THE UNION: WASHINGTON, THURSDAY MORNING, JANUARY 13, 1853.

Proposals for Repairing the Brick Wall around the Observatory.

NAVY AGENT'S OFFICE,
Washington, D. C., November 16, 1852.

SEALED PROPOSALS, in duplicate, will be received at this office until 12 o'clock, m., on the seventeenth day of January next, for removing the coping on the brick wall enclosing the grounds of the Observatory on the east, south, and west sides; for raising this wall four bricks higher, (except 28 panels, which are to be raised two feet higher,) beginning at the lap in the west wall, and going around by the south to the southern end of the east wall.

The wall to be coped with coping brick, as per patterns at the navy agent's office, from the north end of the west wall, by way of south wall, to north end of east wall.

All the brick, including the coping, to be the best red brick; the whole to be laid and filled in with mortar made with best hydraulic cement, lime in equal parts, and a proper proportion of clean sharp sand; the work to be finished in a workmanlike manner.

Bids for the work must be made per the running foot for coping the west wall from north end to lap, per running foot for raising the wall four bricks higher and coping it, and per running foot for raising the 28 panels two feet higher and coping the same.

The work not to be commenced before the 1st of April, 1853, and to be finished on or before the 31st May, 1853.

All the materials and workmanship to be to the entire satisfaction of the superintendent of the Observatory, before bills will be approved.

Upon the completion of the contract according to its provisions, payment will be made by the navy agent at Washington, within thirty days after presenting the bills, duly approved by the superintendent of the Observatory.

Offers must be signed by the person or persons making it, and by the guarantors, according to the form annexed, and their residence (naming the town and State) must be distinctly stated.

The person whose offer shall be accepted will be notified personally or by letter through the post office, which notice shall be considered sufficient; and if he do not appear and enter into contract for the work specified within fifteen days from the date of the notice, a contract will be made with some other person, and the guarantors of such defaulting bidder will be held responsible for all delinquencies.

All offers not made in *strict conformity* with this advertisement, in every particular, will, at the option of the Bureau of Ordnance and Hydrography, be rejected.

The bids will be opened in the presence of two or more witnesses, and also in the presence of the bidders, if they or any one of them should be present; and only the person whose offer has been accepted will be notified.

And the department reserves to itself the right to decline any or all the offers which may be received, if the sum asked should be greater than can be paid for from existing appropriations.

FORM OF OFFER.

To the Navy Agent at Washington, D. C.:

I, ———, of ———, in the State of ———, hereby offer to furnish all the materials and perform the work required for the Observatory wall, under your advertisement, dated 16th day of November, 1852, and subject to all the requirements of the same.

For ———, [write the aggregate in words.]

Signed by person making offer.

The undersigned, ———, of ———, in the State of ———, and ———, of ———, in the State of ———, as guarantors, hereby undertake that the above-named ——— will, if offer be accepted, enter into contract, as before required, with the United States within fifteen days after the date of notice, through the post office, of the acceptance of [ ] bid as before mentioned.

[Signatures.]

I certify that the above-named ——— and ——— are known to me to be good and responsible guarantors in this case.

[To be signed by a navy agent, collector, or district attorney, or some person known to the contracting agent to be creditable.]

Nov 18—1aw6t J. H. LATHROP, Navy Agent.

Proposals for Erecting a Mint, with the Necessary Machinery, at San Francisco, California.

TREASURY DEPARTMENT, Oct. 2, 1852.

SEALED PROPOSALS will be received at this department until the 8th day of February, 1853, for the construction of the branch mint at San Francisco, California, according to the plans and specifications which will be furnished on application to the department to parties disposed to contract. The said proposals to contain bids for the entire work, and also separately for each distinct branch of work, the right being reserved to the department to contract either way, as may be found the most advantageous and advisable. The department also reserves the right of declining to make any contract if the building and machinery cannot be finished and completed for the sum of three hundred thousand dollars, to which sum the expenditure is expressly limited by the act of Congress.

Payments will be made every sixty days on the amount of the work done and materials actually used on the building, to be ascertained by the estimates of the superintendent and architect thereof, reserving from each of such estimates and payments twenty per cent. on the first one hundred thousand dollars, and ten per cent. on each subsequent estimate after the above sum, until the final completion of the building, and its approval and acceptance by the department.

Every proposal must be accompanied by a written guarantee, signed by two responsible persons, to the effect that they undertake that the party or parties making it, if his or their bid be accepted, shall and will enter into the proper contract and bond, with sufficient sureties, to the satisfaction of the President of the United States and the Secretary of the Treasury, in the sum of fifty thousand dollars for the faithful execution of the work; and no proposal will be considered unless it is accompanied with such guarantee.

