RAILROADS.

BALTIMORE AND OHIO RAILROAD.

On and after SUNDAY, June 1, 1873, trains will leave WASHINGTON CITY as follows, viz:

Baltimore and Way Points ..... 6:00 a. m.
Baltimore and Way Points ..... 8:00 a. m.
Cincinnati Express, via Metropolitan R.R. ..... 8:00 a. m.
Boston, New York and Philadelphia Exp. ..... 9:00 a. m.
Baltimore and Way Points ..... 3:40 p. m.
Baltimore Fast Express, without stops ..... 4:45 p. m.
Baltimore and Way Points ..... 12:00 m.
New York and Philadelphia Express ..... 1:00 p. m.
Baltimore Express, without stops ..... 3:20 p. m.
Baltimore and Way Points ..... 6:00 p. m.
Winchester and Metropolitan Accom. ..... 4:00 p. m.
Baltimore and Way Points ..... 5:00 p. m.
Cincinnati, Columbus and St. Louis Exp. ..... 5:35 p. m.
Philadelphia Express ..... 6:00 p. m.
Baltimore and Way Points ..... 7:45 p. m.
Boston, New York and Philadelphia Exp. ..... 8:00 p. m.
Baltimore and Way Points ..... 9:30 p. m.
St. Louis, Cincinnati and Columbus Exp. ..... 9:00 p. m.

FROM BALTIMORE FOR WASHINGTON.

Leave at 4:20, 5:25, 7:5, 8:15, 9:15 and 11:15 a. m.; and 1:45, 3:30, 4:30, 5:30, 6:40, 8:40 and 9:50 p. m.

FOR ANNAPOLIS

At 6:45 a. m. and 5:0 p. m., but not on Sunday.

FOR NORFOLK

At 8:00 p. m., but not on Sunday.

SUNDAY TRAINS.

From Baltimore.—The 4:20 accommodation at Relay and Laurel only; the 8:25 a. m. and 4:30 p. m. stopping at Relay only; the 9:30 p. m. without stops; the 8 a. m., 2, 4 and 9:30 p. m. stopping at all stations.

From Washington.—The 8 and 8 a. m., 5:45 and 9:30 p. m. trains stopping at all stations; the 1:15 and the 6 p. m. at Relay only; and the 4:30 p. m. without stops.

FOR POINT OF ROCKS AND INTERMEDIATE POINTS

At 8 a. m. and 4:30 p. m. Returning, leave Point of Rocks at 7:05 a. m. and 2:15 p. m., arriving at Washington at 9:55 a. m. and 7:10 p. m. No local trains on Sunday.

Through tickets to the West can be had at the Washington Station Ticket Office at all hours of the day; also, at the Company's office, 491 Pennsylvania avenue. Passengers purchasing tickets at the Avenue office can there arrange to have their baggage checked at their residences, and their tickets, taken to the depot, and put into the baggage car.

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

THOS. R. SHARP,
Master of Transportation.
L. M. COLE,
General Ticket Agent.
GEO. R. KOONTZ,
General Agent, Washington.

WASHINGTON AND OHIO RAILROAD.

SUMMER ARRANGEMENT, BEGINNING APRIL 14, 1873.

Two trains daily, except Sunday, between Alexandria and Hamilton.

Leave Alexandria at 8:45 a. m. and 4 p. m. Parlor cars attached. Leave Hamilton at 11 a. m. and 6:15 p. m. Arrive at Hamilton at 11:20 a. m. and 6:30 p. m.

Leave Hamilton at 8:00 a. m. and 12:30 p. m. Pass Leesburg (eastward) at 4 a. m. and 1:20 p. m. Arrive at Alexandria at 11:05 a. m. and 5:15 p. m.

Passengers by the 8:45 a. m. train from Hamilton go through (one car) to Washington without change. Passengers from Washington take the Washington and Ohio car at Baltimore and Potomac Depot at 3:20 p. m., going through to Hamilton without change of cars.

The 4:00 a. m. train from Alexandria and 12:30 p. m. train from Hamilton connect at Hamilton with Kemp's daily line of omnibus for Purcellville, Snickersville, Berryville and Winchester. Also, with Conner's hyson coaches, which leave Leesburg daily for Aldie and Middleburg.

Commutation tickets, three cents per mile.

Annual tickets, $60.

E. H. HAVENER,
April 14-tf General Ticket Agent.

THROUGH LINE BETWEEN WASHINGTON PHILADELPHIA AND NEW YORK.

