RAILWAY DEVELOPMENT.

The American System—Mileage, Earnings and Expenses—Immense Tonnage for the Middle States—The Earnings from Freight Nearly Three Fourths of the Gross Amount.

According to the latest official compilation there had been constructed in the United States up to January 1, 1873, 67,112 miles of railroad, of which 6,427 were constructed during the past year.

The total cost of the railroads, the operations of which are given for the past year, is $3,159,423,057, made up of $1,678,844,113 of capital stock and $1,511,578,944 of various forms of indebtedness, chiefly of bonds maturing at distant periods. The capital stock amounted to 52.15 per cent., and the debt to 47.85 per cent. of the total cost. The cost of these roads per mile was $55,116. The gross earnings for the year were $473,241,055, of which $132,300,270, or 28 per cent., was received for the transportation of passengers, and $340,931,785, or 72 per cent., for the transportation of freight, including under this head the small amount received from "miscellaneous sources." The receipts per mile were $8,256. The ratio of earnings to population was $11.76 per head. The operating expenses for the year were $307,480,682, or 65 per cent. of the gross receipts, leaving $165,754,373, or 35 per cent., as net earnings. The percentage of gross receipts to the total cost of the roads was 15 per cent.; of net earnings, 5.2 per cent. The amount paid in dividends was $64,418,151, or 3.91 per cent. of the aggregate capital stock. The balance of net earnings, $101,336,229, was equal to 6.70 per cent. on the aggregate indebtedness of the roads.

The earnings of the railroads of the several sections differed, of course, very greatly, the most productive lines being those embraced in the groups which include the New England and the Middle States. The railroads of New England earned during the past year $48,519,835, being $10,639 per mile, and $13.53 per head of population. Their total cost was $230,609,794, of which 55.94 per cent. was represented by capital stock. Their cost per mile was $50,418. Their gross earnings were 21.1 per cent. of their cost; their net earnings, $14,436,481, and at the rate of 6.26 per cent. of their total cost. The dividends paid amounted to $8,569,877, or 6.64 per cent. on the aggregate capital stock of $129,012,748.

LINES IN THE MIDDLE STATES.

The costs of the railroads of the Middle States was $622,700,774, or $79,427 per mile, of which 60.56 per cent. was represented by capital stock. Their earnings were $169,205,782, or $14,565 per mile, and $15.80 per head of population. The net earnings were $59,527,048. The gross receipts were 18.3 per cent. of the total cost; the net earnings 6.4 per cent. The amount paid in dividends was $32,344,971, or 5.79 per cent. of the capital stock of $558,838,174. In the State of New York, however, the capital accounts of the New York Central and the Erie railroads include $101,498,248 of fictitious capital, of which $54,436,620 was issued by the old corporate as the estimated value of its property above cost, and $47,061,622 by the latter as the discount on bonds converted into stock. These sums, deducted from the capital stock of the railroads of that State, reduced the amount in that group to $457,339,926, and the cost of the roads to $631,209,526. The percentage of gross earnings on this sum was 20.06, and of net earnings 7.35; and the dividends paid were 7.09 per cent. of the actual capital stock of the roads.

The total mileage of the railroads of the Western States, the operations of which are given, was 28,778—built at a cost of $1,473,625,252—made up of $734,686,046, or 40.91 per cent. of capital stock, and $747,939,186 of debt. The cost per mile was $50,550, against $59,418 for New England and $79,427 for the Middle States. The gross earnings were $193,826,252, being $13.76 per head of population. Net earnings, $67,317,083. The ratio of gross receipts to cost was 13.1 per cent., against 21.1 in New England, and (with the reduced capital) 30.6 per cent. in the Middle States. The ratio of net earnings to cost was 4.57 per cent., against 6.36 for New England, and 7.34 for the Middle States. The number of inhabitants per mile of road in the Western States is 433; in the New England and Middle States, 770. The receipts per mile in the Western States were $6,735, against $10,636 in New England, and $14,565 in the Middle States. The dividends were $20,496,447, being 2.83 per cent. on the capital stock.

CONDITION OF WESTERN ROADS.

According to those engaged in the collation of the statistics, the above statements disclose, at a glance, the position of the Western railroads. Their unproductiveness, compared with those of the Eastern States, is due simply to the excess of mileage to population. The earnings per head are nearly as great in the former as in the latter. Should no more railroads be constructed in the Western States for six or seven years, this disparity would be corrected by the rapid increase of their population, which may be estimated at 600,000 annually. The increase of earnings from such increase of population would fully equal $8,000,000 annually, which together with the increase of receipts from the permanent population, estimated at one dollar per head annually, would, were no new lines set in operation, soon bring up the receipts per mile and per cost of the Western railroads to the standard of the New England and Middle States.

