THE WASHINGTON UNION.

A PATRIOTIC RESPONSE.

Hon. W. T. Avery has accepted the nomination of the democracy to represent the tenth congressional district of Tennessee. In his letter of acceptance Mr. Avery says:

"Deeply sensible, as I am, that this distinguished honor might well have been conferred upon another, an older and an abler soldier—that hands more tried than mine might have been chosen to bear your banner—it is with no affected diffidence that I accept the position which, unsought, has been assigned me.

"Trusting in the honest purpose with which the patriots of the whig party sought refuge in the ranks of the democracy, when the old vessel, on whose decks they stood, was scuttled and went down; and trusting, too, still more strongly in the nationality of the democratic principles, the loyalty of the democratic masses to the constitution, their fidelity to southern rights, and their proud maintenance of the doctrines of civil and religious liberty throughout the land, I engage in this contest. Confident I am, too, that the just judgment of a patriotic people will again be passed in favor of those great doctrines of constitutional rights upon which the battle was so recently fought and won."

The editor of the South Side Democrat, in the course of an earnest appeal to his fellow-democrats of the Old Dominion, pointedly observes:

"Be not deceived by the plausible assertion that distribution is the only question in the canvass; it surely will *not be the only question in Congress*. And, moreover, it is untrue that distribution is the only question before the country; it is not the subject of discussion in half a dozen States of the confederacy at the present time; indeed, the clamor of the distributionists is almost exclusively confined to Virginia and North Carolina. It formed no appreciable part of the canvass in Rhode Island, Missouri, Iowa, South Carolina, or Connecticut, where general or partial elections have been held during the last few weeks, and, as a distinctive feature of policy, will not have a dozen representatives in the next Congress, outside of the abolition ranks.

"Now, we ask, in all candor, is it the part of wisdom or of patriotism to endanger, for the sake of this visionary object, the great living principles of your party and the safety of your country?"

ADDITIONAL INTELLIGENCE FROM MEXICO.—THE FILLIBUSTER EXPEDITION TO SONORA.

We copy the following from the New Orleans Picayune of the 16th instant:

Our usual Mexican mail, by the Major Barbour, came to hand this morning. Our files from the capital are to the morning of the 5th instant—four days later.

We are still, however, without positive intelligence as to the fate of the unfortunate prisoners in Sonora. Indeed, if the news brought by the passengers of the Major Barbour only reached the city of Mexico on the 5th, our files, which are only to the morning of that day, could make no mention of it. So we are still permitted to hope for the best, though we confess to fears of the worst. It will be seen here that our Havana correspondent learns, by the English steamer, that the prisoners were all to be taken to the capital for trial. If this be true, it is possible their lives may still be saved.

The papers, however, confirm to the fullest extent the general result of the expedition as before stated; the attack upon the fillibusters then in possession of the village of Caborca, on the 1st ult., in which Captain Crabb was wounded, and eight of his men killed; their subsequent four days' siege, during which the Sonorians were numerously reinforced; the second attack, on the 6th, when the two houses in which Crabb was besieged were fired, exploding two barrels of powder, by which many were killed and wounded; their final surrender, 59 in number, at discretion; and the report that they were to be shot on the 9th.

The engagements both on the 1st and the 6th were severe and bloody, the Sonorians also suffering great loss, especially of officers, which left them at the close of the first day almost without command.

Accounts vary both as to the number of the fillibusters and of the Sonorians. According to one report the former numbered 150 men in all, which, deducting the 59 prisoners and 14 fugitives, would make the number of the dead 70. There was a party of 25 in the vicinity near Tubutana, who, advancing at the time, had no part in the engagement. It is stated that 11 of these were taken, and at the last accounts the remaining 14 were hotly pursued.

The force of the Sonorians on the 1st is estimated at 250 to 300 men; on the last day, with reinforcements, at 700.

Touching the expedition by sea, designed to co-operate with that by land, letters have been received at the capital from Hermosillo, dated March 30, which stated that 500 fillibusters had landed at Lobos, two leagues from Guaymas. It was added that great disaffection existed among them, and that 20 had deserted, and presented themselves to the American consul at that port, who turned them over to the authorities. They represented that they had no intention of making war upon Mexico, and that they had been deceived as to the object of the expedition.

The same letters state that five hundred more fillibusters have made their way into Arizona, and were encamped in the region of Tueson.

Letters had been received from Gen. Yanez, which state that on the receipt of the news of the rout of the fillibusters he had suspended his march towards Sonora. He had, however, sent on reinforcements and munitions of war by sea.

The parties concerned in the conspiracy against the life of the President have been put upon their trial. The plot was to seize his person at night, at the palace—a work to be performed by Nogueira, captain of the guard, who was, indeed, the head of the conspiracy. He is said to have made important revelations, and to have confessed the authorship of the letter whose accidental discovery brought to light the whole plot. He was one of the most intimate friends of the President, and enjoyed a seat at his table. The greater part of the other conspirators have been committed to prison. Osollos, the first arrested, has been put in the most rigorous confinement.

