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WASHINGTON CITY, D. C.

TUESDAY MORNING ..... JUNE 29, 1869.

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W. J. MURTAGH ::::: Editor and Proprietor

All communications, whether on business or for publication, should be addressed to W. J. MURTAGH, Proprietor NATIONAL REPUBLICAN, Washington, D. C.

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THE NAVY DEPARTMENT—RECEPTION OF OFFICERS AND CLERKS—ADDRESS OF SECRETARY ROBESON.—Yesterday the officers of the Navy and Marine Corps, now in the city, assembled at the Navy Department to pay their respects to the new Secretary, Hon. George M. Robeson. The officers were severally introduced by Admiral Porter, and were very cordially received. Among those present were Rear Admirals Harwood, Smith, Poor, Commodore Jenkins, Captain Davenport, Captain Reynolds, Commanders Young and Shirk, Lieutenant Commander McCornick, Paymasters Russell and Boggs, Surgeons Maxwell, Edwards, Williams, and Clymer, General Zellin, Majors Graham, Nicholson, Slack, and Butler, Captain Nokes, Lieutenants Muse, O'Brien, Reed, Goodloe, Allen, Porter, Shock and Wallach, of the Marine Corps, with many other officers of both branches of the service. After the introduction and a few moments of private conversation Secretary Robeson addressed his visitors as follows:

I assure you, gentlemen, that it is with feelings of the greatest interest, as well as pleasure, that I meet you today. Though hitherto unacquainted with most of you, I could not have been ignorant of the names I have just heard without at the same time being ignorant of the history of my country. To have charge of the service of which these are representatives may well fill the ambition of any man's pride. Your country also is proud of her navy, and she has reason to be so. The honor of every country is in the hands of her representative classes, and in your hands, at home and abroad, in the past as in the present, the interests and the honor of your country have always been safe. In every domestic trial since our history began the navy as a class has been foremost for the fidelity of the nation; while abroad, as her peculiar representative, in the eyes of every people her honor has been sustained by your chivalric, dignified, but firm character, illustrated by your services. In the presence of such a record the future must be secure, and in it we all have our parts to perform in various spheres and under various circumstances.

Let it be our pride then in the future as in the past, in peace as well as in war, in the cause of our country, her integrity and the safety of her government, and in the great cause of progress and universal freedom, of which she is and should be champion, that the influence of the navy shall be felt for good through all the channels of personal as well as professional influence.

A single word further. The present Secretary of the Navy, in common with all others appointed to that position directly from civil life, will be found at first to have but little accurate knowledge of the business of the Department. The details of its professional duties he cannot be expected to acquire. These are all, under the laws of Congress, entrusted to competent professional experts, who perform their duties under strict responsibility. But the principles upon which the efficiency of the service depends and the general rules by which these principles are applied and the manner and effect of their application to particular cases—these I intend, with your assistance, to understand and to master.

It is not unlikely that mistakes will frequently occur, and particularly at the first. But knowledge, I hope, will soon come in aid of good intentions. All business should be transacted through the appropriate bureaus. No favors which interfere with the rights of others should be applied for, and I trust none will be shown, except that favor which superior merit is entitled to receive at the hands of the Commonwealth. But any complaints of general or special rules, or their application to particular cases, will always be heard by the Secretary, through the appropriate channels, of course—but there will always remain the appeal to the Secretary in person. I shall be glad, on any subject of interest to the service, to see any officer of any rank at any time when not engaged in other business. I desire to be your friend, gentlemen, and I trust you will be mine. I shall endeavor to study your real interests which cannot but be identical with the interests of the country.

The officers then withdrew, and the clerks of the Department and various bureaus thereof were received by the Secretary, being introduced by Holmes E. Offley, chief clerk of the Department. After shaking hands with each one, the Secretary said he was glad to receive them and was happy to announce that he had received highly commendatory reports relative to all of them, and at present saw no reason why any changes should be made in the Department. This announcement was very gratifying to the clerks, who retired well pleased with the interview, and with their new chief.

PROGRESS OF SURVEYS IN MONTANA.—Commissioner Wilson, of the General Land Office, has just received advices from the surveyor general at Helena, Montana, showing the completion of the survey of two additional townships in Jefferson and Gallatin counties, in that Territory, embracing an area of 46,100 acres.