The leading railroad companies of the West are largely responsible for the excess of mileage that has been constructed. The Milwaukee and St. Paul railway has increased from 830 miles in 1868 to 1,396 in 1872. Its stock and bonds have in the same time increased from $30,578,618 to $56,290,544; while the earnings have only increased from $4,797,645 to $6,957,771. Nearly the whole increase of mileage has proved unproductive. The Chicago and Northwestern railway has also enormously increased its mileage in the construction of branch lines, so that the gross revenue upon its investments is considerably below the average for Western States. It is increasing its bonded debt to $48,000,000 to complete the various enterprises which it has undertaken. Its share capital at the close of the fiscal year for 1872 amounted to $35,878,644. To these two sums is to be added the capital of its leased lines, making an aggregate of nearly $100,000,000, with earnings at the rate of the last fiscal year of only about 11 per cent. While these vast additions to mileage and cost have been going on the earnings of the road have declined from $12,614,346, in 1869, to $11,403,161, in 1872. The stockholders of these roads should put a stop to a policy so suicidal—a policy which is working more mischief to the railroad interests of the country than all other causes combined, and which, unfortunately, has been indulged in, though in a less degree, by other roads than those named.

THE SOUTHERN ROADS.

In the Southern States the total mileage of which operations are given, was 10,989. The cost of the railroads was $401,913,967—or $36,575 per mile—being less than one half the cost per mile of those of the Middle States, and 70 per cent. of the cost per mile of those of the New England and Western States. The capital stock was $171,628,155, or 42.71 per cent. of total cost, and the debt, $230,285,112. The gross earnings were $47,756,539—being $4,350 per mile—against $10,636 for New England, $14,565 for the Middle, and $6,735 for the Western States. The net earnings were $16,455,490. The earnings per head were $4.31. The ratio of gross receipts to cost was 11.88 per cent.; of net earnings 4.09 per cent. The dividends paid amounted to $3,006,856—being 1.5 per cent. of the capital stock. The recent war proved a severe check to the prosperity of the railroads in this section of the country. The revolution in their industries which is slowly going on in these States will prove, in the end, of great advantage, though considerable time will be required to restore to them their former material prosperity.

In the Pacific States, with a mileage of only 1,369, the cost has been $121,573,990—or $88,800 per mile—represented by $63,623,990, or 49.11 per cent. of capital stock, and 50.89 per cent. of indebtedness. The gross receipts were $13,900,727, or 10.5 per cent. of the cost, and the net earnings $8,018,271, or 57.7 per cent. of the gross earnings, and 6 per cent. of the total cost. The earnings per mile were $10,161; per head of population, $17.

The train mileage for Massachusetts was 14,167,563; the earnings were $25,303,177; the earnings per mile run by trains, $1.79. For New York, the train mileage was 33,181,991; earnings, $60,930,055; earnings per mile run, $1.83. For Pennsylvania, the train mileage was 54,799,859; earnings, $74,849,343; earnings per mile run, $1.36. For Ohio, the train mileage was 43,319,941; earnings, $55,516,435; earnings per mile run, $1.28. For Illinois, the train mileage was 30,369,720; earnings, $43,796,478; earnings per mile run, $1.44. For the five States, the mileage was 175,838,384 miles; the earnings, $269,945,488; earnings per mile run, $1.49 nearly. The receipts per mile for the whole country will not differ much from the above rate. In round numbers, the gross earnings may be estimated at the rate of $1.50 per mile run; net earnings, 50 cents.

The earnings from the transportation of freight the past year were nearly three fourths of the gross amount. The ratio of freight to passenger earnings is constantly increasing—a most favorable feature, as it indicates a very rapid development of the industries of the country. The total number of tons transported the past year will probably exceed 200,000,000. The tonnage of the New England States exceeded 16,633,800 tons, or 3,000 tons to the mile. The tonnage in the Middle States equaled 93,400,000, or 8,041 tons per mile. The tonnage of both groups equaled 110,033,800 tons, or 6,790 to the mile. The immense tonnage for the Middle States is due largely to the anthracite coal trade of Pennsylvania. It is only in the States in which railroads are required by law to make returns that we have been able to give them complete. In the State of Ohio, the tonnage of its road equaled 17,061,707, or 3,686 tons to the mile; in Illinois, 11,941,176 tons, or 2,940 per mile.

THE MARKETS.

FINANCIAL AND COMMERCIAL.

Furnished by Louis Johnson & Co., Bankers, corner of Pennsylvania avenue and Tenth streets, Washington.

FRIDAY, July 11, 1873.

