BY ROBERT ARMSTRONG.

TERMS:

DAILY, per year, - - - - $10 00
SEMI-WEEKLY, (published tri-weekly during the session of Congress) - - - - 5 00
WEEKLY, - - - - - - 2 00

Clubs will be furnished as follows:

Five copies of the DAILY, for - - - - - - - - $40 00
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Five copies of the WEEKLY, - - - - - - - - 8 00
Ten copies of the " - - - - - - - - 15 00

The Daily Union.

VOLUME III. "LIBERTY, THE UNION, AND THE CONSTITUTION." NUMBER 249.

CITY OF WASHINGTON, FRIDAY MORNING, FEBRUARY 3, 1854.

TO OUR SUBSCRIBERS.

The name of no person will be entered upon our books, unless the payment of the subscription be made in advance.

Distant subscribers may forward us money by letter, the postage on which will be paid by us, and all risk sustained by ourselves in its safe transmission.

The COUNTRY PAPER is published tri-weekly during the sessions of Congress, and semi-weekly during the recess.

Subscriptions for a period less than a year will be received on terms proportioned to the above annual rates.

☞ POSTMASTERS are authorized to act as our agents; and, by sending us FIVE DAILY subscribers, with $50 enclosed; or FIVE SEMI-WEEKLY subscribers, with $25 enclosed; or FIVE WEEKLY subscribers, with $10 enclosed, will be entitled to one copy of the same edition as they furnish subscribers for, gratis.

[CONTINUED FROM SUPPLEMENT.]

14002 From St. Paul to Fort Snelling, 6 miles and back, three times a week.
Leave St. Paul Monday, Wednesday, and Friday at 10 a m;
Arrive at Fort Snelling same days by 12 m;
Leave Fort Snelling Monday, Wednesday, and Friday at 1 p m;
Arrive at St. Paul same days by 3 p m.

14003 From St. Paul, by Stillwater, Marine Mills, and Taylor's Falls, to Falls of St. Croix, 52 miles and back, three times a week to Stillwater, and once a week residue of route.
Leave St. Paul Monday at 6 a m;
Arrive at Falls of St. Croix next day by 12 m;
Leave Falls of St. Croix Tuesday at 2 p m;
Arrive at St. Paul next day by 6 p m.

Schedule for the additional trips to Stillwater.

Leave St. Paul Thursday and Saturday at 4 a m;
Arrive at Stillwater same days by 11 a m;
Leave Stillwater Thursday and Saturday at 1 p m;
Arrive at St. Paul same days by 7 p m.

14004 From St. Paul, by Falls of St Anthony, Itasca, Elk River, Decorri, Monominee, Clear Lake, Sauk Rapids, Watab, Mouth of Swan River, Little Falls, and Belle Prairie, to Fort Ripley, 130 miles and back, three times a week to Falls of St. Anthony; residue once a week.
Leave St. Paul Monday at 9 a m;
Arrive at Fort Ripley Wednesday by 6 p m;
Leave Fort Ripley Thursday at 9 a m;
Arrive at St. Paul Saturday by 6 p m;
Leave St. Paul Wednesday and Friday at 9 a m;
Arrive at Falls of St. Anthony same days by 11½ a m;
Leave Falls of St. Anthony Wednesday and Friday at 1 p m;
Arrive at St. Paul same days by 4 p m.
Proposals for six-times-a week service between St. Paul and Falls of St. Anthony will be considered.

14005 From St. Paul, by Red Wing and Reed's Landing, to Lansing, 250 miles and back, once a week.
Leave St. Paul Monday at 6 a m;
Arrive at Lansing Wednesday by 6 p m;
Leave Lansing Thursday at 6 a m;
Arrive at St. Paul Saturday by 6 p m.

14006 From St. Paul to Little Canada, once a month.
Bidders will state the distance and name a schedule of departures and arrivals.

14007 From St. Paul, by Cannon River, to Faribault, — miles and back, once a week.
Bidders will state the distance and propose a schedule of departures and arrivals.

14008 From St. Paul, by Decorah and Elkader, Io., to Dubuque, 250 miles and back, once a week.
Bidders will name the intermediate offices and a schedule to connect with the Iowa mails at Dekorri
Proposals for semi-weekly service will be considered.

14009 From St. Paul, by Carlisle, Olive Grove, Point Douglas, Prescott, Red Wing, Reed's Landing, Nelson's Landing, Mount Vernon, Winona, Brownsville, Minnewah, La Crose, Warner's Landing, Lansing, Capoli, Bocoa Vista, Prairie du Chien, Guttenburg, and Weid's Landing, to Galena, 350 miles and back, three times a week by steamboats during the season of navigation (say from 15th April to 15th November) in each year.
Proposals for three additional weekly trips during season of navigation are invited; also, proposals to extend route to Keokuk, (Iowa,) supplying the intermediate offices, and to St. Louis, Mo., covering route No. 8812, will be considered. Proposals to supply Dubuque on the route are also invited.
Bidders will name a schedule of departures and arrivals.
Proposals for this service must be made by the trip.

