A. O. P. NICHOLSON,
EDITOR AND PROPRIETOR.

TERMS:

DAILY, per year $10 00
SEMI-WEEKLY, (published tri-weekly during the session of Congress) 6 00
WEEKLY 1 00

Clubs will be furnished as follows:

Five copies of the DAILY, for 40 00
Five copies of the SEMI-WEEKLY 20 00
Ten copies of the " " 35 00

No deduction for clubs on WEEKLY.

The Daily Union.

VOLUME IV. "LIBERTY, THE UNION, AND THE CONSTITUTION." NUMBER 260.

CITY OF WASHINGTON, THURSDAY MORNING, FEBRUARY 15, 1855.

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 of which will be paid by us, and all risk assumed by ourselves in the 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 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, will be entitled to a copy gratis.

BRILLIANT SCHEMES,

To be drawn at Wilmington, Delaware, in February, 1855.

GREGORY & MAURY, MANAGERS.

$35,000!

Lottery for the benefit of the STATE OF DELAWARE.

Class 35, for 1855.

Drawn at Wilmington, Del., Saturday, February 17, 1855

☞ number lottery—12 drawn ballots.

MAGNIFICENT SCHEME.

1 splendid capital of	$35,000	1 splendid capital of			$3,595
1 do do	15,000	50 do do			1,000
1 do do	15,000	50 do do			500
1 do do	10,000	111 do do			300
1 do do	5,000	&c.	&c.		&c.

Tickets $10—halves $5—quarters $2 50.

Certificates of packages of 25 whole tickets, $140 00
Do do 25 half do 70 00
Do do 25 quarter do 35 00

$64,000!

Lottery for the benefit of the STATE OF DELAWARE,

Class H, for 1855.

Drawn at Wilmington, Del., Saturday, February 24, 1855

14 drawn numbers out of 78.

BRILLIANT SCHEME.

1 prize of	$64,000	5 prizes of	$4,000
1 do	30,000	5 do	3,000
1 do	20,000	10 do	2,000
1 do	15,000	100 do	1,000
1 do	8,886	229 lowest 2 No. prizes	400
&c.	&c.	&c.	

Tickets $20—halves $10—quarters $5—eighths $2 50.

Certificates of packages of 26 whole tickets, $250 00
Do do 26 half do 125 00
Do do 26 quarter do 62 50
Do do 26 eighth do 31 25

Orders for tickets and shares and certificates of packages in the above splendid lotteries will receive the most prompt attention, and an account of each drawing will be sent immediately after it is over to all who order from me.

Address P. J. BUCKEY, Agent,
Jan 25 Wilmington, Delaware.

Redemption of Virginia Six Per Cent. Debt.

THE holders of the following certificates of debt, issued by the State of Virginia, redeemable on the 8th day of March, 1844, and afterwards within a period not exceeding fifteen years, will take notice that "*the commissioners of the sinking fund*" created by an act of the general assembly of Virginia, passed on the 26th day of March, 1853, will proceed, on the first day of April, 1855, to redeem the said certificates at the treasury of the Commonwealth aforesaid. The holders of said certificates are required, on the said first day of April, to surrender the same at the office of the second auditor; and, whether surrendered or not, the interest thereon will cease on that day:

Date.		No.	In name issued.	Amount.
1845.	Jan. 19	134	Baring, Brothers, & Co.	$2,000
"	"	149	Do do	3,000
"	"	159	Do do	5,000
1827.	July 1	208	Edward Meyler, of Islington, in the county of Middlesex, England	3,000
"	"	209	Do do	2,000
1831.	April 20	249	Robert Vyner, of Gunby Hall, county of Lincoln, England	1,000
"	"	270	Do do	5,000
"	Dec. 29	286	Smith, Payne, & Smiths, of London, bankers	6,000
"	"	287	Do do	4,000
1842.	Nov. 21	321	John Ferguson, of Irvine, in North Britain	1,000
"	"	322	Do do	2,000
"	"	323	Do do	3,000
"	"	324	Do do	4,000
"	"	325	Do do	5,000
"	"	326	Do do	5,000
1843.	Aug. 23	327	Johanna Schaer, of Germany	2,000
"	" 26	331	Mrs. Jane L. Graham, of Washington city	256
1844.	Jan. 16	340	Miss Catherine Hays, of Richmond	1,000
"	" 20	341	Samuel Ford, of Richmond	10,000
"	Feb. 21	343	Joseph Jackson, of Richmond	250
"	May 21	345	Thomas Cotterill, esq., at present residing at Birmingham, in England	1,000
1846.	Sept. 21	361	Most Hon. Richard Seymour Conway, Marquis of Hertford, in Great Britain	5,000
"	" "	362	Do do	5,000
"	" "	363	Do do	5,000
"	" "	364	Do do	5,000
"	" "	376	Do do	10,000
"	" "	377	Do do	5,000
1849.	Jan. 30	417	L. Nunnally	100
1850.	May 31	421	James Haskins, committee of John Haskins, of Brunswick	200
"	Aug. 20	422	John Ferguson, of Irvine, in Great Britain	5,000
"	" "	423	Do do	5,000
"	Dec. 16	433	Haxall, Brothers, & Co., of Richmond	2,000
1851.	July 19	436	Alfred Lewis, of No. 169 Piccadilly, London, esq	5,000
"	" "	437	Do do	5,000
1852.	Feb. 7	439	Tazewell Taylor, executor and trustee under the will of Upton Beall	800
"	" 9	441	Arthur A. Morson, special commissioner in the suit of Hicks *vs.* Morris's administrator	650
"	" "	442	Do do	350
"	March 9	446	A. A. Morson and R. T. Daniel, as commissioners for the circuit court of chancery, &c., &c	350
"	" 16	447	Jane E. Clopton, of Gloucester	500
"	" 18	448	E. A. J. Clopton, of Richmond	200
"	" 19	449	Robert R. Carter, United states navy	4,000
"	" "	450	Hill Carter, of Shirley	450
"	Aug. 3	451	E. A. J. Clopton, of Richmond	2,000
1853.	Feb. 2	452	Samuel Reeve, trustee of Mrs. Ann Howard	650
"	" "	453	Miss Harriet E. Tree, of Richmond	650
"	" 4	454	Edward Berkeley, trustee for Mrs. Ann B. Berkeley	200
1843.	Nov. 23	22	President and Directors of the Firemen's Insurance Company of Baltimore	3,000
1844.	Jan. 18	25	Miss Margaret Wilson, of Norfolk	1,000
"	Feb. 19	33	Portsmouth Provident Society	600
"	Aug. 21	48	Norfolk Provident Society	1,000
1845.	Sept. 5	54	Portsmouth Provident Society	1,500
				143,706

Those holders of certificates who desire to redeem by attorney must, if residing beyond the limits of the United States, acknowledge the power before some minister plenipotentiary, charge d'affaires, consul-general, consul, vice-consul, or commercial agent appointed by the government of the United States to any foreign country; or before the proper officer of any court of such country, or the mayor or other chief magistrate of any city, town, or corporation therein. If residing in the United States, the acknowledgment before a justice of the peace, notary public, or commissioner of deeds, appointed by the governor of Virginia, is sufficient. In all cases the certificate must be delivered.

G. W. CLUTTER, Auditor Public Accounts.
S. H. PARKER, Register. } The Commissioners of the sinking fund.
GEO. W. MUNFORD, Sec'y Commonwealth.

RICHMOND, Virginia, December 31, 1854.
Dec 31—d3m

Marshal's Sale.

IN virtue of a writ of *fieri facias*, issued from the clerk's office of the District of Columbia for the county of Washington, and to me directed, I shall expose to public sale for cash on Wednesday, the 28th of February next, at the front of the court house door of said county, at 12 o'clock, m., the following property, viz: All Roger C. Weightman's right, title, interest, and estate, (to wit: forty two undivided equal parts, par value five hundred dollars "$500" each,) in the following tenements and premises—that is to say, part of lot No. seven ("7") in square No. 491, and next adjoining lot No. 8, fronting twenty feet on Pennsylvania avenue, and running back the full depth of said lot; all of lots Nos. 8, 9, 10, 11, 12, 13, and part of lot No. 14, in said square, and next adjoining said lot 13, fronting twenty feet on north C street, and running back at right angles with C street north the full depth of said lot, together with all and singular the buildings and improvements thereon, in square No. 491, in the city of Washington, District of Columbia, seized and levied upon as the property of Roger C. Weightman, and sold to satisfy judicial No. 3, to March term 1855, in favor of Mary E. Barney, by Maxwell Woodhull, her next friend.

