THE CITY.

The Thermometer.

JUNE 4, 1862.			JUNE 4, 1863.		
6 A. M.	12 M.	3 P. M.	6 A. M.	12 M.	3 P. M.
67	88	68	55½	70	73
WIND.			WIND.		
NE by N	E.NE.NE	by N	NW	NW	SW by N

THIRD COLLECTION DISTRICT.—The following is a monthly abstract of the amount assessed on articles and occupations in the Third district of Pennsylvania, and reported to the collector thereof, for the month of April, 1863, by J. Fletcher Budd, assessor of said district:

CLASS A—ARTICLES UPON WHICH AN AD VALOREM TAX IS LEVIED.

Advertisements	22 26
Hemp, manufactures of	161 37
Brass, do	239 77
Bristles, do	17 11
Candles, do	126 53
Cotton, manufactures of	2,706 21
Copper, do	8 23
Flax, do	108 37
Glass, do	1,142 30
Goat skins, finished	685 92
Hemp, manufactures of	620 43
Hose, conducting	35 34
Horn, manufactures of	36 37
Iron, do	1,579 60
Ivory, do	12 48
Jute, do	17 76
Lead, do	2 50
Leather, do	461 21
Morocco skins	566 37
All manufactures of materials not otherwise provided for	6,207 89
Paints and painters' colors	54 86
Parasols and umbrellas	9 72
Pasteboard	75 02
Paper, manufactures of	26 21
Pottery ware, do	86 41
Railroad gross receipts for carrying passengers	532 49
Railroad gross receipts for carrying passengers, motive power not steam	559 10
Sheepskins	836 57
Silk, manufactures of	2 46
Silver, do	1 58
Steel, do	1,390 47
Tin, do	85 19
Varnish	22 84
Willow, manufactures of	2 32
Wool, do	2,029 03
Wool, do	3,957 88
Worsted, do	1 22
Zinc, do	2 85
Confectionery, value exceeding 40c. per lb	20 59
Sugar refiners, gross sales of all products of their manufactures	1,237 50
Water craft	12 37
Articles of dress, made to order	15 66
Marine engines	397 50
Total Class A	$25,269 59

CLASS B.—LICENSES.

Manufacturers	15 82
Pedlers, third class	1 66
Retail dealers in liquor	1 67
Total Class B	$19 15

CLASS C—ARTICLES ON WHICH A SPECIFIC TAX IS LEVIED.

Ale	1,332 75
Beer	10 83
Lager beer	255 92
Porter	273 60
Cattle, exceeding 18 months old	393 20
Cattle, under 18 months old	166 80
Hogs, exceeding 100 lbs. in weight	146 52
Horses	116 49
Horses, valued over $5 and not over $10 per M	72 85
Do. do., $10 do. $20 do	324 00
Do. do., $20 per M	31 68
Coffee, ground, and all substitutes	274 94
Distilled spirits, first proof	5,370 17
Gas	933 55
Gas, in solid state	264 61
Iron, band, hoop, and sheet, not thinner than No. 15, wire gauge	69 45
Iron, band, hoop, and sheet, thinner than No. 15, wire gauge	132 89
Iron plate, less than ¼ inch in thickness	69
Iron bars	2,583 76
Iron bars and bands, made from iron on which tax $1.50 has been paid	11 75
Hollow ware	12 92
Leather, offal and damaged	11 52
Leather, oak tanned	869 85
Leather, oil dressed	2 60
Calf skins, tanned	143 43
Lead, white	314 23
Oil, lard	69 33
Oil, linseed	135 35
Oil, coal	508 90
Pepper, ground, and all imitations	42 71
Saleratus and bicarbonate of soda	45 70
Soap, castile	1 70
Soap, fancy	59 82
Soap, colored, valued above 3¼ cts. per lb	635 16
Starch, potato	2 52
Steel, valued at 7 cts per lb. or less	90 05
Steel, valued above 7 cts., and not above 11 cts. per lb	989 91
Steel, valued above 11 cts. per lb	187 63
Stoves	198 26
Tobacco, cavendish, high-cut mixture	1 36
Tobacco, smoking	679 50
Confectionery, value exceeding 14 cts., and not exceeding 40 cts. per lb	91 38
Iron Castings, exceeding 10 lbs. in weight	176 71
Rivets, wrought nails, &c	4 34
Total Class C	$19,054 26

RECAPITULATION.

Total Class A	$25,269 59
" Class B	19 15
" Class C	19,054 26
Grand total	$44 343 10

A NEW HOSPITAL CAR.—After every great battle, the compassionate heart of the community has been shocked at the recital of the sufferings of the wounded while being transported on platforms, or in uncovered cars, exposed to heat, cold, or rain, and to the misery of shittings and jolting. The most vivid imaginations could not fill the picture with more horrors than are actually familiar to every one who has been near a battlefield. During the campaign on the Peninsula, it was as bad as could be; and since then, there has been gradual amelioration, as one improvement after another has been adopted.