Gen. Ghilardi, who is an Italian by birth, has resigned his commission, and returned to Europe. Don Guerra has been arrested at Puebla for having concealed in his house fifteen muskets, and a white flag with a red cross in the centre.

Señors Montes, Arrioja, and Payno have recently been appointed ministers to Rome, Berlin, and Brussels. They were to have departed for their posts on the 2d.

A revolutionary movement has been discovered and suppressed in the State of Jalisco.

A pamphlet has made its appearance at the capital, where it has attracted much attention, on the much-discussed rights of the church. The suppression of several religious orders is rumored.

The latest Mexican journals do not anticipate actual hostilities with Spain.

[The Picayune also states, on the authority of passengers by the Major Barbour, "that the prisoners taken at Caborca on the 6th inst., sixty-five in number, and among them Capt. Crabb, had all been shot, and that the government was on the look-out for other parties of the fillibuster band." This statement would seem to need confirmation.]—*Ed.*

Ex-President Pierce (says the New York Herald of yesterday morning) will leave New York to-day in the New Haven cars, and will not stop until he arrives in Boston, where he will remain over the Sabbath. Since his stay in this city Mr. Pierce has been kept busy. He has received a number of his personal and political friends, and on Wednesday he dined as host with Gov. Marcy, Chas. King, George Bancroft, Charles O'Connor, Daniel Lord, Hernan J. Redfield, and other well-known gentlemen. Yesterday, in compliance with an invitation of Dr. Cogswell, he paid a visit to the Astor Library. He also came down town to pay a visit to Church's picture of Niagara. The health of Mrs. Pierce is not fully re-established, and they both look forward with much pleasure to their return home after so long an absence.

An accident occurred on the Ohio and Mississippi railroad, near Lawrenceburg, on Friday last. The locomotive of the express train going East struck some eight or nine empty freight cars, crushed them, one by one, and threw them from the track. Finally, the locomotive itself—a large and powerful one—lost its hold of the rails, and tumbled down an embankment. The tender was hurled across the track, and the baggage cars thrown off. The three passenger cars belonging to the train remained on the track, though the passengers received a shock which frightened some of them very much. No one was seriously injured by the accident.

The Galesburg (Iowa) Democrat, during a recent trip into the adjoining county, found a number of fields of winter wheat in excellent condition. The most of the spring wheat sown had sprouted, and was growing finely. A large number of acres of corn have already been planted, and the general opinion among the farmers was that if the season should henceforth prove favorable there will be an unusually large crop of grain secured.

GENERAL SUMMARY.

The steamer Illinois (says the Cleveland Plaindealer of Monday) made her appearance in our harbor yesterday morning at 7 o'clock, being the first boat from Lake Superior. She made an excellent run from the Sault, having come down in 45 hours. We learn that the weather was very cold last Sunday, a heavy snow of six inches deep lying on the deck, and the mercury standing at 17 degrees below freezing point. The steamer Illinois brings intelligence of the sinking of the propeller Manhattan at the Sault Ste. Marie. The water is said to have been eighteen inches lower than ever before known. She left here on the 2d of May with a full cargo of flour, pork, powder, and merchandise, bound for Ontonagon and Superior City. The whole cargo is badly damaged.

The Elizabethtown (New Jersey) Tribune of the 19th inst. says: "In our article on pearls in Wednesday's issue we said that we hoped to be enabled to announce the discovery of one that should outrival for its splendor and value the great 'Kohinoor' or 'gem of the first water.' We then spoke in *jest*. But to-day we announce it as a *fact*. Mr. Wm. Cree has just shown us a pearl he found this morning in the stream between Water and Broad streets larger than a good-sized walnut; in shape, a perfect oval. This pearl is perfectly white, and must possess great value. We also saw many smaller ones of different sizes, of varied forms, possessed of all the tints of the rainbow."

The St. Louis Leader states that there are now in jail in that city awaiting the carrying out of the sentence of the law four murderers—Nueslin, Shultz, Lapointe, and Worrell. The latter will be taken to the county where poor Gordon was murdered, the other three will be executed in the city jail yard. The 19th of June is the day appointed, and it is hardly possible any further delay will intervene unless executive clemency shall commute the punishment.

Mr. Robert Webb, of Lewistown, Pennsylvania, and H. K. Eaton, of the same State, landed in St. Louis on Wednesday night from the steamboat Rocket, and went up in the city to transact some business. Returning to the steamer, they became bewildered, and asked two men to escort them to the boat. This was acceded to, but the escort on the way attacked them, and Webb was murdered. Eaton was very dangerously wounded.

The earnings of the Pennsylvania Lehigh Valley railroad for the month of April were $36,092 18; being an increase over the earnings of the same month last year of $16,112 98. On Saturday night last two engines, with trains, came in collision on this road, breaking one engine badly and smashing up a lot of coal cars.