WASHINGTON, Nov. 3, 1872—nov*

Trains between Washington and New York, and west, run as follows, viz:

FOR NEW YORK, without change of cars.

Leave daily (except Sunday) at 3 a. m., 1:10, and 3:30 p. m.

FOR PHILADELPHIA.

Leave daily (except Sunday) at 3 a. m., 1:10 and 6 p. m.

ON SUNDAY.

Leave for New York at 3:30 p. m., and Philadelphia at 4 p. m.

Sleeping cars for New York on the 3:30 p. m. train only.

Through tickets to Philadelphia, New York and Boston can be had at the Station Office at all hours of the day.

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

THOS. R. SHARP,
L. M. COLE, Assistant Master of Transportation.
Gen'l Ticket Agent.
GEO. R. KOONTZ, Agent, Washington. nov

GREAT PENNSYLVANIA ROUTE

VIA

NORTHWEST, SOUTH AND SOUTHWEST.

On and after May 26, 1873, trains will leave as follows:

Washington	4:00 a. m.	Baltimore	7:00 a. m.
"	10:30 a. m.	"	1:15 p. m.
"	4:35 p. m.	"	6:50 p. m.
"	1:00 p. m.	"	9:30 p. m.

THE GREAT BOUQUET-TRACK ROUTE,

With elegant Sleeping Cars, Palace State-room, day and night cars, with modern improvements.

Two hundred miles saved to Western and Central New York.

The 4:00 a. m. to Niagara Falls daily, except Sunday; the 10:30 a. m. daily, except Sunday, morning and 4:35 p. m. daily, except Sunday; the 1:00 p. m. daily west.

MAKE CONNECTIONS

Through from Baltimore to Rochester and Pittsburg without change.

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

Passengers for points on the Baltimore and Potomac can secure accommodations in Palace Cars for Pittsburg at Corner Sixth st. and Penn. ave.

ED. S. YOUNG, General Passenger Agent.
641-tf Baltimore, Md.

WASHINGTON CITY, VIRGINIA MIDLAND AND GREAT SOUTHERN RAILROAD COMPANY (Orange, Alexandria and Manassas and Lynchburg and Danville Railroad Companies consolidated.)

DOUBLE DAILY TRAINS (except Sunday p. m.) Commencing SUNDAY, May 25, 1873, double daily connections will be made between Washington and Lynchburg in the afternoon from Washington and New York, connecting trips daily with Chesapeake and Ohio railroad at Gordonsville and Charlottesville for Richmond and points South, and all the time to the Ohio river and West.

Leave Washington by Potomac Ferry Company's boats, foot of Seventh street wharf, twice daily—7 a. m. and 3 p. m., and take trains corner King and Union streets, Alexandria, at 7:30 a. m. and 3:30 p. m.

Arrive at Lynchburg at 4:30 a. m. and 4:45 a. m.

Passengers for Manassas Division leave Seventh street wharf (7 a. m. daily, excepting Sunday).

Pullman Palace Cars from Alexandria to New Orleans, changing only at Lynchburg.

Buy tickets at 455 Pennsylvania avenue and at Baltimore and Ohio Railroad Depot, Washington, D. C., or at Alexandria, corner of King and Union streets.

Knox's Omnibus Line makes rapid connection between Baltimore and Ohio railroad depot and Seventh street wharf.

Breakfast and supper on ferry boats for through passengers.

J. M. BROADUS, G. T. A.
apr4

BALTIMORE AND POTOMAC RAILROAD.

DEPOT CORNER SIXTH AND B STREETS NORTHWEST.

After MAY 26, 1873, trains will run as follows:

TRAINS LEAVE BALTIMORE:	ARRIVE AT WASHINGTON:	
4:00 a. m.	Niagara Express, daily.	4:55 a. m.
6:45 a. m.	Baltimore Mail, daily. This train will run daily again on Sundays only.	10:20 a. m.
10:30 a. m.	Western Express, daily, except Sunday.	11:50 a. m.
1 and 3:30 p. m.	Baltimore Accommodation, daily except Sunday.	5:45 p. m.
4:30 p. m.	Cincinnati Express, daily, except Sunday.	7:45 p. m.
7:35 p. m.	Western Express, daily, except Sunday.	9:20 p. m.
11:00 p. m.	Mail, daily, except Sunday.	6:45 a. m.
11:45 p. m.	Western Express, daily.	3:10 a. m.
4 p. m.	Pacific Express, daily, except Sunday.	10:20 p. m.
11:30 p. m.	Accommodation, daily, except Sunday.	7:30 a. m.

