National Republican.

SPEED OF WAVES.—A California paper relates that "the earthquake wave" which followed the recent eruption in the Sandwich Islands was transmitted to the Pacific coast, and recorded on the Government self-adjusting tide gauges at San Francisco and Astoria in about five hours. On the 23d of December, 1853, a similar wave was transmitted from the coast of Japan to the Golden Gate in twelve hours and thirty-eight minutes. From Hawaii to San Francisco the distance is more than two thousand miles. The impulse communicated to the waters, by the earthquake shock, proceeded, therefore, at the rate of four hundred miles per hour, or six-and-one-half miles per minute. This fact—if it is a fact—will be of great interest to men of science.

BY CABLE DISPATCHES, published in the morning papers of yesterday, we see that the London *Telegraph*, a liberal journal, after speaking of the character and position of General Grant, says that the defeat of the Democrats was richly deserved. An opinion in which we heartily concur. We are glad that our brethren across the water appreciate so well the situation.

EVE is said to be the only wife who never threatened to go and live with her mother, and Adam the first man ever went to house-keeping without first trying to board with his mother-in-law.

THE capacity of the Howe sewing machine factory at Bridgeport will soon be increased from one hundred and fifty machines a day to two hundred.

WHY would cutting off the sleeves of a shirt make it like the latest improvement in meal bags?

Because it would make it seem *less* (seamless.)

Steamboat Lines.

THE STEAMER COLUMBIA Has resumed her regular trips between Washington and Baltimore. Leaving Baltimore every SATURDAY AFTERNOON at 4 o'clock, and Washington every WEDNESDAY MORNING, at 6 o'clock.

She will stop at all the principal landings on the river for passengers and freight. For further particulars, inquire of

THOS. W. RILEY & SON, Agents, Riley's Wharf, my30-tuf&m At the foot of Eleventh street.

POTOMAC TRANSPORTATION LINE.

For Way Landings on the Potomac and Baltimore, making Connections at Aquia Creek with the Richmond, Fredericksburg and Potomac Railroad.

The Steamer EXPRESS, Capt. A. C. Nickle, will leave Baltimore, Pier No. 4, Light street wharf, every TUESDAY, at 4 p. m., and arrive at the Sixth street wharf at 8 a. m. of THURSDAY, to deliver freight.

Notice will be given when the other boat will be put on the route.

Freight received all day Friday.

The steamer leaves SATURDAY at 4 a. m.

PETER BERRY, Agent, Sixth street wharf, Washington, D. C.

A. NEEDHAM & SONS, Agents, my5-6m 140 Light st. wharf, Baltimore

NEW MERCHANTS' LINE OF STEAMERS.

R. C. KNIGHT, JOHN RIBSON, Will run regularly during the winter months between New York, Alexandria, Washington, and Georgetown, as follows: Leave New York, from Pier 20, East River, at the foot of Roosevelt street, every Saturday, at 4 p. m.; Georgetown, from wharf foot of High street, every Thursday, and Alexandria every Friday, at 12 m. For freight or passage apply at the office of the company, corner of New York avenue and Seventeenth street, below Navy Department.

dec31-tf J. W. THOMPSON, President.

Proposals.

PROPOSALS.

OFFICE A. A. Q. M., FORT MACON, N. C., October 26, 1868.

Sealed proposals will be received at this office on FRIDAY, November 20, 1868, at 12 m., for the delivery at this post of—

10 cords of Merchantable Hard Wood.

The lowest bid, if reasonable, will be accepted.

The successful bidder will be required to give bond, with good and sufficient security, for the faithful performance of his contract, and such security shall state his place of residence.

No member of Congress shall be admitted to any share in the contract or any benefit to arise therefrom. The contract shall be subject to the approval of the general commanding the district, and of the Quartermaster General of the army.

The delivery of wood under this contract must commence before December 10, 1868, and be made at the rate of not less than fifty cords monthly till completed.

Payments will be made in such funds as may be received for that purpose.

The successful bidder will be required to pay for this advertisement.

SAMUEL PERPLEXE, First Lieutenant 5th artillery, Brevet Captain, U. S. A., A. A. Q. M. nov13-td

PROPOSALS FOR WOOD AND FORAGE.

OFFICE OF CHIEF QUARTERMASTER, DISTRICT OF ARKANSAS, LITTLE ROCK, Nov. 5, 1868.

Sealed proposals, in duplicate, are invited and will be received at this office until 11 o'clock M., TUESDAY, the 24th day of November, 1868, for supplying the Quartermaster's Department at Batesville and Fayetteville, Ark., with Wood, Hay, and Corn, until July 1, 1869.

The Wood and Forage to be of the best quality, and to be delivered at such time and in such quantities as the Post Quartermaster may require for use. Each bid must be accompanied by the written guarantee of two responsible parties that, in case the contract is awarded to the bidder, good and sufficient bond will be given for the faithful performance of the contract.

The United States reserved the right to reject any or all bids.