J. D. HOOVER,
Feb 6—dr28th Feb Marshal for the District of Columbia.

Cromwell's Baltimore Steamship Line between Baltimore, New York, and Boston,

WILL despatch a steamer daily from Baltimore and New York, and twice a week from Boston to Baltimore and Baltimore to Boston.

This line affords unequalled facilities to the business men of the District of Columbia. The agents at either point will receive freight and give a through bill of lading to Washington at the lowest rates of freight and no commissions charged. Applications for freight promptly attended to by the following agents:

A. C. HALL,
58 Exchange Place, Baltimore.
H. R. CROMWELL,
Corner Washington and Albany streets, N. Y.
JNO. W. SCHANK,
Foot of India wharf, Boston.

Jan 17—d3m

TWENTY Demijohns Superior Old Rye Whiskey, best in the District, for sold by MURRAY & SEMMES.
Dec 19—3teoif

THE Royal Kalendar, (Red Book,) a court and city register for England, Scotland, Ireland, and the colonies, for 1855.
Jan 14 FRANCK TAYLOR.

FOR SALE or Lease—A commodious four-story and attic house on 13th street, east side, near the corner of D street. House contains twelve rooms, and has recently been papered and painted throughout. Terms accommodating, and possession given immediately. Address room 40, Solicitor's Office, Treasury Department.
Oct 15—2tf

FOR THE WEST AND SOUTH.—BALTIMORE AND OHIO RAILROAD.

Improved arrangements for travel.—Important changes of schedule.

THE late completion of the Central Ohio railroad between Wheeling and Columbus, uniting, as it does, by so short and direct a line, the Baltimore and Ohio railroad with all portions of the West, (and North and Southwest,) gives this route greatly increased advantages to through travellers in that direction. On and after Monday, November 27, 1854, the trains will be run as follows:

FOR THROUGH PASSENGERS.

Two fast trains daily will run in each direction. First; the mail train, leaving Camden station at 7, a. m., instead of 8 o'clock, as heretofore, (except on Sunday,) and arriving at Wheeling at 2 40 a. m. Second; the express train, leaving at 5, p. m., instead of 7, p. m., as heretofore, and running through to Wheeling in about 17 hours, reaching there at 10 25, a. m. This train will stop at Washington Junction, Sykesville, Monocacy, Harper's Ferry, Martinsburg, Sir John's Run, Cumberland, Piedmont, Rowlesburg, Newburg, Petterman, Farmington, Cameron, and Moundsville only for wood and water and meals. Both these trains make prompt and regular connexion with the cars of the Central Ohio road for Cambridge, Zanesville, Newark, Columbus, Cincinnati, Louisville, Dayton, Sandusky, Toledo, Detroit, Indianapolis, Chicago, St. Louis, &c. Passengers leaving Baltimore by the mail train will reach Cincinnati for dinner next day; while by the express train they arrive there at 12 the next night, being kept but one night on the route by either train.

Passengers for the Northwest, via Cleveland and all intermediate points, can make a direct connexion with the trains upon the Cleveland and Pittsburg railroad at all times when the Ohio is navigable for steamers between Wheeling and Wellsville, by leaving Baltimore in the mail train at 7, a. m.

Returning, the trains leave Wheeling as follows: The express train at 4 30 p. m., reaching Baltimore at 9 50 a. m.; the mail train at 11 45 p. m., reaching Baltimore at 7, p. m.

Through tickets, by boat from Wheeling for Cincinnati, Madison, Louisville, St. Louis, and other river cities, will be sold at all times when the stage of water will admit.

Through tickets between Baltimore and Washington, and all the important cities and towns in the West, are sold at the ticket offices of the company.

FOR WAY PASSENGERS.

The mail train, leaving Camden station, will take passengers for all the usual stopping places on the road. Returning, this train leaves Wheeling at 11 45, midnight; Cumberland at 10 15, a. m.; and arrives at Baltimore at 7, p. m.

The Frederick accommodation train, for Frederick and intermediate places, will start at 4, p. m., daily, (except Sunday,) arriving in Frederick at 7 40. Returning, will leave Frederick at 9, a. m., arriving at Baltimore at 12 30, noon.