In Washington, Me., on the night of the 26th ult., Mary A. Hoke, a young lady twenty years of age, who was suffering from a severe toothache, arose from her bed, built a fire upon the hearth, and lay down before it. In a few minutes she dropped asleep, when her clothes took fire, and she was so severely burned that she died three days after.

The ceremony of formally opening De Veaux College, at Niagara Falls, an institution founded and munificently endowed by the late Judge De Veaux, of Niagara Falls, took place on the 20th instant, in the new college edifice, just below Suspension Bridge. Although no imposing ceremonial was contemplated, the college chapel was filled with gentlemen and ladies, from Niagara Falls, Buffalo, Lockport, and some of the adjoining towns, and the proceedings were in the highest degree interesting.

The steamer War Eagle recently made the trip between Dubuque, Iowa, and St. Paul, Minnesota, in *thirty-five* hours—making twenty-seven landings and five woodings during her running time. This is said to have been the quickest trip of the season.

It is stated that the shad fisheries in the Hudson and Connecticut rivers are better than usual this year, and the fish taken are very superior. From the mouth of the Connecticut to the dam at Holley Falls the seines are thickly and industriously thrown. At one haul last week one of them took from 300 to 400 fish.

The Boston Traveller states that the North Carolina gold mine pays 16 per cent. on the par value, which is about its regular earnings. The capital stock of the company is $150,000, nearly one-half of which is owned in Boston.

The Salem (Mass.) Gazette says that since that paper was established by Samuel Hall forty-nine other newspapers have been started in that city, forty-six of which have broken up in bankruptcy.

Last week, while telegraphing to establish a correct longitude for solar observation at different places, the lines were simultaneously in operation between Chicago and Quebec—a distance, by the telegraphic route, of 1,400 miles; yet the electric fluid occupied no appreciable time in passing.

Arrangements are now perfected with the Cleveland, Bellefontaine, Indianapolis, Terre Haute, and Alton railroads to take passengers from Cleveland through to St. Louis in just *one day and fifteen minutes*.

The State of Maine says that a singular fatality seems to have attended the shipbuilding operations on the Kennebunk river last year, some of the most enterprising builders having died, or become dangerously ill, as they were about to commence the spring business.

The Savannah Georgian and Journal of the 20th inst. learns that E. M. Moore, sheriff of Brunswick, had killed John R. Wood, the proprietor of the Oglethorpe Hotel. Moore immediately fled. A reward of $1,000 has been offered for his arrest.

A man of sixty years wooed a damsel of forty-five, who did not favor his suit. The disappointed swain, on Tuesday last, at Louisville, Kentucky, shuffled off this mortal coil by taking strychnine. His name was Norman, and he recently lived, not on the Grampion hills, but at Pleasureville, Kentucky.

A fire occurred at Neetsville, Kentucky, on Thursday last. The property and store of Wm. Rentro and of Messrs. Beard & Mourving were entirely destroyed. Loss estimated at from eight to ten thousand dollars.

It appears from the message of Mayor Wimen to the councils of St. Louis, that the bonded debt of that city is $4,857,996, of which nearly two millions are stock in railroads. There is a deficiency in the treasury of over three hundred thousand dollars.

A serious affray took place on the steamer W. A. Eaves Monday evening, at New Albany, in which James White, pilot on the boat, was very dangerously hurt, and a man drowned by jumping, or being knocked overboard.

The New York Second Avenue Railroad Company have placed on the route some cars with an upper or "hurricane deck." A light iron ladder affords the means for reaching it, and on the deck are two rows of seats placed back to back.

The youngest son of Mr. Joseph Jefferson, the popular comedian, died of scarlet fever at Richmond, Virginia, on the night of the 21st instant.

We learn from the London (C. W.) Free Press that the laboring men employed on the Great Western railway have struck. The difficulty that exists is one as to the time the employees are required to work.

An accident happened on the 20th instant on the Chicago, Fond du Lac, and St. Paul railroad, a short distance west of Woodstock, by which two men were instantly killed.

The Episcopal convention of Virginia assembled at Petersburg on the 21st instant; Bishop Meade presiding, Rev. Mr. Kepler secretary, vice Rev. Mr. Woodbridge, of Richmond, resigned.

A clerk of the American Express Company at Plymouth, Indiana, absconded on the 21st instant with $3,800 in his possession, but was arrested at Crestline and the money recovered.

A telegraphic despatch from Cleveland, Ohio, states that the schooner Cataract came in collision on the 20th instant with an unknown propeller. The schooner was sunk, with a cargo of coal and iron. All her crew saved.

A telegraphic despatch from Memphis, Tennessee, dated the 20th instant, states that General Pillow was severely injured by falling from a horse at his residence in Helena, Arkansas. He was in Memphis, and was slowly recovering.

A violent hail-storm prevailed on the 18th instant at Tuscumbia, Alabama, breaking the limbs of the trees and causing other damage.

A donation of twenty thousand dollars has recently been made to the Ohio Wesleyan Female College, located at Delaware, by Miss Monnett, a young lady of wealth, and a pupil at the institution.