After the Fredericksburg fight the poor fellows were carried as carefully as was possible with the ordinary means of transportation. But now, that most efficient officer—not only to the sick man, but to guardian of his comfort, the Sanitary Commission, has had fitted up a hospital car, which appears to combine every improvement that could be desired. The car has been turned over to the surgeon general, who has signified his approval of the plan, and has ordered the immediate construction of three others on the same design.

It resembles in general appearance the ordinary sleeping car, but the berths are simply the field stretchers, which are brought in with their loads, and are suspended by strong India-rubber loops, from pegs in the sides of upright stanchions.

Thus a badly wounded or a very sick man need not be removed from the stretchers in which he is brought from the field until he arrives at the place of destination. The great advantages of this can hardly be appreciated except by surgeons. The stretchers are hung in theaters, and, as their handles overlap, no room is lost.

Thus thirty beds may be suspended in a car of ordinary size. There are also movable folding chairs, provided, which may be set in the passage-ways if required, and used for the accommodation of the least feeble. The windows in the roof permit ventilation in the most approved manner, and to secure ample ventilation. A speaking tube conveys messages from the surgeon at one end of the car to the assistant at the other. A portable little cooking apparatus is fitted up in the usual small apartment in the corner of the car; and there, too, is a medicine chest, containing a number of specimens, an assortment of every thing likely to be needed for the nourishment or mendicament of the sufferers.

This part was arranged by an old sailor, who knew the value of a square inch. There is a bed, also, for the surgeon in charge, and under it drawers for extra clothing. Also, a bed of India rubber over the springs to deaden every jolting, which the trucks can make to fit a road of any gauge. The entire equipment of the car is so simple, and yet so complete, and will accomplish so much at so little cost, that the country is again put deeply in debt to the Sanitary Commission. To them alone is due all the credit of the contriving, and it will remain another proof of the untiring zeal of that most excellent association.

THE PHILADELPHIA RACE MEETING.—*Wilkes' Spirit of the Times*, the best authority on sporting matters, gives the following: In a very few days the great stringe of racehorses whose achievements caused so much gratification among the thousands at Paterson, will be on their way to Philadelphia, where the running will commence on Wednesday, June 10. The great three-year-old colts and fillies will run there, and no doubt in stronger force than the last meeting, for they will have had more time, and those who have been out of training for the start at Paterson, will have a chance to be quite fit at Suffolk Park. It is very likely that something will turn up to defeat Blackbird in two mile heats, even if Mr. Watson and Minor should not start the Knight of St. George and Blonde colt in preference to him. In our opinion it will take a rasping good one to beat Captain Moore and Lecompte at two-mile heats, and these famous young horses will doubtless fight their tough battle o'er again in that stake there, for the Great Stake and all other in the race. George Wilkes, F. Morris, Jno. M. Clay, Zeb Ward, and John Hunter have horses likely to show sport for their money; and Commodore Vanderbilt, Jerome Cheatham, reserving Ben West for further proceedings at Centerville and Saratoga. The great contest between Blackbird and Lecompte mile heats, for $10,000, will be the great and sole feature of the second day. We are told that these famous runners are nearly ready to go. Blackbird brushed uncommonly well at Paterson. There has been much said about the colt's having an incipient spavin, but our opinion is, that there is a good deal of what the wise call "gammon" about it. Blackbird was never just pointed out to Captain Moore that the famous chestnut horse, Harkaway, the Irish Eclipse, had a spavin the year that he cut down all England at weight for age. The Captain is of the decided opinion that Dr. Weldon will start Blackbird, and he is quite certain that he will be in good condition for the race. This will make the four-mile-heat race at Centerville, Long Island, play or pay. Altogether, the meeting at Philadelphia will be a proper sequel to that at Paterson, and must prove successful.

THE FAIR AT THE COOPER-SHOP REFRESHMENT SALOON.—The usual amount of fancy, floral, useful, and ornamental fair commenced on Monday last, at the Cooper-Shop Soldiers' Home Hospital and Refreshment Saloon, Otsego street, below Washington Avenue. The reasons for the encouragement of this endeavor are very strong. It is in aid of the institution in which it is held; it has been got up with unexceptionable taste, skill, and taste; many of the articles displayed have been worked for its success and contribute to it. Upon entering the building, of which the fair occupies the second story, one is struck with the beautiful variety around him, and reverts, mentally, to the couplet,

"For useful things, and things for sport,
The gay and curious here resort."

