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

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 chases, 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 stow 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 ports 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 most 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†

BOOKS FROM LONDON—

Finden's Beauties of Moore, 1 vol., folio, richly bound in Turkey morocco, and illustrated with 49 steel engravings, $14 50.

Flowers of Loveliness., 1 vol., folio, bound in Turkey morocco, and illustrated with 40 groups of female figures, finely executed on steel, $13.

The Pictorial Sunday Book, 1 vol., folio, half bound in Turkey morocco, illustrated with numerous engravings on wood and steel, and with maps, $10.

History and Description of the World's Fair in 1851, illustrated by beautiful steel engravings, 3 vols, 4to, finely bound in Turkey morocco, $22.

Hogarth's Works, in a series of 150 steel engravings by the first artists, 2 vols., 4to, Turkey morocco, $16.

Shakespeare, 3 vols., royal 8vo, Turkey morocco, illustrated from daguerreotypes of the greatest and most intellectual actors of the age, $21.

June 30 FRANCK TAYLOR.

United States Patent Office,

Washington, Sept. 1, 1857.

ON the petition of James Phelps, of Sutton, Massachusetts, praying for the extension of a patent granted to him on the 24th of November, 1843, for an improvement in "washing machine for cleaning rags," for seven years from the expiration of said patent, which takes place on the 28th day of November, 1857—

It is ordered that the said petition be heard at the Patent Office on Monday, the 9th of November 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 3d of October; 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, Penn.; Daily News, New York; Post, Boston; and Inquirer, Cincinnati, Ohio, once a week for three successive weeks previous to the 9th of November next, the day of hearing.

S. T. SHUGERT,
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.

Sep. 2—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

[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 DOUGLAS.
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. 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

[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.

May 1—law6w [Int. & Star]

[No. 582.]

Notice

Of the removal of the land office from Fayettee to Boonville, in the State of Missouri.

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 FAYETTE, in the State of Missouri, will be removed to the town of BOONVILLE, in said State, *at as early a period as practicable.*

Further notice as to the precise time of removal will be issued by the register and receiver at the Fayette land office.

Given under my hand, at the city of Washington, this 18th day of May, A. D. 1857.

By order of the President:
THOS. A. HENDRICKS,
Commissioner of the General Land Office.

May 19—law6w [Intel&Star]

[No. 583]

Notice for restoring certain lands to market in the State of Louisiana.

NOTICE is hereby given that the land office at Greensburg, in the State of Louisiana, will be open to the sale at private entry and location, on and after the 1*st day of October next*, of all *vacant public land* embraced in the following townships, viz:

South of the base line and east of the principal meridian.

Townships 1, 2, 3, 4, and 6, and fractional township 8, of range 3.
Townships 1, 2, 3, and 4, of range 4.
Townships 1, 2, 3, 4, 5, 6, and 7, and fractional townships 8 and 9, of range 5.
Townships 1, 2, 3, 4, 5, 6, and 7, of range 6.
Townships 1, 2, 3, 4, 5, 6, and 7, of range 7.
Townships 1, 2, 3, 4, 5, and 7, of range 8.
Townships 1, 2, 3, 4, 5, 6, and 7, of range 9.

The said lands having been proclaimed and offered at public sale before their recent withdrawal by notice No. 563, in reference to railroad purposes.

The following townships, which have not been offered heretofore at public sale, will be released from their recent withdrawal for railroad purposes, and open to pre-emption as other unoffered public land, on and after the date above mentioned, viz:

South of the base line and east of the principal meridian.

Township 5 and 7, of range 3.
Townships 5, 6, and 7, and fractional townships 8 and 9, of range 4.
Fractional township 8, of range 6.
Fractional township 8, of range 7.
Township 6, and fractional township 8, of range 8.
Fractional townships 8 and 9, of range 9.

Given under my hand, at the General Land Office, at the city of Washington, the 27th day of July, 1857.

THOS. A. HENDRICKS,
Commissioner.

July 29—law6w [Int. & Star.]

[No. 584.]

Notice

Of the Removal of the Land Office from OJIBWA *to* OTTER TAIL CITY, *in the Territory of Minnesota.*

IN ACCORDANCE with the provisions of the act of Congress entitled "An act authorizing changes in the location of land offices," approved 3d March, 1853, it is hereby declared and made known that the office for the "Northwestern District" in the Territory of Minnesota will be removed from the town of OJIBWA to OTTER TAIL CITY, in said Territory, *at as early a period as practicable.*

Further notice as to the precise time of removal will be issued by the register and receiver for said district.

Given under my hand, at the city of Washington, this 18th day of August, A. D. 1857.

By order of the President:
THOS. A. HENDRICKS,
Commissioner of the General Land Office.

Aug 20—law6w [Intel & Star.]

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.

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

THE NEW YORK AND LIVERPOOL UNITED States mail steamers.—The ships comprising this line are the following:

The Atlantic.....Capt. Oliver Eldridge.
The Baltic.....Capt. Jos. Comstock.
The Adriatic.....Capt. James West.