The steamship Europa sailed from Boston on the 21st inst. with 133 passengers for Liverpool and 11 for Halifax. She takes out $1,066,000 in specie.

The editor of the Mobile Daily Register has seen an undoubted chicken egg that weighs fully *four ounces*. The hen is of the Branah Porta breed.

The Atlanta (Georgia) Daily Examiner states that the small-pox has made its appearance at Ackworth, in Cobb county, in that State. Great excitement prevails among the citizens.

On the 14th instant the sum of $104,934 in specie was received at New Orleans from Tampico. On the 4th inst. $2,000,000 in specie left Vera Cruz for England.

LOCAL NEWS.

WASHINGTON NATIONAL MONUMENT.—The fact is familiar to the country that it was proposed to erect the monument by voluntary subscriptions, with which the structure has attained its present height; but it was never contemplated that the marble shaft should so soon be roofed in! The old board of managers, despairing of completing their undertaking by this means, appealed to Congress for aid; but the know-nothings, by a *coup de main*, obtained possession of the directory, and proudly proclaimed that *they* would finish the work; at the same time building a monument to their own patriotism! How far they have redeemed their pledge, let the rusting steam-engine and the deserted workshops answer!

In view of their boasting and business pretensions, it was but natural that the public should wish to learn what amount of money has been collected since they assumed control, and how the funds have been expended.

With a desire to enlighten the community at large on these important points, reporters for the press applied in vain for admission to the meetings of the board, who, in the resolutions published in the Intelligencer of yesterday morning, explain the cause for their refusal to extend the privilege as follows:

"*Resolved*, That the true and only grounds on which reporters of the press have been refused admission at the meetings of this board are, that no precedent exists in the action of any former board of managers for such admission; that no just and proper reason for the admission of reporters has at any time existed, and that none now exists; and, moreover, were such admission otherwise considered expedient, the room appropriated to the use of the board is inadequate to the accommodation of visitors or reporters."

The reasons above assigned are too flimsy to admit of a serious reply, and they constitute a text upon which comment would be superfluous.

The board yesterday adopted the report of a select committee, who "are unanimously of the opinion that the present clamor against the board of managers has been created by political partisans for party purposes; that the main purpose of said clamor is to injuriously affect the American party in this city; that such clamor is not only wholly groundless, but is unworthy of the countenance of any portion of the respectable people of this District, and ought to be rebuked by every patriotic and fair-minded citizen of this community."

Now, this is not the right mode of enlightening the public on the affairs of the National Monument Association; a fiery expression of *patriotic* indignation, and the charge that the "main purpose" of the "present clamor against the Board of Managers has been created by political partisans for party purposes," to "affect the American party in this city," will not satisfy the numerous contributors to the exchequer. So the board must try again to render some plausible excuse for their concealment of the business transactions of the Association. "Every patriotic and fair-minded citizen of this community" will, it is more probable, "rebuke" the *mismanagement*, rather than those whose duty it is to shed light on transactions now veiled in know-nothing darkness.

THE COMMON COUNCIL.—This board had a special session yesterday afternoon. The principal business transacted was as follows:

Two bills passed allowing Thomas J. Williams, of the 5th ward, and Paul Stevens, of the 2d ward, additional compensation as police magistrates.

A bill was introduced by Mr. Lloyd to loan the Commissioner of Public Buildings $5,000 to repair the Long Bridge: laid over until Monday.

A bill was passed abolishing the office of assistant surveyor, and adding $900 per annum to the city surveyor's salary, increasing it from sixteen to twenty-five hundred dollars.

A bill was received from the Board of Aldermen reorganizing the police system of the city: referred.

A bill passed remitting fines on butchers in the Eastern Market.

A bill was received from the Board of Aldermen allowing Charles Kimball $150 for detecting and arresting an incendiary: laid over.

REAL-ESTATE SALES.—By Wall & Barnard, yesterday afternoon, one-third of lot 6, in square 516, fronting 20 feet on I street, between 4th and 5th, to W. D. Phillips for 32 cents per foot; and the remaining two-thirds of same lot to B. T. Slocum—one-third for 32, and the other for 33½ cents per foot.

By A. Green, yesterday afternoon, part of lot 8, in square 752, fronting on north H street, between 2d and 3d streets east, to Mr. O'Connell for 14½ cents per foot; and part of lot 3 in square 280, fronting 25 feet on N street, between 12th and 13th west, to Col. Stambaugh for 25 cents per foot.

COURT OF CLAIMS YESTERDAY.—In this court Mr. McPherson replied in behalf of the government in the case of Charles St. John Chubb, administrator of Warrington. Mr. Badger made the closing argument for the claimant, and the case was submitted.

Mr. Badger resumed and concluded the argument in behalf of the claimant in the case of James Thompson, and the case was submitted; when

The court adjourned until Monday next, 11 o'clock, a. m.

THIRD WARD.—At a meeting of the anti-know-nothing voters of the Third Ward, held at Coombs's Hall last night, for the nomination of a candidate for the board of common council, in the place of Joseph Bryan, declined, Mr. Christopher O'Hara, of Seventh street, was unanimously nominated.