14010 From Fort Snelling, by Bloomington, Little Rapids, Traverse des Sioux, and Le Seur, to Lac qui Parle, 350 miles and back, once a month.
Leave Fort Snelling once a month, 1st day, at 6 a m;
Arrive at Lac qui Parle on the 15th of said month by 6 p m;
Leave Lac qui Parle on the 16th of same month at 6 p m;
Arrive at Fort Snelling on the 30th of same month by 6 p m.
Proposals to commence at Traverse des Sioux are invited.

14011 From Fort Snelling, by Mendota, Shakopee, Henderson, Little Rapids, Le Seur, and Traverse des Sioux, to Mankato, 104 miles and back, once a week.
Leave Fort Snelling Monday at 6 a m;
Arrive at Mankato next Wednesday by 6 p m;
Leave Mankato Thursday at 6 a m;
Arrive at Fort Snelling next Saturday by 6 p m.
Proposals for this service by the trip are invited.

14012 From Fort Snelling to Falls of St. Anthony, 10 miles and back, once a week.
Leave Fort Snelling Monday at 1 p m;
Arrive at Falls of St. Anthony same day by 4 p m;
Leave Falls of St. Anthony Tuesday at 7 a m;
Arrive at Fort Snelling same day by 10 a m.

14013 From Falls of St. Anthony to Little Canada, — miles and back, once a month.
Bidders will state the distance and propose a schedule of departures and arrivals.

14014 From Stillwater to Little Canada, once a month.
Bidders will specify the distance and name a schedule of departures and arrivals.

14015 From Minnesota City to Traverse des Sioux, 150 miles and back, once a week.
Bidders will name a schedule of departures and arrivals.
Proposals for this service must be made by the trip.

14016 From Fort Ripley to Crow Wing, 61 miles and back, once a week.
Leave Fort Ripley every Thursday at 6 a m;
Arrive at Crow Wing next day by 12 m;
Leave Crow Wing every Saturday at 6 a m;
Arrive at Fort Ripley next day by 12 m.

14017 From Crow Wing, by Sandy Lake, to Fond du Lac, 170 miles and back, once a month.
Proposals for this service to be made by the trip.
Bidders will name a schedule of departures and arrivals.

14018 From Crow Wing, by Cass Lake, to Pembina, 350 miles and back, once a month.
Bidders will name a schedule of departures and arrivals.
Proposals for this service to be made by the trip.

14019 From Swan River, by Fort Ripley, Red Lake, and Long Prairie, to Pembina, 650 miles, once a month.
Leave Swan River at 6 a m on the 1st day of each month;
Arrive at Pembina by 6 p m on the 30th day of same month;
Leave Pembina at 6 a m on the 1st day of each month;
Arrive at Swan River by 6 p m on the 30th day of same month.
Proposals to commence at Fort Ripley are invited.

14020 From Nelson's Landing, Wis., by Wahcootah's Village, Olive Grove, and Mendota, (Min.,) to Fort Snelling, 96 miles and back, once a week.
Leave Nelson's Landing Monday at 6 a m;
Arrive at Fort Snelling next Wednesday by 6 p m;
Leave Fort Snelling Thursday at 6 a m;
Arrive at Nelson's Landing next Saturday by 6 p m.
Bidders will specify the offices to be supplied.

14021 From Point Douglas, by Cottage Grove and Red Rock, to St. Paul, 26 miles and back, once a week.
Leave Point Douglas Friday at 6 a m;
Arrive at St. Paul same day by 6 p m;
Leave St. Paul Saturday at 6 a m;
Arrive at Point Douglas same day by 6 p m.

14022 From Point Douglas, by Stillwater, Marine Mills, Taylor's Falls, Falls of St. Croix, and Pockegama Lake, to Falls of St. Louis River of Lake Superior, 175 miles and back, once a week.
Leave Point Douglas Monday at 6 a m;
Arrive at Falls of St. Louis River of Lake Superior by 6 p m next Sunday;
Leave Falls of St. Louis River of Lake Superior Monday at 6 a m;
Arrive at Point Douglass by 6 p m next Sunday.
Proposals to commence at Falls of St. Croix are invited.

14023 From Wabashaw, by Minnesota City, Montezuma, and Brownsville, to Decorah, Iowa, 120 miles and back, once a week.
Proposals for this service by the trip are invited.
Bidders will name a schedule of arrivals and departures.

SPECIAL OFFICES.

Proposals are invited for supplying the following offices in the Territory of Minnesota for the net proceeds of said offices respectively, limited to a sum to be named in the proposals in each case:

Crow Wing from Fort Ripley, 6 miles, once a week and back.

Little Canada from St. Paul's, 6 miles, once a week and back.

Form for a bid where no change from advertisement is contemplated by the bidder.

