Mail Proposals.

(Extract from the act approved 3d March, 1845.)

[SEC. 19. *And be it further enacted*, That to insure, as far as may be practicable, an equal and just rate of compensation, according to the service performed, among the several railroad companies in the United States for the transportation of the mail, it shall be the duty of the Postmaster General to arrange and divide the railroad routes, including those in which the service is partly by railroad and partly by steamboats, into three classes, according to the size of the mails, the speed with which they are conveyed, and the importance of the service; and it shall be lawful for him to contract for conveying the mail with any such railroad company, either with or without advertising for such contract: *Provided*, That, for the conveyance of the mail on any railroad of the first class, he shall not pay a higher rate of compensation than is now allowed by law; nor for carrying the mail on any railroad of the second class, a greater compensation than one hundred dollars per mile per annum; nor for carrying the mail on any railroad of the third class, a greater compensation than fifty dollars per mile per annum. And in case the Postmaster General shall not be able to conclude a contract for carrying the mail on any of such railroad routes at a compensation not exceeding the aforesaid maximum rates, or for what he may deem a reasonable and fair compensation for the service to be performed, it shall be lawful for him to separate the letter mail from the residue of the mail, and to contract, either with or without advertising, for conveying the letter mail over such route, by horse express or otherwise, at the greatest speed that can reasonably be obtained, and also to contract for carrying over such route the residue of the mail, in wagons or otherwise, at a slower rate of speed.]

The Postmaster General having made an offer to the trustees of the Northern (Ogdensburgh) Railroad Company for service on the following route, which they have declined, and being unable to make a contract for railroad transportation on such terms as, in his opinion, are warranted by the above-cited statute, the following advertisement is issued, in compliance with the directions contained therein, viz:

PROPOSALS for carrying the letter mails of the United States, also for carrying the residue of the mails, from the 1st day of October, 1857, to the 30th of June, (inclusive,) 1861, on the following route in the State of New York, will be received at the Contract Office of the Post Office Department, in the city of Washington, until the 11th day of September, 1857, (to be decided by the 13th day of said month,) in the manner herein stated, viz:

1123 From Rouse's Point, by Champlain, Mooers, Moore's Forks, Aaronsburgh, Ellenburgh, Churubusco, Wrightsville, Chateaugay, Andrusville, Malone, Bangor, North Bangor, Brush's Mills, Moira, North Lawrence, Brasher Falls, Stockholm Depot, Stockholm, West Stockholm, North Stockholm, North Potsdam, Potsdam, Madrid Depot, Madrid, and Lisbon Centre, to Ogdensburgh, 119 miles and back, six times a week.

Contractors are to run on the stage-road, and supply the offices off the same by side mails, in close connexion with the main route.

INSTRUCTIONS.

1. The letter mail is to be carried on horseback at the greatest practicable speed, and the residue of the mail in wagons, or otherwise, at a slower rate of speed. Bidders will state in their proposals the schedule of arrivals and departures by which they propose to run, and the rate of speed to be accomplished. The proposals may set forth distinct sums for the letter and for the other mails, or a combined one for the entire service.

2. 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.

3. 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 intelligence in advance of the mail, a quarter's pay may be deducted.

4. The Postmaster General may annul the contract for repeated failures to run agreeably to contract; for violating the post office laws, or disobeying 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. Each bid must be guaranteed by two responsible persons. General guarantees cannot be admitted. The bid and guarantee should be *signed* plainly with the full name of each person.

The department reserves the right to reject any bid which may be deemed extravagant, and also the bids of failing contractors and bidders.

6. The bid should be sealed; superscribed "Mail Proposals, State 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.

7. The contracts are to be executed and returned to the department by or before the 1st of October, 1857, but the service must be commenced on the 1st October, whether the contracts be executed or not. No proposition for transfers will be considered until the contracts are executed 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.

8. 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 a regular competition, after the last hour set for receiving bids.

9. 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.

AARON V. BROWN,
Postmaster General.

POST OFFICE DEPARTMENT,
August 12, 1857.
Aug 14—law4w

Transportation of Coal to China.

NAVY DEPARTMENT,
Bureau of Construction, &c., August 13, 1857.

PROPOSALS, sealed and endorsed "*Proposals for Freight to China*," will be received at this bureau until 3 o'clock, the 15th September next, for the transportation of not exceeding 4,000 tons of anthracite coal from the port of Philadelphia, in such quantities as may be offered, and the Department deem proper to accept, to be delivered to the United States naval storekeepers at Hong-Kong and Shanghai, as may be directed.