United States 6s, 1881 coupons, 2½; United States 5-20s, 66, coupons, 117½; United States 5-20s, 67, coupons, 118; United States 5-20s, new, 68, coupons, 117½; United States 5-20s, 67, coupons, 119; United States 5-20s, 68, coupons, 119½; United States 10-40s, coupons, 114½; United States 5 per cents, 105½; Canton, 90¼; Western Union Telegraph, 92; Pacific Mail, 35¾; Adams Express, 94½; Wells, Fargo & Co's Express, 74½; American Express, 57½; U. S. Express, 70; New York Central and Hudson Railroad, 104½; Erie, 99½; Harlem, 128½; Michigan Central Railroad, 91½; Lake Shore and Michigan Southern, 92; Union Pacific, 27½; Illinois Central, 109½; Cleveland and Pittsburg, 97½; Northwest, 66¾; Northwest preferred, 87½; New Jersey Central, 102; Rock Island, 108½; Mariposa and St. Paul preferred, 33½; Milwaukee & St. Paul preferred, 76½; Wabash and Western, 39½; Delaware, Lackawanna and Western, 95¼; Fort Wayne Guaranteed, 93; Hannibal and St. Joseph railroad, 40; Chicago & Alton, 132; Chicago & Alton, preferred, 140; Ohio and Mississippi certificates, 39½; Columbus, Chicago and Indiana Central, 31; Louisiana State sixes, old 60; Tennessee state sixes, new, 79¾; Virginia sixes, old, 44; Virginia State sixes consol bond, 52; Missouri sixes, 91; Carolina 6's Pacific Bonds, 18¾; Union Pacific First Bonds, 92¾.

Gold, 112.

Baltimore Markets.

BALTIMORE, July 12.—Breadstuffs.—Flour.—The market for Flour is steady, with a good local demand, which is directed mainly to the medium and lower grades.

Wheat.—The market for wheat is fairly active, and the feeling to-day is firmer, particularly for prime and choice samples.

Corn.—The receipts of Corn to-day amounted to 30,000 bushels, of which 21,000 bushels were Western. Southern white is much wanted, and we have to report to-day sales of 4,000 bushels at 84@84c cent., the latter for a small lot hominy Corn, and yesterday, with ra es of 1,000 bushe s at 84 @ 85 cents. Western is in large supply, and the feeling is dull, particular y for spot corn.

Oats—Of sales are active, and the market is very firm.

Rye—No receipts. Quote the market dull and nominal at 75@78 cents per bushel.

Cotton.—There are no transactions reported as yet to-day, and we continue to quote prices as follows: Middling at 20¾@20¾c. cents; low middling, 19 cents; good ordinary 18@18½ cents, and ordinary 17@17½ cents. The receipts at all ports in the United States yesterday were 3,338 bales, making so far this week 19,376 bales, against 16,470 bales same time last week, and 2,066 bales came were last year. Stock at all ports 318,318 bales.

Provisions.—The demand for Bacon is very act ve, both from the trade and on orders, and prices are again on the adva ce. We quote Shoulders at 9 cents, and c ear rib sides at 9¾@9¾ cents, with the former freely offered by the trade. We quote Bulk Meats by the load, nominally at 8 cents for Shoulders, and 10 cents for clear rib sides, and Jobbing lots, at ¼ cents advance. Hams we quote at 14@15 cents. Lard is still dull at 9@9¼ cents for prime Western steam, and Moss Fork at 9½@9¾ per bbl.

Coffee.—We quote prices to-day as follows, viz: Cuba and Porto Rico good to fair running, 19@19½ cents; English Island do., 19½@19¾ cents; Martinique do., 19¾@19¾ cents; Cuba Centrifugal, 19@19½; do. brown No. 12, 18@18½ cents; Porto Rico grocery, 18@19 cents; Java, 28@30 cents; vacuum pan at 19@19½ cents, and brand at 19@20 cents.

Sugar.—We learn of a sale to-day of 40 barrels Western Refined at 9¾ cents, and we note the market steady at that figure, with a moderate supply.

MARRIED.

HAYNE—McFARLAND.—At Mount Vernon Place M. E. Church South, Washington, D. C., June 19, 1873, by Rev. J. W. Bonner, JAMES T. HAYNE and CARRIE, daughter of Rear Adm. J. McFarland, esq., of Leesburg, Loudoun county, Va.

PROCTOR—BINNIX.—On the 10th inst., at the residence of the bride's parents, by Rev. Milton Hysore, J. M. PROCTOR and Miss IDA M. BINNIX.

DIED.

HIGBER.—At the residence of J. Bayard Smith, Baltimore, on Thursday evening, July 10, FANNY BENLEY HIGBER, widow of Rev. Ed. T. Higber, of New York, and daughter of the late Commodore J. D. Henry, U. S. N.

The funeral services will be held at the chapel of Oak Hill cemetery, on Saturday, July 12, at 4 p. m.

MCROBERTS.—On the 11th inst., THOMAS S. McROBERTS, in the thirtieth year of his age.

His funeral will take place on Monday at 4 o'clock p. m., from the residence of Mrs. J. W. Slattery.