Proposals will be indorsed "Proposals for Wood and Forage at Batesville, (or Fayetteville,) Ark." and addressed to the undersigned.

By order of Brevet Major General C. H. Smith.

R. M. BATCHELDER, Bvt. Col. and Q. M., U. S. A., Chief Q. M., Dist. of Ark. nov13-td

PROPOSALS FOR FRESH BEEF.

FORT SCHUYLER, NEW YORK HARBOR, Nov. 10, 1868.

Proposals, in duplicate, with copy of this advertisement attached, will be received by the undersigned until 11:30 a. m., on FRIDAY, Nov. 20, 1868, for supplying

FRESH BEEF

to the troops at this post.

The said beef must be fresh, of a good marketable quality, in equal proportion of fore and hind quarters, (neck, shank and kidney tallow to be excluded,) and to be delivered at this post free of cost, in such quantity as may be from time to time required, by and on such days as the commanding officer shall designate—not exceeding four times per week.

The necks of the cattle slaughtered for beef to be delivered under this agreement, shall be cut off at the fourth vertebral joint, and the breast trimmed down. The shanks of fore quarters shall be cut off from three to four inches above the knee joint, and of hind quarters from six to eight inches above the gambrel or hock joint.

Separate proposals in duplicate will also be received by the undersigned, up to the same hour and date above mentioned, for supplying commissioned officers and their families stationed at this Fort, or supplied therefrom, with such choice fresh beef as they may from time to time require, such as sirloin and porter-house steak, standing ribs, or ribs roasts.

These contracts to be in force six months, or such less time as the Commissary General shall direct, commencing on the 1st day of December, 1868, and subject to the approval of the Commanding of the Department of the East.

In case of failure or deficiency in quality or quantity of the fresh beef stipulated to be delivered, then the Commissary at Fort Schuyler, New York Harbor, shall have power to supply the deficiency by purchase, and the contractor will be charged with the difference of cost.

The contractor will be required to enter into bonds for the sum of five thousand dollars, signed also by two responsible sureties, whose names must be mentioned in the bids.

The proposals will be opened at 11:30 a. m., on FRIDAY, Nov. 20, 1868, at the office of the Commissary at Fort Schuyler, New York Harbor, at which time and place bidders are requested to be present.

Proposals will be marked "Proposals for Beef," and addressed, "Post Commissary, Fort Schuyler, N. Y. H."

M. LEAHY, First Lieut., First Artillery, nov13-td Brevet Capt., U. S. A., A. C. S.

PROPOSALS FOR SUPPLIES.

HEADQ'RS DEPARTMENT OF THE CUMBERLAND, OFFICE CHIEF COMMISSARY OF SUBSISTENCE, LOUISVILLE, KY., Nov. 10, 1868.

Sealed proposals (which must be in duplicate, with a copy of this advertisement attached to each,) will be received until 12 o'clock m., THURSDAY, November 19th, 1868, for furnishing the following stores, viz:

1,000 pounds new Buckwheat Flour, in 25 pound cotton bags, to be packed in barrels.

1,000 pounds best quality Breakfast Bacon (canvassed,) to be packed in barrels.

500 pounds best quality smoked Dried Beef (canvassed,) to be packed in barrels.

350 smoked Beef Tongues, in 50 pound kegs or boxes.

5,000 pounds very best quality cut Loaf Sugar, the brand to be mentioned in bid.

500 gallons best quality Strap, in 5 gallon kegs.

50 gallons best quality Maple Strup, in 5 gallon kegs.

100 barrels best quality Potatoes.

10 kits best quality Mess Mackerel.

20 kits best quality White Fish.

1,000 pounds Dried Apples, in barrels.

500 pounds Dried Peaches, in barrels.

100 gallons Pickled Cucumbers, in 5 gallon kegs.

100 gallons Mixed Pickles, in 5 gallon kegs.

50 gallons Pickled Onions, in 5 gallon kegs.

50 pounds pure ground Ginger.

50 pounds pure ground Allspice.

50 pounds pure ground Cinnamon.

50 pounds pure ground Cloves.

The Allspice, Cinnamon, and Ginger to be packed in 4-ounce double papers, full weight, and in 5-pound wooden packages. The Cloves in 4-ounce tin cases, full weight, and in 5-pound wooden packages.

500 cakes Toilet Soap, in small wooden packages.

1,000 pounds best quality thoroughly-cured factory or English Dairy Cheese, in small-sized packages—the smaller sizes preferred. Full net weight required. A whole cheese will be required for examination, which, if not accepted, will be returned to the bidder, or be placed subject to his order.

No charge for packages will be allowed for any of the above stores.

Samples required to be offered with the bids.

Blanks furnished at this office.

The usual conditions of my advertisements must be strictly complied with. M. F. SMALL, nov11d Brevet Brig. Gen. and C. S.

PROPOSALS.

OFFICE DEPOT AND DISBURSING Q. M., HEADQUARTERS DEPARTMENT OF THE SOUTH, ATLANTA, GA., Nov. 3, 1868.