Proposals will also be received at the same time and place for furnishing the needful machinery for said branch mint according to the specifications, which will likewise be furnished by the department, and upon the same terms and conditions as specified above in relation to the building, with the exception of the amount of the bond required for the faithful execution of the contract, which will be in the sum of twenty thousand dollars.

Proposals will also be received at the same time and place, agreeably to the act of Congress, for the sale, lease, or rent of any building and machinery suitable for the purpose of a branch mint, and upon the same terms and conditions as specified in relation to the building. Such building and machinery to be equal in all respects to the plans and specifications referred to above for the new building, and to be capable of coining at least thirty millions of gold annually in a fair proportion of pieces of the different denominations, from one to twenty dollars each, as now authorized by law. If such a building and machinery are bought or leased under the authority to that effect granted by Congress, no contract will of course then be made for the erection of a building and furnishing the machinery.

The bids will be opened and recorded in the presence of such bidders as may think proper to attend; and should the bids which may be made from California not be received at the department previous to the aforesaid 8th day of February, 1853, it will reserve the right to delay opening the other bids which may be presented.

A decision will be made as soon as practicable after the department has been officially advised that a law has been passed by the legislature of the state of California exempting said branch mint from taxation, &c., as is required by the 6th section of the act of Congress of the 3d July, 1852, to establish a branch mint of the United States in California.

Those persons in California who may be disposed to make proposals for said building or machinery will deliver the same to the collector of customs at San Francisco previous to the expiration of sixty days after the first publication of the present advertisement in two newspapers issued in San Francisco, that notice having been designated in the act of Congress for the notice for proposals in California. The collector at San Francisco will be furnished with copies of the plans and specifications for the information of those who may wish to make bids there.

THOS. CORWIN,
Oct 8—1awt8Feb Secretary of the Treasury.

United States Patent Office,
Washington, December 15, 1852.

ON the petition of Elizabeth Otis, administratrix of Wm. S. Otis, deceased, praying for the extension of a patent granted to him on the 18th of February, 1839, for an improvement in the manner of excavating and removing earth, for seven years from the expiration of said patent, which takes place on the twenty-fourth day of February, eighteen hundred and fifty-three, (1853)—

It is ordered that the said petition be heard at the Patent Office on Thursday, the seventeenth (17th) February, 1853, 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.

Ordered, also, that this notice be published in the National Intelligencer, Union, and Republic, Washington, D. C.; Richmond Republican, Richmond, Va.; Spectator, Staunton, Va.; Republican, Winchester, Va.; American and Patriot, Baltimore, Md.; Inquirer, Philadelphia, Pa.; and Express, New York, N. Y., once a week for three successive weeks previous to the 28th of February, 1853—the day of hearing.

S. H. HODGES,
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.

Dec 16—1aw3w

United States Patent Office,
Washington, December 16, 1852.

ON the petition of Mathew McKeever, of Winchester, Frederick county, Virginia, praying for the extension of a patent granted to him on the fifteenth of March, 1839, for an improvement in the machine for threshing and cleaning grain, for seven years from the expiration of said patent, which takes place on the fifteenth day of March, 1853—

It is ordered that the said petition be heard at the Patent Office on Monday, the 28th of February, 1853, 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.

Ordered, also, that this notice be published in the National Intelligencer, Republic, and Union, Washington city; Inquirer, Philadelphia, Pennsylvania; Express, New York city; Albany State Register, Albany, New York; Providence Journal, Providence, Rhode Island; and Daily Bee, Boston, Massachusetts, once a week for three successive weeks previous to the seventeenth (17th) of February, eighteen hundred and fifty-three, (1853,) the day of hearing.

S. H. HODGES,
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.

Dec 17—1aw3w

THE Lost Senses—Deafness and Blindness; by Dr Kitto.

"This is a work of great interest, from one of the most learned and accomplished writers of the age, revealing the mysteries of the world in which those live who have been deprived of the sense of sight or hearing. Ever since his boyhood, for more than thirty years, Dr. Kitto has passed a life of great activity as a scholar, in a state of the most intense deafness to which any living creature can be subjected. His account of himself, and his discriminating remarks on the condition of the blind, (James Mitchell, Laura Bridgeman, and others,) are replete with profound thought on the interesting phenomenon presented in the progress of their mental training."—[*Christian Observer.*

KITTO'S DAILY BIBLE ILLUSTRATIONS.—Morning Series; 4 vols. 12 mo. $4.

Vol. 1. Antediluvians and Patriarchs.
2. Moses and the Judges.
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For sale at GRAY & BALLANTYNE'S Bookstore,
Sep 11—tf 7th street, two doors above Odd Fellows' Hall.