GRIFFIN.—In this city on Thursday, the 10th inst., EMMA FRANCES, youngest daughter of John A. and the late Mary O. Griffin, aged ten months.

LAY.—In New York, July 10, NORTON, son of Col. B. Lay, of Savannah, Ga.

O'CONNELL.—At 12 m., on the 11th inst., JOHN O'CONNELL, aged five years and eighteen days, son of Dr. J. C. and Helen J. O'Connell.

The friends of the family are invited to attend his funeral on Sunday morning, at 10:30 o'clock, from No. 4½ M street northwest.

SCHEPF.—On the 8th inst., at Hyattsville, Prince George's county, Md., of cholera infantum, MARY LIVE SCHEPF, beloved infant daughter of Geo. Albin and Julie Schepf, aged two months.

BURNS.—On the 10th instant, MINNIE H., only child of George W. and Harriet M. Burns, aged eleven months and twenty days.

Friends of the family are respectfully invited to attend the funeral at the residence of her parents, No. 437 G street southwest, on Saturday, the 12th instant, at 4:30 p. m.

UNDERTAKERS.

RICHARD F. HARVEY,
UNDERTAKER,
SUCCESSOR TO HARVEY & MARR.)
NO. 924 F STREET,
Between Ninth and Tenth streets.
METALLIC BURIAL CASES AND CASKETS OF EVERY DESCRIPTION; SHROUDS, HABITS, &c. jel8-tf

RICHARD W. BARKER,
Cabinetmaker and Undertaker,
NO. 612 ELEVENTH STREET NORTHWEST,
between F and G.
THE CELEBRATED STEIN
and a variety of other CASKETS and COFFINS of the latest patterns, among which are the
OVAL TOP ROSEWOOD, THE MOLDED TOP ROUND HEAD AND FOOT ROSEWOOD FINISH AND PLAIN WALNUT, all of which are finished in the best style.
Also, a large assortment of
INSIDE TRIMMINGS.
I particularly desire to call attention to the variety of Ladies' and Gent's
ROBES AND SHROUDS.
☞ Bodies EMBALMED and prepared for transportation at the shortest notice. my29

UNITED STATES PATENT OFFICE,
WASHINGTON, D. C., June 26, 1873.
On the petition of TYLER BOWN, of Cambridge, Massachusetts, praying for the extension of a patent granted to him on the 27th day of September, 1859, for an improvement in Bedstead Slats:
It is ordered that the testimony in the case be closed on the 26th day of August next; that the time for filing arguments and the examiner's report be limited to the 12th day of September next, and that said petition be heard on the 16th day of September next.
Any person may oppose this extension.
jel-4tw M. D. LEGGETT, Commissioner.

UNITED STATES PATENT OFFICE,
WASHINGTON, D. C., June 26, 1873.
On the petition of JOHN SPARROW, of Portland, Me., praying for the extension of a patent granted to him on the 27th day of September, 1859, for an improvement in Steam Punching Machines:
It is ordered that the testimony in the case be closed on the 26th day of August next; that the time for filing arguments and the Examiner's report be limited to the 12th day of September next, and that said petition be heard on the 16th day of September next.
Any person may oppose this extension.
jel-4tw M. D. LEGGETT, Commissioner.

IN THE SUPREME COURT OF THE DISTRICT OF COLUMBIA.
John C. Riley et al.,
vs. No. 2945, Equity Docket 12.
Thomas Grady et al.
James S. Edwards, the trustee in this cause, having reported that he has sold parts of lots 8 and 10, in square 377, with the improvements thereon, to Mrs. Julia Ann Sayles, for $1,320, it is by the court, this 8th day of July, A. D. 1873, ordered and decreed that said sale, as reported, be ratified and confirmed on Tuesday, the 14th day of July, 1873, unless cause to the contrary be shown prior to that day.
By the Court. A. WYLIE.
A true copy.
R. J. Meigs, Clerk, &c.
By R. J. Meigs, Jr., Assistant. jy4-3tw

IN THE SUPREME COURT OF THE DISTRICT OF COLUMBIA.
Alexander Humes et al.,
vs. 2137, Equity Docket 11.
John Humes et al.
It is ordered by this Court, this 24th day of June, 1873, that the sale made by Richard T. Morsell, the Trustee, in this cause, on the 11th day of June, 1873, under the decree for a resale, passed on the 28th day of May last, and by him reported to this Court, of the south 11 feet front by the depth of the lot of Lot No 2, and the north 6 feet front by the depth of the lot of Lot No. 30, in square No. 466, and improvements, to J. A. Grieshamer, for the sum of $1,325, be, and the same is hereby, ratified and confirmed, unless cause to the contrary be shown on or before the 30th day of July next.
By the Court: A. WYLIE.
A true copy. Test: R. J. MEIGS, Clerk.
By L. P. WILLIAMS, Assistant Clerk.
jel7-3tw*

UNITED STATES PATENT OFFICE,
WASHINGTON, D. C., July 4, 1873.
On the petition of THOMAS C. DEARER, of Brooklyn, N. Y., administrator of James Draper, deceased, praying for the extension of a patent granted to the said James Draper on the 4th day of October, 1859, and reissued on the 1st day of August, 1865, for an improvement in Skeleton Skirts:
It is ordered that the testimony in the case be closed on the 8th day of September next; that the time for filing arguments and the examiner's report be limited to the 11th day of September next, and that said petition be heard on the 15th day of September next.
Any person may oppose this extension.
jy7-4tw M. D. LEGGETT, Commissioner.