I (or we, as the case may be) [here write the name or names in full] of [here state the residence or residences] hereby propose to carry the mail on route No. from to as often as the Postmaster General's advertisement for proposals for the same, dated January 9, 1854, requires, in the time stated in the schedules contained in said advertisement, and by the following mode of conveyance, to wit: [here state how it is to be conveyed,*] for the annual sum of [here write out the sum in words at full length.]

Dated [Signed.]

Form of a Guarantee.

The undersigned undertake that, if the foregoing bid for carrying the mail on route No. be accepted by the Postmaster General, the bidder shall, prior to the 1st day of July next, enter into the required obligation to perform the service proposed, with good and sufficient sureties.

Dated [Signed by two guarantors.]

Form of Certificate.

The undersigned (postmaster, judge, or clerk of a court of record, as the case may be) certifies that he is well acquainted with the above guarantors and their property, and that they are men of property and able to make good their guarantee.

Dated [Signed.]

Form of a bid for supplying Special Post Offices.

I, , of , county of , State of , hereby propose to supply the *special* post office at with mails from , as often as the Postmaster General's advertisement for proposals for the same, dated January 9, 1854, requires, agreeably to the provisions of the 4th section of the act of March 3, 1845—that is, at a compensation to be derived exclusively from the net proceeds of postages collected at said *special* office, including the postage on letters and papers sent prepaid by stamps, and not to exceed the sum of dollars per annum.

INSTRUCTIONS

As to Special Post Offices.

Postmasters and bidders will particularly notice that the service to *special* offices differs entirely from that on the regularly numbered routes in this respect, that the contractor's pay must be derived exclusively from the net proceeds of the office supplied, *within* a certain sum, to be named by him; that the excess of net proceeds, if any, beyond such sum must be held by the postmaster, subject to draft of this Department; and that if the net proceeds *fell short* of the amount of the bid or agreement, the deficiency cannot in any case be supplied by this Department.

Postmasters are cautioned against employing carriers and paying over the proceeds of their offices without special authority from this Department.

Existing contracts and arrangements are to cease on the 30th June, 1854, and new contracts must be made, to take effect on the 1st July, 1854.

If no bids be made under this advertisement, or no one named as contractor by the postmaster at a *special* office before the 1st July, 1854, such office will be reported for discontinuance.

When a change of contractor becomes necessary, the fact should be promptly reported, with the reasons therefor.

INSTRUCTIONS,

(As to regularly numbered routes,)

Embracing conditions to be incorporated in the contracts to the extent the Department may deem proper.

1. Seven minutes are allowed to each intermediate office, when not otherwise specified, for assorting the mails; but on railroad and steamboat routes there is to be no more delay than is sufficient for an exchange of the mail bags.

2. On routes where the mode of conveyance admits of it the special agents of the Department, also post office blanks, mail bags, locks and keys, are to be conveyed without extra charge.

3. On railroad and steamboat lines, British and Canada mails, when offered, are to be conveyed without additional pay; also, the route agents of the Department, for whose exclusive use while traveling with the mails a commodious car, or apartment in the centre of a car, properly lighted, warmed, and furnished, and adapted to the convenient assortment and due security of the same, is to be provided by the contractor, under the direction of the Department.

4. No pay will be made for trips not performed; and for each of such omissions not satisfactorily explained three times the pay of the trip may be deducted. For arrivals so far behind time as to break connexion with depending mails, and not sufficiently excused, one-fourth of the compensation for the trip is subject to forfeiture. Deduction will also be ordered for a grade of performance inferior to that specified in the contract. For repeated delinquencies of the kind herein specified, enlarged penalties, proportioned to the nature thereof and the importance of the mail, may be made.

5. For leaving behind, or throwing off the mails, or any portion of them, for the admission of passengers, or for being concerned in setting up or running an express conveying commercial intelligence ahead of the mail, a quarter's pay may be deducted.

6. Fines will be imposed, unless the delinquency be promptly and satisfactorily explained by certificates of postmasters, or the affidavits of other creditable persons, for failing to arrive in contract time; for neglecting to take the mail from, or deliver it into, a post office; for suffering it (owing either to the unsuitableness of the place or manner of carrying it) to be injured, destroyed, robbed, or lost; and for refusing, after demand, to convey the mail as frequently as the contractor runs, or is concerned in running, a coach, car, or steamboat, on a route.

7. The Postmaster General may annul the contract for repeated failures to run agreeably to contract; for disobeying the Post Office laws, or the instructions of the Department; for refusing to discharge a carrier when required by the Department to do so; for assigning the contract without the assent of the Postmaster General; for running an express as aforesaid; or for transporting persons or packages conveying mailable matter out of the mail.

8. The Postmaster General may order an increase of service on a route by allowing therefor a pro rata increase on the contract pay. He may change the schedule of arrivals and departures, without increase of pay, provided he does not curtail the amount of running time. He may also order an increase of speed, he allowing, within the restrictions of the law, a pro rata increase of pay for the additional stock or carriers, if any. The contractor may, however, in the case of increase of speed, relinquish the contract by giving prompt notice to the Department that he prefers doing so to carrying the order into effect. The Postmaster General may also curtail or discontinue the service, at pro rata decrease of pay, allowing one month's extra compensation on the amount dispensed with, whenever, in his opinion, the public interests do not require the same, or in case he desires to supersede it by a different grade of transportation.