It is not only the gay and curious, however, who resort here, for there is enough on and above the tables, festooning the ceiling and decorating the walls to entertain all classes. An inventory of the articles was not to be had; it would probably have filled up a column of this paper. Clothing, knick-knacks, fruit, flowers, embroidered "fixings," and (as Mr. Tupper would say) "a hundred million money" articles made up a very charming sum total. The inner man, as well as the outer man, has likewise received the attention of the fairies, who have conjured up the pleasing scene, and ice cream, strawberries, cakes, confectionery, etc., give one a chance of recruiting (not to put too fine a point on it) A visit to this place is as much an object of duty as it will be of pleasure, and the influx of visitors hitherto, though very fair, gives occasion to exclaim, at every fresh arrival, "the more the merrier." Each evening a band of music is in attendance, thus brightening the agreeable hilarity of the exhibition.

CAPILLARY FEED STEAM GENERATOR.—This is the name given an invention of Mr. J. P. Baldwin, of this city, and which has been introduced into the army, and pronounced by the United States Sanitary Commission as of inculcable value. A wagon fitted for the purpose of cooking, supplied with one of these generators, was last winter built by the inventor in this city, and after fully demonstrating its practicability, at the various camps around Washington, and particularly at the camp Convalescent Christmas jubilee, it was placed in the hands of the United States Sanitary Commission, who have since had it constantly employed in General Hooker's army. A generator large enough to do the cooking for three hundred men may be carried by one man, where wagons cannot be drawn, and one small fire will supply all the calorie needed, as scarcely any is allowed to escape by radiation. Coffee, beef tea, soup, etc., may in this way be made in ten minutes from the time the fire is lighted, and thus hundreds of wounded soldiers may be saved from a terrible death by supplying them with timely assistance.

A MERITORIOUS ACTION.—The directors of the Second and Third streets Passenger Railway Company have raised the wages of the drivers, on that line, five cents per day, thus making their wages one dollar and forty cents. These men work from sixteen to eighteen hours per day. Street laborers receive one dollar and fifty cents per day, for ten hours labor. Many of the drivers on other lines would be glad for at least a corresponding advance.

CITY COUNCILS.

Both branches of Councils held their regular stated meetings yesterday afternoon.

SELECT BRANCH.

President LYND in the chair.

Petitions and Communications.

From citizens, protesting against the passage of an ordinance preventing the storage of refined coal oil in quantities in the city, on the ground that it is impossible, and only liable to ignition when subjected to an intense heat.

From the Columbia, Western, and Warren Fire Companies, asking to be located as steam-engine companies.

From the Receiver of Taxes, asking for an additional appropriation of $400.

From R. A. Smith, city contractor for cleansing the street, in answer to a resolution of inquiry stating that great inconvenience, delay, and expense has attended the removal of ashes, from the streets, for want of suitable places of deposit for the same when collected. This item alone has cost, during the past year ending April 30, 2563, over forty thousand dollars, exclusive of salaries to foremen, whose duty it is to see the work promptly done. This large expense is caused principally by the distant and uncertain points to which the ashes have to be removed, in some instances over four miles from the place of collection. Every effort has been used to procure suitable points for this purpose, and after the delay of months lots were secured, and fitted up at a large expense. Eventually it was proposed to fence in the lots, so as to remove the unsightly appearance of the place and prevent the dust (the only possible objection in the matter) from blowing over the adjoining streets. There is no street dirt, garbage, or other refuse deposited therein other than ashes.

In former years this refuse matter was deposited in the vacant lots on the west end of the Seventh, Eighth, Ninth, and Tenth wards, and on those of the now Fifteenth ward. All those places are now built up, and consequently closed against such deposits.

There has not been nor is there any intention to create or maintain a nuisance of any kind, but the contractor promises cheerfully to remove the cause of complaint when furnished with or able to procure another equally eligible.

Reports of Committees.

The Committee on Water reported a resolution to lay water pipe on Eleventh street, from Columbia to Berk streets; Eliza street, Twentieth ward; Edmund street, Fifteenth ward. Agreed to.

The Committee on Schools reported an ordinance for the payment of deficiencies for 1862. Ordered to be printed.

Mr. GIXNONO, the chairman of the Committee on Street Cleaning, made a statement. He said he had endeavored to get the committee together, as the time was up when Mr. Smith, the contractor, should receive his money, but he had not succeeded. It is impossible to make a fair report of the operations of the street contractor when the committee were not come together.

Passenger Railways.

Mr. CATHERWOOD offered a resolution, which was agreed to, directing the Chief Commissioner of Highways to notify the Tenth and Eleventh, and Second and Third-streets Passenger Railway Companies to have certain repairs done on their roads. [The streets along the routes of some of the passenger railway companies are in a most shocking condition, and should be repaired at once.]

A New Ocean Steamship Bill.