Trains leaving Washington at 4:55 and 10:20 a. m. and 3:40 p. m. connect at Bowie with trains for Marlboro', leaving Bowie at 7:30 and 11:20 a. m. and 5:40 p. m. arriving at Marlboro' at 9:15 a. m. and 12:10 and 6:35 p. m.

Trains arriving at Washington at 8:30 a. m. and 4:30 and 9:30 p. m. connect at Bowie with trains leaving Marlboro' at 7 a. m. and 2:40 and 6:35 p. m.

Passengers leaving their orders at Ticket Office northwest corner Thirteenth and Pennsylvania avenue, northwest corner Sixth and Pennsylvania avenue, can have their baggage called for and checked at hotels and residences in Washington for the West. Through tickets to Cincinnati, Columbus, Indianapolis, Louisville, St. Louis, New Orleans, Chicago, Omaha, San Francisco, and all points North, Northwest, West and Southwest.

R. L. DURAND, Gen. Superintendent.
E. H. YOUNG, Gen. Passenger Agent.

ALEXANDRIA AND WASHINGTON RAILROAD AND ALEXANDRIA AND FREDERICKSBURG RAILWAY.

DEPOT CORNER SIXTH AND B STREETS.

Local trains for Alexandria leave Washington at 6, 7, 8, 10, 11 a. m., 12 noon, 1, 2, 3, 4, 5, 6, 7, 9 p. m. and 7 a. m. on Alexandria daily; all others daily except Sunday.

Local trains from Alexandria arrive as follows: 6:35, 7:45, 8:45, 9:55, 11:05 a. m., 12:35, 1:35, 2:45, 3:45, 4:45, 5:55, 6:55, 8:05, 9:15 p. m. and 6:45 a. m. from Alexandria daily; all other trains daily except Sunday.

Trains marked thus * connect with trains on Washington and Ohio railroad.

QUANTICO accommodation leaves Washington 7:30 a. m. daily, except Sunday.

GREAT SOUTHERN EXPRESS, via Richmond, leaves Washington 11 p. m. daily, except Sunday.

Through tickets to all points South and Southwest for sale at the office corner Sixth and Pennsylvania avenue, and Thirteenth and Pennsylvania avenue where passengers can leave orders for baggage to be checked at all hotels and residences adjacent to destination.

E. H. YOUNG,
jy26-tf General Passenger Agent.

PROPOSALS.

PROPOSALS FOR MATERIALS TO BE SUPPLIED TO THE NAVY YARDS UNDER THE JURISDICTION OF THE BUREAU OF EQUIPMENT AND RECRUITING.

NAVY DEPARTMENT,
BUREAU OF EQUIPMENT AND RECRUITING,
WASHINGTON, D. C., May 26, 1873.

Sealed proposals to furnish materials for the navy yards hereinafter mentioned, during the fiscal year ending June 30, 1874, will be received at this Bureau until 12 o'clock a. m. of the 20th June next, at which time the proposals will be opened.

The proposals must be addressed to the "Chief of the Bureau of Equipment and Recruiting, Navy Department, D. C.," in addition, it must be indorsed "Proposals for Materials for the Navy," that they may be distinguished from ordinary business letters.

To prevent confusion, and facilitate the opening of the bids, parties bidding for several articles of several yards with various trade bids in separate envelopes, each endorsed with the name of the yard for which the bid is made.

Printed schedules for such classes as parties may intend to bid for, together with instructions to bidders, giving the forms of proposal, of guarantee and of certificate of guarantors, with printed forms of offer, will be furnished to such persons as desire to bid, on application to the Commandants of the respective Navy Yards, and those at all the yards on application to the Bureau.

The Commandant of each Navy Yard, and the Paymaster-General of the Marine Corps, will have a copy of the schedules of the other yards for examination only, in order that persons who intend to bid may judge whether it is advisable to make application for any of the classes of those yards.

The proposals must be for the whole of a class, but the Department reserves the right to reject the whole class should the interest of the Government require it before the execution of the contract. All applications for information, or for the submission of samples, must be made to the Commandants of the respective yards.

Bids or offers will be received only from parties who are bona fide dealers in, or manufacturers of, the articles they propose to furnish. Proposals must be certified by the Collector of Internal Revenue for the district in which they reside.

