

This Compiler is published every Monday morning, by Henry J. Stahl, at \$1 75 per annum, if paid strictly in advance...

THE COMPILER. A Democratic, News and Family Journal.

By H. J. STAHL. "TRUTH IS MIGHTY, AND WILL PREVAIL." TWO DOLLARS A-YEAR.

41st Year. GETTYSBURG, PA.: MONDAY, MAR. 21, 1859. NO. 25.

Wanted.

200,000 BUSHELS WHEAT, RYE, CORN, OATS, SEEDS, &c. Also, Flour and Country Produce generally...

Blanks!

COMMON Blank Deeds, single and double accretion, and for Administrators with or without the will annexed...

J. W. Scott.

(Late of the Firm of Winchester & Co.,) GENTLEMEN'S FURNISHING STORE, and SHIRT MANUFACTORY.

Good and Cheap!

THE undersigned would inform his friends and the public generally, that he continues his CARBON MAKING BUSINESS...

To the Country.

GOOD NEWS.—I have rented the Foundry for the ensuing year, and am prepared to make the different kinds of Castings usually made at a Foundry...

Gettysburg Railroad.

CHANGE OF TIME.—Morning train with passengers for York, Columbia, Philadelphia, Harrisburg, Baltimore and the North and West, leaves Gettysburg daily...

Family Grocery.

AND PROVISION STORE.—GILLESPIE & THOMAS respectfully inform the people of Gettysburg and the public generally...

New Livery.

M. T. Targ has opened a new and first-class livery establishment, which he has located at the Eagle Hotel...

Fine Old Brandy.

THE subscribers, importers and Dealers in WINES & BRANDIES, would most respectfully call the attention of purchasers to their Old Establishment, No. 5 North Front Street, Philadelphia...

Globe Inn.

Having been renovated and re-furnished, the proprietor assures the public that a call is only needed, as he guarantees full satisfaction in every case.

For Rent.

A COMFORTABLE Dwelling House, No. 117 G. B. ARKOLD.

50,000

50,000 BUSHELS OF various brands, of the best quality, at the lowest price...

At Cost!

Selling off!—The undersigned, having disposed of his store at New Oxford, and intending to remove West, will sell off the goods in his Hampton Store...

Wholesale and Retail.

Liquor Store.—The undersigned respectfully and fully announce to the citizens of Gettysburg and the public generally, that they have opened a new liquor store...

Great Reduction.

THE PRICE OF THE SINGER & CO.'S SEWING MACHINES.—B. RAYBURN, proprietor of the State of Pennsylvania, the counties of Philadelphia, Erie and Allegheny excepted...

Dr. A. W. Dorsey.

Formerly of Carroll county, Md., having received a liberal education in Gettysburg, and his professional services to the citizens of the town and surrounding country in the practice of the various branches of his profession...

Wm. B. McClellan.

ATTORNEY AT LAW, Office on the south side of the public square, 2 doors west of the Sentinel office.

D. McConaughy.

ATTORNEY AT LAW, (office one door west of Becher's drug and book store, Chamberburg street), ATTORNEY AND SOLLICITOR FOR PATENT AND PATENTORS.

Edward B. Bushler.

ATTORNEY AT LAW, will faithfully and promptly attend to all business entrusted to him in the German language...

J. Lawrence Hill, M. D.

HAS his office one door west of the Lutheran church in Chamberburg street, and opposite Pickling's store, where those wishing to have any Dental Operation performed are respectfully invited to call.

Removal.

THE undersigned, being the authorized person to make removals into Ever Green Cemetery, hopes that such as contemplate the removal of the remains of deceased relatives or friends, will avail themselves of this season of the year to have it done...

For Rent.

A COMFORTABLE Dwelling House, No. 117 G. B. ARKOLD.

The Globe.

NEW RESTAURANT.—The undersigned has opened a first-class Restaurant on the lower floor of McClellan's building, in Carle street, Gettysburg...