MAHAN'S Industrial Drawing, valuable to all Carpenters, masons, iron workers, and other artisans.

Industrial Drawing, comprising the description and use of drawing instruments, the construction of plane figures, the projections and sections of geometrical solids, architectural elements, mechanism and topographical drawing, with remarks on the method of teaching the subject; by Professor Mahan, of West Point. 1 volume octavo, with many engravings. Price $2. Just published.

Dec 15 FRANCK TAYLOR.

Proposals for Building and Equipping Four Light-Vessels.

TREASURY DEPARTMENT,
Office Light-house Board,
Washington city, December 28, 1852.

SEPARATE SEALED PROPOSALS will be received at this office until 12, m., on Tuesday, the 1st of February, 1853, for building and equipping a light-vessel, to be completed within four months from the date of the signing of the contract, to be delivered to the properly authorized agent of the department at New York, for one to be delivered at Boston, for one to be delivered at a point to be designated by the board in Vineyard Sound, and for one to be delivered at Smithville, (Cape Fear,) North Carolina.

If none of the bids are satisfactory to the board, it will be at liberty to decline to accept any of them; and no contract will be entered into until it shall have been submitted to, and approved by, the honorable Secretary of the Treasury.

No proposal will be considered unless received from persons engaged in ship-building, and each offer must be accompanied by the signatures of two responsible persons as sureties for the faithful fulfilment of the contract.

The white oak to be of the best sea-coast timber, and the yellow pine of the finest grain untapped southern timber.

Length, 100 feet; extreme breadth, 24 feet 8 inches; hold, 13 feet; tonnage, 265 34-95; keel of white oak; stem and stern post, apron and dead woods of live oak sided 12 inches; whole depth clear of timbers 2 feet 6 inches, including the false keel, formed of two depths coaked and bolted together. On each side will be three thick garboard strakes of white oak fastened with ¾ of one inch copper bolts and tree-nails. Dead woods and apron of live oak, fastened with copper bolts from ¾ of an inch to 1¼ inch. Timber and room 22 inches. Floors and lower futtocks of white oak, sided 8 inches; top timbers and stanchions of locust, sided 7 inches; moulding at throat 12 inches, at side of keel 15 inches, at floor head 9 inches, at plank sheer 5 inches, and at rail 4 inches. Frames to have two bolts of copper, each diameter in each scarph. Bottom filled in solid, level across to the height of the throat of the floor. Breast hooks, three forward and three aft below the deck hooks, and one under the rail, sided 8½ inches, fastened with ¾ of one inch bolts of copper or iron, as they are below or above the line of copper fastening. Keelson of white oak, sided 13 inches, in depth two planks of 9 inches in thickness, coaked and bolted together, fastened with one copper bolt of one inch through every floor timber. The heels of the cant timbers will be fastened with ¾ of one inch copper bolts—wales of white oak nine strakes on each side, in thickness 4 inches, in width 7 inches. Bottom plank of white oak, in thickness, when dubbed off, 3¼ inches in width, under the wales from 7½ inches to 9 inches, and below the bilge keels 10 inches. Below the line of copper fastening, which will be 2½ feet above the floating line when loaded, the fastening will be 1¼ inch locust tree-nails and composition spikes, above which the fastening will be ¾ of one inch bolts and spikes; all square fastened, and the bolts will be through bolts, driven from the outside of the wales and bottom plank, and riveted on rings inside. Butt-bolts ¾ of one inch diameter. The plank of the wales, the upper strake of the bottom, and clamps, except fore and aft hoods, will not be less than 40 feet in length, and not less than 30 feet on the bottom; not less than 4 strakes between two butts on the same frame. Clamps of upper deck of white oak, five strakes on each side, 10 inches wide and 5 inches thick, jogged 1½ inches over the frames for a length of about 50 feet amidships; the fore and after hoods being 3½ inches thick, bolted edgewise in every other room with ¾ bolts. Beams of upper deck 5 feet from side of vessel, of southern fine-grain yellow pine, sided 10 inches, moulded 8 inches, kneed at each end with one dagger and one lodge knee, fastened with ¾ of an inch bolts, those through the body being driven from the outside of the wales. Carlings sided 5 inches, moulded 5½ inches in two tier. Ledges sided 4 inches, moulded 4½ inches. Water-ways of yellow pine, jogged over the beams, with ¾ of one inch bolts. Coamings and head ledges of yellow pine 5 inches thick, and two feet above the deck. Between the fore and mainmast one timber of every frame will run through the plank sheer to the rail. Rail of white oak, in thickness 3½ inches, and 3½ feet above the deck, fastened to strings on the inside and outside of the stanchions with ¾ inch bolts.