9. Payments will be made for the service by collection of, or drafts on, postmasters, or otherwise, after the expiration of each quarter—say in February, May, August, and November.

10. The distances are given according to the best information; but no increased pay will be allowed should they be greater than advertised if the points to be supplied be correctly stated. Bidders must inform themselves on this point.

11. The Postmaster General is prohibited by law from knowingly making a contract for the transportation of the mails with any person who shall have entered into, or proposed to enter into, any combination to prevent the making of any bid for a mail contract by any other person or persons, or who shall have made any agreement, or shall have given or performed, or promised to give or perform, any consideration whatever, or to do, or not to do, anything whatever, in order to induce any other person or persons not to bid for a mail contract. Particular attention is called to the 20th section of the act of 1836, prohibiting combinations to prevent bidding.

12. A bid received after time, viz: 9, a. m., of the 10th of April, 1854, or without the guarantee required by law, or that combines several routes in one sum of compensation, cannot be considered in competition with a regular proposal reasonable in amount.

13. Bidders should, in all cases, first propose for service strictly according to the advertisement, and then, if they desire, separately for different service; and if the *regular* bid be the lowest offered for the advertised service, the other bids may be considered if the alterations proposed are recommended by the postmasters and citizens interested, or if they shall appear manifestly right and proper.

14. There should be but one route bid for in a proposal.

15. The route, the service, the yearly pay, the name and residence of the bidder, and those of each member of a firm, where a company offers, should be distinctly stated; also, the mode of conveyance, if a higher mode than horseback be intended. The words "with due celerity, certainty, and security," inserted to indicate the mode of conveyance, will constitute a "*star bid.*"

16. The bid should be sent under seal, addressed to the Second Assistant Postmaster General, superscribed "Mail Proposals in the State of ——." It should be guaranteed, and the sufficiency of the guarantors certified, (see forms,) and should be despatched in time to be received by or before 9, a. m., of the 10th of April, 1854.

17. The contracts are to be executed and returned to the Department by or before the 1st of July, 1854.

18. Postmasters at offices on or near railroads, but more than eighty rods from a station, will, immediately after the 10th of April next, report their exact distance from the nearest station, and how they are otherwise supplied with the mail, to enable the Postmaster General to direct a mail messenger supply from the 1st of July next.

19. Section 12 of an act of Congress, approved March 3, 1845, provides that contracts for the transportation of the mail shall be let, "in every case, to the lowest bidder, tendering sufficient guarantees for faithful performance, without other reference to the mode of such transportation than may be necessary to provide for the due celerity, certainty, and security of such transportation." Under this law a new description of bids has been received. It does not specify a mode of conveyance, but engages to take the entire mail each trip with celerity, certainty, and security, using the terms of the law. These bids are styled, from the manner in which they are designated on the books of the Department, "*star bids,*" and they will be construed as providing for the entire mail, *however large*, and *whatever may be the mode of conveyance necessary to insure its "celerity, certainty, and security."*

Such bids will therefore be accepted in preference to higher bids for specific modes of conveyance on routes where the lowest mode of conveyance (that is, on horseback) is known to be insufficient.

In all cases where the lowest grade of service is believed to be sufficient, the lowest bid will be accepted, if duly guaranteed, in preference to a "star" or specific bid.

When the lowest bid is not a star bid, and specifies either no mode or an *inadequate* mode of conveyance, it will not be accepted, but set aside for a specific bid proposing the necessary service.

When the bid does not specify a mode of conveyance, also when it proposes to carry "according to the advertisement," but without such specification, it will be considered as a proposal for horseback service.

20. A modification of a bid, in any of its essential terms, is tantamount to a new bid, and cannot be received, so as to interfere with regular competition, after the last hour set for receiving bids.

21. Postmasters are to be careful not to certify the sufficiency of guarantors or sureties without knowing that they are persons of sufficient responsibility; and all bidders, guarantors, and sureties are distinctly notified that, on a failure to enter into or perform the contracts for the service proposed for in the accepted bids, their legal liabilities will be enforced against them.

22. The contracts will be substantially in the forms heretofore used in this Department, except in the respects particularly mentioned in these instructions; and on all railroad and steamboat routes the contractors will be required to deliver the mails into the post offices at the ends of the routes and into all the intermediate post offices not more than eighty rods from the railroad or landing.

23. Present contractors, and persons known at the Department, must, equally with others, procure guarantors and certificates of their sufficiency substantially in the forms above prescribed. The certificates of sufficiency must be signed by a postmaster, or a judge or clerk of a court of record.

Postmasters at the ends of routes on which they think the present mode of conveyance inadequate, will weigh the mail each trip for six successive weeks on weekly routes, and three weeks on other routes, and report the result by the 10th April, 1854.

JAMES CAMPBELL,
Postmaster General.