SUPREME COURT OF THE DISTRICT OF COLUMBIA.
Francis Mohun et al.,
vs. No. 291. Eq. Doc. 13.
Charles W. Perkins et al.
Upon consideration of the report of the trustee in this case, it is ordered, this first day of July, A. D. 1873, that the sale made on the 27th day of June, A. D. 1873, to Francis R. Mohun be ratified and confirmed, unless cause to the contrary be shown on or before the first Tuesday of September, A. D. 1873; provided, the purchase money therefor be paid to the trustee, and a copy of this order be inserted in some newspaper printed in Washington, D. C., once in each of three successive weeks before the said first Tuesday of September, by an agreement of the parties as reported by the trustee, the defendant, Perkins, he hereby leave to set aside the said sale upon bringing to the court a purchaser who will pay the sum of five thousand five hundred dollars for the property. The report of sale states the amount of sale to be five thousand dollars.
A true copy.
R. J. MEIGS, Clerk, &c.
jy9-3tw R. J. Meigs, Jr., Assistant Clerk.

FLOUR! FEED!
All grades of FLOUR AND FEED sold in quantities to suit, at market rates, by
W. M. GALT,
jy9 Indiana avenue and First street.

GEO. A. SCOTT, BRASS FOUNDER, FINISHER and MACHINE JOBBER, desires the Plumbers and others to his steam machinery to be done to know that they can be served at 426 Eleventh street northwest. jele-3m

INSURANCE.

HAMBURG-BREMEN
FIRE INSURANCE CO.
ASSETS, (in Gold,) - - - $1,819,012.
HART & BISHOP,
Agents,
317 SEVENTH STREET
Opp. Post Office.
jy8-2m

GERMAN-AMERICAN FIRE INSURANCE COMPANY OF THE DISTRICT OF COLUMBIA, INCORPORATED JUNE 18, 1872.
Capital.....$100 000
Office—Columbian Law Building, Fifth street, between D and E streets.
JOHN HITZ, President. C. G. LEDERER, Treas'r.
GEO. F. SCHAFER, Sec. A. C. SCHMIDT, Sec'y.
Board of Trustees—George Bauer, F. J. Hetberger, Philip May, Henry Frank, John Hitz, G. F. Schafer, F. D. Schlamm, G. G. Lederer, Fr. Stutz.
Examining Committee—Nicholas Acker, Henry Sunken, Dr. C. E. Prentiss, Frederich Stutz, F. J. Hetberger. jel-tf

THE CORCORAN
FIRE INSURANCE COMPANY
OF THE
DISTRICT OF COLUMBIA
ORGANIZED APRIL 1, 1873.
Capital.....$100,000
OFFICE: No. 169 Pennsylvania avenue.
(Over Milburn's Drug Store.)
JOHN T. LENMAN, President.
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PLATE GLASS INSURANCE.
UNITED STATES PLATE GLASS INSURANCE COMPANY, OF PHILADELPHIA.
(CAPITAL $125,000.)
Insures against Breakage from any cause, Plate Glass of every description used in windows, show cases and mirrors. Can you afford to be without insurance on this class of property?
TALLMADGE & CO., Agents,
No. 519 F street,
National Bank of Republic Building.
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FIRE INSURANCE.
Insure your property in the following reliable and prompt-paying companies:
QUEEN FIRE INSURANCE COMPANY, OF LIVERPOOL AND LONDON.
Assets.....$12,000,000.
COMMERCIAL UNION INSURANCE COMPANY, OF LONDON.
Assets.....$10,000,000.
GIRARD FIRE INSURANCE COMPANY, OF PHILADELPHIA.
Assets.....$650,000.
TALLMADGE & CO.,
Managers,
519 D street, National Bank of Republic Building.
apl-tf

THE EQUITABLE
LIFE ASSURANCE SOCIETY.
The business of this Company has for years been the largest of any similar institution in the world
F. HEYER,
General Agent,
503 and 505 Seventh Street.