Mr. BRIGHTLY presented a new bill, relating to the projected line of ocean steamships between Philadelphia and Liverpool. Mr. BRIGHTLY, in offering the ordinance, stated that when the steamship bill was first brought before the Chamber, he had declared it to be an invasion, in violation of the Constitution. He had then promised that upon the withdrawal or failure of that bill, he would present a new one, which should not be open to the objections of the one then before the Chamber. The Mayor had vetoed the two preceding bills; the one now presented would obviate all past difficulties, except the one which must always arise—the right of vetoing a law by the Mayor of the city. That being a constitutional objection, must be left to the adjudication of the courts, and the Pennsylvania Railroad Company would assume that responsibility. The present bill has been seen by the Mayor, and met with his entire approval.

The bill is as follows:

Sec. 1. That, in consideration of the advantages resultant to the city of Philadelphia from the establishment of such line of steamships [referring to the preamble], and for the encouragement thereof, the said company, and with the view of indening such co-operation of the citizens of Philadelphia herein consents and agrees that the Pennsylvania Railroad Company for the cents the excess above six per cent, per annum of such cash dividends of the earnings of the said company as may be declared upon the amount of stock held by the city of Philadelphia in said railroad company until such excess shall amount to the sum of $700,000, the whole excess of dividends, as it shall from time to time accumulate, shall be invested by said railroad company in any of the loans of the city of Philadelphia, and be held by the proper officers of the Pennsylvania Railroad Company and the treasurer of the city of Philadelphia during the continuance of the said trust, and the interest of said loans in which the same shall be invested shall be paid, as the same shall be received, into the treasury of the city.

Sec. 2. The funds thus formed shall be ultimately applied by said railroad company for the purpose of indemnifying it against any loss which may result by reason of any indemnity or guarantee which said railroad company may enter into for the purpose of inducing subscriptions to the stock of said steamship company, in manner following—that is to say: At the expiration of one year from the period of time when said funds shall be fully accumulated the said railroad company shall deduct therefrom an amount which shall be equal to the depreciation between the par and market value of the common stock of said steamship company for as many years as shall have been originally guaranteed by the railroad company, and shall repay said company for the losses and expenses, if any there be, by reason of such guarantee, and shall forthwith pay the residue into the treasury of the city.

Sec. 3. That nothing in the bill contained shall be so construed as to release the city of Philadelphia from making sale of any portion of its stock in said steamship company whenever it may deem it advisable so to do, free and clear from any obligations of the company.

Sec. 4. That the Mayor be, and he is hereby, authorized and required to enter into a contract under the seal of the city of Philadelphia with the Pennsylvania Railroad Company, embodying the provisions of this ordinance.

Mr. MILLER made a motion to postpone and print the bill.

Mr. BRIGHTLY was opposed to postponing.

Mr. KING seconded the motion. He thought the members should vote carefully. The object of this bill is the same as all the others—to take $700,000 out of the public treasury.

Mr. MILLER said the gentleman who now offered this bill had heretofore been one of its most bitter opponents. He now presented a bill which he says is the best, and wants to push it through without the members having an opportunity of examining it. The first bill had been twice vetoed by the Mayor, and no one had authority to speak the opinion of this latter gentleman on the subject, or claim the bill just introduced met with his views.

Mr. DAVIS favored the postponement.

Mr. BRIGHTLY was also in favor of postponing the bill. He had heretofore been in favor of the ocean steamship project, but he wanted to satisfy his mind on this new bill before calling the ayes and nays.

Mr. WETHERILL said he had during the past week examined the bill, and had satisfied himself he could see was its constitutionality. Although he was in favor of the bill, yet he favored a postponement, in order that the members might have time to thoroughly enjoy the satisfaction of looking into its merits.

The motion to postpone and print was lost; but, on the motion to suspend the rules for a third reading, the bill fell, and therefore lies over until next meeting.

Resolutions.

Mr. KING offered a resolution directing the Commissioner of City Property to furnish the city solicitor with a copy of the contracts for lots, now unoccupied, to be used as dumping grounds.

Mr. WETHERILL opposed giving the contractor a right for this purpose, and moved to refer the resolution.

Mr. KING thought that the members had kicked the contractor about long enough, and it was time they were receiving some little encouragement; there could be no harm or loss to the city in letting him have an unoccupied lot.

The resolution to refer passed.

Mr. WETHERILL offered a resolution, authorizing the Pennsylvania Railroad Company to lay track on Delaware avenue, from Washington to Callowhill streets. Referred to Committee on Railroads.

Common Council Bills.

The bill from Common Council for an additional clerk in the Highway Department, laid over at last meeting, was taken up.

Dr. KAMERLY again opposed the bill on the ground that an additional clerk was not needed. He had from good authority that this clerk was not needed, and he considered it a gross outrage to vote for the same under these circumstances.

The bill passed finally.

The bill authorizing the exercise of a bridge over the Wissahickon was referred to the Committee on Highways.

The resolutions relative to the death of Col. J. Richter Jones were adopted.

Several other bills from Common Council were concurred in, after which the Chamber adjourned.

COMMON BRANCH.

President KNIGHT in the chair.