Upper deck plank of fine-grain yellow pine, in thickness, when dubbed off and planed, 3 inches, in width 6 inches; fastened with iron spikes and plugged.

Lower deck clamps of white oak, two strakes 4 inches thick and 9 inches wide. Beams of yellow pine, sided 10 inches, moulded 7½ inches, kneed at each end with a lodge and dagger knee, fastened with ¾ of one inch bolts; those through the body being driven from the outside of the bottom plank. Deck framing as the deck above; coamings above the deck 6 inches.

Thick strakes in the turn of the bilge inside, of white oak, four strakes on each side, 6 inches thick and 8 inches wide. Bilge keels of white oak, in length 60 feet, in thickness 9 inches, width amidship 15 inches, tapering to 9 inches at the ends, fastened through the thick strakes at the turn of the bilge inside, with one ¾ of one inch copper bolt in each timber and riveted on the inside. Stanchions in the hold and between decks of yellow pine, 5½ inches square or round.

Before the foremost, and abaft the mainmast, the bulwarks will be planked inside and out; between the fore and mainmast, on the out side only.

Three ports on each side, and two on each side in the stern, hung with composition hinges to the string under the rail. Partners of masts kneed in both decks; steps built with beam and cross-pieces. Cable bits 18 inches square, running down to the timbers or ceiling. Cat-heads of white oak knees, sided 10½ inches, with iron straps. Scuppers, 4 on each side, leaded and fitted with lids. Air ports, six in number on each side, of composition. Deck lights in upper deck, 8 in number. Two pumps with composition chambers, and boxes 8 inches in diameter, with brass pipes of 4 inches in the clear, in wooden cases, and pump gear complete. Also, one wash deck pump of composition, with pipe leading from outside; diameter of chamber 4 inches. One patent pump windlass, in diameter 28 inches. Hawse-holes, leaded and fitted with long cast-iron pipes for chain cables, passing through partners framed in the deck, with flanges and bolsters. Two pair of iron quarter davits for boats. Chain lockers, compressers, platforms for tanks and boilers, and store rooms in the hold. Cabins, bread-room, store-rooms, magazine, coal-bunker, lockers between decks, sleeping-berths for crew, two water-closets with valves and handles, ladders, gratings, hatches, sky-lights, companions, &c., all complete. Hardware of the first quality, hinges of brass, and locks with brass works, all necessary ring and eye-bolts, all man rope and awning stanchions fitted; steps on sides.

To be caulked with oakum from new materials, and in the bottom driven home to the timbers. To be coppered on felt with 30-ounce copper to a line one foot above the floating load line amidships, sheering up one foot at each end. Rudder to have three composition pintles and braces, one saucer and two rudder chains. Tiller of iron fitted with dogs and bolts. Two copper life-buoys fitted.

To have two white pine masts, 55 feet each in length above the deck, including a pole of 10 feet; diameter in partners 20 inches, two gaffs, a squaresail yard, and ensign staff. The whole to be fitted with the necessary rigging and two lightning conductors; all blocks, hooks, hoops, hanks, dead-eyes, belaying-pins, handspikes, cat-blocks, fishhooks, snatch-blocks, and tackles, and falls for boats, anchors, &c. All tackles, chains, and cranes necessary for hoisting and lowering the two lanterns around the masts; lantern-houses around the masts on deck. One hoop-iron day-mark on each masthead. Six iron water-tanks, properly fitted to hold 600 gallons each. A starting-tub, copper-riveted hose, and four iron oil tanks, to contain each 150 gallons, fitted with faucets and cranes. Ten water-casks of 20 gallons, and twenty of 12 gallons each, all iron bound. Scuttle-butt to hold 20 gallons. Two harness casks, each to hold a barrel of pork or beef, fitted with tops, and composition hasps, staples, hinges, &c. Eighteen iron-hooped strong deck or fire buckets. Galley, range, and fixtures complete for a crew of twelve persons. Two coal stoves, with necessary pipe, sheet lead, &c. A belfry, and a bell weighing 1,000 pounds. One whale boat 27 feet long, copper-fastened, with masts, sails, oars, anchors, &c., complete. Forty tons of pig ballast.

All the necessary fixtures and gear for working the cables; a complete set of awnings for fore-and-aft, and three wind-sails; tarpaulins; gratings and hoods for the hatches. Three fore-and-aft and one square-sail, with running rigging complete.

The whole to be painted with one coat of priming and three coats of paint, including the iron work, water-casks, &c., of such colors as may be determined upon.

