names of the committee of ladies are registered on the official books as attached to the army. As a general rule, strictly adhered to, no ladies whatever, and scarcely any gentlemen, are now permitted to obtain a pass to Acquia creek or Falmouth, on any pretence. The great good which Mrs. Brady and these ladies are doing can easily be imagined; and the three thousand wounded patriots are delighted to be waited upon by them with such cooked delicacies as they may fancy. Two other members of the ladies' association will relieve the three ladies now at Potomac creek bridge, and one lady from any of the ladies' aid societies, who have facilitated the ladies' association with donations of money or stores, who may be desirous to visit the front of the army, to cook nicelies for the wounded, can please call at the office of Edward Brady, attorney at law, honorary secretary, No. 135 South Fifth street. Contributions of thirty boxes lemons, ten boxes oranges, twenty-five dozen ease cacdensed milk, one hundred dozen fresh eggs, one hundred and fifty pounds white pulverized sugar, two hundred jars of jellies and jams, twelve dozen of best sherry wine, are needed immediately, and any other suitable articles will be gratefully received by Mrs. Brady, who will return home to visit her family for a few days.

THE LATE COLONEL JONES.—On Saturday, at noon, one of largest Bar meetings ever convened in the city was held, in the Supreme Court room, to take action in relation to the death of Col. J. Richter Jones, commander of the 68th Regiment Pennsylvania Volunteers, who was killed recently near Newbern, North Carolina.

Judge Cadwalader presided, with Benjamin Gerhard and Peter McCall, Esqs., as secretaries.

Judge Cadwalader stated the object of the meeting, and paid an eloquent tribute to the memory of the late Judge Jones, both as a judge and a citizen.

Judge Parsons introduced the following resolution:

Whereas. We, the members of the Bar of Philadelphia, have heard with emotions of deep grief of the death of the Hon. J. Richter Jones, who for long time was one of our members, for many years one of the Judges of the Court of Common Pleas of this city and county, and who has died while heroically fighting the battles of his country in sustaining its Government, constitution, and laws, we, the members of the Bar, express our high esteem of his many noble qualities as a friend, a fellow member of the profession, and one who adorned every station in life which he was called upon to occupy; therefore

Resolved, 1. That we shall ever admire the sterling integrity which marked his character as a lawyer and judge, and by his intellectual qualities we will cherish him to fill with satisfaction to his friends and the public the high stations in which in the providence of God he was placed.

2. *Resolved*, That we cherish with sentiments of high regard his memory as a man, a family, and citizen, his high sense of honor, love of country, and indomitable courage, in sustaining the cause of right, as a knight, at the Bar, on the Bench, or upon the field of battle.

3. *Resolved*, That in the death of Judge Jones, Pennsylvania has lost a son who, in the prime of manhood, his bereaved wife a devoted husband, his children an affectionate father, and his aged and afflicted brother, and the Church a devout and worthy member.

4. *Resolved*, That with no ordinary feelings of grief we tender our condolence with the relatives of the deceased, in the loss which they have sustained in the death of one so distinguished for all that is good.

5. *Resolved*, That a committee of five be appointed by the president to communicate to the family of the deceased a copy of these resolutions, and to the officers of the meeting.

Judge Parsons followed with a sketch of Colonel Jones' career as a Judge of the Common Pleas.

Addresses were made by Messrs. Benjamin Gerhard, Charles Ingersoll, Josiah Randall, Judge Kelley, Judge King, Judge Knox, and Judge Read.

The resolutions were then adopted, and Messrs. Parsons, Randall, Knox, Allison, and Birney appointed the committee under the resolutions.

REWARD OF TRUE MERIT.—Colonel John Ely, of the 23d Pennsylvania Regiment, to reward the meritorious conduct of Private Jacob Lewis, will, upon the 20th day of June next, present to the most meritorious non-commissioned officers of the ten companies who prove themselves worthy of the duties of the soldier, especially in attention to cleanliness of their person and accoutrements, and a marked proficiency in the drilling of the company grounds adjoining, a handsome medal, on which will be inscribed "Marye Heights, Fredericksburg, Va." He also intends presenting ten medals, one to each company, with the same inscription, to be given to the most meritorious private in each company, who shall prove himself most conspicuous for the above-named qualities.