Sealed proposals will be received at this office until 12 m., MONDAY, November 23, 1868, for supplying this Depot with—

600,000 pounds Western Oats.

41,850 pounds Corn.

1,000,000 pounds Timothy Hay, baled.

200,000 pounds Straw.

Oats and Corn to be of prime quality, sound, free from stalks or dirt, and put up in good, strong sacks.

Hay and Straw must be well baled, perfectly cured and free from weeds, dust or dirt. The whole will be subjected to a rigid inspection.

Hay and Straw to be delivered in cars on the siding of Messrs. Glenn, Wright & Carr, or at the Quartermaster's Storehouse, foot of Forsyth street, Atlanta.

Delivery to commence January 1, 1869, and to continue in equal quantities on the first day of each month for five months ensuing.

Proposals should be made for each article separately, and in TRIPLICATE, with a copy of this advertisement attached to each, and bear the endorsement in their own hand of the persons, of whom there must be of *least two*, offered as surety for the faithful performance of the contract, if awarded.

Bids will be received for any amount not less than 100,000 pounds.

The right is reserved to receive or reject such parts or the whole of bids as may be for the best interests of the service.

Proposals should be addressed to the undersigned and endorsed upon the envelope, "Proposals for the Delivery of Forage and Straw".

By order of Bvt. Brig. Gen. H. Saxton, Chief Q. M.

H. J. FARNSWORTH, Brevet Captain and A. A. Q. M., U. S. A., nov10-1d In Charge of Depot.

PROPOSALS FOR SUPPLYING WINTER-STRAINED OIL.

TREASURY DEPARTMENT, OFFICE OF THE LIGHT-HOUSE BOARD, WASHINGTON CITY, Nov. 2, 1868.

Sealed proposals will be received at this office until 1 o'clock, p. m. on MONDAY, the 7th of December, 1868, for supplying the Light-House Establishment with sixty thousand (60,000) gallons of the best quality pure Winter-Strained Oil, divided into five lots.

Proposals to furnish Kerosene or Ethereal Oils, or any of their mixtures will not be considered.

Any desired information concerning terms of contract, time and place of delivery, quantity of oil in each lot, character of packages, manner and nature of inspection and test, &c., will be given upon application in writing to the undersigned at this office. W. B. SHUBRICK, nov4-eotw Chairman.

Railroad Routes.

WASHINGTON, ALEXANDRIA, AND GEORGETOWN RAILROAD.

On and after WEDNESDAY, March 11, 1868, and until further notice, Local Passenger Trains will run between Washington and Alexandria as follows:

LEAVE WASHINGTON. From	A. M.	LEAVE ALEXANDRIA. From Corner A. M.	
Maryland av. Depot,	7.00	King & St. Asaph,	6.00
" "	8.00	" "	8.00
" "	11.00	" "	10.00
	P. M.		P. M.
" "	2.00	" "	1.00
" "	4.00	" "	3.00
" "	6.30	" "	5.30
" "	7.30	Duke & Henry,	6.00

THROUGH TRAINS.

Leave WASHINGTON, from Maryland Avenue Depot, at 6.00 A. M.

SUNDAY TRAINS.

Leave WASHINGTON, from Maryland Avenue Depot, at 9 and 11 A. M., and 1, 4 30, and 7.30 P. M.

Leave ALEXANDRIA, from corner St. Asaph and King streets, at 8 and 10 A. M., and 1 and 3 P. M., and from corner of Duke and Henry streets at 6.30 P. M.

O. S. STEVENS, Gen'l Sup't.

W. J. PHELPS, Gen'l Manager. oct7-tf

BALTIMORE AND OHIO RAILROAD.

WASHINGTON, Sept. 13, 1868.

Trains between WASHINGTON and BALTIMORE, and WASHINGTON AND THE WEST, are now run as follows, viz:

FOR BALTIMORE.

Leave daily, except Sunday, at 7.00 and 8.00 a. m., and 12.30, 4.30, 6.30 and 9.30 p. m.

FOR ALL WAY STATIONS.

Leave daily, except Sunday, at 7.00 a. m. and 2 and 4.30 p. m.

FOR ANNAPOLIS.

Leave at 7 a. m. and 4.30 p. m. No train to or from Annapolis on Sunday.

ON SUNDAY.

FOR BALTIMORE.

Leave at 8 a. m. and 4.30 and 9.30 p. m.

FOR WAY STATIONS.

Leave at 8 a. m. and 4.30 and 9.30 p. m.

FOR ALL PARTS OF THE WEST.

Leave daily, except Saturday and Sunday, at 8 a. m. and 4.30, 6.40, and 9.30 p. m.

On Saturday at 8 p. m., and 4.30 p. m.

On Sunday, at 4.30, and 9.30 p. m. only, connecting at Relay Station with trains from Baltimore to Washington, Parkersburg, &c.