Proposals must be addressed to the person who makes the lowest bid and gives the guarantee required by law, the Navy Department, however, reserving the right to reject the lowest bid, or any which it may deem exorbitant, or which may not be to the interest of the Government.

Under the provisions of the second section of the act approved March 3, 1863, the offer of any person who, as principal or surety, has not fulfilled any previous contract, will not be received.

Bureau in the full amount will be required to sign the contract, and their responsibility must be certified to the satisfaction of the Navy Department.

An additional security twenty per centum will be withheld from the amount of the bills until the contracts shall have been completed, and eighty per centum of the amount of each bill, approved in triplicate by the Commandants of the respective yards, will be paid by the Paymaster of the yard designated in the contract, or, if none is specified, by the Paymaster of the station nearest the yard within ten days after the delivery of the articles and receipt of the vouchers for the same shall have been passed by the Secretary of the Treasury.

The articles are to be delivered at the yards designated as follows:

No. 1. Flax Canvas, &c.	No. 12. Leather.
No. 2. Cotton Canvas, &c.	No. 13. Soap and Tallow.
No. 3. Cotton Hammocks.	No. 14. Oakum for Rope.
Bag and Cord Hemp.	No. 15. Brushes.
No. 4. Iron and Steel.	No. 16. Ship Chandlery.
No. 5. Galley Iron.	No. 17. Tar and Tar Oil.
No. 6. Copper.	No. 18. Stationery.
No. 7. Chain Iron.	No. 19. Dry Goods.
No. 8. Hardware.	No. 2. Firewood.
No. 9. Manufacturing Utensils.	No. 21. Sand.
No. 10. Tools.	No. 22. Paints and Oils.
No. 11. Tin and Zinc.	

The following are the classes, by the numbers, required at the respective navy yards:

KITTERY.

Nos. 2, 3, 13, 14, 15, 16, 17, 18, 19, 20, 21, 22.

CHARLESTOWN.

Nos. 7, 8, 12, 14, 17, 18, 20.

BROOKLYN.

Nos. 2, 13, 18, 21, 22.

PHILADELPHIA.

Nos. 2, 16, 18.

NORFOLK.

Nos. 7, 4, 5, 9, 12, 13, 16, 17, 18, 19, 20, 22.

WASHINGTON.

Nos. 4, 5, 6, 7, 8, 9, 12, 13, 16, 17, 18. my24

PROPOSALS FOR STEAM MACHINERY FOR SLOOPS OF WAR.

NAVY DEPARTMENT,
BUREAU OF STEAM ENGINEERING,
WASHINGTON, D. C., May 8, 1873.

1. Manufacturers of steam machinery are invited to send to this Bureau until noon of August 1, 1873, proposals for the construction of steam machinery for one pair of pairs of three vessels of about 650 tons, and propelled by one screw.

There will be for each vessel one pair of engines, with surface condenser and horizontal cylinders, supplied by one crank shaft.

The cylinders to be of the very best charcoal iron, with composition tubes, and of sufficient strength for a working pressure of 40 pounds per square inch above the atmosphere, all to be before the inspection of the vessel, about 18 feet above base line.

The screw to be of composition, copper and tin, about 14 feet in diameter.

There will be two auxiliary steam pumps of approved pattern with a steam and a fresh water distiller of approved design, with special pump.

The usual number of duplicate pieces, tools and spare gear are required to accompany naval contracts are to be furnished.

Our capacity is to be of the very best quality of material, and workmanship, according to Naval standard, and will include all that is necessary for steaming the vessels, such as coal-bunkers, shafting, journals, oil and tallow cups, &c., and to include, in all respects, complete for the purpose, according to naval usage.

In addition to the ordinary wharf trial the machinery will be required to develop the indicated horse power continuously during forty-eight consecutive hours, at least, with all approved auxiliaries, the gross weight of all the machinery, including water in boilers, and tanks alley, water in boilers, &c., is not to exceed 215 tons.

Detailed plans, specifications and drawings can be obtained upon application at this Bureau at any time on or after the first day of July, 1873.

The machinery is to be erected on board the vessels at any of the ports of the Atlantic coast north of Norfolk, Va., as the secretary of the Navy may elect.

Our proposals will state the name or names of the parties in full, and their sureties, the gross sum for which they propose to furnish the machinery complete in the manner and at the place of delivery, which must be fully done and completed within months from the date of contract.

The proposals are to be indorsed "*Proposals for Steam Machinery for Sloops of War*" to distinguish them from other business letters, and be accompanied by copy of this advertisement.