Further and minute details of the construction of these vessels, which will form a part of the specifications of the contracts, can be seen and examined, with the model and drawings, at the office of the light-house board, by all who are desirous of submitting proposals.

A drawing of the vessel contracted for will be furnished to the contractor, to which he will be required to adhere strictly; to this end, his mould loft lines will be taken off, and his moulds examined by the superintending officer who will be assigned to the duty by this board, with the approval of the Secretary of the Treasury, and who will be required to see that the work executed and the materials used are in strict conformity to the terms and specifications of the contract, and who must certify to the same in writing before the vessel will be received and payments authorized to be made.

All proposals must be sealed and endorsed "*Proposals for Building Light-Vessels,*" and then enclosed in another envelope, and addressed to the Secretary of the Light-house Board, Treasury Department, Washington.

A copy of the midship section forming a part of the contracts will be placed in the hands of the inspector of lights at Boston, New York, and Wilmington, Delaware, and of the collector at Philadelphia, and Baltimore, for the inspection of all persons who may wish to examine them.

Any person submitting proposals may be present and witness the opening of the bids at the time and place hereinbefore specified.

By order of the Light-House Board.

Dec 31—2awtFeb1 WM. DRAPER, Secretary.

WAR DEPARTMENT,
Bureau of Topographical Engineers, Dec. 29, 1852.

PROPOSALS will be received until and including the 10th day of February next, for the following articles required at the harbor of Burlington, Vermont.

92 sticks 50 feet long, (foundation)
90 do 50 do (floor)
50 do 48 do
50 do 46 do
92 do 44 do
97 do 42 do
97 do 40 do
97 do 38 do
97 do 36 do
187 do 35 do
216 do 34 do

(The above sticks to be of hemlock, brown ash, or yellow pine; to be straight, and 12 inches at the small end, of live timber. Kinds to be specified, and prices of each kind.)

210 sticks of white pine (round) 35 feet long, and 12 inches at the small end. To be straight.

70 sticks of square white pine, 35 feet long, and to square 15 inches.

170 pieces of white oak plank, 11 feet long, averaging 12 inches in width, and 3 inches thick.

1,000 white oak tree nails, 2 feet long, to square 2½ inches.

500 pounds 7-inch wrought iron spike.

8,000 perch stone.

All the timber to be free from sap, rents, splits, and other imperfections.

Times of delivery as follows: One-third on the 10th day of May, one-third on the 20th day of May, one-third on the 31st day of May next.

The articles, as delivered on these several specified days to be measured and inspected by an agent of the United States; and if approved and received, the quantities so approved and received will be paid for according to contract price, less 10 per cent. on amount due, which per cent. will be retained by the United States until the contract be completed, when amounts so retained will be paid to the contractor, or will be forfeited to the United States if the contractor fail to fulfil his contract.

Each proposal will be accompanied with evidence that the proposer is able to fulfil his contract; and the department reserves the right of rejecting any proposal not satisfactory in all respects, and of reducing quantities so as to bring the same below the amount appropriated.

Advances on contracts cannot be made; but payments will be made as stated.

The places of landing materials will be pointed out by the United States agent, on notice to him by the contractor. On this account the contractor is not to be subject to a delay of over three days; but such landing shall not be considered a delivery of such articles to the United States. No delivery will be acknowledged except in quantities and times as stated, and in accordance with this advertisement. Until delivered, inspected, and received, all articles will be at the risk of the contractor, and under his care; but when delivered, inspected, and received, they will be at the risk and under the care of the United States. No delay to inspect and receive at times stated will be made or allowed on the part of the United States.

The proposals will be endorsed "Proposals for Timber in Burlington" on the outside of the envelope, and will be addressed to the undersigned.

J. J. ABERT,
Colonel Corps Topographical Engineers.

Dec 31—20d&3awtFeb10

The Republic, Intelligencer, and Union, Washington; Courier and Enquirer, and Express, New York; Vermont Journal, Windsor, Vermont; Albany Register, Albany Express, Albany, New York, will publish the above twenty times daily, then twice a week until February 10.

DEMOCRATIC Review for June, 1852, with portrait of Pierce; this day received. Price 25 cents.

FRANCK TAYLOR.

The New York and Liverpool United States Mail Steamers.

The ships comprising this line are:

The Atlantic.....Capt West.
The Pacific.....Capt. Nye.
The Arctic.....Capt. Luce.
The Baltic.....Capt. Comstock.
The Adriatic.....Capt. Grafton.

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

Price of passage from New York to Liverpool in first cabin, $120. In second cabin, $70. Exclusive use of extra-size state-rooms, $300.

From Liverpool to New York, £30 and £20.