ARE YOU INSURED?
IF NOT, APPLY TO THE OLD
Franklin Insurance Co.,
OF
WASHINGTON, D. C.
INCORPORATED BY CONGRESS IN 1818.
OFFICE in the building of the National Bank of the Republic, No. 508 D street northwest.
No charge for Policies.
DIRECTORS:
Dr. James C. Hall, Joseph R. Bradley,
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Henry Bradley, D. H. Carroll.
HENRY BRADLEY, President.
CHARLES BRADLEY, Secretary. aug-eod1m

LONDON
ASSURANCE CORPORATION,
(ORGANIZED 1720.)
Cash Assets, (Gold,) - - - $13,234,125.
INSURES AGAINST LOSS BY FIRE.
Hart & Bishop, Agents,
517 Seventh Street.

PROPOSALS.

PROPOSALS FOR THE PROSECUTION OF THE WORK OF CONSTRUCTING A FOUNDATION FOR A LOCK AT COPPERAS CREEK, ON THE IMPROVEMENT OF ILLINOIS RIVER.
UNITED STATES ENGINEER'S OFFICE,
ROCK ISLAND, ILL., June 26, 1873.
Sealed proposals, in duplicate, will be received at this office until 12 m., August 12, 1873, for the prosecution of the work of constructing a foundation for a Lock at Copperas creek for the improvement of the Illinois river.
The usual conditions will be observed.
The right is reserved to reject any or all bids.
All information can be obtained at this office.
Proposals must be inclosed in a sealed envelope, not exceed "Proposals for Prosecution of the Work of Constructing a Foundation for a Lock at Copperas creek, for the Improvement of the Illinois River," and addressed to J. N. MACOMB,
Colonel of Engineers, U. S. Army.

PROPOSALS FOR FLOUR.
OFFICE PURCHASING DEPOT C. S.,
OMAHA, NEB., June 19, 1873.
Sealed proposals, in duplicate, will be received at this office until 12 o'clock, m., on TUESDAY, the 29th day of July, 1873, for furnishing the Subsistence Department, United States Army, the following stores, delivered at the United States Subsistence storehouse in Omaha, Neb., by the 25th of August, 1873, viz:
50 barrels of XXX winter-wheat Flour.
70,000 pounds of XXX winter-wheat Flour, in square double sacks (inside strong twilled cotton, outside canvas), well sewed and corners tied, containing 100 lbs. net.
1,200 barrels of XXX spring wheat Flour.
140,000 pounds of XXX spring-wheat Flour, in square double sacks, (inside strong twilled cotton, outside canvas), well sewed and corners tied, containing 100 lbs. net.
Samples must accompany proposals and be referred to therein. Five gal on samples should be prepaid.
Envelopes containing proposals should be marked "Proposals for Flour."
Prop osals will be received subject to the usual conditions, heretofore published. Proposals should be made on the blank forms to be obtained at this office.
J. W. BARRIGER,
Bvt. Brig. Gen. and C. S.

PROPOSALS FOR DREDGING.
U. S. ENGINEER'S OFFICE,
BALTIMORE, MD., June 26, 1873.
Sealed proposals are invited for dredging below Fredericksburg, Virginia, to the extent of about 40,000 cubic yards.
Proposals sealed, in duplicate, and read on outside, accompanied by a copy of this advertisement, will be received until noon of July 28, 1873, and will be opened at 1 p. m. of the same day, in the presence of such bidders as may wish to be present.
The right is reserved to reject any bid.
Forms of proposals, specifications, and any other information desired, can be obtained by application at this office.
W. F. REYNOLDS,
jel2 Major of Engineers.

PROPOSALS FOR THE IMPROVEMENT OF BROADKILN RIVER, DELAWARE.
UNITED STATES ENGINEER OFFICE,
1326 CHESTNUT STREET,
PHILADELPHIA, PA., June 21, 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, July 23, 1873, for removing by dredging about 30,000 cubic yards, more or less, of rock, sand and other materials from the channel of the Broadkiln river, Delaware.
Forms, specifications, &c., will be supplied from this office, where a chart of the localities may be seen.
J. D. KURTZ,
Lieut. Col. of Engineers.

PROPOSALS FOR DREDGING.
UNITED STATES ENGINEER OFFICE,
CORNER HOUSTON AND GREENE STS.,
NEW YORK, June 23, 1873.
Proposals will be received at this office until noon on the 28th day of July, 1873, for dredging at different points on the Savannah river, Georgia. Total quantity of dredging about 100,000 cubic yards, to be given out in one or two contracts. For information apply to the undersigned.
O. A. GILLMORE,
Major of Engineers, Brevet Maj. Gen. U. S. A.

PROPOSALS FOR THE REMOVAL OF ROCK AT SOUTH STREET WHARF, SCHUYLKILL RIVER, PA.
UNITED STATES ENGINEER OFFICE,
1326 CHESTNUT STREET,
PHILADELPHIA, PA., June 16, 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, July 23, 1873, for removing from the channel of Schuylkill river, about 15 cubic yards, net, of solid rock.
Forms, specifications, drawings and information will be furnished from this office, where the map of the locality can be seen.
J. D. KURTZ,
Lieut. Col. of Engineers.