The offer will state the price per ton of 2,240 lbs. for that delivered, without primage or any other extra charge, and also the rate at which demurrage will be charged. No other than cargo for the government to be received on board.

If the draught of water of the vessel offered makes any lighterage necessary in loading, it will be at the cost of the vessel, but good despatch will be given in loading. For the delivery of the coal within reach of the ship's tackle at the ports in China lay days will be demanded, at the rate of one fair-weather working day for every 30 tons of coal.

The vessel named must stand A No. 1, and pass the usual inspection by such officers as may be appointed by the commandant of the yard where the ship may be; and if not offered for inspection within three days after a notice has been given, the department will make such other arrangement as will best subserve the public interest. The vessel must be in Philadelphia and ready to load within ten days after she has passed inspection, and the notice of acceptance given.

Wind and weather permitting, the vessel must sail within five days after being loaded and the bills of lading signed; otherwise there will be deducted from the freight money, for each and every day's delay in sailing beyond the five days named, a sum equal to the amount demanded per day for demurrage.

Payment will be made within thirty days after the presentation of receipts in triplicate of the delivery of the coal, by any navy agent in the United States that the bidder may select, who will be designated in the charter party.

Aug 14—2aw4w

THE COMPAGNIE LYONNAISE,

No. 37 Boulevard des Capucines, Paris.

SILK STUFFS, LACE,
Novelties of different textures, ready-made articles,

Printed Muslins, India and French Cashmeres.

THIS house is the most highly recommended in France, and the most considerable establishment in Europe, not only on account of the importance of its manufactures and its extensive sales, but by the grandeur and extent of its warerooms, having an entrance in

Three Different Streets.

The Compagnie Lyonnaise sell none but articles of *their own manufacture*, and thus, by bringing purchasers in direct relation with the manufacturer, are enabled to offer them

GREATER ADVANTAGES

than any other establishment.
July 30—2aw2w

THE KINGDOM AND PEOPLE OF SIAM; by Sir John Bowring; with a narrative of his mission in 1855. 2 vols. London, 1857. $8 50.
Speeches of Eminent British Statesmen, from the reform bill to the Russian war. 1 vol. London, 1857. $1 25.
Lord Brougham's Speeches, with historical introductions. 1 vol. London, 1857. $1 75.
Burke's Speeches on Warren Hastings, with a selection of his epistolary correspondence. 2 vols. London, 1857. $2.
Tales of the Genii; translated from the Persian, by Sir Charles Morell. New edition, illustrated. 1 vol. London, 1857. $1 25.
British Navy List for 1857. 87 cents.
Almanach de Gotha for 1857. $1 50.
Hughes's Patent Laws of all Nations. 1 vol. London. $1 87.
Pliny's Letters; translated into English, by Melmoth. 2 vols. London. $2 25.
May 30 FRANCK TAYLOR.

ADVENTURES AND EXPLORATIONS in Honduras; by William V. Wells. 1 volume, with maps and illustrations.
Squier's Notes on Central America. 1 volume 8vo., with maps and illustrations.
Cullen's Isthmus of Darien Ship Canal. 1 volume, London, with maps.
Williams's Isthmus of Tehuantepec. 1 volume 8vo. and maps.
Gisborne's Darien Journal. 1 volume, London, with four maps.
Bard's Adventures on the Mosquito Shore. 1 volume, with sixty engravings.
Topographical map of the Isthmus of Panama and Darien.
Dynevor Terrace; by the author of "Heir of Redclyffe." 2 volumes.
Rev. Mr. Bellow's Address on Theatres, &c.
Bacon's Essays, with Bishop Whately's Notes. 1 volume 8vo.
Travels in Europe; by Rev. John E. Edwards.
The Bible and the People; by Miss Beecher.
May 29 FRANCK TAYLOR.

French Novels.

LEVERINO. Par George Sand. 20 cents.
Jeanne. Par George Sand. 40 cents.
Isidora. Par George Sand. 25 cents.
Mauprat. Par George Sand. 40 cents.
Gabriel. Par George Sand. 20 cents.
Jacques. Par George Sand. 40 cents.
Horace. Par George Sand. 45 cents.
Modiste Mignon. Par Balzac. 25 cents.
Les Chouans. Par Balzac. 30 cents.
La Famille Alam. Par Alphonse Karr. 25 cents.
L'Ascogne. Par George Sand. 25 cents.
Jeux Historiques. Par Eugene Sue. 37 cents.
Alixia Pauli. Par Feval. 30 cents.
Theatre Complet. Par Balzac. 50 cents.
La Creole. Par Feval. 20 cents.
Don Martin de Freytas. Par Dumas. 25 cents.
Jacques I et Jacques II. Par Dumas. 20 cents.
And many others at the same low range of prices.
May 26 FRANCK TAYLOR

HOWARD'S United States Supreme Court Reports. 19th vol., session of 1856–7.
This day published.
June 16 FRANCK TAYLOR.