An experienced surgeon attached to each ship.

No berths can be secured until paid for.

PROPOSED DATES OF SAILING.

1853. From New York.	1853. From Liverpool.
Saturday.....Jan. 8.	Wednesday.....Jan. 12.
Saturday.....Jan. 22.	Wednesday.....Jan. 26.
Saturday.....Feb. 5.	Wednesday.....Feb. 9.
Saturday.....Feb. 19.	Wednesday.....Feb. 23.
Saturday.....March 5.	Wednesday.....March 9.
Saturday.....March 19.	Wednesday.....March 23.
Saturday.....April 2.	Wednesday.....April 6.
Saturday.....April 16.	Wednesday.....April 20.
Saturday.....April 30.	Wednesday.....May 4.
Saturday.....May 14.	Wednesday.....May 18.
Saturday.....May 28.	Wednesday.....June 1.
Saturday.....June 11.	Wednesday.....June 15.
Saturday.....June 25.	Wednesday.....June 29.
Saturday.....July 9.	Wednesday.....July 13.
Saturday.....July 23.	Wednesday.....July 27.
Saturday.....August 6.	Wednesday.....August 10.
Saturday.....August 20.	Wednesday.....August 24.
Saturday.....Sept. 3.	Wednesday.....Sept. 7.
Saturday.....Sept. 17.	Wednesday.....Sept. 21.
Saturday.....Oct. 1.	Wednesday.....Oct. 5.
Saturday.....Oct. 15.	Wednesday.....Oct. 19.
Saturday.....Oct. 29.	Wednesday.....Nov. 2.
Saturday.....Nov. 12.	Wednesday.....Nov. 16.
Saturday.....Nov. 26.	Wednesday.....Nov. 30.
Saturday.....Dec. 10.	Wednesday.....Dec. 14.
Saturday.....Dec. 24.	Wednesday.....Dec. 28.

For freight or passage apply to

EDWARD K. COLLINS & CO.,
No. 56 Wall street, N. Y.
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GEO. H. DRAPER, Havre.

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

Jan 5

TO CONTRACTORS.

PETERSBURG, (Va.,) Dec. 21, 1852.

SEALED proposals will be received, addressed to the undersigned, at Petersburg, Virginia, till the 1st February, 1853, for dredging the channel of the Appomattox river for several miles, as indicated on the map of the river, to be seen at Petersburg, and as will be staked out in the bed of the river, to the following depths and widths at bottom—thus indicating four distinct channels, from which the undersigned will select according to the amount of funds available.

1st. To afford nine feet water at mean high water, for a breadth of sixty-six feet on the bottom, and from deep water to the first wharf below the city.

2d. To afford ten feet water at mean high tide, for a breadth of sixty-four feet on the bottom, and from deep water to the same wharf.

3d. To afford eleven feet water at mean high water, for a breadth of sixty-two feet on the bottom, and from deep water to the same wharf.

4th. To afford twelve feet water at mean high water, for a breadth of sixty feet on the bottom, and from deep water to the same wharf.

The material taken from the bottom by dredging in no case to be deposited so as to be washed into the channel again by a freshet; but to be deposited on shore, along the margin of the river, beyond high-water mark, and in such other places and abandoned channels as shall be designated by the undersigned or his substitute.

It must be distinctly understood that no proposition will be accepted by the yard—but by the job. Notwithstanding, the contractor will be enabled to calculate from the map the cubic yards of excavation required. A standard mark of the mean high water, to correspond with the soundings, carefully laid down on the map, at mean low water, will be made on the wharves at Petersburg, and suitable corresponding references along the river banks, at convenient distances, will be established by the undersigned to facilitate the operations.

Not less than half a mile of the work will be inspected and received at a time; and payments on account of work done, to the amount of fifteen per cent., to be withheld from time to time till the whole job shall have been completed, as security for the faithful performance of the contract.

The proposals will be endorsed on the envelope "proposals for dredging."

JOS. K. F. MANSFIELD,
Captain Corps Engineers and Brevet Colonel.

The Richmond Enquirer and Whig; the Norfolk Herald; the Washington Republic and Union; the Baltimore American and Sun; the Philadelphia Pennsylvanian and North American; the Journal of Commerce and Courier and Enquirer, of New York; the Boston Post and Courier, will publish the above till the 15th January, and forward their bills.

Dec 24—dJan15

BRILLIANT SCHEMES FOR JANUARY, 1853.

GREGORY & MAURY, MANAGERS.
(Successors to J. W. Maury & Co.)

$40,000!—75 prizes of $1,000!
Lottery for the benefit of the
STATE OF DELAWARE,
Class 13, for 1853.
To be drawn at Wilmington, Del., on Saturday, January 15, 1853.