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, $130; in second cabin, $75. From Liverpool to New York, 30 and 20 guineas.

An experienced surgeon attached to each ship.

No berths can be secured until paid for.

The ships of this line have improved water-tight bulk heads, and, to avoid danger from ice, will not cross the Banks north of 42 deg. until after the 1st of August.

PROPOSED DATES OF SAILING.

From New York.		*From Liverpool.*	
Saturday	April 25, 1856.	Wednesday	May 14, 1856.
Saturday	May 10, 1856.	Wednesday	May 28, 1856.
Saturday	May 24, 1856.	Wednesday	June 11, 1856.
Saturday	June 7, 1856.	Wednesday	June 25, 1856.
Saturday	June 21, 1856.	Wednesday	July 9, 1856.
Saturday	July 5, 1856.	Wednesday	July 23, 1856.
Saturday	July 19, 1856.	Wednesday	Aug. 6, 1856.
Saturday	Aug. 2, 1856.	Wednesday	Aug. 20, 1856.
Saturday	Aug. 16, 1856.	Wednesday	Sept. 3, 1856.
Saturday	Aug. 30, 1856.	Wednesday	Sept. 17, 1856.
Saturday	Sept. 13, 1856.	Wednesday	Oct. 1, 1856.
Saturday	Sept. 27, 1856.	Wednesday	Oct. 15, 1856.
Saturday	Oct. 11, 1856.	Wednesday	Oct. 1856.
Saturday	Oct. 25, 1856.	Wednesday	Nov. 12, 1856.
Saturday	Nov. 8, 1856.	Wednesday	Nov. 26, 1856.
Saturday	Nov. 22, 1856.	Wednesday	Dec. 10, 1856.
Saturday	Dec. 6, 1856.	Wednesday	Dec. 24, 1856.
Saturday	Dec. 20, 1856.		

For freight or passage apply to

EDWARD K. COLLINS,
No 56 Wall street, N. Y.
BROWN, SHIPLEY, & CO.,
Liverpool.
STEPHEN KENNARD & CO.,
27 Austin Friars, London.
B. G. WAINWRIGHT & CO.,
Paris.

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.

May 1—dtf

For All Parts of the West.

BALTIMORE AND OHIO RAILROAD.

NEW AND IMPROVED ARRANGEMENTS.

THREE TRAINS DAILY from Baltimore, for Cumberland, Wheeling, and all parts of the West.

1st. The ACCOMMODATION TRAIN will leave (except Sunday) at 6.45, a. m., connecting with trains from Philadelphia; first train from Washington (at Junction) will stop at way stations and arrive at Cumberland at 4 o'clock, p. m.

2d. The MAIL TRAIN leaves Camden Station daily (except Sunday) at 8.30, a. m., and reaches Wheeling by 4, a. m., connecting at Benwood with trains for Columbus, Cincinnati, Dayton, Indianapolis, Louisville, Cleveland, Toledo, Detroit, Chicago, St. Louis, Cairo, and intermediate points.

3d. The EXPRESS TRAIN leaves daily at 7, p. m., connecting with express trains for Cincinnati, St. Louis, Cairo, Chicago, and intermediate places. The distance to Cincinnati and other central and southern places in the West is nearly 100 miles shorter than by any other route. The time to these places is also unequalled.

Baggage checked through to Columbus, Cincinnati, Indianapolis, and St. Louis.

Passengers and baggage transferred at all points free.

THROUGH TICKETS will be sold to all the large towns in the West, at the lowest possible rates, at the ticket office, Camden Station, and at Washington city.

A second-class car is attached to the mail train.

Passengers from Baltimore or Washington may *view the entire road by daylight* by taking accommodation or mail train, and lying over at Cumberland or Oakland. They resume next morning by the express train, which leaves Cumberland at 2.50, a. m., and reaches Wheeling at 2, p. m.

Passengers from Washington have ample time for meals at Washington Junction.

This is the only route by which through tickets and baggage checks can be obtained in Washington.

FOR WAY PASSENGERS.

The accommodation train, at 6.45, will stop at all stations east of Cumberland, and the express at stations beyond Piedmont going west. Eastwardly, the mail train leaves Wheeling at 7.15, a. m., and accommodation leaves Cumberland at 8.20, reaching Baltimore at 5.45, p. m.

The FREDERICK TRAIN starts at 4, p. m., (except Sunday,) stopping at way stations. Leaves Frederick at 9, a. m., arriving at Baltimore at 12.30, noon.

The ELLICOTT'S MILLS TRAIN leaves Camden Station at 6, a. m., and 3.30, p. m. Leaves Ellicott's Mills at 7.30, a. m., and 7.30, p. m., except Sunday.

W. S. WOODSIDE,
Master of Transportation.

Jan 17—dtf

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

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

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

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

Passengers leave Panama the same day they arrive at Aspinwall.

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

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

May 6—dtf

For Kansas and Missouri River.

CARS. STEAMBOAT.