Resolutions Respecting the Late Colonel Jones.

Mr. SLOBER offered the following, which was unanimously adopted:

Resolved, By the Select and Common Councils of the City of Philadelphia, That we have heard with profound sorrow of the death of the Hon. John Richter Jones, Colonel of the 68th Regiment of Pennsylvania Volunteers, who returned to Philadelphia, North Carolina, while engaged in fighting the battles of his country, literally "with his harness on," after a severe and successful struggle with the enemy, in which he met his death while at his post.

Resolved, That we deeply deplore the loss of one so well and so favorable known in this community, by the bar and the bench, in political as well as domestic circles, and alike respected for his worth, his valor, his integrity, his religious experience and Christian hopes.

Resolved, That we will profit by his meritorious example, and may his spirit descend upon the men of his command and his successor in military promotion; and the sentiment he uttered just before his death be written indelibly upon the minds and hearts of those who, like him, have enlisted for the war, to wit:

"It is better for the great interests of humanity to expend the whole present generation of the North than to permit the dissolution of the American nation. Stand by the Government until the storm is over, and then settle political differences and questions of policy and expediency."

Resolved, That we tender to the relatives and family of Colonel Jones our most sincere sympathy in this the hour of their sad bereavement; while they mourn a husband, father, and a patriot slain, they will rejoice that he was sacrificed upon the altar of his country, in defending its Constitution and laws, and in endeavoring to transmit to future generations the legacy bequeathed to us by our forefathers—our free institutions, our glorious Union.

Resolved, That as Philadelphians and Pennsylvanians we are proud of his late brilliant achievement that lost him his life, and proved him courageous, heroic, noble—and his dying expression, "My God, my King," evinced a composure of mind and heart equal to the emergency, and his consistent religious life warrants the comforting assurance that he had made his peace with God—"his King of Kings," and looked forward to a glorious immortality.

Resolved, That a joint committee of three members from each branch of Council be appointed to convey a copy of these resolutions to the widow and family of Judge Jones, deceased, in testimony of our respect for his memory, and the gallantry, bravery, and meritorious services rendered in behalf of the bleeding country.

Communications.

A communication was read from Mr. Smith street commissioner, explaining an alleged neglect in regard to the filthy condition of the streets, which was referred.

A petition was received for the opening of Fourth street, between Oxford and Columbia avenue.

Petitions were presented from the Columbia Hose and Western Fire Engine Companies, asking to be located as steam fire engine companies. One from the Globe Fire Engine asking to be placed in active service.

A petition was also received for a culvert along Columbia avenue.

A remonstrance was presented against the passage of any law restricting the storage of coal oil. The subject was referred.

A New Pacific House.

Mr. A. E. BORIE presented a petition, asking for the change of the place of voting in the Fifth division of the Ninth ward.

Mr. ALL introduced a resolution, changing the place of voting from the Western Exchange, Market street, to the house of John McGinley, No. 1434 South Penn Square, which was agreed to.

Election of Directors.

Council proceeded to an election of three Directors of Girard College.

Mr. BARGER nominated G. W. Nebinger, Richard Vaux, and Dr. Leigh.

Mr. LEIGH nominated R. M. Foust, B. V. Machette, and William P. Baker.

Messrs. Nebinger, Vaux, and Selts, having received a majority of votes cast, were declared elected.

Reports of Committees.

Mr. BAIRD, chairman of the Committee on Finances, reported an ordinance, appropriating $700,000 to pay the interest on the funded debt of the city, due July 1, 1863. The ordinance was adopted.

From the same committee, a resolution authorizing satisfaction to be entered on the official bond of Mr. G. W. Hufty, late City Controller, which was agreed to.

Mr. WOLBERT, chairman of the Committee on Highways, submitted resolutions to repave the following streets, which were adopted: Shoemaker street, Ninth ward; Sumner street, Tenth ward; and Ann street, Twenty-fifth ward.

Mr. F. W. ADAMS, chairman of the Committee on Police, reported a resolution authorizing the Independent Telegraph Company to change their route so as to cover Noble and Beach streets, which was agreed to.

Mr. GUIN, chairman of the Committee on Surveys, submitted an ordinance authorizing the construction of a bridge over the Wissahickon creek at the crossing of Wise's Mill Lane. Agreed to.

From the same committee, a resolution for the construction of a sewer, commencing at the intersection of Almond street and Morris street, First ward; the cost not to exceed $1,400. Agreed to.

Also, to grade a foot-walk on Delaware avenue, from Almond street to Davis' landing. Agreed to.

Also, to construct sewers on Germantown avenue, Girard avenue, Wallace street, Seventeenth, Tenth, and other streets, which was agreed to.

The Survey Committee reported unfavorably in the matter of a petition to change the grade of Wayne street, Twenty-second ward. The committee were discharged from the further consideration of the subject.