These townships embrace the three forks of the Missouri river, the Jefferson, Madison and Gallatin rivers. The banks of all these streams are generally low, subject to slight inundation. High floods are unknown in these streams, but a moderate rise of six or seven feet takes place during the melting of the snows which occurs first in the valleys and on the foot hills, and in the summer on the mountains. The Gallatin and Madison forks are rapid, unnavigable streams about 100 yards wide.

The Jefferson fork is a navigable stream 150 yards wide, with moderate current and water from 4 to 6 feet deep in the channel. The beds of all these streams are gravelly, with small boulders.

A large proportion of the tract comprises fine bottom lands suitable for agricultural purposes, a large part of which has been taken up by actual settlers, some of whom have made fine improvements. The high lands afford fine grazing lands during all seasons of the year.

The Commissioner has also received from the same quarter returns of the survey of the town site of Virginia City, Madison County, Montana, embracing five hundred [illegible]

POST OFFICE APPOINTMENTS, REMOVALS, &c.—The following appointments have been made by the Postmaster General: Postagents, Jacob Collins, Louisville, Kentucky, to Indianapolis, Indiana; Thomas B. Humphreys, Macon, Georgia, to Eufaula, Alabama; Lorenzo W. Farnsworth, Sacramento, to Promontory Point.

Assistant Superintendents of Postal Railway Service—C. J. French, Third division; Roswell Hart, Second division.

Special Agents—George A. G. Miller, at large, to duty on mail depredations; George H. Hoyt, first district, Sixth division; John H. Wickizer, Third district, Sixth division; James Gaylor, at large, on mail depredations; J. F. Wagner, as post office inspector, Third district, Second division; F. W. Schaeffer, as post office inspector, Third district, Fifth division.

Local Agents—Washington McWilliams and George Giles, at Albany, New York. Some twenty lady clerks in the department received notices of dismissal to reduce the force to the standing required by Congress.

THE EXAMINING BOARD of the Patent office has completed the examination of the competitive class of Patent Office clerks, but will not report for several days, being engaged in making out their report upon the temporary class and the lady clerks. These latter reports will be submitted to the Commissioner today.

RESIGNATIONS ACCEPTED.—The President has accepted the resignations of Major W. W. Lowe, 6th cavalry; First Lieutenant W. V. DuBois, 15th infantry; Second Lieut. L. M. Haupt, engineer corps.

The Union Pacific Railroad—Continuation of Mr. Morris' Report.

We continue this morning the report of Hon. I. N. Morris on the condition of the Union Pacific railroad:

1. The road is not, as the law requires, a "first-class road."

2. It is not supplied with the necessary buildings.

3. It has not safe and substantial bridges.

4. The tunnels are not wide enough for a double track.

5. The road bed at the grade line is not of a uniform width of fourteen feet, nor has it been properly leveled nor the rails lined.

6. Especially would it be extremely dangerous for heavy trains to pass over the western portion of the road.

7. The ties have sunken in many instances, sometimes at one end and sometimes entirely, the dirt being washed from under them; this is more generally the case on embankments—miles upon miles of them were laid during the winter while the frost was in the ground. The rails, consequently, have an uneven bearing, and in numerous instances are bent, and appear as you look back upon them like a succession of small waves. I saw, however, a number of men at several different points engaged in raising the ends of the ties, and packing dirt under them so as to level the track as far as that would do it.

Two considerations remain which I deem of more importance than others.

BALLASTING.

1. The road is not ballasted, nor is any part of it. The rails have been and are now here and there employed in throwing a few shovels of such material as the road-bed is composed, taken in all cases from the sides of the embankments where they exist, between the ties. But this, I submit, is no compliance with the provision under the head of "Ballasting," established by the board convened to fix upon a standard of construction. I again refer to that provision to be found, with others, in a former part of this report.

It is certainly of the highest moment that the road through Salt Lake valley, which passes mainly over an alkali land, should be well ballasted with stone, certainly not less than eighteen inches in thickness. I leave this branch of the subject without further comment. The facts speak for themselves too plainly to be misinterpreted.

CROSS-TIES.

Cross-ties are laid with great irregularity on the bed of the road. They appear, indeed, to have been pitched on and the rails spiked to them wherever they fell, provided they did not fall too far apart. No attention appears to have been paid to regularity of distance between the ties, they varying from fifteen to twenty-six inches, the distance at the ends being the same as at the middle of the ties, thus presenting most frequently a quadrilateral figure of equal sides and unequal ends. This may be just as well for safety, yet it shows great want of system and want of order.