The competition for these medals will be entirely amongst those who were with the regiment in the first movement upon the heights, or when they were stormed.

THE TURF.—A brilliant meeting of the friends of the turf is anticipated at the Suffolk Park Course, commencing on the 10th of June. The following distinguished turfmen will be in attendance, with their stables of horses, numbering in the aggregate upwards of fifty: Messrs. Jerome, Lorillard, Moore, John M. Clay, F. Sherritt, George Wilkes, E. E. Eagle, P. C. Bush, C. Lloyd, J. S. Watson, John Hunter, of New York, Colonel Thorn, of Kentucky, J. W. Weldon, Zeb. Ward, and F. G. Murphy. This looks like a substantial reviving of racing, and the sport promises to be very large number of persons will witness it. The ladies are especially invited to attend, free of charge. The entrance fee for the Jockey Club Purse, on Tuesday Meeting will close to-day.

FIRE.—The alarm of fire yesterday afternoon, about two o'clock, was occasioned by burning of a hole in the roof of the store and dwelling of Edward Moore, 146 North Second street. It originated from a stray spark. One shingle was burned. A large number of the company responded to the attendance, and a number of steamers, with full heads on, were ready to proceed on the principle of "closing the door after the horse had been stolen." The iron-plating at almost every discharge. Several of her crew were killed and wounded. She arrived at this port on Thursday afternoon, and comes for extensive repairing. Her coat of mail will be taken off, and the vessel will be thoroughly inspected, and if found expedient, will be repaired in the strongest possible manner. Her battery consists of six guns of medium size and weight. The necessary work will be prosecuted with despatch, and the Galena will be floated upon the sectional docks within a week. Her commander is Captain Stevens, formerly chief in charge of Lieutenant Commanding L. Paulding.

The naval authorities have contracted with Merrick & Sons, of this city, and Reaney, Son & Archbold, of Chester, for one iron-clad steamer of light draught, each. These vessels will have but one turret, which will contain two heavy guns, the plans for which are gotten up by Captain Ericsson. The price of each vessel ranges from $880,000 and upward.

The iron-clads along the river front, from Southwark to Kensington, present almost as lively an appearance as the navy yard. Everything in and around them looks gay.

The yard of Mr. John Lynn, at Reed street, a barge of 300 tons is partly completed. It is owned by Captain J. Kirby. A pilot boat of 80 tons burden is rapidly approaching towards completion. It is intended for the Delaware bay pilots. Three tug boats, of different dimensions, are constructing. A large barge for the Treasury Department, of 850 tons burden, is nearly ready for service. Two barges, one of 325 and the other 350 tons burden, are under way for the Navy Department. The former is owned by the Messrs. Flanagan, and will be launched on Saturday afternoon; the latter is owned by the Messrs. Sellers, Devinney, & Co. The hull of a large steamship, of 1,100 tons, has just been laid. She will be used for service between New York, Havana, and New Orleans.

Mr. Simpson Neafie's yard, at the foot of Christian street, a new tug-boat, called the Stephen Decatur, is on the marine railway for coppering. She was recently launched from the premises. Finishing touches are now being put to the steamer Flambeau, which has gone into the service of the Government. The large and powerful steamer New York is on the sectional dock undergoing a thorough repair. She was purchased by the Government as a transport and a flag-of-truce boat, and conveyed prisoners of war to and from Richmond, by a flag of truce. The work at this place continues steadily.

At Neafie & Levy's yard, in Kensington, a number of vessels are in different stages of completion. The tug-boat Stag is being fitted up. Her machinery is also being placed in her. She was launched some three weeks since. The steamship launched last Saturday, from Lynn's yard, is being completed here. Her burden is 900 tons, and she is owned by the Messrs. Hangan. The tug-boat Marygold has been received into the Government service for towing. She is nearly completed. Besides these, a number of vessels are being completed for different parties. The work is noted all over the Union for the durability and excellence of all its workmanship.