Mr. PAUL, chairman of the Committee on Markets, submitted a report, stating that they had visited various market houses, most of which were found to be in an unhealthy condition, they not having been whitewashed since they were built. An ordinance accompanied the report making an appropriation of $5,500 for the purpose, which was agreed to.

The bill reorganizing the Department of Surveys, offered by Mr. GUIN, April 29th, was taken up, and passed. The alterations in the management of the department are not material.

The Ocean Steamship Again.

A message from the Mayor was received, vetoing the bill in relation to a line of steamships to foreign ports. The Mayor assigns as a reason that "the provisions of the bill are not consistent with the obligations which the city has assumed towards the holders of its loans. There is no combination between semi-annual distributions of earnings and such division of stock as it may be the policy of the Pennsylvania Railroad Company to declare within the designated period. The unquestionable importance and expediency of a connection of Philadelphia, may warrant the appropriation or pledge of any excess of semi-annual dividends, beyond the six per cent. necessary to reimburse the city for its subscription to the construction of this railroad, but nothing will justify a measure that may serve to impair the guarantee which the municipality has offered to its creditors.

On the question—shall the bill pass, notwithstanding the veto of the Mayor? the yeas were 15, nays 2.

A Reporter Censured.

Mr. PAINTER offered a resolution excluding the reporter of the *North American* from the Chamber, on account of having on Thursday last, reported in that paper (says the preamble) the following: "Thespeaker (Mr. Painter) ran over a list of worthies such as Fitz John Porter, Buchanan, and Jeff Davis, lavishing the highest praise on them. The mention of those names called forth applause from the assemblage, which were filled with Copperheads."

Mr. PAINTER said that nothing of the kind had occurred on Thursday last. No man was more detested by the speaker than Jeff Davis, and he did not wish to have the community believe that that infamous traitor had friends in this Council.

Mr. ECKSTEIN moved to refer the resolution to a special committee.

Mr. BLANDER urged that no action might be taken in the matter, as the reporter would no doubt make an apology if he had misrepresented.

Mr. PAINTER said that an apology would not satisfy him.

Mr. LEECH said that the duty of reporters was merely to report facts, and make no comments, and when comments were made of an injurious character, the reporter should be expelled.

Messrs. LEIGH and CRESSWELL regretted that the report referred to had been made, as the words were not uttered by Mr. Painter; but as there had been great confusion in the room, the error might have occurred unintentionally.

After some further debate, Mr. QUIN moved to make the subject the special order of the day for Thursday next at 4 o'clock. Adjourned.

THE POLICE.

[Before Mr. Recorder Enee.]

Conspiracy to Restrain a Citizen of his Liberty—Astounding Disclosures—Major Monterville Somers Imprisoned by Order of the United States Government.

The great conspiracy case that has been alluded to several times in *The Press*, and which had been postponed on two occasions, came up for a hearing yesterday afternoon before Mr. Recorder Enee. The defendants are Major Monterville Somers, Edwin W. Blake, John Mackey, and Franklin Foster. They are charged with conspiracy to deprive Lieut W. Paynter of his liberty.

Major Somers was also charged on the oath of Gustavus Rosenthal with illegal arrest, false imprisonment, &c.

Wm. B. Mann, District Attorney, appeared for the prosecution in the case of Mr. Rosenthal. Lewis C. Cassidy, Esq., appeared to prosecute in the case of Mr. Paynter.

As the clock struck three the following proceedings took place:

Mr. Mann asked the Recorder to proceed, and call the names of Monterville Somers and James K. Thomas, his bail.

This being done by the Recorder, in accordance with the law in such cases made and provided, and Somers not answering, the bail was forfeited.

Mr. Mann said that he would at once commence suit to recover the bail, and also that he should proceed against Monterville Somers for out'awry.

It is understood that the Government has locked Major Somers up in Capitol Prison for this and similar acts alleged to have been committed by him while doing duty in Pennsylvania and United States detective.]

Subsequent to the above proceedings, Mr. Cassidy, counsel for Mr. Paynter, appeared, and desired to proceed with his case.

The Recorder said he was ready. The office, now, was pretty well filled with people.

The defendants, Blake and Mackey, asked a continuance of the case for a week, as he had not yet obtained counsel.

Mr. Cassidy said he did not wish to deprive the defendant from getting counsel, but he would not listen to any further postponement, as the defendants had had time for the defendant to obtain counsel. If the defendants like, they may waive a hearing.

The Recorder said he would give the defendants ten minute to get counsel. Several messengers were dispatched, and, in the meantime, they returned with Mr. Lucien Paletthorp, Jr. This gentleman asked for a further continuance of the case, on the ground that he was a stranger, because he has in his possession important papers, that have a direct bearing on this case.

Mr. Mann said he could not see why this latter we would be off than we are now, even if the investigation should be postponed for one, two, three, or four weeks.