The material objection is, however, to the ties themselves. They are of soft white pine on the road I examined, as well as on the Central Pacific, the first being obtained from the neighborhood of Green River, and the latter from the Sierra Nevada. I transmit with my report a specimen of each, which I obtained at Promontory Summit. The board which fixed the standard of construction says of cross-ties:

"Oak or other suitable timber should be used where it can be obtained with reasonable transportation. When such timber cannot be had for all the ties at reasonable cost, then the best available timber should be adopted, but if it be pottewood, or similar soft material, it must be Burnettized or Kyanized thoroughly, so as to increase its durability. But in all cases, the joint tie should be of oak or other suitable timber, the better to hold the spikes at these points."

The ties, as I have stated, are all white pine, there being none of oak or other desirable material at the joints, and none of them are Burnettized or Kyanized. Their average size, I should judge, from a number I measured, is about six and a half inches. Whether such ties were ever before used on any other road, I am not advised. Cedar has been used, and while it lasts well in the ground, experience has shown it will not hold spikes. White pine will soon rot on the surface or in the ground, it is easily destroyed by heat or dampness, and is consequently affected by both the winter's snow and the summer's sun. Even in the dry latitude of Salt Lake, it is impossible for it to last long.

Another important consideration in regard to pine ties is, will they hold the spike, and are they sufficiently heavy? I have no knowledge of such ties being used on roads crossing the Alleghanies, though the timber abounds on either hand along their lines. All road beds have more or less flexibility, and when not properly ballasted, the passage of trains must soon work both the tie and spike loose. They expect, on the Paris road, to make some twenty-five or thirty miles per hour. The New York Central, one of the best built and ballasted roads in the United States, as I have always understood, will bear no greater than an average speed of thirty miles an hour. The trains on the Pennsylvania Central road run at about the same rate of speed as on the New York Central. This road is ballasted with broken stone, small enough to pass through a two and a half inch ring, ten inches thick under the ties, and eight between them. The ties are oak, are laid close together, and one of them is said to be as heavy as two of those used on the Union Pacific road. The Pennsylvania Central may be regarded as a "first-class" road.

While, after all, time may alone determine how long a pine tie will last or hold a spike, every one familiar with the softness of that wood will, on the impulse, exclaim, "It will not do!" This will be the common judgment of the country, and I believe two years or less will demonstrate its correctness. There are, then, three objections to the ties: one being their liability to speedy rot; one the softness of the wood being so great it will not hold a spike; the other they were neither Burnettized nor Kyanized according to the standard of construction.

THE RAILS.

I had no opportunity of weighing a rail, but have no doubt that they weigh fifty-six pounds to the yard. The iron is of American manufacture, and has the appearance of being a good article. The joints are traced by iron plates on each side of the rails, secured by four bolts with heads and nuts, two on each side of the joint, the bolts, of course, passing through the plates and rails.

GRADES AND CURVES.

I do not regard it the duty of a commissioner to pass judgment on the engineering of the road. Should he undertake to do that it would require more labor than he could well perform. If the Government desires to ascertain whether "grades and curves have been settled upon principles of true economy and adaptation, based upon careful, scientific and practical investigation, having due regard both to cost of construction and future working of the road," the only way to do it is to send out on the road a board of able engineers and give them ample time to perform the labor. A true profile of the road will show its windings to be frequent, on the western portion especially, and in instances great. Perhaps they might have been less.

ROLLING STOCK.

How many locomotive engines and cars are attached to the road I had no means of ascertaining. They are so scattered at different points that a commissioner could hardly obtain the information. As far as I could judge the road seemed to be fairly supplied with stock. I saw a number of freight cars wrecked by the side of it, still a large number were left, distributed at different points. As the local business of the road is small and must remain so for years in consequence of passing through an unpeopled country, I do not believe its business requires more freight cars at present. More passenger coaches and locomotive engines could be used to advantage, especially the former.

THE TELEGRAPH.

The telegraph consists of a single wire stretched along the road, with temporary offices at the different stations, but answering the purpose for the present.

THE ROAD.

I met on Promontory Summit a leading citizen of California, who has from the first been prominently connected with the Central Pacific road, and we traveled together for a number of miles. In our conversation he stated that the road (I understood him to mean the whole of it) was about two thirds done; that it would require from two to three years to finish and place it in good order; and that Congress should have retained one third of the subsidies until it was finally completed. I concur in the views he expressed, except in one, that his estimate is too. It was proper, in the shorter time, retaining from 15 to 20 per cent of the bonds in the Treasury to secure the completion of the road, but this, like every other military position conceded to Congress by public interest, yielded to the power of the corporation.