At the yard of Birely & Hillman, Beach street, Kensington, a number of smaller-sized vessels are in different stages of completion. A barge, the Elite Knight, of 600 tons, was launched from this yard on Tuesday afternoon. The Government steamer Fenton was launched on Saturday afternoon. Vaughn & Fisher are also busily engaged in the construction of vessels. Cramp & Sons have several vessels on the stocks of the yard. They said the firm, during the past year, has done much work for the Government. The iron-clad steamer New Ironsides was launched from this yard.

There is considerable activity in the coasting trade. One day this week no less than three five vessels arrived at the port of Philadelphia, and almost from it. A great difficulty is felt in obtaining sailors for the merchant service. A large number of those who ship are not sailors, and trouble ensues on board of them on account of their inexperience. Vessels often return from this fact. Never, we repeat, have the naval and shipping interests presented so favorable an appearance.

THE CHRISTIAN COMMISSION.—The first annual report of the Christian Commission has just been published, and covers over one hundred pages. It details the operations of the committee in the various military departments, and shows to what great extent so excellent an auxiliary can promote the welfare and efficiency of an army. The commission expresses itself in great debt to the Philadelphia Association, which furnished fifty delegates, one of whom, Rev. Mr. Ladd, fell a martyr to the work. Of these, others besides the lamented Ladd were brought to the borders of the grave by the abundance of their labors, and the terrible ordeal of exposure, privation, and excitement through which they sought the salvation of our brave men, body and soul. Yet none ever murmured or complained, and many have gone time and again. Such a cause only as this, which combines all that is sacred in the service of God, all that is touching and thrilling in the relief and benefit of man, and all that is noble and heroic in the salvation of our nation in peril, could ever have called pastors from their churches, physicians from their patients, lawyers from their cases, merchants from their customers, and men of all walks from their

PROPOSALS.

PROPOSALS FOR MATERIALS FOR THE NAVY.

NAVY DEPARTMENT,
BUREAU OF STEAM ENGINEERING, May 23, 1863.

SEALED PROPOSALS to furnish materials for the Navy for the fiscal year ending 30th June, 1864, will be received at the Bureau of Steam Engineering, until the 24th day of JUNE next.

Proposals must be endorsed "Proposals for Materials for the Navy," that they may be distinguished from other business letters, and directed to the Chief of the Bureau of Steam Engineering.

The materials and articles embraced in the classes named are particularly described in the printed schedules, any of which will be furnished to such as desire to offer, on application to the Commandants of the respective yards, or to the Navy Agent nearest thereto, and those of all the yards upon application to the Bureau. This division into classes being for the convenience of dealers in each, such portions only will be furnished as are actually required for bids. The Commandant and Navy Agent of each station will, in addition to the schedule of classes of their own yards, have a copy of the schedules of the other yards for examination only, from which may be judged whether it will be desirable to make application for any of the classes of those yards.

Offers must be made for the whole of the class at any yard upon one of the printed schedules, or in strict conformity therewith, or they will not be considered. In computing the classes the price stated in the column of prices must be the basis, the aggregates of the separate articles to be delivered, by the standard of the prices established.

The contracts will be awarded to the lowest *bona fide* bidder who gives proper security for the fulfilment. The United States reserves the right to reject all the bids for any class, if deemed inexpedient.

All articles must be of the very best quality, to be delivered in the navy yard in good order, and in suitable packages for transportation, free of cartage, in the name of the contractor, as the case may be, at the expense and risk of the contractor, after they shall have been duly inspected, measurement, count, weight, &c., of the yard where received, and to the entire satisfaction of the officer receiving the same.

Bidders are referred to the Commandants of the respective navy yards for further instructions, or particular description of the articles; and, all other things being equal, preference will be given to articles of American manufacture.

Every offer, as required by the law of 10th August, 1846, must be accompanied by a written guarantee, the form of which is herewith given.