POST OFFICE DEPARTMENT,
January 9, 1854.

Jan 13—1aw12w

THE ENCYCLOPÆDIA BRITANNICA; new revised edition, now in course of publication in Edinburgh. Imported, and for sale, at a much-reduced price, by LITTLE, BROWN, & CO.

Encyclopædia Britannica; or, Dictionary of Arts, Sciences, and Miscellaneous Literature. Eighth edition, greatly improved, and brought up to the present time. Edited by Thomas Stewart Traill, M. D., F. R. S. E., &c. With upwards of five hundred engravings on steel, and many thousand on wood.

This edition has undergone careful revision and extensive alterations, so as to accommodate it to the improved taste and advanced intelligence of the times. The editor has secured the co-operation of the most eminent living authors, who have contributed articles in the various departments of science, literature, the arts, manufactures, commerce, statistics, and general knowledge, to supersede those now rendered obsolete by the progress of discovery, improvements in the arts, or the general advancement of society.

The work will be comprised in 21 volumes 4to. Volumes 1, 2, and 3 are now ready for delivery. Price, $5 50 per volume to subscribers.

Mr. C. B. Fairbanks is authorized to receive subscriptions for the work, and will call upon the residents of Washington for that purpose early in February. LITTLE, BROWN, & CO.,
Jan 24—eod6t Boston.

LOW-PRICED OILCLOTHS.—Just received and on sale—
12 pieces new style and pretty floor oilcloths, all of superior quality, at low prices
4 bales list and rag carpetings
2 cases 10-4 and 12-4 Allendale and Hamilton long cloth undressed cotton sheetings.
1 bale low-priced blankets
1 do oilcloths for steps, very cheap.

CLAGETT & DODSON,
Dealers in all kinds of carpetings, mattings, rugs, mats, floor, step, and table oilcloths, curtain materials, table and toilet linens and cottons, and all other kinds of furniture dry goods, Pennsylvania avenue, one door east of 9th street.
Jan 24—d7awos

A CARD.

COPARTNERSHIP.—I have associated with me in business, to take effect from the 1st inst., my brother, H. BURNS. The business will be known and carried on in the future under the name of GEO. BURNS & BROTHER. I would ask for a continuance of the liberal patronage which has been bestowed upon me for the last seven years, as there will be no efforts spared by the new firm to meet the wants of the public in our line.

All persons indebted to me will please make early settlement by cash or notes, as it is necessary that my business should be speedily settled. GEO. BURNS.

BOOTS AND SHOES.—We would call the attention of the public to our large and well-selected stock of boots and shoes, embracing every variety usually kept in a well-ordered shoe store, which we are determined to sell low for cash or to known punctual customers. GEO. BURNS & BRO.,
Penn. av., between 9th and 10th sts. and 4½ and 6th sts.
Jan 14—eod1w

NEW Lace Goods and Embroideries.—The subscribers have just received from New York an invoice of entirely new styles of the following desirable goods, viz:
15 flounced lace dresses, last Parisian style
12 sets Maltese lace chimezettes and sleeves
10 Honiton lace berthes
15 berthe lace capes
25 sets French embroidered lace trimmed chimezette and sleeves
50 new style French worked collars
10 pieces colored illusions for evening dresses
10 do colored tarlatans do
20 black lace veils
25 French embroidered handkerchiefs
Together with many other seasonable and desirable articles, to which we respectfully invite the attention of the ladies.
Jan 26—3awtfw1 HOGE, BRO. & CO.

JOHN A. LINTON, Attorney-at-Law, has removed his office on the north side of Louisiana avenue, between 6th and 7th streets.
Jan 20—2aw2w

BELLS! BELLS! BELLS!—The subscribers manufacture and keep constantly on hand all sizes of church, factory, steamboat, ferry, locomotive, school-house, and plantation bells. These bells are hung with the patent iron yoke with movable arms. They can be turned around so that the clapper will strike in a new place, which is desirable after a bell has been rung a few years. Springs are affixed in a new way to prevent the clapper from resting on the bell, thereby prolonging the sound. Those bells are manufactured from the best stock, and are cast in iron castings. At the foundry these were first used, and are found to be a great improvement. We give a written warranty that if church bells break within ten year from date of purchase, with fair usage, we will recast without change. The tone of all bells is warranted. Nearly 9,000 bells have been cast and sold from this foundry, which is the best evidence of their superiority. We have fifteen gold and silver medals, awarded from the various fairs, "for the best bells for harmoniousness and purity of tone." We pay particular attention to getting up peals or chimes, and can refer to those furnished by us. Our foundry is within a few rods of the Hudson river, Erie canal, and railroads running in every direction. As this is the largest establishment of the kind in the United states, and has the largest assortment of bells, orders can be filled with great despatch. We can refer to bells in any of the States. Old bells taken in exchange for new ones. Levels, composers, &c., constantly on hand. Address

A. MENEELY'S SONS,
Mar 21—1y4aow West Troy, N. Y.

O. K. CHAMBERLIN'S Commercial College, located No. 187 Baltimore street, Baltimore, Maryland. The ostensible object of this institution is to place in the reach of individuals proper facilities for obtaining a thorough and practical mercantile education. A young man can learn more in a more correct knowledge of general business matters in a few weeks than can be acquired in as many years in any one counting-house.