United States Patent Office,

Washington, August 4, 1857.

ON the petition of H. M. Smith, of Richmond, Virginia, praying for the extension of a patent granted to him on the 20th of February, 1844, for an improvement in "straw cutters," for seven years from the expiration of said patent, which takes place on the 20th day of February, 1858—

It is ordered that the said petition be heard at the Patent Office on Monday, the 18th of January 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 8th of January, 1858; 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; Republican, Baltimore; Pennsylvanian, Philadelphia; and Daily News, New York, once a week for three successive weeks previous to the 18th of January next, the day of hearing.

S. T. SHUGERT,
Acting 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.
Aug 5—law3w

United States Patent Office,

WASHINGTON, August 14, 1857.

ON the petition of J. D. Russell and C. Waterman, administrator of S. Waterman, deceased, of New York, praying for the extension of a patent granted to J. D. Russell and Stephen Waterman on the 31st January, 1844, for an improvement in "ship's blocks," for seven years from the expiration of said patent, which takes place on the 31st day of January, 1858—

It is ordered that the said petition be heard at the Patent Office on Monday, the 11th of January, 1858, 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 31st of December; 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.; Republican, Baltimore, Md.; Pennsylvanian, Philadelphia; and Daily News, New York, N. Y.; Inquirer, Cincinnati, once a week for three successive weeks previous to the 11th of January, next, the day of hearing.

S. T. SHUGERT,
Acting 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.
Aug 15—law3w

SPLENDID HOTEL LOT FOR SALE,

In the city of Washington, D. C., and fronting on Pennsylvania avenue.

THE LOT is about one hundred and seventy feet by one hundred and sixty feet, being the ground partly occupied by the Union newspaper printing office, and partly by the ruins of the late National Theatre. There is no place in the country where a first-class hotel is more imperatively required, nor where such a one would so surely prove profitable. The terms will be made very favorable, and, if needed, facilities will be afforded in the erection of a suitable hotel.

Apply, in Washington, to C. H. WINDER; or, in Philadelphia, to
W. H. WINDER,
No. 76½ Walnut street.

And, if not sold, the Union Buildings will be for rent, and possession given on the 1st of September, 1857.
July 25—2aw2m† [Intel.]

FURNACES.

THE ATTENTION of the community generally, and of house-builders particularly, is invited to the Keystone Heater, lately patented by J. D. Green, of Philadelphia.

All persons interested are solicited to call at our store and satisfy themselves of the superiority of this heater over all others in use. So successfully have the principles of combustion been applied in its construction, that although it presents a radiating surface of one hundred and fifty square feet, it requires thirty per cent. less coal than any furnace heretofore manufactured.

Every improvement that an experience of thirty years in the furnace business could suggest has been applied in the production of the Keystone Heater, and its proprietors feel assured that, for efficiency and economy of use, it is unsurpassed.

SIBLEY & GUY,
No. 320 Penn. avenue, bet. 10th and 11th sts.,
Exclusive agency for the sale of the Keystone Heater.
Aug 5—T&Th2m

For Cape May.

Washington Branch Railroad.—Philadelphia, Wilmington, and Baltimore Railroad.

PASSENGERS for this celebrated summer resort are informed that a daily line will be run, (except Sunday,) leaving Washington at 6, a. m., and connecting at New Castle with the splendid steamer General McDonald on Tuesdays, Thursdays, and Saturdays, and on all alternate days with the elegant and swift New York steamers running between Philadelphia and New York via New Castle.

Tickets $5 50, including carriage hire on the island. Children (under 12 years) and servants, $4 50.

TH. H. PARSONS, Agent.
July 24—4w

Washington Aqueduct.

WANTED on the Washington aqueduct one thousand men.

To steady workmen, laborers, drillers, blasters, and masons, good wages and steady employment will be given by the United States and by contractors.

The works now going on embrace tunnelling, masonry in stone and brick, excavation and embankment.

Apply on the line or at the office in Georgetown, D. C.

M. C. MEIGS,
Captain of Engineers in Charge.
July 29—3taw1m.

Washington Branch Railroad.

Trains run as follows:

FROM Washington at 6, a. m., connecting at Relay with trains for the West, and at Baltimore with those for Philadelphia and New York.

At 8.30, a. m., for Annapolis, Baltimore, Philadelphia, and New York.