Through Tickets to the West can be had at the Washington Station Ticket Office at all hours in the day.

For New York, Philadelphia, and Boston, see advertisement of "Through Line."

J. L. WILSON, Master of Transportation.

L. M. COLE, General Ticket Agent.

GEO. R. KOONTZ, General Agent, Washington.

THROUGH LINE BETWEEN WASHINGTON, PHILADELPHIA, AND NEW YORK.

WASHINGTON, Sep. 13, 1868—noon.

Trains between Washington and New York are now arranged as follows, viz:

FOR NEW YORK, without change of cars.

Leave daily (except Sunday) at 8.00 a. m., 12.30 and 9 p. m.

FOR PHILADELPHIA.

Leave daily (except Sunday) at 8.00 a. m., 12.30 and 5.40 p. m.

ON SUNDAY,

Leave for New York at 9.00 p. m. and Philadelphia at 5.40 p. m.

Sleeping cars for New York on 8.00 p. m. train only

Through tickets to Philadelphia, New York or Boston, can be had at the Station office at all hours in the day.

See Baltimore and Ohio Railroad advertisement for schedule between Washington, Baltimore, Annapolis, and the West.

J. L. WILSON, Master of Transportation.

L. M. COLE, General Ticket Agent.

GEO. R. KOONTZ, Agent, Washington.

1867 GREAT PENNSYLVANIA ROUTE 1867

TO THE NORTHWEST, SOUTH, AND SOUTHWEST. SPRING SCHEDULE.

On and after MAY 26th, 1867, trains will run as follows:

Washington	7.45 a. m.	Baltimore	12.10 p. m.
"	4.30 p. m.	"	7.20 "
"	8.00 p. m.	"	10.30 "

THE GREAT DOUBLE-TRACK ROUTE

With ELEGANT SCENERY, Palace Sleeping-cars, day and night Cars, with modern improvements, and saving from fifty to twelve hours in time over any other route. Only 496 miles saved to Western points on Central New York.

THREE DAILY TRAINS TO THE WEST.

TWO DAILY TRAINS TO THE NORTH.

Through Cars to ROCHESTER and PITTSBURGH without change.

Passengers by this route from Baltimore have the advantage of making all changes in UNION DEPOTS, and of passing Allegheny City.

Tickets by this route can be procured at the office, corner of Sixth street and Pennsylvania avenue, under National Hotel, where reliable information will be given at all times.

Passengers procuring tickets at this office, can secure accommodations in Sleeping Cars for Elmira or Pittsburgh. W. J. ARNOLD, Ticket Agent, Corner Sixth st. and Penn. avenue.

WM. M. ALLEN, Agent, Baltimore, Md.

ED. S. YOUNG, General Passenger Agent. dec1-1y

PHILADELPHIA, WILMINGTON AND BALTIMORE RAILROAD.

Commencing on Monday, June 8th, passenger trains will leave President street depot, Baltimore, as follows, viz:

Way Mail Train for Philadelphia and Way Stations at 7:20 a. m. This train connects at New Castle with Express trains for all Stations on the Delaware Railroad.

Express Train for Philadelphia and New York at 9:45 a. m., connecting at Perryville with train for Point of Rocks.

Express Train for Philadelphia and New York at 2:45 p. m., connecting at Perryville with train for stations on Delaware Railroad, between Wilmington and Harrington.

Accommodation Train for Port Deposit and intermediate Stations at 5 p. m.

Express Train for Philadelphia at 6:35 p. m.

Express Train for New York at 8:35 p. m., connecting at Elkton with Express Train for principal stations on the Delaware Railroad, daily except Saturday.

All the above trains leave daily except Sunday.

ON SUNDAY.

For Philadelphia and New York at 8:45 p. m.

Through Tickets may be procured either at President Street depot or at Ticket Office, No. 125 Baltimore street. Persons purchasing tickets at office, Baltimore street, can have their baggage checked at their residence by Union Transfer Company.

WM. CRAWFORD, Agent.

THE BALTIMORE AND OHIO RAILROAD.

On and after SUNDAY, 17th May, 1868, three daily trains will be run between Baltimore and Wheeling and Parkersburg, as follows:

MAIL TRAIN, for all way points, will leave Baltimore at 6:00 A. M. (except Sundays) and 7:45 A. M.

FAST LINE will leave daily (including Sundays) at 3:20 p. m. EXPRESS TRAIN will leave daily (except Saturday) at 9:40 p. m. These trains connect at Relay for Wheeling and Parkersburg for all points West, Southwest and Northwest.

WINCHESTER ACCOMMODATION TRAIN leaves Baltimore daily at 4:10 p. m. (except Sundays.) Returning leaves Winchester daily (Sundays excepted) at 5:00 a. m. Connecting at Frederick Junction with train for Frederick and at Hagerstown Junction with train for Hagerstown.