Mr. Paletthorp said he was not ready for a hearing, and let the case be heard on a writ of habeas corpus.

Mr. Cassidy said he was ready to move the habeas corpus writ is concerned, that rests with the gentleman himself.

Mr. Mann said he felt desirous to hear the facts, and if the case were to go on he would stay and listen to the proceedings, although it be was entitled for time.

ARTHUR W. PAYNTER

was now called and requested to give in his evidence. He being sworn, said: I live at Paterson, N. J., and No. 711 South Front street; have resided there about seven years; I am engaged in the oyster trade; [Blake and Mackey were pointed out to the witness as persons identified by the defendant.] Mr. Blake came to me last August, while I was engaged in the oyster business, at the sutler's stores for Mr. John Krider; he said he had a brother in the army and wanted me to let him go down in my vessel to Baltimore; I told him I was engaged with twenty-dollar gold pieces, and importuned me very much to let him go on the vessel; I steadily refused; at last I asked Mr. Clarkson, of the Boston house, and he said no, the man could not be permitted to go; I told Blake he could not go, but he kept on importuning me, and on the day the vessel sailed I told him positively that he could not go, and he seemed much dropped; this things remained until April last, when Blake came to me again; I was in my dining room with my wife, who was nursing my child sick, and I was sitting in a rocking chair beside her; I had just come from New York, on business, and had been in business; at first I did not recognize Blake; he told me who he was, and that he had been originally guaranteed by the railroad company, and that he would repay said company for the losses and expenses, if any there be by reason of wine guarantee, and shall forthwith pay the residue into the treasury of the city.

SEC. 3. That nothing in the bill contained shall be so construed as to release the city of Philadelphia from making sale of any portion of its stock in said steamship company whenever it may deem it advisable so to do, free and clear from any obligations of the company.

SEC. 4. That the Mayor be, and he is hereby, authorized and required to enter into a contract under the seal of the city of Philadelphia with the Pennsylvania Railroad Company, embodying the provisions of this ordinance.

Mr. MILLER made a motion to postpone and print the bill.

Mr. BRIGHTLY was opposed to postponing.

Mr. KING seconded the motion. He thought the members should vote carefully. The object of this bill is the same as all the others—to take $700,000 out of the public treasury.

Mr. MILLER said the gentleman who now offered this bill had heretofore been one of its most bitter opponents. He now presents a bill which he says is the best, and wants to push it through without the members having an opportunity of examining it. The first bill had been twice vetoed by the Mayor, and no one had authority to speak the opinion of this latter gentleman on the subject, or claim the bill just introduced met with his views.

Mr. DAVIS favored the postponement.

Mr. BRIGHTLY was also in favor of postponing the bill. He had heretofore been in favor of the ocean steamship project, but he wanted to satisfy his mind on this new bill before calling the ayes and nays.

Mr. WETHERILL said he had during the past week examined the bill, and had satisfied himself he could see was its constitutionality. Although he was in favor of the bill, yet he favored a postponement, in order that the members might have time to thoroughly enjoy the satisfaction of looking into its merits.

The motion to postpone and print was lost; but, on the motion to suspend the rules for a third reading, the bill fell, and therefore lies over until next meeting.

Resolutions.

Mr. KING offered a resolution directing the Commissioner of City Property to furnish the city solicitor with a copy of the contracts for lots, now unoccupied, to be used as dumping grounds.

Mr. WETHERILL opposed giving the contractor a right for this purpose, and moved to refer the resolution.

Mr. KING thought that the members had kicked the contractor about long enough, and it was time they were receiving some little encouragement; there could be no harm or loss to the city in letting him have an unoccupied lot.

The resolution to refer passed.

Mr. WETHERILL offered a resolution, authorizing the Pennsylvania Railroad Company to lay track on Delaware avenue, from Washington to Callowhill streets. Referred to Committee on Railroads.

Common Council Bills.

The bill from Common Council for an additional clerk in the Highway Department, laid over at last meeting, was taken up.

Dr. KAMERLY again opposed the bill on the ground that an additional clerk was not needed. He had from good authority that this clerk was not needed, and he considered it a gross outrage to vote for the same under these circumstances.

The bill passed finally.

The bill authorizing the exercise of a bridge over the Wissahickon was referred to the Committee on Highways.

The resolutions relative to the death of Col. J. Richter Jones were adopted.

Several other bills from Common Council were concurred in, after which the Chamber adjourned.

PROPOSALS.

PROPOSALS FOR STEAM MACHINERY.

NAVY DEPARTMENT, June 3, 1863.