At 3, p. m., for Baltimore and Norfolk, and at Relay with Frederick train.

Express at 4.20, p. m., at Relay for the West, and for Annapolis, Baltimore, Philadelphia, and New York.

On Sunday at 7, a. m., and 4.20, p. m.

From Baltimore for Washington.

At 4.15 and 9.15, a. m., and at 3 and 5.15, p. m.
On Sunday at 4.15, a m., and 5.15, p. m.

T. H. PARSONS, Agent.
June 13

EBBITT HOUSE.

T. H. FREEMAN. D. L. MORRISON

F street, between 13th and 14th streets,
WASHINGTON, D. C.

THIS popular and fashionable hotel has been thoroughly repaired and furnished with new and superior furniture. It contains over one hundred rooms, and has all the requisites of a first-class house.

The proprietors have provided a coach, which will be at the railroad depot and steamboat landing at every arrival for the conveyance of passengers and baggage to the hotel.
June 26—

[No. 580.]

Notice

Of the Establishment of three additional Land Offices in the Territory of Nebraska.

IN pursuance of the act of Congress approved March 3d, 1857, entitled "An act to establish three additional land districts in the Territory of Nebraska," to be called, respectively, the "NEMAHA LAND DISTRICT," the "SOUTH PLATTE RIVER LAND DISTRICT," and the "DAKOTA LAND DISTRICT," it is hereby declared and made known that the offices for said districts have been established as follows, viz:

For the "NEMAHA LAND DISTRICT" at Brownsville.
For the "SOUTH PLATTE DISTRICT" at Nebraska City.
For the "DAKOTA DISTRICT" at Dakota City, in said Territory.

Given under my hand, at the city of Washington, this thirteenth day of April, 1857.

By order of the President:
JOS. S. WILSON,
Acting Commissioner of the General Land Office.
April 14—law6w

IMPORTANT TO COTTON PLANTERS, by which their incomes must be doubled.—The undersigned has invented and obtained letters patent from the United States for the arrangement and combination of machinery for converting seed cotton into yarns by one continuous process, from the gin through the various preparation and spinning machinery, until it is ready for shipment or weaving.

The saving from waste by this process will be at least ten per cent.; and yarns made from the fibre (unbroken and uninjured by the operations of the machinery of the present process used to open and disentangle it) will be about fifty per cent. stronger and heavier, and will command the markets of the world, distancing all competition at advanced prices.

The undersigned is prepared to dispose of privileges to use his patent; and planters will be informed as to terms, with complete instructions how to use it, how to obtain the best machinery, and all other necessary particulars, on application addressed to

Dec 6—2aw1yif GEORGE G. HENRY, Mobile.

NEW AND ATTRACTIVE ENGLISH BOOKS.—Louis Napoleon Bonaparte, his Life and Works. 2 vols. with steel portrait. $2.
Russell's Modern Europe, from the Rise of the Modern Kingdoms to the Peace of Paris in 1856. New edition, with a compendious index. 4 vols., half-bound calf. $10.
Ocean Gardens: The History of the Marine Aquarium, and the best methods now adopted for its establishment and preservation. By H. Noel Humphreys. Beautifully illustrated by colored engravings. $3 25.
The Art of Travel. By Francis Galton, F. R. G. S. $2.
A Life of Napoleon Bonaparte. Illustrated. 75 cents.
The Household Manager. By Charles Pierce. 88 cents.
A Manual of Domestic Economy. By J. H. Walsh, assisted in various departments by a committee of ladies. Illustrated with more than two hundred wood engravings; half bound. Price, $2.
Frank Wildman's Adventures on Land and Water. By Gerstaecker. With tinted illustrations by Harrison Weir. $1.
Just imported by
TAYLOR & MAURY,
July 18 Bookstore, near 9th street.

NOTHING NEW—Tales; by the author of "John Halifax."
Boat Life in Egypt and Nubia; by Wm. C. Prime.
Gibbon's Decline and Fall of the Roman Empire, abridged; by Wm. Smith, LL. D.
Post Office Directory for the United States.
June 4 FRANCK TAYLOR.

Proposals for Live Oak.

NAVY DEPARTMENT,
Bureau of Construction, &c., May 2, 1857.

SEALED PROPOSALS for delivering 50,000 cubic feet of promiscuous live oak in each of the navy-yards at Charlestown, Massachusetts; Brooklyn, New York; Philadelphia, and at Gosport, Virginia, will be received at this bureau until the 15th June, 1857.

These proposals must be endorsed *Proposals for Live Oak*, that they may be distinguished from other business letters. The offers may be for one or all the yards, but must be for the whole quantity at any yard, and, as required by law, must be accompanied by a suitable guarantee, the form of which is herewith given.