THE ELLICOTT'S MILLS TRAIN leaves Baltimore at 6:20 and 9:00 a. m., and 1:20 and 5:20 p. m. Returning leaves Ellicott's Mills at 7:30 and 11:10 a. m., and 3:30 and 6:30 p. m.

FOR HAGERSTOWN.

Leave Baltimore at 6:45 a. m. and 4:10 p. m., connecting at Hagerstown Junction with Washington County Accommodation Train for Hagerstown at 9:40 and 9:20 p. m. Returning leave Hagerstown at 5:10 and 11 a. m., arriving in Baltimore at 10:25 a. m. and 4:45 p. m.

FOR WINCHESTER.

Leave Baltimore at 8:45 a. m. and 4:10 p. m., arriving at Winchester at 2:55 and 9:30 p. m. Returning leave Winchester at 5 and 10:30 a. m., arriving in Baltimore at 10:25 a. m. and 4:45 p. m.

FOR WASHINGTON.

Leave Baltimore at 3:30, 7:02, 9:20 and 9:45 a. m., and 3:15, 4:15 and 5:40 p. m.

FROM WASHINGTON FOR BALTIMORE.

Leave Washington at 7 and 8 a. m., and 12:30, 2, 4:30, 7 and 8:30 p. m.

FOR ANNAPOLIS.

Leave Baltimore at 7:00 a. m. and 4:15 p. m.; leave Washington at 6 a. m. and 4:30 p. m. Trains leave Annapolis at 6:30 a. m. and 3:40 p. m.

Leave Baltimore for Washington at 3:30 and 8:20 a. m., and 4:15 and 5:20 p. m. Leave Washington at 8 a. m. and 4:30, 7, and 8:45 p. m.

For further information, tickets of every kind, &c., apply to J. T. ENGLAND, Agent, Camden Station, or at the Ticket Office.

JOHN L. WILSON, Master of Transportation.

L. M. COLE, General Ticket Agent.

ALEXANDRIA, LOUDOUN AND HAMPSHIRE RAILROAD.

NEW ARRANGEMENT,

BEGINNING OCTOBER 1, 1868.

Leave Alexandria daily, except Sunday, at 8 a. m. and 4 p. m. for Leesburg. Leave Leesburg for Alexandria at 7 a. m. and 12:15 p. m.

Connecting at Leesburg with Francis's Line of first-class Coaches, which leave Leesburg on Tuesdays, Thursdays and Saturdays for Hamilton, Purcellville, Snickersville, Berryville, Winchester and Capon Springs; returning leave Winchester on Mondays, Wednesdays and Fridays.

Leave Leesburg for Middleburg on Mondays, Wednesdays and Fridays, on the arrival of the railroad train from Alexandria, and arrives at Middleburg at 3 p. m.

Leave Middleburg Tuesdays, Thursdays and Saturdays, at 7 a. m., and arrives at Leesburg at 12 m., and (per railroad) arrives at Alexandria at 3 p. m., in ample time for Washington and Baltimore the same day.

From and after June 8, the coaches will run daily from Winchester to Capon Springs.

FARE.

FROM ALEXANDRIA TO			
Leesburg	$2 00	Capon Springs	$7 25
Hamilton	2 75	Hall's Mills	3 25
Purcellville	3 00	Aldie	2 75
Berryville	4 50	Middleburg	2 25
Winchester	5 00		

Goods per New York, Philadelphia and Baltimore steam lines and Adams' Express to care of R. H. Havenner, Freight Agent at Alexandria, will be forwarded as far as Leesburg free of charge other than our regular tariff rates.

Commutation Passenger Tickets between Alexandria and Leesburg and intermediate stations at cheap rates.

Round Trip Tickets good only for day of issue between Alexandria and Leesburg, and between those places and intermediate points, are issued at reduced rates.

WASHINGTON BLYTHE, General Superintendent.

DEPARTMENT OF THE INTERIOR, UNITED STATES PATENT OFFICE, WASHINGTON, October 24, 1868.

On the petition of JAMES RAMSBOTTOM, of Albany, New York, praying for the extension of a patent granted to him on the 12th day of February, 1856, reissued in two divisions on the 30th day of June, 1868, and numbered respectively 3,009 and 3,010, for an improvement in Base Burning Stoves:

It is ordered that the said petition be heard at this office on the 25th day of January next. Any person may oppose this extension. Objections, depositions, and other papers should be filed in this office twenty days before the day of hearing.

M. FRED. TOOTH, (Commissioner of Patents. oc29-Thtw

Proposals.

PROPOSALS FOR REPAIRING PIERS, &c.

U. S. ENGINEER'S OFFICE, No. 512 MAIN ST., MILWAUKEE, Wis., Oct. 27, 1868.

Sealed proposals, in duplicate, of the form furnished by the undersigned, will be received at this office until 12 m. on MONDAY, November 16, 1868, for repairing the pier at Grand Haven, Mich., and the construction of the embankment wall of the canal for the improvement of the Des Moines Rapids of the Mississippi river.