The Ellicott's Mills accommodation will be run daily, (except Sundays,) as follows:

Leave Camden Station at 6, a. m., and 3, p. m.
Leave Ellicott's Mills at 7 30, a. m., and 6 30, p. m.
Dec 14—dtf

The New York and Liverpool United States Mail Steamers.

The ships comprising this line are:
The Atlantic ..... Capt West.
The Pacific ..... Capt. Nye.
The Baltic ..... Capt. Comstock.

These ships having been built by contract expressly for government service, every care has been taken in their construction, as also in their engines, to insure strength and speed; and their accommodations for passengers are unequalled for elegance and comfort.

Price of passage from New York to Liverpool in first cabin, $130. in second cabin, $75. Exclusive use of extra-size state-rooms, $325. From Liverpool to New York, 30 and 20 guineas.

An experienced surgeon attached to each ship.

No berths can be secured until paid for.

PROPOSED DATES OF SAILING

From New York.	From Liverpool.
Wednesday ..... Dec 27, 1854.	Saturday ..... Dec. 16, 1854.
Wednesday ..... Jan. 10, 1855.	Saturday ..... Dec. 30, "
Wednesday ..... Jan. 24, "	Saturday ..... Jan. 13, 1855.
Wednesday ..... Feb. 7, "	Saturday ..... Jan. 27, "
Wednesday ..... Feb. 21, "	Saturday ..... Feb. 10, "
Wednesday ..... March 7, "	Saturday ..... Feb. 24, "

For freight or passage apply to

EDWARD K. COLLINS,
No. 56 Wall street, N. Y.
BROWN, SHIPLEY, & CO.,
Liverpool
R. G. ROBERTS & CO.,
13 King's Arms Yard, London.
B. G. WAINWRIGHT & CO.,
Paris.
GEO. H DRAPER, Havre.

The owners of these ships will not be accountable for gold, silver, bullion, specie, jewelry, precious stones, or metals, unless bills of lading are signed therefor, and the value thereof therein expressed.
Dec 17—dtf

WASHINGTON BRANCH RAILROAD.

Trains run as follows:

LEAVE daily, except Sunday, at 6 and 8¼, a. m., and 3 and 5, p. m.

On Sunday, at 6, a. m., and 5, p. m.

Leave Baltimore at 4¾ and 9, a. m., and 5 and 8, p m.

On Sunday, at 4¾, a. m., and 5, p. m.

The connexions with Baltimore and Ohio railroad for the West are by trains leaving at 6, a. m., and 3, p. m.

For Philadelphia and New York, at 6 and 8¼, a. m., and 5, p. m.

For Annapolis, at 8¼, a m., and 5, p. m.

For Norfolk, at 3, p. m.

T. H. PARSONS, Agent.

Particular attention is called to the rule requiring a responsible voucher for any person of color who may wish to pass over the road.
Dec 15—dtf

THE FORMAL OPENING OF THE
SECOND EXHIBITION OF THE
Metropolitan Mechanics' Institute
Will take place at the Smithsonian Institution, Washington, D. C., on the 8th of February, 1855.

THIS Institute was founded on the 31st of August, 1852, for the promotion and encouragement of Manufactures, Commerce, and the Mechanic and Useful Arts.

The contributions to the Exhibition are already numerous, and every indication is afforded of a full and most interesting display. The arrangements are made upon a grand scale. The main hall and other apartments of the Smithsonian Institution set apart for the purpose are admirably adapted therefor, and are supplied with everything conducive to the safety, convenience, and comfort of contributors and visitors, while the approaches from all parts of the city have been greatly improved.

Persons twenty one years of age, and friendly to its objects, may be admitted to membership of this Institute; if between the ages of fourteen and twenty-one they may be admitted as junior member. The former are required to pay an initiation fee of $1, and $2 per year thereafter; and the latter an initiation fee of $1, and $1 per year thereafter.

For the benefits of he School of Design, members and junior members are charged $1 extra per season of four months.

All members are entitled to the privileges of the Exhibition. Members' tickets each admit a member and one lady, or a member and two children, or the wife of a member and two children; and junior members' tickets each admit a junior member and one lady. Other persons are required to pay for tickets as follows:

Single admission	25
Season ticket, (convertible into membership)	$3 00
Gentleman's season ticket, single	1 50
Lady's season ticket	1 00

The office of the superintendent of the Exhibition, at the northern main entrance to the Smithsonian Institution, is open daily from 9, a. m., until 5, p. m., where all business connected with this enterprise will receive prompt attention. Written communications should also be addressed to the undersigned.

