MONDAY MORNING, MAY 6

A Model Letter from a Secessionist Editor.

One of the ablest editorials of Baltimore has written the following serious letter to his brother a Unionist in this city:

"BALTIMORE, Md., April 25, 1861.

"My Dear Brother: I received your letter yesterday—all glad to hear from you. We have had stirring times in Baltimore since last Friday. We have driven back the hordes of savages—newspapers from the North. It is really laughable to read the extracts from the New York papers about sacking and burning our city. Then we have had the ball-faced paupers down to attack us, and Baltimore told Lincoln to order them home, and he obeyed her. You are no idea of the war spirit here. Maryland boys are all ready for the attempt to destroy us. In Twelve Hours we could have 60,000 men under arms, all eager for the fray. New York is a ruined city; the South is done with her forever; their attitude towards her will not be forgotten soon. Maryland is out of the baleful Union—this will be the battle ground. I beseech you not to volunteer against your rights, state, and kindred. Your brothers and nephews will be in the ranks of old Maryland. I am so much excited that I cannot write any more. I am, etc.

"Your affectionate brother, ——."

One of our commercial exchanges, in a letter to a subscriber—

The Greatest Commercial City.

Which is the greatest commercial city, London, Liverpool, or New York? By commerce, we mean the whole commerce—by vessel, foreign and coastwise, and by railroad. Authorities differ much upon this subject. The Boston Traveller says, and we for that reason select that destination, but their differences result in part from the insufficiency of data. The reply which our cotemporary gives is, we believe, correct. It is as follows:

"London has the supremacy over Liverpool in the foreign trade, and exceeds that city also in the extent of imports, a large portion of the revenue from customs for the whole United Kingdom being collected at the metropolis. Liverpool far exceeds London in value of exports, and in the tonnage engaged directly in the foreign trade. New York has no return of coastwise commerce, but probably both in foreign and coastwise tonnage is a little behind either of the cities named. The exports of New York exceed those of London, and the New York imports in a heavy season exceed the average at Liverpool. As a commercial center, taking account of capital employed in commercial enterprises, and extent of commercial enterprise, London is undoubtedly entitled to rank before any other city in the world."

PROPOSALS.

NAVY DEPARTMENT,

Bureau of Yards and Docks, April 24, 1861.

SEALED PROPOSALS for each class separately, endorsed "Proposals for class No. (name the class) for the navy yard at (name the yard)," will be received at this office until noon on the 27th day of May next for furnishing and delivering at the several navy yards named the materials and articles embraced in printed schedules, which will be furnished on application, and sent by mail, if so requested, to persons desiring to offer to contract for any or all of the classes named therein, by the commandants of the several navy yards, for the classes for the yards under their command, or by the navy agent nearest thereto, or by the bureau for any or all the yards.

To prevent confusion and mistakes in sealing the offers, no bid will be received which contains classes for more than one yard in one envelope; and each individual of a firm must sign the bid and contract.

Bidders are hereby cautioned and particularly notified that their offers must be in the form hereinafter prescribed, and be mailed in time to reach their destination before the time expires for receiving them; *no bid will be considered which shall be received after the period stated, and no allowance will be made for failures of the mail.*

To guard against offers being opened before the time appointed, bidders are requested to endorse on the envelope above the address, and draw under the endorsement, thus:

"*Proposals for Class No. (name the class) for the Navy Yard at (name the yard)*"

To the Chief of the Bureau of Yards and Docks, Washington, D. C.

Form of Offer.

(Here date the offer.)

I, (here insert the name or names composing the firm,) of (name the town,) in the State of (name the State,) hereby offer to furnish under your advertisement, dated (date of advertisement,) and subject to all the requirements of the same, that of the printed schedule to which it refers, all the articles embraced in Class No. (name the class) for the navy yard at (name the yard,) according to said schedule, viz: (here paste on the printed class from the schedule, and opposite each article set the price and carry out the amount in the columns for dollars and cents, and foot up the aggregate amount of the bid for the class) amounting to (here write the amount in words).

I propose as my agent (here name the agent, if one is selected by the schedule) for the supply under the classes miscellaneous, by a non-resident of the place of delivery; and should my offer be accepted, I request the contract may be prepared and sent to the navy agent at (name the agency) for signatures and certificate.

(Here the bidder and each member of the firm to sign.)

Form of Guaranty.

The undersigned (name of guarantor) of (name the town,) and State of (name the State,) and (name of second guarantor, &c.,) hereby undertake that the above named (name the bidder or bidders) will, if his (or their) offer as above be accepted, enter into contract with the United States within fifteen days after the date of notice through the post office of the acceptance of his (or their) offer before mentioned.

Witness ..... (Signature of guarantor.)

I certify that the above named (here name the guarantors) are known to me to be good and responsible guarantors in this case.

..... (Signature.)

To be signed by the district judge, district attorney, collector, navy agent, or some person known to the bureau to be responsible.

PORTSMOUTH, N. H.

Class No. 2. Stone; class No. 6. White pine, spruce, juniper, and cypress; class No. 7. Lime, hair, and plaster; class No. 8. Cement; class No. 9. Gravel and sand; class No. 11. Iron, iron nails and spikes; class No. 12. Steel; class No. 14. Files; class No. 15. Paints, oils, and glass; class No. 16. Ship chandlery; class No. 17. Hardware; class No. 18. Stationery; class No. 19. Firewood; class No. 20. Hay and straw; class No. 21. Provender; class No. 22. Charcoal; class No. 23. Belting, packing, and hose; class No. 24. Sperm and lubricating oils; class No. 27. Anthracite coal; class No. 28. Bituminous Cumberland coal.

BOSTON.

Class No. 1. Bricks; class No. 2. Stone; class No. 5. Oak and hard wood; class No. 6. White pine, spruce, juniper, and cypress; class No. 7. Lime, hair, and plaster; class No. 8. Cement; class No. 9. Gravel and sand; class No. 11. Iron, iron nails and spikes; class No. 12. Steel; class No. 13. Pig iron; class No. 14. Files; class No. 15. Paints, oils, and glass; class No. 16. Ship chandlery; class No. 17. Hardware; class No. 18. Stationery; class No. 19. Firewood; class No. 20. Hay and straw; class No. 21. Provender; class No. 22. Charcoal; class No. 23. Belting, packing, and hose; class No. 24. Sperm and lubricating oils; class No. 26. Augers; class No. 27. Anthracite coal; class No. 30. Semi-bituminous Broad Top, &c. coal.

PHILADELPHIA.

Class No. 1. Bricks; class No. 2. Stone; class No. 5. Oak and hard wood; class No. 6. White pine, spruce, cypress, juniper; class No. 7. Lime, hair, and plaster; class No. 10. Slate; class No. 11. Iron, iron nails and spikes; class No. 12. Steel; class No. 13. Pig iron; class No. 14. Files; class No. 15. Paints, oils, and glass; class No. 16. Ship chandlery; class No. 17. Hardware; class No. 18. Stationery; class No. 19. Firewood; class No. 20. Hay and straw; class No. 21. Provender; class No. 22. Charcoal; class No. 23. Belting, packing, and hose; class No. 24. Sperm and lubricating oils; class No. 25. Iron castings; class No. 26. Augers; class No. 27. Anthracite coal; class No. 28. Bituminous Cumberland coal; class No. 29. Semi-bituminous Broad Top, &c. coal.

NEW YORK.

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