And also by a certificate signed by the Collector of Internal Revenue for the District in which the bidder resides, that he has a license to deal in the article for which he proposes, or by an affidavit signed by himself and sworn to before some magistrate authorized to administer such oath, that he is "a manufacturer of, or regular dealer in, the articles which he offers to supply."

Those only whose offers may be accepted will be notified, and the contract will be forwarded as soon thereafter as practicable, which they will be required to execute within ten days after the receipt at the post office or Navy agency named by them.

The contracts will bear date on the day notification is sent to the parties that their bids are accepted.

Sureties in the full amount will be required to sign the contract, and the responsibility of sureties, when of long time, was one of our members, for many years one of the Judges of the Court of Common Pleas of this city and county, and who died while heroically fighting the battles of his country in sustaining its Government, constitution, and laws, we, the members of the Bar, express our high esteem of his many noble qualities as a friend, a fellow member of the profession, and one who adorned every station in life which he was called upon to occupy; therefore

Resolved, 1. That we shall ever admire the sterling integrity which marked his character as a lawyer and judge, and by his intellectual qualities we will cherish him to fill with satisfaction to his friends and the public the high stations in which in the providence of God he was placed.

2. *Resolved*, That we cherish with sentiments of high regard his memory as a man, a family, and citizen, his high sense of honor, love of country, and indomitable courage, in sustaining the cause of right, as a knight, at the Bar, on the Bench, or upon the field of battle.

3. *Resolved*, That in the death of Judge Jones, Pennsylvania has lost a son who, in the prime of manhood, his bereaved wife a devoted husband, his children an affectionate father, and his aged and afflicted brother, and the Church a devout and worthy member.

4. *Resolved*, That with no ordinary feelings of grief we tender our condolence with the relatives of the deceased, in the loss which they have sustained in the death of one so distinguished for all that is good.

5. *Resolved*, That a committee of five be appointed by the president to communicate to the family of the deceased a copy of these resolutions, and to the officers of the meeting.

Judge Parsons followed with a sketch of Colonel Jones' career as a Judge of the Common Pleas.

Addresses were made by Messrs. Benjamin Gerhard, Charles Ingersoll, Josiah Randall, Judge Kelley, Judge King, Judge Knox, and Peter Read.

The resolutions were then adopted, and Messrs. Parsons, Randall, Knox, Allison, and Birney appointed the committee under the resolutions.

REWARD OF TRUE MERIT.—Colonel John Ely, of the 23d Pennsylvania Regiment, to reward the meritorious conduct of Private Jacob Lewis, will, upon the 20th day of June next, present to the most meritorious non-commissioned officers of the ten companies who prove themselves worthy of the duties of the soldier, especially in attention to cleanliness of their person and accoutrements, and a marked proficiency in the drilling of the company grounds adjoining, a handsome medal, on which will be inscribed "Marye Heights, Fredericksburg, Va." He also intends presenting ten medals, one to each company, with the same inscription, to be given to the most meritorious private in each company, who shall prove himself most conspicuous for the above-named qualities.

The competition for these medals will be entirely amongst those who were with the regiment in the first movement upon the heights, or when they were stormed.

THE TURF.—A brilliant meeting of the friends of the turf is anticipated at the Suffolk Park Course, commencing on the 10th of June. The following distinguished turfmen will be in attendance, with their stables of horses, numbering in the aggregate upwards of fifty: Messrs. Jerome, Lorillard, Moore, John M. Clay, F. Sherritt, George Wilkes, E. E. Eagle, P. C. Bush, C. Lloyd, J. S. Watson, John Hunter, of New York, Colonel Thorn, of Kentucky, J. W. Weldon, Zeb. Ward, and F. G. Murphy. This looks like a substantial reviving of racing, and the sport promises to be very large number of persons will witness it. The ladies are especially invited to attend, free of charge. The entrance fee for the Jockey Club Purse, on Tuesday Meeting will close to-day.

FIRE.—The alarm of fire yesterday afternoon, about two o'clock, was occasioned by burning of a hole in the roof of the store and dwelling of Edward Moore, 146 North Second street. It originated from a stray spark. One shingle