The contracts will embrace the usual conditions, and payments will be made in the usual manner, as the work progresses. The Bureau reserves the right to reject any or all proposals that may be made in pursuance of this advertisement, if, in its opinion, the public interest requires.

1. Proposals will also be received at the same time and place in all respects in the same manner and under the same conditions, for one pair of engines, complete, with all the machinery required for a single screw steamer, of 1,500 horse power, and the gross weight of which shall not exceed 400 tons.

2. Designs, with the necessary specifications, for engines and boilers, in accordance with the foregoing general directions, descriptions and requirements, will be received for examination and consideration at the Bureau from designers and manufacturers of marine engines until meridian, on the 30th of June, 1873.

Both parts of the hull, covering the space allotted to the machinery, showing the height and fore and aft length of the space allowed, will be furnished on application to the Bureau. The specifications will state what will be the maximum weight of all individual horse-power in pounds of good and thoroughly tested iron, during a short trial of not less than 30 consecutive hours at maximum power. For any design accepted as a whole, or any novel feature or part of a design adopted, a reasonable sum, in no case exceeding $5,000, will be paid as compensation, as soon as the additional working drawings are furnished. The Bureau will be protected against the sum of one will be paid. It is understood that the right is reserved to use, on the terms above stated, any portion or any parts of any design offered, or to reject them if they are not considered superior to those proposed to the Bureau.

W. W. WOOD,
Chief of Bureau.

PROPOSALS FOR FRESH BEEF.

OFFICE A. C. S., COLUMBIA, S. C., May 8, 1873.

Sealed proposals, in duplicate, will be received at this office until 11 a. m., June 10, 1873, for furnishing the Fresh Beef required by the Quartermaster Department, United States army, at the station, during six months, commencing July 1, 1873.

Information as to rations, quality of beef, particulars, etc., can be obtained by application to

JAMES H. BALDWIN,
First Lieutenant, Eighteenth Infantry, A. C. S.
U. S. A. my12

IMPROVEMENT OF MOBILE HARBOR.

UNITED STATES ENGINEER OFFICE,
(Northwest cor. St. Louis and Joachim sts.)
MOBILE, ALA., April 30, 1873.

Proposals for dredging public cribs, yards, more or less, in Mobile Bay, Alabama, will be received at this office until noon July 1, 1873, and opened immediately thereafter.

Printed blank forms of proposals and guaranty, specifications, instructions to bidders, and any desired information can be had on application at this office.

P. S. DAMRELL,
my19 Captain of Engineers, U. S. A.

PROPOSALS FOR PERMANENT ENCLOSURE AROUND THE MOUND CITY (ILL.) NATIONAL CEMETERY.

OFFICE ASSISTANT QUARTERMASTER,
ST. LOUIS, MO., May 8, 1873.

Sealed proposals, in triplicate, with a copy of this advertisement attached thereto, will be received at this office until Friday, June 6, 1873, at noon, for erecting a permanent inclosure wall, of brick or stone, or an iron railing, around the Mound City National Cemetery, at Mound City, Ill.

For further information and copies of plans and specifications apply to this office.

The work will be inspected by a competent engineer, and a strict compliance with the terms of the contract will be required.

Individual or combination proposals will be endorsed "Proposals for Permanent Enclosure Around the Mound City National Cemetery," and addressed to the undersigned.

R. O. MILLER,
my19 Capt. and A. Q. M., U. S. A.

PROPOSALS FOR FUEL.

NAVY DEPARTMENT,
WASHINGTON, May 17, 1873.

Sealed proposals, indorsed and addressed to the secretary of the Navy, will be received until noon TUESDAY, June 3, to supply the Navy Department and offices thereof in Washington with Pine, viz:

200 tons (2,240 pounds to ton) best quality white ash nut Coal.
10 tons (2,240 pounds to ton) best quality white ash egg Coal.
120 cords (128 cubic feet) of well seasoned, good size Wood.
10 cords (128 cubic feet) well seasoned bakers' Pine Wood.

All of which will be weighed, measured and inspected by the Navy Department inspector, at the expense of the contractor, according to the requirements of the act of Congress approved July 11, 1870.

These supplies must be delivered at the Navy Department or offices for which required by the 30th of July next, in coarse which bonds will be required of the successful bidder.

Bids may be made for either wood or coal, or for both, but must state so on the outside, as they will be opened one at a time, without distinguishing as to kind of wood or kind of wood.