Sureties in the full estimated amount will be required to sign the contract, and, as additional and collateral security, 15 per cent. will be withheld on the amount of each delivery until the contract is completed.

In all the deliveries of the timber there must be a due proportion of the most difficult and crooked pieces, otherwise there will be withheld such further amount, in addition to the 15 per cent., as may be judged expedient to secure the public interest until such difficult portions be delivered. The remaining 85 per cent., or other proportion of each bill, when approved in triplicate by the commandant of the yard, will be paid by such navy agent as the contractor may name within thirty days after its presentation to him.

It will be stipulated in the contract that if default be made by the parties of the first part in delivering all or any of the timber named of the quality and at the time and place 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 total amount therein agreed upon as the price to be paid in case of the actual delivery thereof, which may be recovered from time to time, according to the act of Congress in that case provided, approved March 3, 1843.

The 50,000 cubic feet to be delivered in each yard will be in the following proportions—say 8,000 cubic feet of keelsons, and pieces suitable for lower stems, stern posts, stern-post knees, fore deadwood, aprons, all siding 18 and 20 inches, and hooks siding 14 and 16 inches. These pieces to be in number in the proportions in which they enter into the construction of a ship-of-war, conforming substantially in shape, length, and character with those heretofore received with frames of corresponding siding, the moulds of which can be seen at any of the yards named.

32,000 cubic feet of the siding of 13 and 15 inches, in about equal quantities of each, and 5,000 cubic feet of a siding of 12 inches; all these pieces being in length from 13 to 17 feet, having a natural and fair curve of from 13 to 30 inches or more in that length; and two-thirds the number of the pieces to have from the mean to the maximum crook; also, 5,000 cubic feet siding 13 and 15 inches, in length from 17 to 20 feet.

All to be sided straight and fair; the 15-inch timber and under showing a face of not less than three-fourths the siding, to be cut from trees grown within 30 miles of the sea, of which satisfactory evidence will be required by the commandant of the yard; to be delivered in the respective yards at the risk and expense of the contractor, subject to the usual inspection, to the entire approval of the bureau; and one-half to be delivered on or before the 1st day of August, 1858, and the remainder on or before the 1st of July, 1859.

Form of Offer.

I, ———, of the State ———, hereby agree to furnish and deliver at the United States navy-yard at ——— fifty thousand cubic feet of live-oak timber, in conformity with the advertisement of the Bureau of Construction of the date of May 2, 1857, viz:

8,000 cubic feet, suitable for principle pieces, sided 18 and 20 inches, at ——— per foot.
32,000 cubic feet curved timber, sided 13 and 15 inches, length 13 to 17 feet, at ——— per foot.
5,000 cubic feet curved timber, sided 12 inches, length 13 to 17 feet, at ——— per foot.
5,000 cubic feet timber, siding 13 and 15 inches, length 17 to 20 feet, at ——— per foot.
Total value.

Should my offer be accepted, I request to be addressed at ———, and the contract forwarded to the navy agent at ———, or to me at ——— for signature and certificate.

(Date.) A B.

Form of Guarantee.

The undersigned, ———, of ———, in the State of ———, hereby guaranty that, in case the foregoing bid be accepted, ——— will, within ten days after the receipt of the contract at the post office named, or navy agency designated, execute the contract for the same, with good and sufficient sureties; 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.

(Date.) C D.
Witness: E F.
G H.

I hereby certify that the above-named C D and E F are known to me as men of property, and able to make good their guarantee.

(Date.)

(To be signed by the United States district judge, United States district attorney, collector, or navy agent, and no other.)
May 2—1a5w†

Washington Aqueduct.

OFFICE OF THE WASHINGTON AQUEDUCT,
Washington, March 5, 1857.

PROPOSALS are invited for materials and work for the Washington aqueduct.

Proposals received up to 7th May will be opened at noon of that day.

Maps, profiles, and specifications of the materials and work to be let will be ready for examination at this office on and after the 20th April next.

The work to be let will embrace masonry of some of the bridges, graduation, excavation, and embankment of reservoirs, iron pipes connected with the reservoirs, 12-inch iron main, gate houses, bricks, sand, rubble, and cut stone, &c.

For the particular works and materials reference is made to the specifications and plans.

As upon a portion of the line the titles are not yet acquired by the United States, there may be some delay in commencing the work thereon; but for such unavoidable delays due allowance will be made in the time of completion.