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

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

The Lightning-Line packets are equal to any boats in the trade, and, being required to run on schedule time with the mails, passengers are never delayed waiting for freight at towns on their way. Through tickets can be purchased in the principal cities of the United States, or at the offices in St. Louis. T. McKISSICK,

May 22—dtf Ass't Sup't.

Select Classical School at Oxford, North Carolina.

SINCE the establishment of this school in January, 1851, by the present principal, James H. Horner, A. M., it has received a large and steadily increasing measure of the public favor, as attested by an extensive patronage from abroad and its annual delegation of matriculates to the University at Chapel Hill. Hereafter it will be conducted under the joint supervision of Mr. Horner and Professor A. G. Brown, late of the said University, who has been many years a teacher of the ancient classics in that institution. Rev. T. J. Horner will continue to be an assistant instructor, and others well qualified for the office appointed as occasion may require.

The plan of studies is designed to prepare young men for advanced classes in college, and also to fit those who may not expect or desire to obtain the benefit of a full collegiate course for respectable stations in life by instruction in the ordinary branches of a sound English education. For the sake of the greatest efficiency, the number of classes will be limited, so that ample time may be devoted to examination and lecture upon the subject of every lesson by each instructor in his own department.

Care will be taken also to adapt the text books and modes of instruction to the latest advancement of knowledge in each of the several branches. While the methods recommended by experience shall be consistently preserved, no expense will be spared to provide the best apparatus for the work.

Important arrangements are in preparation to increase the advantages and promote the permanent success of the schools.

The instructors are natives of North Carolina, have been long engaged in the profession, and are authorized to refer those who may desire further information as to their personal or official qualifications to many distinguished citizens of this and other States in the South.

Among these are Hon. Wm. A. Graham, Hon. W. P. Mangum, ex-Govs. Morehead and Manly, Hon. Asa Biggs, Rt. Rev. Thomas Atkinson, Rev. Alexander Wilson, D. D., Rev. Samuel Wait, D. D., Rev. C. F. Deems, D. D., the president of the North Carolina University, and various members of the board of trustees.

The next term will commence on the 15th of July.

Other particulars made known on application.

May 14*

Notice.

WHEREAS by virtue of a decree entered in a suit pending in the circuit court of Rappahannock county, Virginia, in which J. Richards Nicklin and Delia Calvert are plaintiffs, and Cecilius Calvert, Hannah Jell, James Jell, and John Jell, administrators of Ann Coxe, deceased, and others, are defendants—among other things it was adjudged, ordered, and decreed that the commissioner who was directed to take the accounts directed in said cause should "inquire and state to the court whether the said Sarah Henrietta Birch, a sister of the half-blood to the said Ann Coxe, was living at the time of her death, and, if she was dead, whether her said husband survived her and the said Ann Coxe, and whether she left a child or children, descendant or descendants? And for that purpose the said commissioner is to cause advertisements to be inserted in the "National Intelligencer" and "Union" weekly for four weeks for the said Sarah Henrietta Birch, her child or children, descendant or descendants, or other person or persons entitled to her interest in the said estate, to come in before said commissioner and make out his, her, or their claim to partake in the distribution of the said estate.

Now, therefore, I, J. Y. Menefee, commissioner of the circuit court of Rappahannock county, hereby notify the said Sarah Henrietta Birch, if she be alive, and, if she be dead, her child or children, descendant or descendants, or other person or persons entitled to her interest in the estate of the said Ann Coxe, deceased, to come in before me, at my office, in the town of Washington, Rappahannock county, Virginia, on the 15th day of August, 1857, and make out his, her, or their claim to partake in the distribution of the said estate of the said Ann Coxe, deceased.

JULY 9, 1857. J. Y. MENEFEE,
July 14—w4w Commissioner.

Will be published on the 25th of June

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☞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 stereotype 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 those 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. WALKO, late Commissioner of Pensions.
The Hon. JOHN WILSON, late Commissioner of the General Land Office.
The Hon. J. M. BRODHEAD, Second Comptroller of the Treasury.
The Hon. ROBERT J. ATKINSON, Third Auditor.
The Hon. A. O. DAYTON, Fourth Auditor.
Colonel WM. H. BISSELL, chairman of House Committee on Military Affairs.
General JAMES SHIELDS, chairman of Senate Committee on Military Affairs.

Also letters from chiefs of bureaus in the War and Navy Departments recommending a distribution of the work for the benefit and encouragement of the military and naval service.

This work has been adopted by Congress, under the joint resolution of the 24th June, 1854, in the ratio of 8 copies to each new member and delegate, with other books in their respective ratios, and are now due in the same ratio of 8 copies, with other books in their respective ratios, under the House resolution of July 7, 1856, and the book appropriation in the deficiency bill of March 3, 1857, to be distributed to such public libraries as shall be designated in their respective districts by the new members and delegates of the last Congress.

All of these testimonials render this the "standard work on Pension and Bounty Land Laws." R. MAYO.

For sale by W. H. & O. H. Morrison, Washington, and Lucas Brothers, Baltimore. Persons remitting $3 50 will promptly receive a copy by mail or express free of cost.

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June 18—dtf

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