For Rent.

A COMFORTABLE Dwelling House, No. 117 G. B. ARKOLD.

Post's Corner.

Nothing is lost; the drop of dew Which trembles on the leaf or flower Is but exhaled in fall air...

Miscellaneous.

What's the Price of Eggs. On a Saturday afternoon, as the Fakir of Ava was walking down Main street, he met a broad-brimmed countryman from the Dunker settlement...

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NAVAL CONTRACTORS AND EXPEDITORS.

A Letter from Hon. Rufus Tennyson to the Committee. NAVY DEPARTMENT, Feb. 14, 1859. Sir: I have received your letter of the 8th and 5th instant, with copies of certain testimony, and an expression of the desire of the committee over which you preside to receive from me any statement or information in regard to it...

1st. A contract made September 12, 1848, for 11,000 cubic feet. 2d. A contract made in September, 1855, for the frame of six large sloops of war, out to monita to replace that which had been taken for the six large steam frigates built in 1855...

3d. The want of additional quantities of live-oak having been repeatedly urged by the Bureau of Construction, the department on the 1st of July, 1857, authorized a contract to be made for such timber as would replace in part what had been taken from the complete frames of ships-of-the-line and frigates...

4th. The want of additional quantities of live-oak having been repeatedly urged by the Bureau of Construction, the department on the 1st of July, 1857, authorized a contract to be made for such timber as would replace in part what had been taken from the complete frames of ships-of-the-line and frigates...

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7th. The want of additional quantities of live-oak having been repeatedly urged by the Bureau of Construction, the department on the 1st of July, 1857, authorized a contract to be made for such timber as would replace in part what had been taken from the complete frames of ships-of-the-line and frigates...

8th. The want of additional quantities of live-oak having been repeatedly urged by the Bureau of Construction, the department on the 1st of July, 1857, authorized a contract to be made for such timber as would replace in part what had been taken from the complete frames of ships-of-the-line and frigates...

9th. The want of additional quantities of live-oak having been repeatedly urged by the Bureau of Construction, the department on the 1st of July, 1857, authorized a contract to be made for such timber as would replace in part what had been taken from the complete frames of ships-of-the-line and frigates...

10th. The want of additional quantities of live-oak having been repeatedly urged by the Bureau of Construction, the department on the 1st of July, 1857, authorized a contract to be made for such timber as would replace in part what had been taken from the complete frames of ships-of-the-line and frigates...

11th. The want of additional quantities of live-oak having been repeatedly urged by the Bureau of Construction, the department on the 1st of July, 1857, authorized a contract to be made for such timber as would replace in part what had been taken from the complete frames of ships-of-the-line and frigates...

12th. The want of additional quantities of live-oak having been repeatedly urged by the Bureau of Construction, the department on the 1st of July, 1857, authorized a contract to be made for such timber as would replace in part what had been taken from the complete frames of ships-of-the-line and frigates...

13th. The want of additional quantities of live-oak having been repeatedly urged by the Bureau of Construction, the department on the 1st of July, 1857, authorized a contract to be made for such timber as would replace in part what had been taken from the complete frames of ships-of-the-line and frigates...

14th. The want of additional quantities of live-oak having been repeatedly urged by the Bureau of Construction, the department on the 1st of July, 1857, authorized a contract to be made for such timber as would replace in part what had been taken from the complete frames of ships-of-the-line and frigates...

15th. The want of additional quantities of live-oak having been repeatedly urged by the Bureau of Construction, the department on the 1st of July, 1857, authorized a contract to be made for such timber as would replace in part what had been taken from the complete frames of ships-of-the-line and frigates...

vice by promptly directing on the day of the adjournment of Congress, June 14, that an advertisement be issued calling for a supply, in as short a time as practicable, of live-oak timber, most of it of smaller dimensions than had been usually required, such as was adapted to the construction of the smaller vessels, which the exigencies of the service would be likely to require.