The Canal is to be about 7¾ miles long, extending from Keokuk, Iowa, to Keokuk, Iowa. The width at the water surface inside of the Canal is to be from 200 to 250 feet for embankment and 350 feet in excavation, and in low water to be five feet deep. The material excavated from the Prism of the Canal to be used in building the Embankment. The latter, throughout the greater part of the distance, will be about 300 feet from the river shore. Where rock excavation occurs, the bottom of the Canal will have a slope 1½ inches to the mile. The embankment is to be built of earth, clay, and rock, to be not less than 10 feet above high water mark, will slope of 2½ feet to 1 vertical on the outside, and 1½ feet to 1 vertical on the inside. The average thickness of the rip-rap protection to be 2½ feet on the outside, 2 feet on the inside, and 1 foot on the top.

A portion of the above has already been constructed—say one ninth—the balance, or so much thereof as the remainder of the funds appropriated, about five hundred thousand dollars, will pay for, is to be bid.

All propositions must state the rates at which each and every kind of work specified in the proposal is to be done, and no bid will be considered that is not definite in its terms.

A printed copy of this advertisement must be attached to each proposal.

The Government reserves the right to reject any and all bids.

Each bid must contain a written or printed guaranty signed by two responsible persons.

Blanks for proposals of the form required, with form of guaranty, will be furnished upon application at this office.

The price or prices in the contract will be considered as including the expense of furnishing all the material, (excepting right of way and land for borrow-pits,) implements and machinery, and performing all the work according to the plans and specifications exhibited at the letting.

Fifteen per cent. of the amount of any work done, or materials furnished, at the contract price thereof, will be reserved until the whole work, which is the subject of contract, shall be entirely completed.

The name or names of the persons proposing must be written out in full, with their place of residence and post office address.

Plans, maps, specifications and all necessary papers will be ready for examination at this office for fifteen days prior to the date of the letting.

Persons proposing to contract are invited to visit and examine the localities of the work before sending in their bids.

Proposals to be addressed to the undersigned, at Keokuk, Iowa, and should be endorsed: "Proposals for work on the improvement of the Des Moines Rapids."

J. H. WILSON, Lieut. Col. 8th Inf., Bt. Maj. Gen., U. S. A. Official:

L. COOPER OVERMAN, Captain Corps of Engineers. oc28-td

PROPOSALS FOR ERECTING A BUILDING.

HEADQUARTERS DEP'T OF THE SOUTH, CHIEF QUARTERMASTER'S OFFICE, ATLANTA, GA., Oct. 26, 1868.

Sealed proposals will be received at this office until 12 m., November 20, 1868, at which time they will be opened, for furnishing material and erecting a brick Lodge Building at the National Cemetery at Florence, S. C., according to plan and specifications to be seen at the office of the Depot Quartermaster, Charleston, S. C.

The usual requirement for bids, &c., will be exacted.

Proposals should be endorsed "Proposals for Erecting a brick Lodge Building," and addressed to H. SAXTON, Brev. Brig. Gen., Q.M., U. S. A., Chief Q. M. Dep. of the South. no2-1d

PROPOSALS FOR ARMY TRANSPORTATION.

HEADQUARTERS FIFTH MILITARY DISTRICT, STATE OF TEXAS, OFFICE OF CHIEF QUARTERMASTER, AUSTIN, TEXAS, October 27, 1868.

Sealed proposals, in duplicate, will be received at this office until MONDAY, December 14, 1868, at 12 o'clock, m., for the transportation of military supplies from the 1st day of January, 1869, to 31st day of December, 1869, on the following route, viz:

ROUTE NO. 2.

From San Antonio to all military posts and camps that are or may be established on the western and northwestern frontier of Texas, south of 32 degrees north latitude.

Bidders will state the rate per one hundred (100) pounds per one hundred (100) miles at which they will transport said supplies.

Bidders should give their names in full, as well as their places of residence, and each proposal should be accompanied by a bond in the sum of ten thousand ($10,000) dollars, signed by two or more responsible persons, guaranteeing that in case the contract is awarded for the route mentioned in the proposal to the parties proposing, the contract will be accepted and entered into and good and sufficient security furnished by said parties, in accordance with the terms of this advertisement.

The amount of bonds required from the contractor will be fifty thousand ($50,000) dollars.

Satisfactory evidence of the solvency of each bidder and person offered as security will be required.

Forms of contract may be seen at the office of the Depot Quartermaster at San Antonio and at Marshall, Texas, and at this office.

The right is reserved to reject any or all bids that may be offered.

Proposals must be indorsed "Proposals for Army Transportation," and addressed to the undersigned.

By command of Brevet Major General J. J. Reynolds.

J. A. POTTER, Brevet Brigadier General and C. Q. M., Fifth Military District. nov2-td

PROPOSALS FOR PICKET FENCE.

OFFICE CHIEF QUARTERMASTER, DEPARTMENT OF LOUISIANA, NEW ORLEANS, LA., Nov. 2, 1868.