GRAND SCHEME.

1 prize of.....	$40,000	1 prize of.....	$2,290
1 do	15,000	1 do	2,000
1 do	10,000	75 prizes of.....	1,000
1 do	5,000	75 do (lowest 3 Nos.)	500
1 do	2,500	&c.	&c.

Whole tickets $10—halves $5—quarters $2 50

Certificates of packages of 25 whole tickets $130 00			
Do	do	26 half do	65 00
Do	do	25 quarter do	32 50

$70,000!—$20,000!—$10,000!—50 prizes of $2,000
Lottery for the benefit of the
STATE OF DELAWARE,
Class A, for 1853.
To be drawn at Wilmington, Del., on Saturday, January 22, 1853.
About one prize to a blank; one-fifth of the prizes will have on them either three or two drawn numbers.
75 number lottery—15 drawn ballots.

RICH AND BRILLIANT SCHEME.

1 splendid capital of	$70,000	1 prize of.....	$3,000
1 splendid prize of	20,000	1 do	2,500
1 do do	10,000	1 do	2,000
1 do do	8,000	1 do	2,500
1 do do	6,000	1 do	2,42
1 prize of.....	5,000	50 prizes of.....	2,00
1 do	4,500	100 do	500
1 do	4,000	100 do	400
1 do	3,500	240 do	300
1 do	3,200	&c.	&c.

Whole tickets $20—halves $10—quarters $5—eighths $2 50

Certificates of packages of 25 whole tickets $300 00			
Do	do	25 half do	150 00
Do	do	25 quarter do	75 00
Do	do	25 eighth do	37 50

$37,500!—$18,000!—$8,000!—50 prizes of $1,000!
Lottery for the benefit of the
STATE OF DELAWARE,
Class 24, for 1853.
To be drawn at Wilmington, Del., on Saturday, January 29, 1853.
Thirteen drawn numbers out of 78.

SPLENDID SCHEME.

1 prize of.....	$37,500	50 prizes of.....	$1,000
1 do	18,000	50 do	500
1 do	8,000	182 do	300
1 do	3,985	&c.	&c.

Tickets $10—halves $5—quarters $2 50.

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

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

Address E. E. O'BRIEN, Agent,
Dec 18 Alexandria, Virginia.

Avery's Sewing Machines—Price only $25!—Patented October 19, 1852.

THIS machine is acknowledged by all who have used it to be superior to that of any other sewing machine ever invented, for its simplicity, compactness, the beauty and strength of its stitch, and its cheapness. It weighs about 25 lbs. and costs only from $25 to $30. It will work neatly, with the smallest thread, the finest muslin, cambric, or silk, as well as linen, woollen, and cotton goods, and all kinds of leather. It is so simple that a child of 10 years of age can understand and work it rapidly, without any danger of its getting out of order, and can do the work of more than 20 seamstresses much better in every respect than it can be done by hand. The stitches are independent of each other—so much so, that if every other stitch is cut, the seam still holds good and strong. It is unlike and much better than any other sewing machine ever invented. This machine is peculiarly adapted to family and plantation use, as it will do all kinds of sewing, and, when known, will be generally introduced into families and plantations.

The Avery Sewing Machine Company have perfected their arrangements for manufacturing on the largest scale, and will supply any number of machines at the shortest notice. Orders addressed to CHARLES NETTLETON, 251 Broadway, New York, will receive prompt attention.

Dec 23—d6m

FRENCH'S HOTEL, corner of Frankfort street and City Hall Square, (opposite the City Hall and Park Fountain,) New York city, was built and opened by the subscriber, May 1, 1849, and refitted and furnished August, 1852. He trusts that for convenience, elegance, comfort, and economy, it cannot be surpassed in the world. It contains more rooms than any other hotel on this continent, save one only, all of which are warmed gratis. They are all fitted up with marble-top washstands, which are supplied with Croton water through silver-plated cocks. There is but one bed in a room. The halls and water closets on every floor will be lit with gas during the night. This hotel is conducted on the European plan of lodging rooms, and meals as they may be ordered in the spacious and splendid refectory, and is in the immediate vicinity of mercantile business and the principal places of amusement.

Dec 9—d3m R. FRENCH.

A LARGE and Superior Lot of Philadelphia-made clothing is just received, and will be opened this day for sale at my auction room, up stairs, comprising in part the following:

Super black and blue dress and frock coats
Olive, black, and brown business coats
Esquimaux and northwestern sacks
Reversible and cloth silk-lined oversacks
Also, a splendid lot of Sim'ns cloths, an entirely new style
Full circle cloth cloaks, fancy and black cassimere pants.