THE CIRCUIT COURT.—The argument in the chancery case of Gardiner *vs.* Snelling was closed yesterday afternoon.

NAVAL COURTS.—The cases of ex-Lieutenant Bartlett, Lieutenant Carter, and Captain Boarman are still pending before the naval courts.

BY TELEGRAPH.

The Minnesota.

PHILADELPHIA, May 22.—The United States steamship Minnesota hauled out from our navy-yard yesterday evening into the stream. This was rendered necessary from the fact that the receiving ship at this station had no more accommodations for other men. About sixty marines were drawn up into line along the wharf, and as the men were transferred to the Minnesota, the band played the well-known and favorite tune of our sea-faring men, "The girl I left behind me."

There was an immense crowd in the yard to witness the transfer. Several hundred women were present, and not a few of them shed tears on the occasion. Cheers were given and returned with a hearty good will. The pennant was flying to the breeze, and the ship may now be considered in full commission. Her great length, and bulk, and towering masts make our largest merchant ships look small in comparison.

Health of Senator Butler.

AUGUSTA, (Ga.,) May 22.—Senator Butler's relatives regard his case as hopeless, and fear that he will never rise from his bed.

Markets.

NEW YORK, May 22.—Cotton is firm—sales of 1,600 bales. Flour is heavy—southern is advancing—sales of 12,000 barrels; State 6 35 a $6 45; Ohio, $6 90 a $7 30; southern, $7 30 a $7 70. Wheat is buoyant—sales of 12,000 bushels; St. Louis mixed, $1 75. Corn is higher—sales of 40,000 bushels; mixed, 92 cents; yellow, 95 cents. Pork is firm—mess, $23 40 a $23 50. Beef has advanced—Chicago repacked, $16 50 a $17. Lard is firmer at 14¾ cents. Whiskey is upward—Ohio, 33½ cents. Coffee is steady—Rio, 10¼ a 11½ cents. Sugar is buoyant—Havana, 10 a 12 cents. Spirits turpentine is advancing—sales at 51½ cents. Rosin is buoyant at $1 90. Rice is excited and higher—sales of 500 tierces at 4½ a 5¾ cents. Freights are heavy.

CUMBERLAND COAL.—Just received by canal two cargoes of Cumberland coal, which we will sell at the lowest market price.

All our coals are kept upon plank floors, thereby rendering them entirely free from earthy matter, which is of the first importance to the consumer.

CASTLEMAN & BRO.,
Corner of 6th and B streets,
May 15—cod2w opposite the National Hotel.

Proposals for Naval Supplies.

NAVY DEPARTMENT,
Bureau of Construction, Equipment, and Repairs,
May 23, 1857.

SEALED PROPOSALS to furnish naval supplies for the fiscal year ending 30th June, 1858, will be received at this Bureau until 3 o'clock, p. m., of the 23d June next. These proposals must be endorsed "*Proposals for Naval Supplies, Bureau of Construction, &c.*," that they may be distinguished from other business letters.

The materials and articles embraced in the classes named are particularly described in printed schedules, any of which will be furnished to such as desire to offer, on application to the commandants of the respective yards, or to the navy-agent nearest thereto, and those of all the yards upon application to this bureau. This division into classes being for the convenience of dealers in each, such portions will be furnished as are actually required for bids. The commandant and navy-agent of each station will have a copy of the schedules of the other yards, for examination only, from which it may be judged whether it will be desirable to make application for them.

Offers must be made for the whole of a class at any yard upon one of the printed schedules, or in strict conformity therewith, or they will not be considered.

All articles must be of the very best quality, conformable to sample, size, &c., to be delivered in good order, and in suitable vessels and packages, as the case may be, at the expense and risk of the contractor, and in all respects subject to the inspection, measurement, count, weight, &c., of the yard where received, and to the entire satisfaction of the commandant thereof.

Bidders are referred to the yards for samples, and a particular description of the articles; and, all other things being equal, preference will be given to articles of American manufacture.

Every offer, as required by the law of 10th August, 1846, must be accompanied by a written guarantee, the form of which is herewith given.

Those only whose offers may be accepted will be notified, and the contract will be forwarded as soon thereafter as practicable, which they will be required to execute within ten days after its receipt at the post office or navy agency named by them.

Sureties in the full amount will be required to sign the contract, and their responsibility certified to by a United States district judge, United States district attorney, collector, or navy-agent. As additional security, twenty per centum will be withheld from the amount of the bills until the contract shall have been completed; and eighty per centum of each bill, approved in triplicate by the commandant of the respective yards, will be paid by the navy-agent within thirty days after its presentation to him.

It is stipulated in the contract that, if default be made by the parties of the first part in delivering all or any of the articles mentioned in any class bid for in this contract, of the quality and at the time and places above provided, then, and in that case, the contractor and his sureties will forfeit and pay to the United States a sum of money not exceeding twice the amount of such class, which may be recovered from time to time, according to the act of Congress in that case provided, approved March 3, 1843.