IMPROVEMENT OF THE YAZOO RIVER, MISSISSIPPI.
U. S. ENGINEER'S OFFICE,
MOBILE, LA., June 11, 1873.
Sealed proposals, in duplicate, will be received at this office until 12 m. THURSDAY, July 31, 1873, for the removal of sight or more wrecks now obstructing the Yazoo river.
Specifications and all necessary information will be furnished upon application at this office.
The right is reserved to reject any or all bids.
Proposals should be made upon blank forms to be obtained at this office.
They must be addressed to the undersigned, and indorsed "Proposals for Improvement of Yazoo River."
The right to reject any or all bids is reserved.
All is required that the testimony in the case be closed on the 8d day of September next; that the time for filing arguments and the Examiner's report be limited to the 13th day of September next, and that said petition be heard on the 15th day of September next.
Any person may oppose this extension.
jy2-4tw M. D. LEGGETT, Commissioner.

SUPREME COURT OF THE DISTRICT OF COLUMBIA.
Francis Mohun et al.,
vs. No. 291. Eq. Doc. 13.
Charles W. Perkins et al.
Upon consideration of the report of the trustee in this case, it is ordered, this first day of July, A. D. 1873, that the sale made on the 27th day of June, A. D. 1873, to Francis R. Mohun be ratified and confirmed, unless cause to the contrary be shown on or before the first Tuesday of September, A. D. 1873; provided, the purchase money therefor be paid to the trustee, and a copy of this order be inserted in some paper printed in Washington, D. C., once in each of three successive weeks before the said first Tuesday of September, by an agreement of the parties as reported by the trustee, the defendant, Perkins, he hereby leave to set aside the said sale upon bringing to the court a purchaser who will pay the sum of five thousand five hundred dollars for the property. The report of sale states the amount of sale to be five thousand dollars.
A true copy.
R. J. MEIGS, Clerk, &c.
jy2-3tw R. J. Meigs, Jr., Assistant Clerk.

FLOUR! FEED!
All grades of FLOUR AND FEED sold in quantities to suit, at market rates, by
W. M. GALT,
jy9 Indiana avenue and First street.

GEO. A. SCOTT, BRASS FOUNDER, FINISHER and MACHINE JOBBER, desires the Plumbers and others to his steam machinery to be done to know that they can be served at 426 Eleventh street northwest. jele-3m

MERCHANT TAILORING.

I HAVE THIS DAY RECEIVED
A LARGE INVOICE OF
Custom-made Clothing,
of FINE ALPACA COATS and LINEN SUITS.
Also, a full line of Alpaca and Linen Duasters.
S. W. OWEN,
Military and Naval Merchant Tailor,
1418 Pennsylvania Avenue.
jel6-tf

H. PUGH & SON,
Merchant Tailors,
No. 413 Fourteenth Street,
Between Pennsylvania avenue and F street, opposite Willard's Hotel, have received and opened a large invoice of Spring and Summer
CLOTHS AND CASSIMERES,
FRENCH AND ENGLISH CLOTHS, CASSIMERES AND VESTINGS, of the latest styles.

GEORGE BERGLING,
Merchant Tailor,
No. 1312 F street, between Thirteenth and Fourteenth streets, south side,
Has just received a very large stock of IMPORTED SPRING and SUMMER DRESS GOODS, and is prepared to warrant a perfect fit at LOWER PRICES than any other establishment in or outside of the city.
Also, a fine assortment of GENT'S FURNISHING GOODS.
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WILLARD'S HOTEL,
WASHINGTON, D. C.
REMODELED, REFURNISHED.
FIFTY PRIVATE BATH-ROOMS AND ELEVATOR ADDED.
OPEN NOVEMBER 4, 1872.
J. F. OAKE, Proprietor.
oct19-tf

C. C. WILLARD,
EBBITT HOUSE,
WASHINGTON, D. C.
ap21

THE IMPERIAL HOTEL,
JAMES SYKES, Proprietor,
FRONTING PENNSYLVANIA AVENUE,
Between Thirteenth and Fourteenth streets,
WASHINGTON, D. C.
Thankful to the public for generous patronage in the past, the proprietor asks his old friends and patrons to test the accommodations of his present establishment, which he shall do his best to make as great equal to the best in Washington. jan11-tf

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Broadway, Twenty-eighth and Twenty-ninth streets, New York.
AMERICAN PLAN, $4 A DAY.
This Hotel has elevators, all modern improvements, situated in the great hotel centre.
apl-tf LEWIS & GEO. S. LELAND, Prop'rs.

Aman's
RESTAURANT,
216 Ninth Street N. W.