Congress undertook to remedy this mistake by the passage of the resolution of April 10, 1869, which among other things provides:

"That the President is hereby authorized and required to withhold from each of said companies an amount of subsidy bonds authorized to be issued by the United States under said acts, (including aids for the construction of the Pacific railroad) sufficient to insure the full completion as a first-class road on all sections of such road on which bonds have already been issued, or in lieu of such bonds the equivalent as such security as amount of first mortgage bonds of such company. And, if it shall appear to the President that the amount of subsidy bonds yet to be issued to any of said companies is insufficient to insure the full completion of such road, he may make inquiries upon such company for a sufficient amount of bonds already issued to said company, or in his discretion, of their first mortgage bonds to secure the full completion of the same, and in default of obtaining such security, as in this section provided, the President may authorize and direct the Attorney General to institute such suits and proceedings in behalf and in the name of the United States, in any court of the United States having jurisdiction, as shall be necessary or proper to compel the giving of such security, and thereby aid in any manner to protect the interest of the United States in said road, and to insure the full completion thereof as a first class road, as required by law and the statutes in that case made."

I submit whether this resolution will answer the purpose for which it was intended. Is not the effort one to lock the door after the horse has been stolen? There are, certainly, not or more than four indefinite bonds to represent the road, comprising as General Warren estimates, $11,000,000 for that purpose, and what remedy would by engaging in a system of twelve years the company? It does would be to acknowledge that their bonds are worth more than the Government bonds. What is to be gained by an exchange, and why should the companies want the Government bonds and deposit theirs in lieu of them? The proposition seems to be a remarkable one. If the roads are sold under a decree of foreclosure and should not bring enough, as they would not, to realize the par value on the mortgage of the bonds, their would, of course, be a loss on them. They are even now worth in greenbacks but about ninety cents on the dollar, and when the Government bonds are paid out and their bonds taken in their place, it is an acknowledgment of one of two things, either that the bonds of the railroads are intrinsically worth more than the Government bonds, or that Congress has made a present to the companies of the difference in favor of the Government bonds, and incurred a liability to pay interest besides. The companies could have no object in the exchange but to get better bonds than their own.

The Attorney General is powerless in the premises. He has no authority to force the companies to return bonds which have been paid to them, and it is not at all likely they will stand in much fear of him. There is, however, a remedy for the Government which will be subsequently pointed out.

There is a vast difference between getting railroads so that cars can pass over them and finishing a road. And as we are compelled to compete with European lines of transportation, the Pacific road never should have been used until it was completely finished, for a partly finished road, if put into use, acquires a reputation which it will take years to correct. So much has been said and so much written about the condition of this road, that the very contradictions have deprived it of even what credit it is entitled to. We must have a road to the Pacific, and this road should be perfected. It passes over a line of country for 1,000 miles, as far as I traveled on it, which for feasibility of construction, considering its length, is unequaled in the world. But very few miles of the road are uniform. Path of a mighty valley after valley, plateau after plateau open upon the eye as the cars speed along, and while one will see towering masses of rocks at a distance on the black hills, he will see very slight cuts through them. Then, again, when the Wasatch mountains are reached, they do not, like the Alleghanies, present in the main one unbroken mass, but valleys open between them, and these valleys are always reached and descended by following the easy grade of some stream. I doubt if there are twenty-five miles of anything like heavy cutting in the whole distance. It is almost one continuous natural road bed.

The facts which I have just stated, and others which I have not, form, as a former part of my report, demanded of the company a "first-class road" in all respects. I will, however, state other bearing on the same point, premising what I shall add with the remark that the Government should keep its faith with the company and require the company to keep faith with it. If promises are to be taken as true, let it be those of the Government, not those of the company.