Classes Nos. 1, 2, 4, 6, 7 to be delivered one-fourth part on or before the 15th May, one-fourth part by the 20th July, one-fourth part by the 20th September, and the remainder by the 1st December, 1858. Classes 3 and 8, the whole by the 15th May, 1858. The remaining classes to be delivered one-fourth part on or before the 1st September next, one-fourth part on or before the 1st December next, one-fourth part on or before the 1st April, and the remainder on or before the 30th June, 1858, unless earlier required with a notice of twelve days, comprising at each delivery a due proportion of each article. Class 13 and all following, if additional quantities of any of the articles named therein are demanded, they are to be furnished on like terms and conditions previous to the expiration of the fiscal year, upon receiving a notice of fifteen days from the bureau, the commandant of the yard, or navy-agent.

Form of Offer.

I, ———, of ———, in the State of ———, hereby agree to furnish and deliver, in the respective navy-yards, all the articles named in the classes hereunto annexed, agreeably to the provisions of the schedules therefor, and in conformity with the advertisement of the Bureau of Construction, &c., of the 23d of May, 1857. Should my offer be accepted, I request to be addressed at ———, and the contract forwarded to the navy-agent at ———, or to ———, for signature and certificate.

(Date.) Signature.

The schedule which the bidder encloses must be pasted to his offer, and each of them signed by him. Opposite each article in the schedule the price must be set, the amount carried out, the aggregate footed up for each class, and the amount likewise written in words.

Form of Guarantee.

The undersigned, ———, of ———, in the State of ———, and ———, of ———, in the State of ———, hereby guaranty that in case the foregoing bid of ——— for any of the classes therein named be accepted, that he or they will, within ten days after the receipt of the contract at the post office named, or navy-agent designated, execute the contract for the same, with good and sufficient sureties; and in case said ——— shall fail to enter into contract as aforesaid, we guaranty to make good the difference between the offer of the said ——— and that which may be accepted.

Signatures of two guarantors. { A B. C D.

Date.
Witness.
I hereby certify that the above-named ——— are known to me as men of property, and able to make good their guarantee.
Date. Signature.

To be signed by the United States district judge, United States district attorney, collector, or navy-agent, and no others.

The following are the classes required at the respective yards:

KITTERY, MAINE.

Class No. 1. White-oak logs. No. 6. Yellow-pine plank stock logs. No. 10. White pine. No. 11. Ash, cypress, white-oak boards. No. 13. Locust. No. 18. Lignumvitæ. No. 21. Iron. No. 22. Spikes and nails. No. 23. Lead, zinc, and tin. No. 25. Hardware. No. 33. Hose.

CHARLESTOWN, MASSACHUSETTS.

Class No. 1. White-oak logs. No. 3. White-oak promiscuous timber. No. 4. White-oak keel pieces and rudder stocks. No. 6. Yellow-pine plank stock logs. No. 7. Yellow-pine beams. No. 8. Yellow-pine mast and spar timber. No. 9. White-pine mast timber. No. 10. White pine. No. 11. Ash, cypress, white-oak boards. No. 12. Black walnut, cherry. No. 13. Locust. No. 14. White-ash oars and hickory bars and butts. No. 15. White-oak staves and heading. No. 16. Black spruce. No. 18. Lignumvitæ. No. 21. Iron. No. 22. Spikes and nails. No. 23. Lead, zinc, and tin. No. 25. Hardware. No. 27. Paints, oils, &c. No. 28. Flax canvas. No. 29. Cotton canvas. No. 30. Flax and cotton twine. No. 31. Glass. No. 32. Leather. No. 33. Hose. No. 34. Brushes. No. 35. Bunting and dry goods. No. 37. Pitch, tar, rosin. No. 38. Tallow, soap, oil. No. 39. Ship chandlery. No. 40. Stationery. No. 41. Fire-wood.

BROOKLYN, NEW YORK.

Class No. 1. White-oak logs. No. 3. White-oak promiscuous timber. No. 6. Yellow-pine plank stock logs. No. 7. Yellow-pine beams. No. 8. Yellow-pine mast and spar timber. No. 10. White pine. No. 11. Ash, cypress, white-oak, boards. No. 12. Black walnut, cherry, mahogany. No. 13. Locust. No. 14. White-ash oars and hickory bars and butts. No. 15. White-oak staves and heading. No. 16. Black spruce. No. 18. Lignumvitæ. No. 21. Iron. No. 22. Spikes and nails. No. 23. Lead, zinc, and tin. No. 24. Pig iron. No. 25. Hardware. No. 27. Paints, oils, &c. No. 28. Flax canvas. No. 29. Cotton canvas. No. 30. Flax and cotton twine. No. 31. Glass. No. 32. Leather. No. 33. Hose. No. 34. Brushes. No. 35. Bunting and dry goods. No. 37. Pitch, tar, rosin. No. 38. Tallow, soap, oil. No. 39. Ship chandlery. No. 40. Stationery. No. 41. Fire-wood.