GEO. M. ROBESON,
Secretary of the Navy.

PROPOSALS FOR IMPROVING THE CHANNEL OF DELAWARE RIVER, AT FORT MIFFLIN BAR.

UNITED STATES ENGINEER OFFICE,
1326 CHESTNUT STREET,
PHILADELPHIA, PA., May 10, 1873.

Sealed proposals, in duplicate, with a copy of this advertisement attached to each, will be received at this office until 11 o'clock m. of Wednesday, June 11, 1873, for removing by dredging from the bar in the Delaware river, near Fort Mifflin, 16,000 cubic yards, more or less, of sand and gravel.

Forms, specifications, &c., will be supplied from this office, where the map of the locality may be seen. The right to reject any bid is reserved.

J. KURTZ,
my19 Lt. Col. of Engineers.

PROPOSALS FOR FUEL.

DEPARTMENT OF THE INTERIOR,
WASHINGTON, D. C., May 26, 1873.

Sealed proposals will be received until 12 o'clock m., FRIDAY, June 20, 1873, for furnishing Fuel for this Department and its several bureaus, viz:

For nine hundred and fifty (950) tons, (2,240 pounds to the ton,) best quality of Baltimore Coal, namely No. 1 White Ash Anthracite Furnace Coal; also, four hundred and fifty (450) tons, (2,240 pounds to the ton,) best quality of Shamokin Coal, egg and stove size.

The above coal must be delivered within sixty (60) days from the date of the contract, and stored in the vaults of the Department in a satisfactory manner before the parties furnishing it will be paid.

Also, twenty-five (25) cords well-seasoned hickory Fire Wood, the best quality, and fifty (50) cords best Red Wood, well seasoned and sawed.

The above wood to be corded at the Department buildings as may be desired. The whole to be inspected by a competent person, and measured in accordance with act of Congress, approved July 11, 1870.

Certificates from the shippers must be shown to the superintendent of the Office that the coal delivered is the same contracted to be the kind required by the Department.

The bids will be opened in the office of the Superintendent, the presence of such bidders or may choose to attend.

A satisfactory bond will be required of the successful bidders for the faithful performance of the contract.

The right to accept or reject any or all bids is reserved by the Department.

W. H. ROSS,
my19-3w Superintendent.

PROPOSALS.

PROPOSALS FOR REMOVING ROCK.

U. S. ENGINEER'S OFFICE,
123 KEARNY STREET, SAN FRANCISCO, CAL.,
May 1, 1873.

Sealed proposals, with a copy of this advertisement attached, will be received until noon, July 1, 1873, for the removal of Rincon Rock in this harbor.

Specifications, forms for bids, and all necessary information can be obtained at this office.

O. H. MENDELL,
my19 Major of Engineers.

PROPOSALS FOR ARMY SUPPLIES.

OFFICE CHIEF QUARTERMASTER,
FORT LEAVENWORTH, KANSAS, May 8, 1873.

Sealed proposals will be received at this office, and by the Post Quartermasters at the posts named below, until 12 o'clock, a. m., June 7, 1873, for furnishing the following articles named supplies at the posts named:

FORT LEAVENWORTH, KANSAS.

4,000 cords of Hard Wood, or
3,400 tons Bituminous Coal.
800 tons of Hay, (Prairie or Timothy.)

FORT RILEY, KANSAS.

1,119 cords of Hard Wood, or
837 tons Bituminous Coal.
996 tons of Hay.

FORT HAYES, KANSAS.

1,014 cords of Hard Wood, or
513 tons Bituminous Coal.
1,271 tons of Hay.

FORT WALLACE, KANSAS.

488 cords of Hard Wood, or
392 tons Bituminous Coal.
41 tons of Hay.

FORT LYONS, COLORADO TERRITORY.

1,000 cords of Wood, or
1,200 tons Bituminous Coal.
644 tons of Hay.

FORT LARNED, KANSAS.

1,297 cords of Wood, or
1,000 tons Bituminous Coal.
259 tons of Hay.

FORT DODGE, KANSAS.

3,302 cords of Wood, or
1,650 tons Bituminous Coal.
1,321 tons of Hay.

CAMP SUPPLY, INDIAN TERRITORY.

1,418 cords of Wood from cedar.
1,268 tons Bituminous Coal.
1,326 tons of Hay.

