DAILY MORNING POST.

THURSDAY MORNING.....AUGUST 31.

A FROG BY MAIL.—Our excellent Auditor, Thomas S. Page, Esq., received a novel piece of "mailable matter" on Monday last—being nothing less than a horned frog—from Texas. It came enclosed in a small wooden box, perforated with small holes for the admission of air, and supplied with a few seeds for food. The box was directed to "Hon. Thomas S. Page, Auditor," &c., and post marked Webbersville, Texas, July 18th. As it reached Frankfort on the 7th instant, Mr. Frog had necessarily been living and traveling in his box, and in mail bags also, for twenty days; nevertheless he seemed in good health and fine spirits, and when he found himself restored once more to the free enjoyment of the elements, he snowed quite as much friskiness as became a frog so extensively traveled, and, of course, so wise. We are sorry to add, however, that the frogship expired on Wednesday, having survived this arrival only three days. A letter has been received from the old man, that the "Hon." one of the gift is Mr. Miller, ex-Sheriff of Russell county, Kentucky.—*Frankfort Commonwealth.*

THE SILENT WOMAN.—Madame Rigler, the wife of a law officer at Versailles, while talking in the presence of a numerous party, dropped some remarks which were out of place, though not important. Her husband reprimanded her before the whole company, saying:

"Silence, madam, you are a fool!!!"

She kept it twenty or thirty years afterwards, and never uttered a single word even to her children! A pretended theft was committed in her presence, in the hope of taking her by surprise, but without effect, and nothing could induce her to speak. When her consent was required for the marriage of any of her children she bowed her head, and signed the contract.

Steam Machinery for United States Steam Frigates.

NAVY DEPARTMENT, July 1, 1854.

PROPOSITIONS will be received at this Department until the FIRST DAY OF AUGUST next, for the complete construction of the STEAM MACHINERY and appendages, and placing it on board of five auxiliary Screw Steam Frigates, viz: Two at least 2,200 feet in length, and 5,000 tons measurement, one of which is building at each of the United States navy yards at Boston, New York, and Philadelphia, and three at Norfolk.

Each offer must be for a specific sum, and include all patent fees for any arrangement that may be proposed, and must state the period within which the work can be completed.

The boilers are to be of iron, with telescope chimneys; the propeller, with the connections for hoisting up, of composition. The fresh water condensers, machinery for hoisting, working, ventilating, pumps, &c., with all the tools, must be the most approved for marine engines. The tunnel and shaft alleys necessary for an efficient cruising object are to be of iron, and a model for each of the proposals, and also the coal bunkers, must be included.

All the wood and carpenter work must be done under the room for the reception of the engines, boilers, propellers, &c., will be at the expense of the Navy Department, and it will furnish, free of all facilities and tools for hoisting the machinery on board.

For the accommodation of the entire steam machinery with fuel for ten days' consumption, at the average speed, at a load draft of six or 25 feet including the keel, long is not to exceed 90 feet can be assigned in the body of the ship, including the entire space under the berth-deck. The greatest breadth of this space under the beam will be 57 feet, and the height from the timbers of the bottom of the boats 17 feet; the area of the set on being 662 square feet.

The whole of all the steam machinery, water in the boilers and coal within the spaces given, and including the propeller and shafting, with appendages of the same and appurtenances have been estimated at 750 tons of 2,240 pounds, which 250 tons is for coal.

The distance between the main stern-post and the rudder-post may be six feet, if that length is necessary for the propeller in a fore-and-aft direction, and the depth from the load water line to the top of the keel at the stern-post may be six feet. The length from the minimum to maximum section will be about 112 feet. The area of the greatest immersed transverse section to the deep load line will be 605 square feet.

As ordinarily steam frigates the spars and rigging will be those of a frigate of the first class, of 1,500 tons measurement.

The particular arrangement of the machinery will be left with the ships as to propositions may be accepted as combining the greatest number of advantages; the desire of the Department being to obtain the greatest speed and power with the most economical consumption of fuel which the space available for that purpose will admit.

The terms of payment will be as follows: when one-third of the work provided by the contract shall have been completed to the satisfaction of the Department, there shall be a payment of one-fifth of the whole amount of the contract when two-thirds of the work shall, in like manner, be completed, there shall be a further payment of one-fifth; when the ship shall have made a trial trip, satisfactory to the Department, of not less than thirty days' steaming, there shall be further payment of one-fifth; and when the ship shall be found in the possession of the Department, and performed a thirty days' service, there shall be a payment of one-fifth; the remainder, necessary during this period, from defective workmanship and material, being at the expense of the contractor.

Each proposal must specify the ship for which the offer is made, and must be accompanied by plans and complete sections of the said drawings called, if desired, will be furnished to those who send in proposals, if desired, will be furnished to those who send in proposals, if desired, will be furnished to those who send in proposals