Traveller's Guide.

Departure of Cars and Steamboats from Washington.

The cars leave the station, at the intersection of New Jersey avenue and C and D streets, for Baltimore and intermediate places, at six and eight o'clock a. m. and half-past three and five p. m. On Sundays at six a. m. and five p. m. only. The second and fourth are express trains, stopping only at the Relay House and Annapolis junction.

The cars leaving Washington at six a. m. and five p. m. meet the cars from Baltimore at the Washington junction (or Relay House,) for Wheeling.

The train leaving Washington on Saturday afternoon goes no farther than Philadelphia; the one of Sunday morning only to Baltimore.

The cars leave the Alexandria (Va.) station, corner of Duke and Henry streets, for Warrenton and the intermediate points, at eight o'clock a. m. except Sunday, and at a quarter before two o'clock p. m. A daily stage runs between Gordonsville and Culpeper in connexion with the cars on this and the Virginia central roads.

The steamboats leave the wharf for the South at fifteen minutes past six a. m. and nine o'clock p. m., or immediately after the arrival of the first and the last train of cars from Baltimore.

The steamer George Washington or the Thomas Collyer makes three trips a week to Mount Vernon and Fort Washington, leaving the wharf at half-past nine o'clock.

The steamboats George Washington, Thomas Collyer, and Union leave for Alexandria every hour during the day.

Arrangement of the Mails at the Washington Post Office, July 1, 1853.

The *Great Eastern Mail*, from Baltimore, Philadelphia, New York, Boston, &c., and Buffalo, &c., arrives at 6 a. m., and 9 p. m., daily; and the mail sent from the office, to and by those places, closes at 4 and 9 p. m., daily.

The *Southern Mail* closes daily at 7 and 9 o'clock p. m., and is received daily by 6 o'clock a. m., and 4 p. m.

The *second Eastern* and *Great Western Mails* are received by 6 p. m.; the latter closes at 2 p. m., the former at 9 p. m., daily. The mail trains north of Philadelphia arrive there in time to connect with the train for Baltimore, which brings the Great Mail to arrive here by 6 a. m. No eastern mail is received at the office on Sunday night, and no eastern mail, to be sent beyond Baltimore, is made up on Saturday night.

The mail for *Annapolis, Md.*, and *Norfolk,** and *adjacent places in Virginia*, is closed every night, *except Saturday*, at 9 p. m., and is received six times a week, with a mail from *Baltimore, Md.*, by 12 m.

The mail from *Georgetown, D. C.*, is received twice daily, by 8 a. m. and 5 p. m., and it is closed for that place at the same hours.

The mail from *Rockville, &c., Md.*, is received by 6 p. m., and it is closed for those places at 9 p. m., daily.

The mail from *Brookville, &c., Md.*, is received by 5 p. m. of Monday, Wednesday, and Friday, each week, and closes same days at 9 p. m.

Papers and pamphlets can be sent, without being prepaid, to any part of the United States; but double postage is charged on delivery. The postage on foreign printed matter must be prepaid.

The office is open at 6 a. m. for delivery of letters and papers received by previous mails, and at 8 a. m. for general delivery, and at 8 o'clock p. m. daily, *except Sunday*, and on that day it is open from 8 to 10 a. m., and from 7 to 8 o'clock p. m.

*Norfolk, &c., three times by Baltimore; four times by Richmond

☞ **Young Men's Christian Association.**—*Rooms Fowlers' Building, Seventh street, below E, near the General Post Office.*—The Library and Reading Rooms are open every day, (Sunday excepted,) between the hours of three and ten p. m. The best religious newspapers and the standard reviews and magazines of this country and Great Britain are regularly received.

Citizens and strangers will be cordially welcomed.

By Order of the Association.

Mar 4—eotf

F. BROWN'S ESSENCE OF JAMAICA GINGER.—THIS ESSENCE is a preparation of unusual excellence. In ordinary diarrhœa, incipient cholera—in short, in all cases of prostration of the digestive functions it is of inestimable value. During the prevalence of epidemic cholera and summer complaints of children it is peculiarly efficacious. No family, individual, or traveller should be without it, as it enables the system to resist the influence of incipient disease which lurk in a changing climate.

CAUTION.—Be sure to get the genuine essence, which is prepared only by F. BROWN, at his *Drug and Chemical Store, N. E. corner of Fifth and Chestnut streets, Philadelphia*, and for sale by all the reepectable apothecaries in the United States.

And in Washington City, D. C., by Patterson & Nairn, Z. D. Gilman; and in Alexandria, by J. R. Pierpont. June 27—W&S3m

OFFICE OF CORRESPONDENCE,
Seventh Street, near the Post Office Department, Washington, D. C.