With a great variety of dress and party vests, shirts, &c.

Jan 6—eod3t JAS. C. McGUIRE.

CHOICE HAVANA CIGARS received per bargue Hampton—

La India and Uppman's, Londres
Columbia and other brands. For sale by
JOHN R. BUTHMANN,
Penn. avenue, south side, between 4½ and 6th streets.

Jan 4—3teod

MEMOIRS, Journal, and Correspondence of Thomas Moore; edited by Lord John Russell. Nos. 1 and 2.

Jan 11 FRANCK TAYLOR.

RIVER MAILS.

Louisville and St. Louis to Cairo and New Orleans.

THE eleventh section of the act of Congress, approved August 31, 1852, provides "that it shall be the duty of the Postmaster General to issue proposals and contract for the transportation of a daily mail between Louisville and Cairo, St. Louis and Cairo, Cairo and Memphis, and Memphis and New Orleans, and to supply such intermediate points as he may order from time to time, on suitable and safe steamboats."

To carry into effect this law, and meet the demands of the public, it is deemed expedient to provide for a double daily line between Louisville and New Orleans, to consist of an express line, stopping at the principal offices only, and way-lines, connecting such principal offices and supplying all intermediate offices. And also a connecting line from St. Louis to Cairo. With this view,

PROPOSALS

will be received at the Contract Office of the Post Office Department in the city of Washington, until 3 o'clock, p. m., of the 10th day of February, 1853, (to be decided on or before the 1st of March following,) for conveying the mails of the United States for four years from the 1st July, 1853, on

Route No. 5102—*Express Line.*

From Louisville, Kentucky, by Evansville, Indiana; Cairo, Illinois; Memphis, Tennessee; Napoleon, Arkansas; Vicksburg, Mississippi; Natchez and St. Francisville, Louisiana, to New Orleans, 1,416 miles and back daily, in "suitable and safe steamboats."

Leave Louisville daily at 5 p m;
Arrive at New Orleans in 6 days by 5 p m;
Leave New Orleans daily at 5 p m;
Arrive at Louisville in 7 days by 5 p m.

The department reserves the right to add not exceeding six offices to the above number to be visited by the express line.

No. 5102a—*Way Line.*

From Louisville, Kentucky, by West Point, Brandenburg, Manckport, Indiana; New Amsterdam, Leavenworth, Fredonia, Rome, Stephensport, Kentucky; Cloverport, Hawesville, Cannelton, Indiana; Troy, Lewisport, Kentucky; Rockport, Indiana; Owensboro, Kentucky; Newburgh, Indiana; Green River, Kentucky, to Evansville, Indiana, 188 miles and back daily, in "suitable and safe steamboats."

Leave Louisville daily at 9 a m;
Arrive at Evansville next day by 10 a m;
Leave Evansville daily at 8 a m;
Arrive at Louisville next day by 9 a m.

Rome to be visited on alternate days, with Stephensport and Hawesville on alternate days with Cannelton.

No. 5102b—*Way Line.*

From Evansville, Indiana, by Henderson, Kentucky; Mount Vernon, Indiana; Uniontown, Kentucky; Raleigh, Shawneetown, Illinois; Caseyville, Kentucky; Cave in Rock, Illinois; Elizabethtown, Golconda, Smithland, Kentucky; Padukah, Metropolis City, Illinois; Hillerman and Caledonia, to Cairo, 168 miles and back daily, in "suitable and safe steamboats."

Leave Evansville daily at 11 a m;
Arrive at Cairo next day by 11 a m;
Leave Cairo daily at 7 a m;
Arrive at Evansville next day by 7 a m.

No. 5102c—*Way Line.*

From Cairo, Illinois, by Columbus, Kentucky; Hickman, New Madrid, Missouri; Ashport, Tennessee; Hickman's Bend, Arkansas; Fulton, Tennessee; Osceola, Arkansas; Pecan Point, Randolph, Tennessee; and Oldham, Arkansas, to Memphis, Tennessee, 242 miles and back daily, in "suitable and safe steamboats."

Leave Cairo daily at 12 m;
Arrive at Memphis in 31 hours by 7 p m next day;
Leave Memphis daily at 12 m;
Arrive at Cairo in 31 hours by 6 a m second day.

No. 5102d—*Way Line.*

From Memphis, Tennessee, by Grayson, Arkansas; Dark Corner, Mississippi; Blue's Point, Arkansas; Commerce, Mississippi; Bledsoe's Landing, Arkansas; Walnut Bend, Austin, Mississippi; Wayne, Arkansas; Sterling, Helena, Delta, Mississ