Sealed proposals are invited and will be received at this office until 12 m., MONDAY, the 16th day of November, 1868, for the construction of a Picket Fence around the National Cemetery at Baton Rouge, La., consisting of about 7,000 lineal feet.

Specifications can be seen and blank proposals at the office of Lieutenant Thomas Leitchfery, Acting Assistant Quartermaster, Baton Rouge, La.

Bids will state price per foot and the kind of lumber proposed to be used.

Bids will be opened at time above named, and bidders are invited to be present.

The United States reserves the right to reject any or all bids.

Proposals must be indorsed "Proposals for Picket Fence," and addressed to the undersigned.

By order of the Quartermaster General.

CHARLES H. TOMPKINS, Brevet Brigadier General and Chief Quartermaster, Department of Louisiana. nov-td

PROPOSALS FOR ARMY TRANSPORTATION.

HEADQUARTERS FIFTH MILITARY DISTRICT, STATE OF TEXAS, Office of Chief Quartermaster, Austin, Texas, October 27, 1868.

Sealed proposals in duplicate will be received at this office until MONDAY, December 14, 1868, at 12 o'clock, m., for the transportation of military supplies from the first day of January, 1869, to the thirty-first day of December, 1869, on the following route, viz:

ROUTE NO. 3.

From San Antonio to all military posts and camps that are or may be established on the Texas frontier, south of Red river, and north of 32 degrees north latitude.

Bidders will state the rate per one hundred (100) pounds, per one hundred (100) miles at which they will transport said supplies.

Bidders should give their names in full, as well as their places of residence, and each proposal should be accompanied by a bond in the sum of ten thousand ($10,000) dollars, signed by two or more responsible persons, guaranteeing that in case the contract is awarded for the route mentioned in the proposal to the parties proposing, the contract will be accepted and entered into, and good and sufficient security furnished by said parties, in accordance with the terms of this advertisement.

The amount of bonds required from the contractor will be fifty thousand ($50,000) dollars.

Satisfactory evidence of the solvency of each bidder and person offered as security will be required.

Forms of contract may be seen at the office of the Depot Quartermaster at San Antonio and at Marshall, Texas, and at this office.

The right is reserved to reject any or all bids that may be offered.

Proposals must be indorsed "Proposals for Army Transportation," and addressed to the undersigned.

By command of Brevet Major General J. J. Reynolds.

J. A. POTTER, Brevet Brigadier General and C. Q. M., Fifth Military District. nov6-td

PROPOSALS FOR LETTER BALANCES.

POST OFFICE DEPARTMENT, WASHINGTON, D.C., Nov. 7, 1868.

Sealed proposals will be received at this Department until the 10th day of January next, 12 o'clock, noon, for furnishing Letter Balances for the use of the post offices in the United States for one year from and after the first day of February next, of the following description, namely:

1st. Balances capable of weighing eight ounces avoirdupois weight, to be graduated down to quarter ounces; of these it is supposed 1,200 to 1,500 will be required. Also, balances of the same aggregate weight, graduated by the metric or gramme system. Of this class 50 to 100 may be required.

2d. Balances capable of weighing two pounds avoirdupois weight, to be graduated to half ounces. Of this class it is supposed 100 to 150 will be required.

Perfect correctness and strength and durability will be required of the balances to be furnished.

Samples of each description of balance must accompany each bid, and the bidder who may obtain the contract will be required to furnish balances of exactly of a quality in all respects equal to the samples.

Each balance must be well and securely packed in a box for transportation, and delivered free of all expenses to the Department at Washington, D. C., where the same will be tested, if found to be perfect and equal to the samples.

Each bidder must furnish with his proposal sufficient evidence of his ability to comply with his bid.

Two sufficient sureties will be required to a contract.

A failure to furnish the Balances as contracted for promptly, or the furnishing of an inferior article, will be considered a sufficient cause for forfeiture of the contract.

Proposals must be endorsed on the envelope, "Proposals for Letter Balances," and directed to the First Assistant Postmaster General, Washington, D. C. ALEX. W. RANDALL, nov10-wfl Postmaster General.

PROPOSALS.

HEADQUARTERS DEPARTMENT OF DAKOTA, OFFICE CHIEF QUARTERMASTER, ST. PAUL, MINN., Oct. 16, 1868.

Proposals will be received by the undersigned until December 31, 1868, to erect, in accordance with the plans and specifications on file in this office, certain Barracks, Quarters, and other Public Buildings at Fort Totten, D. T. The bids will be in detail to provide for the specifications and plans aforesaid, for each building or such part of each as may be required separately; and for the material in whole or part, according to the requirements of the case. All the labor, mechanical or other, to be done by the contractor.

This invitation is made only to men of business and capital, or who can command capital, and who are in condition to do what it is desired to have done on the part of the Government.

S. B. HOLABIRD, oc23-1d Deputy Q. M. General, U. S. A.

Proposals.

IMPROVEMENT OF THE DES MOINES RAPIDS ON THE MISSISSIPPI RIVER.