The wood to be of the best quality growing in the vicinity of the posts respectively, except Fort Wallace, no wood being procurable in the vicinity of that post, and to be hard wood where so specified above; to be cut full four feet long, split to convenient size, and free from small limbs and brush. Bidders will state the kind or kinds of wood, and quantity of each kind they propose to furnish. A cord to be 128 cubic feet.

The coal to be sound, merchantable, coarse hay; to be well screened, free from dirt, and suitable in all respects for blacksmithing purposes which may require to be done from imported machine must be made good to the Government by the contractor. The hay must be cut before August 1, and be good timothy.

Proposals are invited for furnishing the hay in bales. The bales to be well compressed and securely bound.

Hay for Fort Riley may be cut on the military reservation at that post.

The delivery of the wood or coal to commence on or before August 1, and to be continued at the rate of at least one-fifth (1-5) of the amount contracted for per month.

The delivery of the hay to commence on or before August 1, and to be completed on or before October 31, 1873; the posts to be kept fully supplied at time of first delivery until the entire quantity is delivered.

Proposals will be received for any portion of the above named supplies.

The above are the estimated quantities that will be required at each post, according to the present distribution of troops, but the Government reserves the right to increase or diminish the same at any time during the continuance of the contract.

Bids must be made in triplicate and separately for each article and at each post.

Bids from persons who have heretofore failed to carry out contracts with the Government, or to either Union contractors, will not be considered, and no bid will be entertained unless the party making the same is present at the opening of the bids, or properly represented by agent or attorney, or is known by the officer receiving the bids to be responsible.

Payment for one-tenth (1-10) of the wood or coal and one-fifth (1-5) of the hay contracted for will be withheld until the completion of the work.

The usual conditions, which can be ascertained at the office, will be imposed upon bidders and contractors, and blank forms of proposals will be furnished upon application.

By authority of the Department Commander.

STEWART VAN VLIET,
Assistant Quartermaster General, Brevet Major General, U. S. Army, Chief Quartermaster Department of the Missouri. my19

PROPOSALS FOR REPAIRING DULUTH CANAL.

U. S. ENGINEER OFFICE,
ST. PAUL, MINN., May 22, 1873.

Duplicate sealed proposals will be received by the undersigned until 12 m., June 28, 1873, for furnishing the materials and repairing the canal necessary for the repairs of the piers at the Duluth canal.

The right to reject any or all bids is reserved.

For all information apply at this office.

All proposals must be made on blanks to be furnished by the undersigned.

F. U. FARQUHAR,
may27 Major U. S. Engineers.

PROPOSALS FOR FUEL AND FORAGE.

OFFICE CHIEF QUARTERMASTER,
DISTRICT OF NEW MEXICO,
SANTA FE, N. M., May 12, 1873.

Sealed proposals, in triplicate, with a copy of this advertisement attached, will be received at this office until 12 o'clock, a. m., TUESDAY, July 1, 1873, for the delivery of Hay, Wood and Coal, as specified below. In conformity with G. O. No. 61, War Department, series 1871, bids will also be received until the same time for the delivery of the Q. M. a Depot ment at each of the posts named for delivery, the supplies required thereat.

Posts.	Hay, tons.	Wood, cords.	Coal, tons.
Fort Garland, C. T.	30	600	1,000
Fort Union, Depot, N. M.	1,000	1,000	4,000
Fort Craig, N. M.	700	800	1,000
Fort Bayard, N. M.	450	1,200	2,000
Fort Wingate, N. M.	400	400	1,000
Fort Stanton, N. M.	300	1,000	1,000
Fort Tularosa, N. M.	250	500	500
Fort Wingate, N. M.	400	1,000	1,200
Santa Fe, N. M.	1,000	1,000	1,200

Bidders will state the kind of Hay or Wood they propose to furnish, also the kind of wood of which the Charcoal offered is made, and in bidding for Hay and Wood, no more than one post will make separate proposals for each.

The Hay must be well cured, and of the best quality in every respect, and must be properly stacked in such quantities and at such places as may be designated by the proper officer of the Quartermaster's Department.

Delivery of the hay to be commenced as soon as the crop is cut and properly cured. The entire to be done in such months as the proper officer of the Quartermaster's Department at the posts named may designate. Delivery to be completed on or before November 15, 1873.

Two thousand pounds will constitute one ton of hay.

The Wood must be sound, and of good, merchantable quality in every respect, and must be cut and delivered in such quantities and places as the proper officer of the Q. M.'s Department may designate.