The course of study embraces double-entry book-keeping, and its adaptation to various departments of commerce and trade. Mercantile calculations taught according to the most approved methods. Practical penmanship, combining rapidity of execution with beauty of demonstration. Lectures on mercantile law, upon various important mercantile subjects, beside many other points necessary for a book-keeper or business man to understand. The time necessary for a student to complete the course varies from five to eight weeks. There being no vacation, applicants can enter at any time and attend both day and evening. Examinations are held at stated periods, and diplomas awarded to those who graduate. For terms, &c., write and have a circular forwarded by mail.
Nov 12—1y8aop

"The words "with due celerity, certainty, and security," inserted here, will constitute the bid a "*star bid.*"

IN CONGRESS OF THE U. STATES.

Thirty-Third Congress—First Session.

THURSDAY, FEBRUARY 2, 1854.

SENATE.

MEMORIALS, PETITIONS, ETC.

Mr. NORRIS presented the memorial of a committee of the corporation of Georgetown, praying the construction of a suspension bridge across the Potomac at a point above that town known as the "Three Sisters;" which was referred to the Committee on the District of Columbia.

The PRESIDENT *pro tem.* presented resolutions passed by the select and common council of the city of Philadelphia, recommending the passage of an act granting to each of the soldiers of the last war with Great Britain, and to the heirs of those deceased, one hundred and sixty acres of land; which were referred to the Committee on Public Lands.

Mr. SEWARD presented a joint resolution of the legislature of New York, asking Congress to enact such laws as may be necessary to secure the health of passengers on board of emigrant ships arriving in the ports of the United States; which was read, and ordered to lie on the table and to be printed.

Mr. PRATT presented the memorial of Mary F. B. Levely, of Philadelphia, widow of Henry Levely, captain of the private armed schooner "Nonsuch," praying to be allowed arrears of pension; which was referred to the Committee on Pensions.

Mr. EVERETT presented the memorial of Lucy Audubon, praying Congress to purchase the original drawings of the work of her late husband on the "Birds of America;" which was referred to the Committee on the Library.

Mr. SHIELDS presented a petition of members of the county court of Henderson county, Illinois, praying that a grant of land may be made to the Warsaw and Rockford Railroad Company; which was referred to the Committee on Public Lands.

Mr. S. also presented a petition of citizens of Dixon, and a petition of citizens of Chicago, in the State of Illinois, praying that a grant of land may be made to aid in the construction of a railroad from Lyons, via Iowa city, to Council Bluffs; which were referred to the Committee on Public Lands.

PAPERS WITHDRAWN AND REFERRED.

Mr. SHIELDS asked leave to withdraw from the files of the Senate the petition of Jacob Cooper, son of Apollos Cooper, praying that the heirs of said Cooper may be allowed seven years' half-pay, and that the same be referred to the Committee on Revolutionary Claims; which was agreed to.

Mr. SEWARD asked leave to withdraw from the files of the Senate the memorial of Rulif Van Brunt, praying relief for losses incurred by him in consequence of the occupation of his property in 1814 by troops raised for the defence of the city of New York, and that the same be referred to the Committee of Claims; which was agreed to.

Mr. SLIDELL asked leave to withdraw from the files of the Senate the memorial of Andrew Hodge, jr., praying the enactment of a law authorizing such an arrangement with him as one of the sureties of Wm. H. Kerr, late postmaster at New Orleans, as will, while it protects the government from total loss, save him from ruin, and that the same be referred to the Committee of Claims; which was agreed to.

MESSAGE FROM THE HOUSE OF REPRESENTATIVES.

A message was received from the House of Representatives, by Mr. McKean, Chief Clerk, announcing to the Senate that the Speaker of the House having signed three enrolled bills, he had brought them to the Senate for the signature of its President.

The PRESIDENT then signed the enrolled bills which had just been received from the House of Representatives, being—

An act to constitute Quincy, in the State of Illinois, a port of delivery.

An act to provide a place for holding the courts of the United States in the southern district of New York, and for other purposes.

And an act granting the franking privilege to the Superintendent of the Coast Survey and the assistant in charge of the office of said coast survey.

And they were delivered to the committee, to be presented to the President of the United States.

REPORTS FROM COMMITTEES.

Mr. SEWARD, from the Committee on Commerce, to whom were referred a memorial of Selina C. Sumner, praying a gratuity in consideration of the discovery by her husband of a new method of finding a ship's position at sea, and also a petition of underwriters and ship-owners of the city of New York, in favor of the same object, submitted a report, accompanied by a bill (S. 181) for the purchase of the copyright of a work published by Thomas H. Sumner, wherein he describes his new method of ascertaining a ship's position at sea; which was read and passed to a second reading, and the report was ordered to be printed.