No live-oak timber had been purchased by advertised contract for the last sixteen years, excepting in those instances: 1st. A contract made September 12, 1848, for 11,000 cubic feet. 2d. A contract made in September, 1855, for the frame of six large sloops of war, out to monita to replace that which had been taken for the six large steam frigates built in 1855...

The want of additional quantities of live-oak having been repeatedly urged by the Bureau of Construction, the department on the 1st of July, 1857, authorized a contract to be made for such timber as would replace in part what had been taken from the complete frames of ships-of-the-line and frigates...

After the contract had been awarded to the lowest bidder, a question arose to which I applied the principle of a decision I had previously made, viz: that when the department advertised for a contract upon certain terms, and one of the bidders applied to a subordinate officer and obtained assurances of more favorable terms at variance with those advertised, had regulated his bid accordingly, the department would not enforce the advertisement and not the assurances thus obtained would constitute ground of relief, because unfair to other bidders.

When I came into the Department I found a system established, which commenced during the administration of Mr. Fillmore, of purchasing coal for the use of the Navy by the instrumentality of two coal agents—one for anthracite, the other for bituminous coal—with a compensation of five per cent. commission on the cost of purchase and transportation contractor for by the agent.

There was also during Mr. Fillmore's administration a special agency for supplying with coal the East India and Pacific squadrons during the Japan Expedition. Messrs. Howard & Appleton, of New York, were the special agent employed by Mr. Graham, Secretary of the Navy, under an agreement of the date of April 8, 1853, by which they were allowed ten per cent. commissions on the purchase money, cost of transportation, insurance and other unavoidable expenses, deducting therefrom the commissions allowed the agents for supplying coal within the United States.

By the same act Congress made an appropriation to defray the expenses and compensation of a special Commissioner in execution of a joint resolution passed on the 3d of June, authorizing the use of force, if necessary, for the adjustment of difficulties with the Republic of Paraguay.

Independent of this resolution, the President determined to act promptly, and measures were taken to increase the squadron on the east coast of South America, so that it should consist of twenty armed vessels, including two store ships, most of them to be fitted for the purpose of the expedition.

In this threatening posture of affairs, with the public mind excited by the revival of the pretended right of search, with no certainty that the attempt to suppress it would not bring us into collision with Great Britain, with a squadron of twelve ships in the vicinity of Cuba to resist it, with a larger squadron of twenty ships to be prepared and concentrated in the direction of Paraguay, and with eight war steamers of the smaller classes to be constructed, according to the injunction of Congress, as expedient as might be consistent with the public interests, I deemed it my duty, upon consultation with the Chief of the Bureau of Construction and Repair, to meet the exigencies of the service by promptly directing on the day of the adjournment of Congress, June 14, that an advertisement be issued calling for a supply, in as short a time as practicable, of live-oak timber, most of it of smaller dimensions than had been usually required, such as was adapted to the construction of the smaller vessels, which the exigencies of the service would be likely to require.

No greater cost than that of foreign coal delivered at the same place. This has caused an increase of purchases of coal in this country, but it has proved most decidedly an economical and beneficial improvement, as will appear by detailed returns which are now probably before the committee, securing, without any increase of cost to the government, what is deemed the best coal in the world for war steamers—the anthracite coal of Pennsylvania.

Committee of the Navy. It is at least very doubtful whether such charges can or ought to be sustained; at all events, neither the Department nor the officers of the yard have had any knowledge of them. There has been an increase of the number of men employed, but it has taken place simultaneously in all the yards and for the reasons already stated—the increased activity of the service, the expedition to the neighborhood of Cuba, the expedition to Paraguay, the construction of eight screw steamers "as speedily as might be consistent with the public interests."