AMERICAN HOUSE,
CORNER OF PENNSYLVANIA AVENUE AND SEVENTH STREET,
AT THE JUNCTION OF THE AVENUE AND SEVENTH STREET RAILWAYS.
Board $2 Per Day.
J. B. SCOTT,
Proprietor.
febl3-eoly

MEDICAL.

OBSTACLES TO MARRIAGE.
HAPPY RELIEF for Young Men from the effects of errors and abuses in early life. Manhood restored. Impediments to Marriage removed. New method of treatment. New and remarkable remedies. Full particulars sent free in sealed envelopes. Address HOWARD ASSOCIATION, No. 2 South Ninth street, Philadelphia, Pa.—an institution having a high reputation for honorable conduct and professional skill. jy7-3m

Baltimore Lock Hospital
DR. JOHNSTON,
Physician of this celebrated Institution, discovered when in the Great Hospitals of Europe, via: England, Ireland, Scotland and France, is now located at 7 South Frederick street, Baltimore, Md., where he can be consulted on the Diseases requiring his skill, with the assurance of speedy, pleasant and effectual remedy in the world for all
EXCESSES OR ABUSES OF THE SYSTEM,
such as Nervous Debility, Premature Decay, Weakness of the Back or Limbs, Strictures, Affection of the Kidneys or Bladder, Impotency, Discharges, Impotence, General Debility, Dyspepsia, Dropsy, Epilepsy, Fits, Laughter, Low Spirits, Confusion of Ideas, Palpitation of the Heart, Trembling, Dimness of Sight or Giddiness, Diseases of the Head, Throat, Nose or Skin, Affections of the Liver, Lungs, Stomach or Bowels, those terrible Disorders arising from Self-Abuse or Habits of Youth—a startling array of more than fifty diseases, the sequelae of which are more fatal to their victims than the sting of the Hornet to the Mariners of Hymen, blighting their bright brilliant hopes or anticipations, rendering life a burden, &c., impossible destroying both Body and Mind.
YOUNG MEN
especially, who have become the victims of Solitary Vice, that dreadful and destructive habit which annually sweeps to an untimely grave thousands of young men of the most exalted talents and brilliant intellect, who might otherwise have graced the standing Senates with the thunders of eloquence, or waked to ecstacy the living lyre, may call with full confidence.
These are some of the sad and melancholy effects produced by the early habits of youth, viz: Weakness of the Back and Limbs, Pains in the Head, Dimness of Sight, Loss of Muscular Power, Palpitation of the Heart, Dyspepsia, Nervous Irritability, Epilepsy or Fits, Premature Old Age, General Prostration of the Functions, General Debility, Symptoms of Consumption, &c.
MENTALLY—The fearful effects on the mind are many to be mentioned here, but are Loss of Memory, Confusion of Ideas, Depression of Spirits, Evil Forebodings, Aversion to Society, Self-distrust, Love of Solitude, Timidity, &c., are some of the evils produced.
MARRIAGE.
Married persons, or Young Men contemplating marriage, being aware of Physical Weakness, or Impotency, Venereal Diseases, Gonorrhœa, Gleet, Strictures, Impotence, Sterility, Nervous Irritability, Palpitation, Organic Weakness, Nervous Debility, or any other debilitating effect, should consult
INDUGEMENTS OF THE PRESS.
The many thousands cured at this establishment within the last twenty years, and the numerous important surgical operations performed by Dr. Johnston, witnessed by the representatives of the Press and many others, notices of which have appeared again and again before the public, besides his standing as a man of honor and responsibility, is a sufficient guarantee to the afflicted.
Office, 7 South Frederick street, Baltimore, Md.—mh-ed.

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EDWIN J. SWEET,
REAL ESTATE BROKER
AND
AUCTIONEER,
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THOMAS J. LAZENBY,
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NOTARY PUBLIC, JUSTICE OF THE PEACE, AND CONVEYANCER.
All business attended to promptly.
Refer by permission, to Senator RICHARD J. QULBERT, U. S. Senate; WM. J. MURTAGH, National Republican; A. R. MUDDIMAN, Superintendent Treasury Department; Hon. J. J. MARTIN, Sixth Auditor. jel4-tf

JOS. T. K. PLANT,
ATTORNEY-AT-LAW,
502 Eighth Street Northwest,
WASHINGTON, D. C.
jel-1m

JOHN W. FRAZEE,
ATTORNEY-AT-LAW
AND
SOLICITOR OF PATENTS.
NO. 909 SEVENTH ST. jel-tf

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ATTORNEY-AT-LAW,
Real Estate Broker and Notary Public,
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LOANS NEGOTIATED, MONEY INVESTED, REGULAR ATTENDANCE GIVEN TO PAYMENT OF TAXES, COLLECTION OF RENTS, &c.

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COUNSELLOR-AT-LAW,
has removed his office to southeast corner of