Portions only of some of the works can be completed under the present appropriation; but all contracts for unfinished work will be subject to future appropriations by Congress. The engineer reserves the right to prescribe the amount of work to be done and rate of progress under each contract for each appropriation; and in case of the appropriation not holding out sufficiently, to decide when and what works shall be stopped until funds become available.

In case of the entire stoppage of any particular work for want of funds, the reserved ten per cent. will be paid, if, in the judgment of the engineer, the work has been properly executed so far as it has gone.

Payments will be made in specie checks upon the United States treasury upon the monthly estimates of the engineer, reserving 10 per cent.; and it will be a condition of all contracts that the workmen shall be paid their full wages monthly, and in specie.

All bids should be sealed, and endorsed "Proposals for work or materials on the Washington Aqueduct."

The United States reserves the right to reject any or all the bids should they not be deemed advantageous, and to make such arrangements as may be considered most conducive to the progress of the work.

Every offer must be accompanied by a written guarantee, signed by one or more responsible persons, to the effect that he or they undertake that the bidder or bidders will, if his or their bid be accepted, enter into an obligation, within ten days, with good and sufficient securities, for the completion of the work undertaken; said guarantee to be accompanied by the certificate of the United States district judge, United States district attorney, navy agent, or some officer of the general government or individual known to the Engineer or Department of War, that the guarantors are able to make good their guarantee.

Bids will be opened in presence of bidders, if any of them choose to be present.

M. C. MEIGS,
Capt. of Engineers, in charge.

FORM OF GUARANTEE.

To Capt. M. C. Meigs, U. S. Engineers.

We, the undersigned, residents of ———, in the State of ———, hereby, jointly and severally, covenant with the United States, and guaranty, in case the foregoing bid of ——— be accepted, that he or they will, within ten days after the acceptance of the said bid, execute the contract for the same, with good and sufficient sureties to perform or furnish the articles proposed in conformity to the terms of the advertisement under which it was made. And in case the said ——— shall fail to enter into contract as aforesaid, we guaranty to make good the difference between the offer by the said ——— and the next lowest bidder.

(Signed) A. B.
C. D.

I hereby certify that, to the best of my knowledge and belief, the above-named guarantors are good and sufficient.

(Signed) E. F.
March 6—eodt7thMay&1awtf

[No. 578.]

Notice

Of the Establishment of three additional Land Offices in the Territory of Kansas.

IN pursuance of the act of Congress approved March 3, 1857, entitled "An act to establish three additional land districts in the Territory of Kansas," to be called, respectively, the "Delaware land district," the "Osage land district," and the "Western land district," it is hereby declared and made known that the offices for said districts have been established as follows, viz:

For the "DELAWARE DISTRICT" at DONIPHAN.
For the "OSAGE DISTRICT" at FORT SCOTT.
For the "WESTERN DISTRICT" at OGDEN, in said Territory.

Given under my hand, at the city of Washington, this eleventh day of April, A. D. 1857.

By order of the President:
JOS. S. WILSON,
Acting Commissioner of the General Land Office.
Ap 11—law6w†

[No. 579.]

Notice

Of the Establishment of an additional Land District in the State of Wisconsin.

IN pursuance of the act of Congress approved March 3, 1857, entitled "An act to establish an additional land district in the State of Wisconsin," to be called the "CHIPPEWA DISTRICT," which district embraces that portion of the old La Crosse and Hudson districts, situated *"north of the line dividing townships twenty-four and twenty-five north; south of the line dividing townships forty and forty-one north; west of the line dividing ranges one and two east; and east of the line dividing ranges eleven and twelve west,"* it is hereby declared and made known that the office for said district has been established at the town of "EAU CLAIRE," in said State.

Given under my hand, at the city of Washington, this eleventh day of April, A. D. 1857.

By order of the President:
JOS. S. WILSON,
Acting Commissioner of the General Land Office.
Ap 11—law6w†

[No. 581.]

Notice of the Removal of the Land Office from Red Wing to Henderson, in Minnesota Territory.

IN accordance with the provisions of the act of Congress entitled "An act authorizing changes in the location of land offices," approved March 3, 1853, it is hereby declared and made known that the office for the sale of public lands at RED WING, in MINNESOTA TERRITORY, will be removed to the town of HENDERSON, in said Territory, *from and after the first day of June next.*

Given under my hand, at the city of Washington, this 30th day of April, A. D. 1857.

By order of the President:
THOS. A. HENDRICKS,
Commissioner of the General Land Office.
[Int. & Star]
May 1—law6w

TAYLOR AND MAURY's half-dollar Bibles, English Bibles elegantly bound in arabesque gilt. Price 50 cents.
Just imported by TAYLOR & MAURY,
June 6—3t] Bookstore, near 9th street.