The course of the Department in reference to contracts for steam machinery for vessels of war, has been to prescribe certain conditions, advertise for plans and proposals subject to such conditions, and award the contracts according to the merits of such plans, and proposals, having due regard to price. They cannot, from the nature of the case, be awarded to the lowest bidder, having reference to the price only, because no two persons bid for the same thing, each plan being different from the others, and being the object of the Government to obtain the result of the highest skill. The bid is given under seal; are not opened until the time for receiving them has expired; and, of course, no one can know what they contain, except the party himself, and those to whom he may communicate it. A board of engineers is appointed, and each is required to give his individual opinion and his reasons for it. Often they are unanimous, sometimes there is a single dissenting opinion, and sometimes they are equally divided. I have in no case, that I am aware of, awarded a contract in opposition to the opinion of a majority, although I should feel at liberty to do so. The contract given to Messrs. Merrick & Sons, of Philadelphia, in regard to which a letter from Col. Patterson to the President was by him in the usual course, without an intimation of any wish on his part, referred to this department, was awarded to them upon the merits of their plan and proposals—in accordance with the unanimous opinion of the board of engineers—their bid being lower than those of the other bidders whose plans were approved. The President did not in any manner interfere in this case nor has he in any other case of contract since I have been in the Department. In all contracts made under the act of the last session, the Department obtained an absolute guarantee of the number of revolutions of the propeller in a minute; instead of the usual number of about forty, the contractors guarantee eighty, and, in one instance, a hundred. In one contract—that for the vessel under construction at Norfolk—awarded to Messrs. Murray & Haslehurst, of Baltimore, there is a guarantee of the speed of fifteen statute miles an hour, under a forfeiture of twelve thousand and five hundred dollars, to be deducted from the price if the speed fall to fourteen miles per hour, and half that sum if it fall to fourteen and a half miles.

In the contract for the vessel at Philadelphia awarded to Messrs. Rosney, Neale & Co., there is a guarantee, not only for one hundred revolutions of the propeller per minute, but also for the speed of sixteen statute miles per hour, under the forfeiture of fifteen thousand dollars, to be deducted from the price if the speed fall to fifteen miles an hour, and half that sum if it fall to fifteen and a half miles. A more stringent and advantageous contract for the Government has not been made.

The awarding of this contract having been the subject of comment, I will take the occasion to say, that the charge made against a very competent officer, the engineer-in-chief, by an excited and interested party, was fully investigated by me and found to be without the slightest foundation, except in a misapprehension of that party, fully explained, and that the contract was awarded to the lowest price, to the best guarantee, to the highest experience, against the construction of marine engines, against no experience at all, and in accordance with the opinion of a majority of the engineers whom I consulted on the subject.

I have the honor to be, sir, very respectfully, your obedient servant, ISAAC TOUCHEY, Secretary of the Navy.

John Smith, Chairman, Committee Investigation, &c., House of Representatives.

A little orphan girl died, as was supposed, in the hospital of the Sisters of Charity, at Wheeling, Va. Her funeral was arranged, but owing to the inclemency of the weather it was postponed. In the meantime, while one of the Sisters was arranging something about the coffin, the little girl raised up and asked for a drink of water. It is supposed that she was in a trance, and it was nothing but the heavy rain that arrested her horrible fate of being buried alive.

An Unstaid Bear.—A negro boy was driving a mule, when the animal suddenly stopped and refused to budge. "Won't go hey?" said the boy. "Fool grand, do you? I suppose you forgot your father was a jockey."

Make friends of none in whom you have not implicit confidence; whom you cannot trust in all places, and at all seasons. The best friendship you can make is that which is based on the feelings which springs from the observation of sacred truths.

The Ohio Cultivator says, "Large farms well tilled, have been the curse of the west." The same remark would apply with equal force to other portions of the country.

Whoever is afraid of submitting any question, civil or religious, to the test of free discussion, is more in love with his own opinion than with truth. It is stated that the President had the plan of the year's work drawn up by the Secretary of the Navy, and that it was presented to the Committee which have not been prepared to the