Mr. BRODHEAD, from the Committee on Naval Affairs, to whom was referred the petition of George P. Welsh and Clark H. Wells, passed midshipmen of the navy, praying to be allowed additional compensation during the time that they performed the duties of a higher grade, reported a bill (S. 189) for the relief of Passed Midshipmen George P. Welsh and Clark H. Wells; which was read and passed to a second reading.

Mr. WALKER, from the Committee on Public Lands, to whom was referred the bill granting to the State of Wisconsin land to aid in the construction of a railroad from Madison to the Mississippi river, reported it back with an amendment, so as to make it conform to the regular form adopted by the committee for railroad bills.

Mr. GWIN, from the Committee on Naval Affairs, to whom was referred the memorial of M. Jean Deplaigne, a French subject resident in Mexico, for indemnity for the loss of certain property seized by the naval force of the United States after the surrender of Frontera De Tobasco, asked to be discharged from the further consideration of the same, as it had been referred to that committee by mistake, and that it be referred to the Committee on Foreign Relations; which was agreed to.

Mr. BENJAMIN, from the Committee on Private Land Claims, to whom was referred the petition of Henry Yates and Archibald McIntyre, representing that they are owners of certain lands sold by the United States, and praying authority to locate an equal quantity of land on any of the unsold and unappropriated lands in the State of Louisiana, asked to be discharged from the further consideration of the same; which was agreed to.

Mr. SEWARD, from the Committee on Commerce, to whom was referred the petition of Thomas Butler, praying compensation for work done in building the lighthouse on Execution Rock not required by the contract, and damages caused by delay on the part of the government, submitted a report, accompanied by a bill (S. 182) for the relief of Thomas Butler; which was read and passed to a second reading, and the report was ordered to be printed.

Mr. DODGE, of Iowa, from the Committee on Public Lands, to whom was referred the bill (S. 74) making a grant of land to the State of California to aid in the construction of railroads from San Francisco to San Jose, Benicia to Marysville, Sacramento city, via Auburn, to Nevada city, and Stockton to Sonora, reported it back with amendments.

Mr. D., from the same committee, to whom was referred the bill (S. 93) to establish a land district in the State of Florida, to be called the district of Tampa, reported it back without amendment, and recommended its passage.

Mr. D., from the same committee, to whom was referred the bill (S. 92) to lay off the town of Council Bluffs, in Iowa, reported it with an amendment, and accompanied by a report; which was ordered to be printed.

Mr. HAMLIN, from the Committee on Printing, to whom was referred a motion to print the memorial of John W. Griffiths and William Norris, on the subject of the registry of the tonnage of vessels, reported in favor of printing the same; and the report was agreed to.

Mr. H., from the same committee, to whom was referred the motion of Mr. BRIGHT, to print additional copies of the report of the Committee on Finance accompanying the bill to provide for the surrender of certain bonds of the State of Indiana held by the United States, reported in favor of printing one thousand additional copies of the same; and the report was agreed to.

Mr. H., from the same committee, to whom was referred the bill (S. 97) to provide for the public printing, engraving, and binding, reported back the same without amendment, and stated that it was the unanimous opinion of the committee that it ought not to pass.

RESOLUTION ADOPTED.

Mr. SUMNER submitted the following resolution; which was considered by unanimous consent, and agreed to:

Resolved, That the Committee on the Judiciary be directed to consider the expediency of limiting, in some way, the right of appeal from the district court to the circuit court of the United States on mere questions of facts in admiralty causes.

SEIZURE OF KOSTA.

Mr. BRIGHT submitted the following resolution; which was considered by unanimous consent:

Resolved, That the President be requested to communicate to the Senate, if not incompatible with the public interest, copies of all communications from the American legation at Constantinople respecting the seizure of Martin Kosta by Austrian authorities at Smyrna.

Mr. CASS. Mr. President, I desire to say one word in relation to this matter. I am very glad that the honorable senator from Indiana has offered this resolution, and for reasons which I will explain. It is important that these papers should be received, as this question must soon come before us, and they will then be needed; but, in the mean time, I would observe that a very worthy and excellent officer of the United States, who is now abroad, has had great injustice done to him in the discussion of questions in the House of Representatives connected with this matter. I allude to Mr. Brown, our dragoman in Turkey. He is a gentleman whom I have long known. I knew him well here, and I have known him there; and I do not think that a more able, efficient, or patriotic officer is to be found in the public service. He has so conducted himself, that while he has managed the affairs of his country to the satisfaction of his own government, he has also conciliated the respect of the Turkish authorities; and he took, as I understand, a decided part in this affair in favor of human liberty and American rights. But, Mr. President, efforts have been made to injure him; and the very respectable member of the House from his district in Ohio, with whom I have conversed upon this subject, assured me that he felt a great interest in the production of these papers, but from some difficulty he could not get them by making the call in the House of Representatives. I am very glad, therefore, that the resolution has now been offered with a view to procure them here.