The charter of the company provides that the Government bonds should be a first lien on the road, rolling stock, &c.; that 50 more than every alternate section of land for ten miles on each side of the road should be given, (as it does not it will be somewhat less,) 12,000,000 acres, or 12,800 acres per mile, which, at $3 per acre, amounts to $41,702,400. Add this amount to the $24,732,000 of bonds, and we have a sum total of $75,434,400, enough to make seventy-five individuals millionaires. But throw half of this away, and you have nearly thirty-eight millions of profit left for distribution among a few men, to say nothing of capital stock. A million of money ought to be quite wide enough for a single man to handle. Divide $37,717,200, the whole amount of Government bonded debt on the two roads, by 1,776, the number of miles from Omaha to Sacramento, and it gives $21,237 as the average Government subsidy per mile. Add to this the same amount for mortgage bonds, and it will show an average bonded debt of the road to be $42,474 to per mile, or $100,237,744 in all, upon which the Government has only a second lien on half the amount—$25,118,872. Upon the main road and branches, inclusive, it has a second lien for $27,236,000 furnished in bonds bearing six per cent. interest. It is an easy thing to create a public debt, but not so easy to pay it out of the labor of the producing classes, who have to pay all public debts, and not the millionaires.

The Union Pacific (I know nothing of the Central Pacific in this regard) has provided for issuing $100,000,000 of capital stock, and has actually issued $25,000,000. The stock has been selling in the market heretofore at seventy-five to eighty cents on the dollar. How much it is worth now, I am not advised. How much it will be worth when it is on half by those who held the controlling power over the road, intelligent men can judge.

RECAPITULATION.

Railroad companies to the people debtor:

For $55,115,872 of Government bonds; for $3,234,912 interest paid for their use; for $60,471,600 for 23,492,252 acres of public lands; for $120,000,000 amount capital stock issued to the stockholders on the above basis, $25,000,000 of which is in the hands of the public—income of said roads. For the railroads themselves, the rolling stock, and all property of every nature and kind connected therewith, free.

The people to the railroad companies debtor:

For the privilege of riding over said roads by paying for it.

The amount of land realized for the capital stock, whether twenty five, fifty, or one hundred millions, is so much additional gain to the company.

So the companies have the bonds, $105,221,784, the benefit of $3,234,912 interest paid for them by the Government, the capital stock, amounting to, as above stated, $100,000,000, the lands, $60,471,600, proceeds of 23,492,252 acres, and over all the Government lien secured to the mortgage bonds issued by the company. The twenty-second and last section of that act declares "That Congress may at any time alter, amend or repeal this act." The words "at any time" may, perhaps, be regarded as subject to some limitation. The Courts might hold (I even doubt this) that this salutary protective clause would not apply after the completion of the road, or more certainly after its acceptance by the Government. Before that time there is no question but it follows the mortgage bonds wherever they go, be as binding on the holders of those issued on the Union Pacific road. The Pennsylvania Central may be regarded as a "first-class" road.

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MARRIED.

PYWELL—SCHOFIELD.—On the 8th instant, by Rev. Dr. Samson, Wm. R. Pywell, of Washington, D. C., to Maggie Schofield, of Fredericksburg, Va.

SOWLES—COGAN.—At St. Peter's parlor, Thursday, 24 instant, by the Rev. R. Mabel, Mr. Arthur Sowles to Miss Ella A. Cogan, both of Washington.

SMITH—KLINE.—On the 27th instant, by the Rev. Dr. Boyle, Mr. Hamon D. Smith, of Gettysburg, Pa., and Mrs. E. S. Kline, of Washington, D. C.

DIED.

McGINN.—After a lingering illness, on Sunday afternoon, at 3 o'clock, at the residence of her mother, Bryce, consort of P. H. McGinn.

The relatives and friends of the family are respectfully invited to attend her funeral from the residence of her mother, 94 Street, No. 377, between Eighth and Ninth, to-day (Tuesday,) at 4 o'clock, p. m.

McELROY.—On the 27th instant, Jane Bowman, infant son of John A. and Mathilda McElroy, aged 5 months and 12 days.

Funeral takes place this evening at 4 o'clock.

JOHNSON.—On June 28th, 1869, at 4:30 o'clock, a. m., Wm. Scarborough, second son of Alexander and Margaret Ann Johnson, aged 10 years 3 months and 11 days.

Funeral at 3 p. m. to-day (Tuesday,) from the residence of his parents, 484 L street.

GIBSON.—Yesterday morning John, son of John and Sarah E. Gibson, aged 19 month and 21 days.

Funeral this (Tuesday) afternoon.

LESCH.—On the 7th of June, in Prince George's county, Md., of cholera infantum, George Yancey, son of Rev. George V. and Jennie E. Lesch.