THOMAS O. CONNOLLY,
Jan 27—eo3t Superintendent.

United States Patent Office.

Washington, Jan. 10, 1855.

IN the petition of James M. Putnam, administrator of James R. Putnam, deceased, of New Orleans, Louisiana; praying for the extension of a patent granted to the said James R. Putnam on the 6th of May, 1841, for an improvement in "machine for removing obstructions of bars from the mouths of harbors, rivers," &c. for seven years from the expiration of said patent, which takes place on the 6th day of May, 1855—

It is ordered that the said petition be heard at the Patent Office on Monday, the 23d day of April next, at 12 o'clock, m.; and all persons are notified to appear and show cause, if any they have, why said petition ought not to be granted.

Persons opposing the extension are required to file in the Patent Office their objections, specially set forth in writing, at least twenty days before the day of hearing. All testimony filed by either party, to be used at the said hearing, must be taken and transmitted in accordance with the rules of the office, which will be furnished on application.

The testimony in the case will be closed on the 13th day of April; depositions, and other papers relied upon as testimony, must be filed in the office on or before the morning of that day; the arguments, if any, within ten days thereafter.

Ordered, also, that this notice be published in the Union, Intelligencer, and Evening Star, Washington, D. C.; Scientific American, New York; Evening Argus, Philadelphia, Pa.; and Inquirer, Cincinnati, Ohio, once a week for three successive weeks previous to the 23d of April next, the day of hearing.

CHARLES MASON,
Commissioner of Patents.

P. S.—Editors of the above papers will please copy, and send their bills to the Patent Office, with a paper containing this notice.
Jan 11—law3w

United States Patent Office,

Washington, January 11, 1855.

ON the petition of Loring Coes, of Worcester, Massachusetts, praying for the extension of a patent granted to him on the 16th day of April, 1841, for an improvement in "screw-wrenches," for seven years from the expiration of said patent, which takes place on the 16th day of April, 1855—

It is ordered that the said petition be heard at the Patent Office on Monday, the 2d day of April next, 1855, at 12 o'clock, m.; and all persons are notified to appear and show cause, if any they have, why said petition ought not to be granted.

Persons opposing the extension are required to file in the Patent Office their objections, specially set forth in writing, at least twenty days before the day of hearing; all testimony filed by either party to be used at the said hearing must be taken and transmitted in accordance with the rules of the office, which will be furnished on application.

The testimony in the case will be closed on the 23d day of March, 1855; depositions, and other papers relied upon as testimony, must be filed in the office on or before the morning of that day; the arguments, if any, within ten days thereafter.

Ordered, also, that this notice be published in the Union, Intelligencer, and Evening Star, Washington, D. C.; Evening Argus, Philadelphia, Pennsylvania; Scientific American, New York; and Boston Post, Boston, Massachusetts, once a week for three successive weeks previous to the 2d day of April next, the day of hearing.

CHARLES MASON,
Commissioner of Patents.

P. S.—Editors of the above papers will please copy, and send their bills to the Patent Office, with a paper containing this notice.
Jan 12—law3w

UNITED STATES MAILS.

PROPOSALS for carrying the mails of the United States from the 1st day of September, 1855, to the 1st day of July, 1858, in the Territories of OREGON and NEW MEXICO, will be received at the Contract Office of the Post Office Department, in the city of Washington, until 9, a. m., of the 15th day of June, 1855, (to be decided by the next day,) on the routes and in the times herein specified, viz:

OREGON TERRITORY.

12725 From Albany, by Burlington and Thurston, to Will mette Forks, 59 miles and back, once a week.
Leave Albany every Thursday at 6 a m;
Arrive at Willamette Forks next days by 12 m;
Leave Willamette Forks every Friday at 2 p m;
Arrive at Albany next days by 8 p m.
Proposals to commence at Syracuse will be considered.

12726 From Oregon City, by Harrison Wright's, Richard Miller's, and S. Allen's, to Salem, 50 miles and back, once a week.
Leave Oregon City every Monday at 6 a m;
Arrive at Salem next day by 12 m;
Leave Salem every Saturday at 6 a m;
Arrive at Oregon City next day by 12 m.