As I remarked, efforts have been made to injure the character of Mr. Brown. The Senate will, no doubt, recollect that reports were circulated in the public papers that this gentleman had brought to this country an impostor, pretending that he was an agent of the Turkish government, and had taken him through the country under that pretence, imposing upon the people and the government. I am now able to contradict this story in the most authoritative manner. I have received a letter from Reschid Pacha, a short time since Grand Vizier, and now Minister of Foreign Affairs in Turkey, who is one of the most respectable and intelligent men in the Ottoman empire, tendering to me his thanks for the personal efforts which I made in this body to aid in procuring an appropriation for this agent, Amin Bey, and expressing the gratification of the Sultan for the attention that had been shown to this Turkish officer while he was in the United States—a common practice with eastern nations. And yet, sir, the story went all over the United States that Mr. Brown had brought an impostor here, and palmed him off upon the government and the country. I take this favorable opportunity to contradict that statement from my place in the Senate; and I am very glad, for this reason, that the honorable senator from Indiana has introduced this resolution.

Mr. DOUGLAS. Mr. President, I desire to add one word. From facts within my own knowledge, I believe that great injustice has been done to Mr. Brown, and also to Mr. Marsh, our representative. I think it would be no more than just to both of these gentlemen that the correspondence which is called for by this resolution should be submitted to the Senate. I concur in all that the honorable senator from Michigan has said with regard to Mr. Brown, and I hope that in justice to both these gentlemen, the papers will be sent in to us.

The question being then taken, the resolution was agreed to.

PATENT OFFICE REPORT.

Mr. HAMLIN, from the Committee on Printing, who were instructed, by order of the Senate, to inquire into the expediency of printing an additional number of the mechanical portion of the Patent Office report, reported back the order, with an amendment appropriating two thousand of the number for the use of the Patent Office, so that as amended the order would read as follows:

Ordered, That seventeen thousand additional copies of that portion of the report of the Commissioner of Patents which relates to arts and manufactures be printed for the use of the Senate, two thousand copies of which shall be for the use of the Patent Office.

Mr. PRATT. I desire to inquire of the chairman of the committee whether the committee have reported in favor of printing as many copies of the mechanical portion of this work as they have of the agricultural portion.

Mr. HAMLIN. I will state to my friend from Maryland that the agricultural portion of the report has not yet been submitted to the Senate. I will only say that this number of the mechanical portion, which we recommend, is just the same number that we ordered last year. I should myself have recommended, if it had been my proposition, that the number of the mechanical portion should be reduced, and that the number of the agricultural portion should be increased; but as this was the number which was ordered last year, the committee unanimously adopted it.

Mr. PRATT. In their subsequent action upon this subject, I hope the committee will reconsider the views they have expressed, so as to print more of the agricultural portion of the Patent Office report, and fewer of the mechanical portion. It is very certain that unless the present number of the mechanical portion of this work is very much better than the number which we had last year, it will afford very little information to the people. I submit to the honorable chairman of the Committee on Printing whether he has examined the report of last year on arts and manufactures, and can point out a single case of the description even of a patent that has been granted which he can comprehend, and from which any one can derive any useful information whatever. The other portion of the Patent Office report relates to a subject which is of interest to a great part of the community—the agricultural classes; and I have no objection to the printing of as many of that portion as may be necessary. But I consider it useless to print so large a number as we printed last year of this mechanical portion of the work; I think it is so much money thrown away.

Mr. HAMLIN. It is very evident, Mr. President, that the mechanical portion of the Patent Office report could not be equal to the agricultural portion. I think there can be no doubt about that. It seems to me, however, that fifteen thousand copies of this portion may be printed with propriety, for distribution among the mechanics of the country. I am not a mechanic myself, and do not claim much skill in matters of that sort; still, I am inclined to think that the practical mechanic could derive a great deal of useful information from this work; and there can be no harm in printing the same number which we ordered last year.

Mr. FITZPATRICK. Mr. President, I concur very fully in the remarks of the honorable senator from Maryland. I am utterly opposed to the printing of as large a number of the mechanical portion of the work as we do of the agricultural portion, for in general there is not so much demand for it. I am very well aware that during the last session of Congress there was a great effort on the part of some gentlemen to exchange their agricultural report for the mechanical report, as this circulates more generally throughout the northern than the southern States. But in the South we are an agricultural people; there the agricultural report is much sought for, as the great body of the people prefer that portion of the work. I will move to reduce the number of the mechanical portion to ten thousand and increase the number of the agricultural portion of the work accordingly.

Mr. HUNTER. There is no question up in relation to the agricultural portion of the work. That is not before us, not having been sent down.

Mr. FITZPATRICK. Then, I move to reduce the number of this to ten thousand, with the view of making the motion in relation to the agricultural report at the proper time.

Mr. BADGER. I will suggest to my friend from Alabama, that if we print any of the mechanical portion of the work at all, it is hardly worth while to make this reduction. By so doing we shall get rid of but a very little expense. And I will say further, that