Funeral services at the residence, near Seggers' Switch, Md., to-day, (Tuesday,) at 9 a. m. Burial at Glenwood at 1 p. m.

JONES.—On Saturday, June 26th, Richard Albert Jones, youngest son of Levi and the late Margaret Jones, aged 8 months and 19 days.

For Sale or Rent.

FOR RENT.—SEVERAL DESIRABLE SUITES of Rooms and Single Rooms can be had during the summer months at very low rates at the STAMMER HOTEL. Table Board at greatly reduced rates. G. W. BUNKER & CO.

FOR RENT.—FURNISHED AND UNFURNISHED ROOMS, on CAPITOL HILL, at No. 203 First street east, between A and B streets north. je29-6t

NICELY FURNISHED ROOMS—SOUTHERN exposure; with use of bath. Cars pass the house. No. 323 F street between Thirteenth and Fourteenth streets. je29-6t

TO EVERY POOR MAN

WHO WANTS TO OWN HIS HOME.

I am now offering for sale a number of Lots in Square 1,111, on Eighteenth street east and A and B streets, on terms which will enable any man who desires

To Own his House and Lot

These Lots are of good size, and well situated, in a healthy neighborhood, and can be bought for TEN DOLLARS Cash Payment, and FIVE DOLLARS per month on the balance until the whole sum is paid.

The price of these lots is only $150 EACH. For what you pay for the RENT OF A VERY SMALL PLACE you can now buy outright, and

HAVE NO MORE RENT TO PAY.

A few dollars will put up a couple of rooms, to serve until you can afford to build a house to live in IN YOUR OWN HOUSE, every dollar paid in rent is so much toward having nothing to pay hereafter.

For those who desire I will build a House and give them a chance to pay for it in Monthly Instalments.

I will sell a snug little HOUSE OF THREE ROOMS, well finished, and a GOOD LOT, for

FOUR HUNDRED DOLLARS,

Payable $20 cash, the balance $20 per month until paid out, without interest. Title guaranteed.

It will be necessary to make up your minds quick, as several lots have already been spoken for. Plans, &c., may be seen at my office.

JOHN R. ARRISON,

Real Estate Agent,

je17-eod1m First St. east, near Pa. ave.

A FEW HANDSOME BLACK LACE SHAWLS, for sale at

PRINCE'S LOAN OFFICE,

No. 277 Pennsylvania avenue,

je30-1t Between Tenth and Eleventh streets.

SOME VERY FINE GOLD AND SILVER Watches, Chains, Finger Rings and Jewelry, for sale at PRINCE'S LOAN OFFICE,

No. 277 Pennsylvania avenue,

je1-1t Between Tenth and Eleventh streets.

SILVERWARE OF EVERY DESCRIPTION, such as Spoons, Forks, Pie Knives, &c., at little more than cost at PRINCE'S LOAN OFFICE,

No. 277 Pennsylvania avenue.

je30-1t Between Tenth and Eleventh streets.

FOR SALE—200 Shares, $50 each, National Capital Life Insurance Company.

C. F. McGILL,

414 Sixth street, near F.

je2-1t

OFFICES FOR RENT, IN SUITS OR SINGLE, on the second floor of Rodgers' store, near Center Hall. Inquire on the premises. je29-1t

FOR SALE—STOCK AND FIXTURES, &c., of an old established HAT AND SHOE STORE on Seventh street. Lease of the premises. Address "Merchant" at the office of NATIONAL REPUBLICAN. je29-3t

FOR SALE—WRAPPING PAPER.—APPLY TO J. W. Duvall, at the rooms of the Young Men's Christian Association, over Metzerott Hall, 325 Pennsylvania avenue, between Ninth and Tenth streets. oct5-tf

Wants.

WANTED TO BUY, BY R. S. JOSEPH, LADIES' GENTLEMEN'S and CHILDREN'S CLOTHING, SECOND-HAND CLOTHING, UNDER CLOTHING, BOOTS and SHOES, &c., &c., at 304½ Seventh street, in the second story back building. Ladies in Liberty Market, between L and M streets, east side. ap24-tf

WANTED—NEW AND CAST-OFF CLOTHING, OLD GOLD AND SILVER, or any other article of value, at the old established Merchant Pawnbroker Store of S. FULTON & Co., 451 Ninth street, two doors north of Pennsylvania avenue. de30-tf

Boarding.