The Charcoal or Bituminous Coal must be of good, merchantable quality in every respect, and must be stored in such quantities and places as the proper officer of the Q. M.'s Department may direct.

Delivery of the wood and coal to be commenced on or before the 1st day of August, 1873, and to be completed in equal proportions at least four-fifths of the entire quantity contracted for to be delivered monthly.

Proposals for furnishing any quantity of the hay, wood or coal less than the whole amount required at the posts named will be entertained.

The right is reserved by the undersigned to reject any or all bids, and also to increase or diminish by one fourth, at any time within thirty days before the expiration of the contract, the quantities contracted for.

Good and sufficient bonds will be required from the contractors for the prompt and faithful fulfillment of the contract.

The usual requirements must be observed in making proposals.

Blank proposals may be had upon application at the office of the Quartermaster's Department at either of the posts named, or at this office.

By authority of the District Commander.

FRED MYERS,
Deputy Quartermaster General U. S. A., Chief Quartermaster. my24

OHIO RIVER IMPROVEMENT DIKES.

U. S. ENGINEER OFFICE,
4 PUBLIC SQUARE,
CINCINNATI, O., April 28, 1873.

Sealed proposals, in duplicate, will be received at this office until noon on THURSDAY, June 5, 1873, for furnishing and putting in place the following material for the repair of old dikes on the Ohio river:

Miles from Pittsburg.	Place.	Materials required. Brush.	Materials required. Piles.	Work to be completed by
		Cords of sticks.	No.	
781	French Island	3,000	3,400	500	By Dec 1, 1873.
798	Hender son Island	4,000	7,300	600	By Dec 1, 1873.

Specifications and printed forms for proposals will be furnished on application.

WM. E. MERRILL,
my26 Major Engineers.

PROPOSALS FOR FUEL, FORAGE AND STATIONERY.

WESTERN ARSENAL,
DEPOT QUARTERMASTER'S OFFICE,
JEFFERSONVILLE, IND., May 2, 1873.

Sealed proposals, in triplicate, indorsed, the usual conditions, will be received at this office until 11 o'clock, a. m., TUESDAY, June 3, 1873, for furnishing the United States Quartermaster's Department at this arsenal the following named regular supplies required during the fiscal year ending June 30, 1874, viz:

COAL.

Seven thousand (7,000) (more or less) bushels of Pittsburg bituminous Coal, the same to be of the best quality and free from dust. Delivery to commence within ten (10) days after the execution of contract, and to be at such places at the arsenal as the officer in charge may direct.

HAY AND STRAW.

Hay to be of the best quality, timothy, and well baled.

Oats of No. 1 quality, crop of 1872, free from dirt, chaff, or other foreign matter, and sacked in good sacks, to be furnished by the contractor.

Straw to be of the best quality of oat, and well baled.

Delivery to be at the arsenal at such times and in such quantities as may be directed by the officer in charge.

STATIONERY.

For supplying the Department of the South and this Arsenal.

Full description of the articles of Stationery required, will be furnished on application to this office. Samples of the Stationery bid for must be deposited in this office, and delivery to conform in all particulars to samples furnished.

Delivery to be at the Arsenal, at such times and in such quantities as may be directed by the officer in charge.

Also, sealed proposals under the same conditions will be received at this office, and at the office of the U. S. Q. M. at Newport Barracks, Kentucky, for supplying that post with fuel, forage and straw for the horses there for the month of June, 1873, and for the following named months, viz:

Eight hundred (800) cords hard wood.
Twelve thousand (12,000) pounds corn.
Thirty-three thousand (33,000) pounds oats.
Fifty thousand (50,000) pounds hay.
Sixty thousand (60,000) pounds straw.

The above are the estimated quantities required, but the Government reserves the right to diminish or increase the same during the continuance of the contract.

Each bid to be accompanied by a guarantee of two responsible persons that in case of award of contract a good and sufficient bond will be given for the faithful performance of the same.

Payment for supplies to be made monthly if in funds, or soon thereafter as funds for the purpose are received.

Separate bids to be made for fuel, forage and stationery respectively.

Blank proposals and any additional information will be cheerfully furnished on application at this office.

Bids to be distinctly indorsed, Proposals for

JAMES A. EKIN,
Major and Q. M., U. S. Army,
In charge of Western Arsenal.

PROPOSALS FOR FUEL, FORAGE AND STATIONERY.

DEPOT QUARTERMASTER'S OFFICE,
JEFFERSONVILLE, IND., May 2, 1873.

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