12727 From Linton, by Tualatin Plains and Harrison's Mills, to Forest Grove, 30 miles and back, once a week.
Leave Linton every Wednesday at 6 a m;
Arrive at Forest Grove same days by 3 p m;
Leave Forest Grove every Tuesday at 6 a m;
Arrive at Linton same days by 3 p m.
Bids to commence at St. Helen, omitting Linton, will be considered.

12728 From Oregon City, by Lebanon, to Sublimity, 40 miles and back, once a week.
Leave Oregon City every Monday at 6 a m;
Arrive at Sublimity same days by 7 p m;
Leave Sublimity every Saturday at 6 a m;
Arrive at Oregon City same days by 7 p m.

12729 From Portland, by Montgomery, Taylor's Ferry, Rock Creek, Chenalam Gap, Rogers' Ferry, and Old French Mission, to Salem, 70 miles and back, once a week.
Leave Portland every Monday at 6 a m;
Arrive at Salem next days by 4 p m;
Leave Salem every Friday at 6 a m;
Arrive at Portland next days by 4 p m.

12730 From Salem, by Cincinnati, Fords, and Dallas, to Tillamook, 70 miles and back, once a week.
Leave Salem every Tuesday at 6 a m;
Arrive at Tillamook next days by 6 p m;
Leave Tillamook every Saturday at 6 a m;
Arrive at Salem next days by 6 p m.
Bids to run only between Dallas and Tillamook are invited.

12731 From Salem to E. H. Randall's, in Linn county, and back, once a week.
Bidders to state distance and schedule of arrivals and departures.

12732 From Salem to Franklin Bute and back, once a week.
Bidders to state distance and schedule.

12733 From Sublimity, by Santyam Forks, to Pleasant Hill, 100 miles and back, once a week.
Leave Sublimity every Tuesday at 6 a m;
Arrive at Pleasant Hill next Thursday by 4 p m;
Leave Pleasant Hill every Saturday at 6 a m;
Arrive at Sublimity next Monday by 4 p m.

12734 From Washington Bute to Grass Hill, in Linn county, 60 miles and back, once a week.
Leave Washington Bute every Wednesday at 6 a m;
Arrive at Grass Hill by 12 m same day;
Leave Grass Hill every Saturday at 6 a m;
Arrive at Washington Bute by 12 m same day.

NEW MEXICO.

12903 From Albuquerque, by Zuni, to Woodville, California, and back, once a week.
Bidders to state distance and schedule of arrivals and departures.

12904 From Taos to Donna Anna and back, once a week.
Bidders to state distance and schedule.

INSTRUCTIONS.

Form of a proposal where no change from advertisement is contemplated by the bidder.

I, ———, of ———, county of ———, State of ———, propose to convey the mails from September 1, 1855, to July 1, 1858, on route No. ———, from ——— to ———, agreeably to the advertisement of the Postmaster General, dated January 30, 1855, and by the following mode of conveyance, viz:

for the annual sum of
dollars.

This proposal is made with full knowledge of the distance of the route, the weight of the mail to be carried, and all other particulars in reference to the route and service, and also after full examination of the instructions and requirements attached to the advertisement.

Dated (Signed.)

Form of a Guarantee.

The undersigned, residing at ———, State of———, 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 September, 1855, or as soon thereafter as may be, enter into the required obligation to perform the service proposed, with good and sufficient sureties.

This we do with a full knowledge of the obligations and liabilities a-sumed by guarantors under the 27th section of the act of Congress of July 2, 1836.

Dated

(Signed by two guarantors.)

Form of Certificate.

The undersigned, postmaster of ———, State of ———, certifies, under his oath of office, that he is acquainted with the above guarantors, and knows them to be men of property, and able to make good their guarantee.

Dated

(Signed.)

The sufficiency of guarantors on proposals may be certified by a judge of a court of record, and by postmasters at the following offices, and no others:

In Oregon Territory by the postmasters of Oregon City, Astoria, Salem, Linton, Sublimity, Portland, Albany, Willamette Forks, Dallas, Cincinnati, Tualitin Plains, and Corvallis.

In New Mexico by the postmasters of Santa Fe, Donna Anna, Taos, and Albuquerque.

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. 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.

4. 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.

5. 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 drivers, if any be required. The contractor, 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.

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

7. 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.