COUNTRY BOARD.—PERSONS WISHING a country board can be accommodated three miles from Annapolis by a private family. House plain but perfectly comfortable. Fruit in the greatest abundance. Excellent fishing. Salt water bathing. Luxurious table. Terms $6 per week. Address H. O. W., box No. 215, Annapolis, Md. je18-eod

ON AND AFTER THE FIRST OF JUNE, Board with Room during the summer months can be had in respectable private family. Terms moderate. SYKES, CHADWICK & CO.

ROOMS FOR RENT—WITH BOARD—AT NO. 459 Ninth street, between N and O streets. my13-tf

Undertakers.

RICHARD F. HARVEY. ALONZO A. MARR.

HARVEY & MARR,

UNDERTAKERS.

NO. 335 F STREET,

Between Ninth and Tenth.

de8-tf

Educational.

SELECT BOARDING SCHOOL FOR YOUNG LADIES.

GILDON SEMINARY,

(LATE LINWOOD HALL,)

On North Pennsylvania Railroad, seven miles from city.

Miss Gildon's sixteenth session at the above beautiful and healthful situation will open September 13. Terms moderate. Instruction thorough. Circulars may be obtained at the office of Jay Cooke & Co., 114 Fifteenth street, or by addressing Miss E. Carr, at Shoemakertown, Penn. je15

CLARA G. SCOTT,

TEACHER of the PIANO FORTE,

281 G street, between Twelfth and Thirteenth.

jo7-1t* Washington, D. C.

Chinaware.

CHINA AND GLASS.

CALL AT D. BAYLEY'S CHINA AND GLASS STORE, 434 Seventh street, between D and E streets, opposite the POST OFFICE.

For FRUIT JARS and JELLY CANS at reduced prices—now is the time. Also, SUMMER COOKING STOVES, for Coal oil and Gas, and a full stock of CHINAWARE and HOUSEKEEPING GOODS. D. BAYLEY & CO.

je18-1m

Dry Goods.

DRY GOODS AT COST.—WE SHALL NOW sell at our stock of Dry Goods at cost. We shall offer our entire stock, Dress Goods, Black Silks, Sun Umbrellas, Parasols, positively at cost.

2,000 yards plain Lawns, Percales, recent price 37½ cents, 1,000 yards all Wool Cassimeres 50 to $1, worth 75 to $1 25; 1,000 yards plain Linen Drills, 25 to 50 cents; 10 yards Fast color Prints, 10 cents; 3,000 yards Merrimack and other prints, 12½ cents; 3,000 yards Androsoggin Muslins. There has been a great advance in cotton goods, but having a large stock bought previously we are able to sell a large stock at a large and we shall it cheap.

SELBY A NAUDAIN,

333 Pennsylvania avenue, south side.

Wood and Coal.

W. H. BARBOUR & CO.,

Wholesale and Retail Dealers in best VARIETIES OF COAL AND WOOD,

Offer for sale, at lowest cash rates, the following, viz:

LYKENS VALLEY Nut and Ash, all sizes.

LOCUST MOUNTAIN, White Ash, all sizes.

HICKORY, OAK, and BARREL FIRE WOOD, sawed and split, Kindling, &c., &c.

Yards: 62 south 4 street, between First and Second, Capitol Hill; 477 south E street, between Sixth and Seventh, Navy Yard.

P. S.—Coal by the Cargo at a low figure, and on accommodating terms. my13-tf

CIDER VINEGAR!

CIDER VINEGAR!!

CIDER VINEGAR!!!

A prime article of PURE CIDER VINEGAR in store and for sale cheap, for cash, in quantities to suit purchasers.

RILEY A. SHINN,

Union Bottling Depot,

Corner Greene and Olive streets,

je21-1m Georgetown, D. C.

$10 REWARD FOR THE RETURN OF A small thoroughbred English Black and Tan Terrier answering to the name of KRUM. Has brass, polished and over cars.

E. H. MARKLAND,

je29-1t No. 468 F street.

Special Notices.

THE ATTENTION OF HOUSEKEEPERS, furniture dealers, and others, is called to the extensive and peremptory sale of my entire stock of furniture advertised to take place at my auction rooms on THURSDAY, July 1, at 10 o'clock.

WILL BE ADDED

Three Pianos, one large Wilton Carpet, two large Plate Waiters, &c.

CHAS. W. BOTELER, Asct.

je28-2t

GEORGETOWN COLLEGE.

COMMENCEMENT WEEK.

The closing exercises of this Institution will take place this week.