Proposals for Screw-Propeller Sloop-of-War.

NAVY DEPARTMENT,
Bureau of Construction, &c., June 27, 1857.

THE Bureau will receive sealed proposals, specifications, and plans until the 24th day of August next, endorsed "*For the Construction of a Steam-Propeller Sloop-of-War*," authorized by the act of Congress, approved 3d March, 1857.

The proposals must be for the hull, spars and spare spars, rigging and blocks, sails and spare sails, awnings, &c., boats, anchors and cables, tanks, casks, furniture and cooking utensils, the steam machinery and spare work, with all the equipments and outfits of a ship-of-war; to be complete and ready in all respects to receive her officers and men, provisions, stores, and armament.

The armament, stores, and provisions will be furnished by the government.

The specifications must fully describe the materials to be used, the method and sizes of fastenings, the detail of sizes and arrangement of the machinery, the various fixtures of equipment and outfit, the cabin for captain, wardroom for 12 officers, steerage for 14 officers, apartments for 4 forward officers, the store, sail, bread, clothing, issuing-rooms, &c., sick bay, magazines, shell-rooms, spirit-rooms, holds, chain and other lockers; also, the dimensions of the spars, boats, and all the other objects included in the proposal.

Upon application to the commandant of any navy-yard, the bidder can see the list of stores and provisions with which the government will furnish the ship, and for which, also, the contractor in his plans must provide capacity and convenient stowage.

The plans must be working drawings, from which the ship can be built, showing the inboard arrangements, the allotments of space for accommodations for store rooms, for the stowage of the various objects of equipment, outfits, provisions, and stores, the arrangement of the machinery and the disposition of the coal. There must also be a plan of the sails, showing the courses, top sails, top-gallant sails, jib, and spanker.

The plans will be accompanied by a model, which, with the drawings of the hull, must be on a scale of one-quarter of an inch to a foot.

The ship to be pierced for chase, stern, and broadside ports, the latter not less than twelve in number on each side, and to be 14 feet 2 inches from centre to centre. The port sill to be 20 inches above the deck; the ports 44 inches fore and aft, and 38 inches in depth.

The weight of armament to be provided for in the displacement will be 160 tons of 2,240 pounds.

The total complement of officers and men will be 265 persons, and the ship must store provisions for 120 days, and water for 90 days, with a condenser for distilling fresh water. Fuel to be carried for 13 days' full steaming, and the vessel to make under steam alone at her deep-load draught of water ten knots in a smooth sea. The deep-load draught of water, when armed and fully equipped with men, provisions, and stores of all kinds, and ready for sea, not to exceed 16 feet, and the lowest port sill to be 8 feet above the load line.

The propeller to be fitted to hoist up; and the boilers to have a telescope chimney, so that the ship may not be impaired as a cruiser under sail, for which she is intended.

The bidder will state the time considered necessary to complete the ship for sea, together with the price, fully equipped, as before named.

The object of the department in inviting proposals is to obtain the very best ship-of-war that the mercantile marine can produce, and proposals will be received from ship-builders only.

The proposals, specifications, and drawings which conform to the conditions now prescribed, and combine the greatest number of advantages, will be selected, and the price must receive the approval of the department before a contract will be made. The reputation of bidders as successful constructors will have due weight. The specifications, drawings, and models of parties not obtaining the contract can be withdrawn by them.
June 27—2aw4w†

PENSION AND BOUNTY LAND LAWS,

Being the latest stereotyped edition of the work known by the title of

"MAYO & MOULTON'S PENSION AND BOUNTY LAND LAWS,"

With opinions, decisions, regulations, &c., and additions of recent dates.

BY ROBERT MAYO, M. D. LUCAS BROTHERS, Baltimore.

☞Mr. Moulton has relinquished all claim to any interest whatever in this work, of which Dr. Mayo is sole and undisputed proprietor, by "deed" on record.

The subjoined letters in commendation of this work are now laid before the public for the first time, in addition to numerous others already published, from heads of departments and other public officers whose official duties render them particularly conversant with the administration of pension and bounty land claims:

Letter from the Hon. Jacob Broom, chairman of the Committee on Revolutionary Pensions.

HOUSE OF REPRESENTATIVES, UNITED STATES,
Washington, May 19, 1856.

MY DEAR SIR: I have been pleased to meet with you once more after the lapse of so many years; and I desire to avail myself of an early opportunity to add my thanks to those you must have received from many others for your labor and care in the compilation of the laws of the United States relating to pensions and bounty lands, a copy of the thereto pe edition of which I have in my possession.