PHILADELPHIA.

Class No. 2. White-oak plank. No. 6. Yellow-pine plank stock logs. No. 7. Yellow-pine beams. No. 10. White pine. No. 11. Ash, cypress, white-oak boards. No. 12. Black walnut, cherry, mahogany. No. 13. Locust. No. 14. White-ash oars and hickory bars and butts. No. 18. Lignumvitæ. No. 21. Iron. No. 22. Spikes and nails. No. 23. Lead, zinc, tin. No. 24. Pig iron. No. 25. Hardware. No. 27. Paints, oils, &c. No. 28. Flax canvas. No. 29. Cotton canvas. No. 30. Flax and cotton twine. No. 31. Glass. No. 32. Leather. No. 33. Hose. No. 34. Brushes. No. 35. Bunting and dry goods. No. 37. Pitch, tar, rosin. No. 38. Tallow, soap, oil. No. 39. Ship chandlery. No. 40. Stationery.

May 23—law4w

HENRY WILLIAMS & Co.'s large sectional Map of Iowa. Price $2 50.
Farmer's large Sectional Map of Michigan, in two sheets. Price $5.
Colton's Sectional Map of Indiana. $1 50.
Eddy's Map of California. $3.
Colton's Map of the United States, Mexico, &c. $1 50.
Ream's Sectional Map of Nebraska. $1.
Sectional Map of Kansas. $1.
Map of Minnesota. 37 cents.
Township Map of Wisconsin. 75 cents.
Map of Delaware and Maryland. 37 cents.
Map of Virginia. 37 cents.
Cordova's Map of Texas. $2.
Colton's Sectional Map of Illinois. $1.
Colton's Township Map of Missouri. 75 cents.
Illinois as it is, with a prairie and wood map, a geological map, a population map, and other illustrations, 1 vol.; by F. Gerhard. $1 50.
The above maps are in pocket form, and can be sent by mail.
May 23 FRANCK TAYLOR.

OFFICE OF THE CONSOLIDATED LOTTERIES OF MARYLAND.

The following are the drawn numbers of the Maryland Consolidated Lottery, for the benefit of Carroll county, &c., class 21, drawn May 21, 1857:

23 73 57 25 20 40 50 3 55 54 69 15

The following are the drawn numbers of the Patapsco Institute Lottery, class 118, drawn May 22, 1857:

36 57 41 10 48 73 39 54 27 40 12 9

R. FRANCE & Co., Managers.
D. H. McPHAIL, Commissioner.
May 23—It

☞COLLECTOR OF TAXES.—James F. Haliday is a candidate for this office.
Ap 25—dtf†

MADEIRA WINE.—Twenty dozen best Madeira wine, with about seventy dozen Gordon and San Lorenza sherry, belonging to the estate of Hon. Wm. S. Archer, is offered for sale. The Madeira was imported in 1834, and is offered at $36 per dozen.
Address: WORK, YOUNG, & McGUCH,
May 21—d10t* 24 South 3d street, Philadelphia.

HEADQUARTERS VOLUNTEERS, 1ST REG'T 3D BRIG. M. D. C.,
Washington, May 4, 1857.

The Brigadier General having, as required by law, appointed the hour of ten o'clock, a. m., on the fourth Monday, being the 25th day, of this month as the time, and the usual parade ground at the City Hall as the place, of muster for the exercise and inspection of this year, the companies composing the battalions of this regiment will assemble at the said time and place, according to law. The officers of the regiment will, therefore, according to their rank and position, give the proper notices to their respective commands and appear with them on parade, as above directed.

By order of Colonel Hickey:

H. N. OBER, Adjutant.

Supplemental Order.

HEADQUARTERS VOLUNTEERS 1ST REG. 3D BRIG. M. D. C.,
Washington, May 20, 1857.

AS it has been determined, in addition to the usual exercises of the day, to visit Fort Washington, by permission of the Hon. Secretary of War, for the regular performance of military duty, including company and regimental target practice, the several companies will assemble at their armories at 8 o'clock, and be in line on the regimental parade ground, at the City Hall, at 9 o'clock precisely, on Monday next, the 25th instant.

By order of Col. Hickey:

H. N. OBER, Adjutant.

N. B.—As a boat has been chartered exclusively for the use of the regiment, no person, except officers of the army, navy, or marine corps, or others in uniform, will be admitted on board.
May 22

For Kansas and Missouri River.

CARS. STEAMBOAT.

THE PACIFIC RAILROAD is now running two daily trains between St. Louis and Jefferson city, connecting with the "Lightning Line" of Missouri-river packets, that leaves Jefferson city daily on the arrival of the express train, carrying the mails and passengers for Booneville, Glasgow, Lexington, Kansas, Leavenworth, Weston, St. Joseph, and all intermediate points.

Through from St. Louis to Kansas in 48 hours, and from 24 to 36 hours ahead of boats starting from St. Louis.