8. 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.

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

10. 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*," which binds contractors to take all the mail offered, but allows them to select the mode of conveyance.

11. Bidders are requested to use, as far as practicable, the printed form of proposal furnished by the department, to write out in full the sum of their bids, and to retain copies of them.

No altered bids can be considered, and no bid once submitted can be withdrawn.

Each bid must be guaranteed by two responsible persons. General guarantees cannot be admitted.

12. The bid should be sealed; superscribed "Mail Proposals, Territory of ———," addressed "Second Assistant Postmaster General, Contract Office, and sent by *mail*, not by, or to, an agent, and postmasters will not enclose proposals (or letters of any kind) in their quarterly returns.

13. The contracts are to be executed and returned to the department by or before the 1st day of September, 1855, but the service must be commenced on the mail day next after that date, whether the contracts be executed or not. No proposition for transfers will be considered until the contracts are executed in due form and received at the department; and then no transfers will be allowed unless good and sufficient reasons therefor are given, to be determined by the department.

14. 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.

15. 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.

16. 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 at one of the places before named, or a judge of a court of record.

For further particulars as to conditions of bidding, see advertisement for carrying mails in California and Washington Territory, dated January 19, 1855.

JAMES CAMPBELL,
Postmaster General.

POST OFFICE DEPARTMENT, February 9, 1855.
Feb 3—wtw

ROBINSON'S PRACTICE.—The Practice in Courts of Justice in England and the United States; by Conway Robinson, of Richmond, Virginia. Vol. I. Price, $6. Just published.
Feb 8 FRANCK TAYLOR.

LETTER OF HON. WILEY P. HARRIS TO COLONEL J. F. H. CLAIBORNE, OF MISSISSIPPI,

On Foreign Immigration, the Naturalization Laws, and the Secret Order of Know-nothings.

WASHINGTON, D. C., Feb. 6, 1855.

DEAR SIR: My answer to your letter of the 24th December has been deferred in the expectation that a proper occasion might arise in the House of Representatives for expressing my opinions on the subjects to which you directed my attention. But the pressing nature of much of the current business of Congress, and the limited time within which it must be acted upon, have inclined the House to discourage the discussion of mere political topics, not immediately connected with the subject under consideration; I have, therefore, concluded to give you my opinions in this form.

You ask me to give my views upon the subject of foreign immigration generally, and especially you ask my views respecting the new party with which this subject is blended in the public mind, and whose extraordinary course of action, and no less extraordinary progress, have awakened an unusual degree of interest throughout the country, and much alarm in some quarters.

The interest which this party has awakened is not to be ascribed to the evils, real or imagined, which flow from foreign immigration, but to the fact that it is a secret political brotherhood, whose purposes, names, and numbers are hidden from the public eye, and to the further fact that where they have the power, no exhibition of public virtue or private worth, no services, however meritorious, and no abilities, however commanding, are sufficient to exempt a man from secret proscription, if he fails or refuses to unite with them or to sanction their proceedings. If the progress of this party is such as it is represented to be, we may well consider the propriety of waiting in quiet unconcern, or under the benumbing influence of fear, until such a party shall have subjugated the country. I have no fears of this result if any serious opposition is made. But that opposition must be presented, not in the form of denunciation, but in the form of deliberate reasoning publicly addressed to the people.

Persons who judge from outward appearances, without reflecting that such appearances are often deceptive, and in the present instance designed to be so, are inclined to jump to the conclusion that the know-nothings are irresistible. The formation of a new party in this country always produces striking effects for the time being; the fear of being unpopular, of being in a minority, pervades all classes of people. It operates as well upon those who do not seek office as upon those who do. So much of all that has important to us is tested by the ballot-box, that that has become in a paramount degree the standard by which everything is measured.

The cardinal principle of our government is that the majority shall rule; and the practical application of this principle has given a strong coloring to all our social and political affairs, to all our habits of thought and action.

This feeling of deferential awe of majorities, and of antipathy to minorities, has been cultivated to such a degree, and has grown to such rank maturity, that it may be said without exaggeration that the desire for popular applause is as strong in our public men as it is in the actor, in whom it glows with all the intensity of a passion.