The subject of pensions is one which has been, and still continues to be, of interest to the great American family. The circumstances under which those for revolutionary services were provided are of a highly interesting character.*

It was never the design of our fathers that the system should be partial, giving to some while it withholds from others equally deserving. Your arrangement of the laws, therefore, while it presents in detail the provisions made, is at the same time suggestive of those deficiencies and omissions which render the system incomplete.

Your work I have found of incalculable value to me in my position as chairman of the Committee on Revolutionary Pensions, for, without it, I should have been subjected to the labor of a close examination of the statutes; and from the frequency of my recurrence to it I have been able to test its merit and appreciate its worth.

I am, my dear sir, most respectfully and truly, yours,
Dr. R. MAYO. JACOB BROOM.

*See introduction to this work for Washington's Appeal to Congress, &c., pp. 52 to 57, nowhere else extant.

Letter from General Cass.

WASHINGTON, February 10, 1857.

DEAR SIR: I thank you for the very useful volume you have sent me. I have had time only to glance over it, but I have satisfied myself of its fidelity as well as of its value.

Your supplement contains important additions, and brings the pension history and laws to a late period.

The system has become so extensive that some such compilation was indispensable, and I congratulate all who are obliged to look into the subject of those laws upon the able execution of your labors.

I am, dear sir, respectfully yours,
Dr. ROBERT MAYO. LEW. CASS.

Letter from the Hon. James C. Allen, chairman of the Committee on Revolutionary Claims.

HOUSE OF REPRESENTATIVES,
Washington, February 18, 1857.

DEAR SIR: I have the honor to acknowledge the receipt of a copy of the second edition of your work entitled "Pension and Bounty Land Laws," for which you will accept my thanks.

To all who are interested in the subject of pensions and bounty lands, or claims against the government growing out of our revolutionary struggle, yours is a work of the first importance.

In this opinion I have the concurrence of my colleagues in Committee on Revolutionary Claims.

I am, very respectfully, your obedient servant,
ROBERT MAYO, M. D. J. C. ALLEN.

Letter from the Hon. Andrew Oliver, chairman of the Committee on Invalid Pensions.

HOUSE OF REPRESENTATIVES,
February 20, 1857.

DEAR SIR: I have the honor to acknowledge the receipt of your note of the 17th instant, with your own and Mr. Moulton's book of Pension and Bounty Land Laws, for which accept my thanks.

In the examination of cases arising under the pension and bounty land laws, I have had frequent occasion to refer to this work, and have ever found it accurate and complete. As a compilation of the laws upon those subjects, I regard it highly useful both to those administering those laws and the public.

With many wishes for your continued success, I have the honor to be your obedient servant,
Dr. R. MAYO. A. OLIVER.

Letter from the Hon. Solomon Foot, United States senator.

WASHINGTON CITY, March 13, 1857.

DEAR SIR: I have had very frequent occasion, both in private investigations and in the Committee on Pensions and on Public Lands, to consult your valuable compilation of the Pension and Bounty Land Laws, and have derived great aid from it. Indeed, I regard it as almost indispensable to the intelligent investigation of questions arising under those laws.

The work is deserving of a very liberal patronage; and I hope you may be abundantly rewarded for your labor.

I am, with sentiments of very great respect, your obedient servant,
SOLOMON FOOT.
Dr. ROBERT MAYO, Washington City.

Letter from the Hon. T. A. Hendricks, Commissioner of the General Land Office.

WASHINGTON CITY, March 26, 1857.

SIR: I have had frequent occasion to consult your work on the Pension and Bounty Land Laws of the United States, especially whilst I was chairman of the Committee on Pensions of the House of Representatives, and have found it very full and complete, well arranged and reliable.

To these whose investigations touch the pension and bounty-land laws it is certainly of great value.

With much respect, your obedient servant,
THOS. A. HENDRICKS.
Dr. R. MAYO, Washington City.

The letters first alluded to above, as formerly received and published, commending the work in equally strong terms with the foregoing, were from heads of departments and other public officers in various ways connected with the administration of pensions and bounty lands, viz:

The Hon. A. H. H. STUART, late Secretary of the Interior.
The Hon. ROBERT MCCLELLAND, late Secretary of the Interior.
The Hon. J. J. CRITTENDEN, late Attorney General.
The Hon. GEO. W. JONES, chairman of Senate Committee on Pensions.
The Hon. JAMES E. HEATH, late Commissioner of Pensions.
The Hon. L. P. WALDO, late Commissioner of Pensions.
The Hon. JOHN WILSON, late Commissioner of the General Land Office.
The Hon. J. M. BROOMEAD, Second Comptroller