SEALED PROPOSALS will be received in the Navy Department up to the 15th of June, for STEAM MACHINERY of the following description, namely:

Geared Engines, two cylinders, diameter of cylinder, 100 inches; stroke of piston, 4 feet; multiple of gearing, 3; diameter of driving wheel, to pitch line of feet 14 inches; length over all of driving wheel, 11 feet 3 inches. To have one Sewell's surface condenser with seamless brass tubes and an exposed condensing surface of 7,000 square feet. To have vertical water-tube boilers with seamless brass tubes containing 500 square feet of grate surface and 25,000 square feet of heating surface. To have a superheating apparatus. To have one brass screw of 15 feet diameter, with four blades, and a length of 27 inches. To have a brass and copper rudder, rudder post, and shoe, and to be provided with eight blowing engines and eight steam pumps. The drawings of these engines can be examined at the Bureau of Steam Engineering.

Two back-action engines for the United States frigate Franklin at the Kittery Navy Yard; diameter of cylinders, 68 inches; stroke of pistons, three feet nine inches. To have one Sewell's surface condenser with seamless brass tubes and an exposed condensing surface of 6,000 square feet. To have vertical water-tube boilers with seamless brass tubes, containing 550 square feet of grate surface and 16,100 square feet of heating surface. To have a superheating apparatus. To have one brass screw of 16 feet in diameter, with four blades, and a length of 33 inches. To have a brass and copper rudder, rudder-post, and shoe; and to be provided with four blowing engines and four steam pumps. The design of these engines to be similar to that of the above, 68 inches diameter of cylinder and 3 feet 6 inches stroke of piston.

Back-action screw engines for gunboats, with two cylinders, each of 30 inches diameter, and a stroke of piston of 21 inches. Each pair to have one Sewell's surface condenser, with seamless brass tubes, and an exposed condensing surface of 1,200 square feet. To have vertical water-tube boilers, with seamless brass tubes, containing 187 square feet of grate surface and 4,700 square feet of heating surface. To have a superheating apparatus. To have one brass screw of 11 feet diameter, with four blades, and a length of 18 inches. To have a brass and copper rudder, rudder-post, and shoe, and to be provided with one steam pump. The drawings of these engines can be examined at the Bureau of Steam Engineering.

The material, workmanship, and finish of all the screw-engines to be the same as specified in the specifications for the machinery of the sloops of the Juniata class, copies of which are in operation at the bureau of the system, and with it the buoyant feeling of health exists. We have no dyspepsia, no nervous, no bilious, no vital and common complaint, is also true in many of the deep-seated and dangerous distempers. The same purative effects are produced in the cure of Canker and Scrofulous sores; and the same quantity of tools, instruments, medicine, etc., is required to be provided for a full cure of every disease.

The proposals to be endorsed "Proposals for Steam Machinery," to distinguish them from other business letters.

Parties are requested to offer for any one of the above engines, or for as many as they may consider themselves able to execute.

The contract will embrace the usual conditions, and payments will be made in the usual manner as the work may be completed.

The Department reserves the right to reject any or all of the proposals received in response to this advertisement if, in its opinion, the public interest requires.

The proposal will state the name or names of the Navy Yards at which the parties intend to build the machinery; the number of engines they propose to build; the names of the parties in full, and the residence of each; and sum for which they propose to furnish the machinery erected in the vessel complete and ready for steaming; and the time from date of the contract in which they will guarantee to complete the work.

The proposals will also be considered who may choose to offer for machinery of equal power on plans and specifications of their own in place of those above specified. je5-2tmw3t

PROPOSALS FOR FUEL.

QUARTERMASTER'S OFFICE, U. S. MARINE CORPS, WASHINGTON, 20th May, 1863.

SEALED PROPOSALS will be received at this office, until THURSDAY, the 11th day of June, 1863, at 12 M., for supplying WOOD and COAL to the United States Marine stations, for the fiscal year ending 30th June, 1863, to 30th June, 1864.

The Wood to be good merchantable oak, and to be delivered piled, measured, and in such quantities within the walls of the Marine Barracks as may be designated by the officer commanding Marine Officer, free of expense to the United States.

The Coal to be best white or red ash anthracite egg coal, free from dust, and to weigh 2,240 lbs to the ton, to be weighed, inspected, and delivered at such points within the walls of the Marine Barracks as may be designated by the commanding Marine Officer, free of expense to the United States; and both Wood and Coal to be furnished at such times and in such quantities as the commanding officer may require.

Payment will be made upon the quarterly requisition of the commanding officer, stating the quantities required for the use of his command, agreeably to regulations.

A guaranty, to be signed by two responsible persons, that those responsible for the proposals, if they have none, they shall state how far they are willing to endorse the opinion of the officer in office making the recommendation. Similar bonds shall be required at the time to time, whenever the number of men fulfilling the conditions of the guaranty shall be reduced, or the guarantor may render it expedient.

Second. Enlisted men having those officers and enlisted men still in service and borne on the rolls, but who are absent from duty, in Hospitals or Convalescent Camps, or are otherwise disabled, or who may be prisoners in all these cases, the Medical Officer in attendance shall prepare the rolls of the Reg