The Lightning Line packets are equal to any boats in the trade, and, being required to run on schedule time with the mails, passengers are never delayed waiting for freight at towns on their way. Through tickets can be purchased in the principal cities of the United States, or at the offices in St. Louis. T. McKESICK,
May 22—dtf Ass't Sup't.

THERMOMETERS.—A new supply just received by TAYLOR & MAURY,
Booksellers and Stationers, Penn. avenue, near Ninth street.
May 22—3t

COMPLETION of Panama Railroad.—Reduction of fare to California.—United States mail steamships leave New York for Aspinwall on the 5th and 20th of each month, connecting with mail steamers from Panama to San Francisco.

These steamships have been inspected and approved by the Navy Department, and guaranty *speed and safety*.

The Panama railroad (47 miles long) is now completed from ocean to ocean, and is crossed in 3 or 4 hours. The baggage of passengers is checked in New York through to San Francisco, and passengers are embarked at Panama by steamer at the company's expense. The money paid in New York covers all expenses of the trip.

Reserve steamers are kept in port in New York, Panama, and San Francisco, to prevent detention in case of accident, so that the route is entirely *reliable*.

Passengers leave Panama the same day they arrive at Aspinwall.

Conductors go through by each steamer, and take charge of women and children without other protectors.

For through tickets at the lowest rates apply at the agency, 177 West street, New York, to I. W. RAYMOND.
May 6—dtf

Bigler & Witt,

Steam Saw-Mills and Lumber Dealers, Harrisburg, Pa.,

ARE prepared to furnish lumber sawed to order, all lengths and sizes, up to seventy feet, and deliver at Washington, Georgetown, or any other point on the Potomac river.
May 19—7d

GENERAL WESTERN LAND OFFICE.—Fillmore, Osborn, & Co., corner Main and Second streets, (upstairs,) nearly opposite the Julien House, Dubuque, Iowa; Broom, Osborn, & Co., 36 Clark street, Chicago, Illinois; Broom, Hussey, & Co., Keokuk, Iowa, real estate agents, stock and exchange brokers, will give their prompt attention to the sale of real estate, stocks, and bonds, loans negotiated; money invested; locating lands, either with cash or warrants. Will locate on time, joint account, or on commission.

Every location is made from personal examinations only. Taxes paid, &c., &c., &c.

N. B.—All property left with us for sale will, if required, be placed upon our registers at Chicago and Keokuk, as well as here, giving the seller three markets. Correspondence solicited.
Ap 28—d3m

NEW STYLES of Spring and Summer Silks, &c.
15 pieces Bayadere chene silks, entirely new style.
5 pieces very rich chene bouquet silks.
25 rich chene flounced silk robes.
25 rich brocade flounced silk robes.
25 checkout and plaid flounced silk robes.
25 flounced silk robes, at $16 and $20, very cheap.
50 rich berege robes, with grenadine flounces.
75 black chantilla lace mantillas, new styles.
25 black lace half-shalls, at all prices.
250 new styles parasols and ladies' umbrellas.
25 white and colored all-wool berege shawls.
5 pieces 4-4 and 8-4 black mantilla lace.
5 pieces bayadere black silks.
75 flounced French organdie robes, &c.
Also, additions to our stock of French embroidered sets.
Lace sets, embroidered handkerchiefs.
Worked ruffles, thread laces.
Silk, lisle thread, and cotton hosiery.
Kid, silk, and lisle thread gloves.
Linen cambric and clear lawn handkerchiefs, &c.
Together with a complete assortment of fancy and staple foreign and domestic goods in our line, to which we respectfully invite the attention of purchasers.
May 5—3taw4w1f HOOE, BRO. & CO.

BURNETT HOUSE, southeast corner Pennsylvania avenue and Four-and-a-Half street, Washington, D. C., Mrs. SILAS REYNOLDS, proprietress.
Boarders by the day, week, or month.
Several large and comfortable rooms suitable for families. Permanent and transient boarders comfortably accommodated; and meals furnished to those who room elsewhere.
A choice selection of wines, liquors, and cigars, will always be found at the bar.
Free lunch every day at 11 o'clock.
Ap 18—tf

L. J. MIDDLETON, Ice dealer, office and depot southwest corner of F and Twelfth streets, Washington, D. C.
Ap 11—d1y†

George C. Thomas,

Commissioner of Deeds for all the States,
AND
NOTARY PUBLIC.
May 16—1y Seventh street, No. 490.

☞The First Annual Exhibition of the Washington Art Association, comprising pictures, statuary, &c., by the most eminent artists in the United States, will be opened to the public at Mr. Corcoran's new building on H street, between 13th and 14th streets, on Saturday morning next, the 7th instant, at 10 o'clock, and will continue open, until further notice, every day between the hours of 10, a. m., and 10, p. m. Tickets of admission may be procured at the door, and at the principal bookstores in the city. Single admission, twenty-five cents. Season tickets, fifty cents.
Mar 6—dtf

SUTER, LEA, & Co., Bankers, WASHINGTON