NOTICE TO CONTRACTORS.

UNITED STATES ENGINEER'S OFFICE, KEOKUK, IOWA, October 21, 1868.

Sealed proposals, in duplicate, will be received at this office until 12 m., WEDNESDAY, November 18, 1868, for completing the excavation of the Prism, and the construction of the embankment wall of the canal for the improvement of the Des Moines Rapids of the Mississippi river.

The Canal is to be about 7¾ miles long, extending from Keokuk, Iowa, to Keokuk, Iowa. The width at the water surface inside of the Canal is to be from 200 to 250 feet for embankment and 350 feet in excavation, and in low water to be five feet deep. The material excavated from the Prism of the Canal to be used in building the Embankment. The latter, throughout the greater part of the distance, will be about 300 feet from the river shore. Where rock excavation occurs, the bottom of the Canal will have a slope 1½ inches to the mile. The embankment is to be built of earth, clay, and rock, to be not less than 10 feet above high water mark, will slope of 2½ feet to 1 vertical on the outside, and 1½ feet to 1 vertical on the inside. The average thickness of the rip-rap protection to be 2½ feet on the outside, 2 feet on the inside, and 1 foot on the top.

A portion of the above has already been constructed—say one ninth—the balance, or so much thereof as the remainder of the funds appropriated, about five hundred thousand dollars, will pay for, is to be bid.

All propositions must state the rates at which each and every kind of work specified in the proposal is to be done, and no bid will be considered that is not definite in its terms.

A printed copy of this advertisement must be attached to each proposal.

The Government reserves the right to reject any and all bids.

Each bid must contain a written or printed guaranty signed by two responsible persons.

Blanks for proposals of the form required, with form of guaranty, will be furnished upon application at this office.

The price or prices in the contract will be considered as including the expense of furnishing all the material, (excepting right of way and land for borrow-pits,) implements and machinery, and performing all the work according to the plans and specifications exhibited at the letting.

Fifteen per cent. of the amount of any work done, or materials furnished, at the contract price thereof, will be reserved until the whole work, which is the subject of contract, shall be entirely completed.

The name or names of the persons proposing must be written out in full, with their place of residence and post office address.

Plans, maps, specifications and all necessary papers will be ready for examination at this office for fifteen days prior to the date of the letting.

Persons proposing to contract are invited to visit and examine the localities of the work before sending in their bids.

Proposals to be addressed to the undersigned, at Keokuk, Iowa, and should be endorsed: "Proposals for work on the improvement of the Des Moines Rapids."

J. H. WILSON, Lieut. Col. 8th Inf., Bt. Maj. Gen., U. S. A. Official:

L. COOPER OVERMAN, Captain Corps of Engineers.

PROPOSALS FOR ERECTING A BUILDING.

HEADQUARTERS DEP'T OF THE SOUTH, CHIEF QUARTERMASTER'S OFFICE, ATLANTA, GA., Oct. 26, 1868.

Sealed proposals will be received at this office until 12 m., November 20, 1868, at which time they will be opened, for furnishing material and erecting a brick Lodge Building at the National Cemetery at Florence, S. C., according to plan and specifications to be seen at the office of the Depot Quartermaster, Charleston, S. C.

The usual requirement for bids, &c., will be exacted.

Proposals should be endorsed "Proposals for Erecting a brick Lodge Building," and addressed to H. SAXTON, Brev. Brig. Gen., Q.M., U. S. A., Chief Q. M. Dep. of the South. no2-1d

PROPOSALS FOR ARMY TRANSPORTATION.

HEADQUARTERS FIFTH MILITARY DISTRICT, STATE OF TEXAS, OFFICE OF CHIEF QUARTERMASTER, AUSTIN, TEXAS, October 27, 1868.

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ROUTE NO. 2.

From San Antonio to all military posts and camps that are or may be established on the Texas frontier, south of Red river, and north of 32 degrees north latitude.

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Bidders should give their names in full, as well as their places of residence, and each proposal should be accompanied by a bond in the sum of ten thousand ($10,000) dollars, signed by two or more responsible persons, guaranteeing that in case the contract is awarded for the route mentioned in the proposal to the parties proposing, the contract will be accepted and entered into, and good and sufficient security furnished by said parties, in accordance with the terms of this advertisement.

The amount of bonds required from the contractor will be fifty thousand ($50,000) dollars.

Satisfactory evidence of the solvency of each bidder and person offered as security will be required.

Forms of contract may be seen at the office of the Depot Quartermaster at San Antonio and at Marshall, Texas, and at this office.

The right is reserved to reject any or all bids that may be offered.

Proposals must be indorsed "Proposals for Army Transportation," and addressed to the undersigned.

By command of Brevet Major General J. J. Reynolds.

J. A. POTTER, Brevet Brigadier General and C. Q. M., Fifth Military District. nov6-td

PROPOSALS FOR PICKET FENCE.

OFFICE CHIEF QUAR