This is an inherent tendency, and it causes men to regard any movement by which they may possibly be left in a minority with an anxiety which sometimes borders on phrensy. Men in the sear and yellow leaf of political life are apt to join in the movement in the hope of being rejuvenated. Neglected men, long baffled by envious exclusion, find their merits at length acknowledged, and, of course, go over. Of those who remain, some resort to devious courses and to double dealing; some fight boldly, but often recklessly; and all, all are for a time unhinged, disturbed, anxious, and bewildered.

These are the ordinary effects. We can easily account, therefore, for the extraordinary symptoms which prevail all over the country when we reflect that in these times this natural tendency has been aided by peculiar circumstances. A general upheaving of all the political elements in one section of the Union has infused a distrust of the stability of existing party organizations, and a feeling of insecurity and uncertainty amongst politicians.

The advent of a new party at such a time, with novel features to excite the curiosity of the careless and unreflecting, and the veil of secrecy to screen the timid from exposure—taking hold upon strong social and religious antipathies—its numbers left to be magnified by fear or by misrepresentation—is well calculated to produce temporary indecision and confusion. There are some men who think there is no life, if it be not public life. In times like these they see a Trojan horse in every proposition, and their fears magnify a "paper of pins into the spears of a Macedonian phalanx!"

I have determined to oppose the know-nothings. No personal risk can deter me from this course. The effect of their success upon the open and manly simplicity of the republican character and the integrity of the constitution has decided me to resist them. I do not approve the course of action which they have adopted, and am satisfied with my principles and the principles of my party. This is the ground I stand upon.

There is a good deal said by know-nothing organs and sympathizers of the corruptions of the two old parties, and of abuses in the conduct of public affairs. I have not been able to perceive the one or the other. The whigs may confess the soft impeachment if they choose, but for the democratic party I enter a general and unqualified denial. Under democratic guidance the thirteen colonies have expanded into a great empire of republican States. The wings of commerce have been unfettered, and the national treasury filled to overflowing without oppression to the people. Every branch of industry and enterprise, and all the great interests of the country, have been stimulated to a degree of prosperity unparalleled in the history of nations. All this has been accomplished by legitimate means, and we are now in the enjoyment of the fruits of these achievements under a constitution unimpaired, and which no temptation of advantage has ever induced the democratic party to infringe. And if that party pauses now for a moment in its career it is because it would seem that there are no more triumphs for patriotism to achieve. I have made up my mind to adhere to this time-honored party—to cling to the old ship as long as there is a single plank above the water.

It seems to me that if a man is capable of serving his country at all, he can serve it as a member of the democratic party, and that neither his capacity nor his integrity is likely to be improved by entering a know-nothing lodge. The democratic party has not presumptuously assumed the title of "American party," and yet it has fairly won that title by an unwavering devotion to American interests, through good and evil report, in war and in peace, through a long period of years.

It was the American party in 1812, when there were Americans amongst us who gave aid and comfort to a foreign enemy. It was the American party during the war with Mexico, when a native-born American expressed the hope that Mexico would receive the American volunteers with "bloody hands and hospitable graves."

I do not credit the exaggerated accounts of the numbers and resources of the know-nothings. Captain Maryatt, speaking of the military strength of this country, said that twenty thousand British regulars could march from one end of the Union to the other without much serious resistance, but he added a most important hint—and it was, that he doubted whether a single one of the twenty thousand would ever get back. His idea was that, being without a standing army, the country taken by surprise, with no time to concert plans of resistance, the twenty thousand regulars might by rapid movements traverse the whole length of the Union; but in attempting to return they would find the aspect of things materially changed. The whole land would literally bristle with bayonets. The know-nothings, like the British regulars, in the midst of confusion and unconcern, may march through the country; but the return trip will test the quality of their mettle. The *revocare gradum* will be "an up-hill business."

Mere numbers are not the test of the strength of a party—certainly not of its stability; something more is required. It must be organized on right principles; it must have a basis to rest upon, and substantial and rational objects in view. In these respects the know-nothings are deficient; and, even as to numbers, are weaker by far than is generally supposed. The recent elections only show, in their general results, that, where other parties are nearly balanced, the new party has succeeded in turning the scale.

There is one significant feature in these elections, however, which we of the South ought not to overlook. Efforts have been made by persons of opposite principles to deduce from these elections opposite results; but there is one general fact connected with them—and it is, that the liberal portion of the democratic party of the free States has been crushed almost to a man. It matters not what elements were combined