On Tuesday, the 29th instant, at 3:30 o'clock, p. m., the Graduating Class will give a number of Scientific Lectures and Experiments.

On Thursday the Fifty-second Annual Commencement of the College will be held in the College Hall at 3:30 o'clock, p. m.

The parents of the students, friends of the Institution and the public generally are respectfully invited to attend.

B. A. MAGUIRE, S. J.,

President.

je28-2t

HEADQUARTERS POST NO. 1, DEPARTMENT POTOMAC, G. A. R.

Washington, D. C., June 28, 1869.

The following resolutions were unanimously adopted at the last regular meeting of this post on Friday, June 25, 1869. Comrade Reynolds presented the following:

Whereas it has pleased Divine Providence to take from us our brother comrade, Michael Garvig, late a member of this Post; be it—

Resolved, That the members of this Post are deeply sensible of the loss they have sustained, and of the many virtues and good qualities which marked the character of the deceased in the various relations of life.

Resolved, That we appreciate the patriotism of our deceased comrade, and the gallantry exhibited in the service of his country as a soldier, and his uniform courtesy towards all who came in contact with him.

Resolved, That we tender our sincerest sympathy to his relatives and friends in their affliction, and that a copy of these resolutions be forwarded to them and published in the proceedings of this Post.

(Official.) HARVEY E. WEAVER,

jl Post Adjutant.

NOTICE IS HEREBY GIVEN that the July Dividend on the Capital Stock of the Point Ellen Company, of the Young Men's Christian Association, of Washington, D. C., will be paid at the Banking House of Jay Cooke & Co., on and after the 1st proximo. je28-

COPIES OF THE REPUBLICAN Containing the sermon of Rev. Dr. White, delivered on the 20th inst., in reply to Rev. Dr. Newman, can be obtained at this office. je22-tf

THE SUBSCRIBERS TO THE National Intelligencer will be served today and until further notice, with the Evening Express until arrangements can be perfected for its separate issue in a regular morning edition.

WASHINGTON, June 28, 1869. [Star] je29

COMMENCEMENT EXERCISES OF COLUMBIA COLLEGE.

FRIDAY, JUNE 25.

Lecture on "Ancient Attica and Athens," by Dr. A. J. Huntington, before the Philopraxian Society, at 8 o'clock, p. m., in the Baptist Church, Thirteenth street.

SUNDAY, JUNE 27.

Sermon by Rev. S. S. Mitchell, before the Theological Department, at 8 o'clock p. m., in Trinity New York Avenue Presbyterian Church.

MONDAY, JUNE 28.

Exhibition of the Preparatory Department, at 8 o'clock p. m., in the Fifth Street Baptist Church.

TUESDAY, JUNE 29.

Prize Contest in Elocution, at 8 o'clock p. m., in the Baptist Church, Thirteenth street.

WEDNESDAY, JUNE 30.

Commencement: Orations of Graduates receiving honors, and Alumni Address, at 11 o'clock a. m., in the Baptist Church, Thirteenth street.

Meeting of Alumni at 1:30 o'clock, and dinner at 3 o'clock p. m., in the Law Building. je28-2t

DR. C. C. COX having resumed the Practice of Medicine and Surgery, offers his professional services to the citizens of the District. He may be found for the present at No. 4 Four-and-a-half street, nearly opposite the Robbet House, where he will be happy to receive such persons as may prefer to consult him, between the hours of 8 and 10 a. m. and 3 and 5 p. m., daily. je24-1t

HERB TAR SALVE, PREPARED BY JOHN E. HICKMAN, for Scald Head, Ringworm, Corns, Piles, Fresh Cuts and Bruises. For sale by W. A. HRAY, northeast corner of Massachusetts avenue and Fourth street. je22-1t

DEPOSIT YOUR MONEY NOW. Sums deposited with Freedman's Savings and Trust Company—473 Seventh street, opposite the Patent Office—between this date and July 1st, begins to draw interest from the 1st instant, paid THREE TIMES A YEAR. Special deposits of $50 left with us 30 days or more draw interest at the rate of 7 per cent. Depositors with this company had reached on June 1, $7,235,000. je15-1m

NOTICE.—DR. ROBERT REYBURN has removed his Office and Residence to No. 139 F street, (First Ward.) Office hours: 8 to 9 a. m., and from 2 to 5 p. m. je10-1m

COLD SODA WATER AND Pure Syrups at FERG