ALL PERSONS having business in Washington are informed that the undersigned has established here an OFFICE OF CORRESPONDENCE, for the purpose of giving any information desired in relation to every possible and proper subject of inquiry by persons in any part of the world. Those wishing to know how to proceed in any business they may have before Congress, in the public offices, &c., will be discreetly advised; and when professional or other aid may be necessary, the best will be procured or recommended.

The undersigned will regard all matters communicated to him in connexion with this office as sacredly confidential.

Every letter of inquiry must be postpaid and contain a fee of ONE DOLLAR, which will generally be the only remuneration required; but should it not compensate for the service to be rendered, the proper amount will be stated in a satisfactory letter in reply.

Address (postage prepaid)

THOMAS C. CONNOLLY,
Office of Correspondence, Washington, D. C.

Mr. THOMAS C. CONNOLLY is known to us as a worthy citizen, a gentleman of intelligence, and a clear, accurate, and ready writer; and we regard him as eminently qualified for the able, prompt, and faithful performance of the useful duties connected with his new and original design of an *Office of Correspondence*.

RICHARD WALLACH,
[U. S. Marshal for the Dist. of Columbia.]
WALTER LENOX,
[Late Mayor of Washington.]
JO. GALES,
[Of the "National Intelligencer."]
R. W. LATHAM,
[Banker.]
S. A. DOUGLAS,
[United States Senate.]
JOHN W. MAURY,
May 13—dtf [Mayor of Washington.]

AMERICAN HOUSE,
Hanover Street, Boston.
BY LEWIS RICE.

Rebuilt, Enlarged, and Elegantly Furnished.

Possessing all the modern improvements and conveniences for the accommodation of the travelling public.

BOSTON, November 16, 1852. Dec 10—1y

BURKE ON THE MINERAL SPRINGS OF VIRGINIA; new edition, with map.

Mineral Springs of Virginia, with their Analysis, by John J. Moormaun, M. D.

Six Weeks at the Fauquier Sulphur Springs.

The White Sulphur Papers, or Life at the Springs of Western Virginia, by Mark Pencil, esq.

Saratoga Waters, by M. L. North, M. D.

Colton's Route Book through the United States

Disturnell's Railway, Steamship and Telegraph Book.

July 7 FRANCK TAYLOR.

COLERIDGE'S WORKS, vol. 6; Harper's edition.

The English Humorists of the 18th century; a series of lectures by W. M. Thackeray.

"The Old House by the River;" by the author of "The Owl Creek Letters."

American Polytechnic Journal for June.

June 20 FRANCK TAYLOR.

PROPOSALS FOR TIMBER FOR THE NAVY.

NAVY DEPARTMENT,
BUREAU OF ORDNANCE AND HYDROGRAPHY,
July 22, 1853.

SEALED PROPOSALS, endorsed "Proposals for Timber," will be received at this Bureau until three o'clock p. m. of the 22d of August next, for furnishing and delivering, under contract, at each of the several navy yards at Charlestown, Massachusetts; Brooklyn, New York; and Gosport, Virginia, the following described timber, viz:

WHITE OAK—*For Axletrees.*

190 pieces, length five feet eight inches; thickness, ten inches; breadth, fourteen inches
190 pieces, length five feet four inches; thickness, nine inches; breadth, twelve inches
75 pieces, length, five feet three inches; thickness, eight and one-half inches; breadth, fourteen inches
75 pieces, length five feet; thickness, seven and one-half inches; breadth, eleven inches

For Brackets.

320 pieces, length six feet two inches; thickness, seven inches, breadth, sixteen inches
60 pieces, length six feet; thickness, seven inches; breadth, twelve and one-half inches
320 pieces, length five feet two inches; thickness, seven inches; breadth, twenty inches
60 pieces, length five feet two inches; thickness, seven inches; breadth, sixteen inches
150 pieces, length five feet eight inches; thickness, six and one-half inches; breadth, thirteen inches
150 pieces, length four feet eight inches; thickness, six and one-half inches; breadth, sixteen inches

For Transoms, (each piece making two transoms.)

80 pieces, length four feet eight inches; thickness, eight and one-half inches; breadth, twenty inches
15 pieces, length four feet eight inches; thickness, eight and one-half inches; breadth, sixteen inches
38 pieces, length four feet two inches; thickness, seven inches; breadth, fourteen inches

(Being about ninety-one thousand eight hundred and fifty-two feet (board or inch measure) at each yard.)

HICKORY.

Five hundred white hickory handspikes, six feet three inches long, three and one-half inches square at the butt, and two and one-half inches square at the small end.

The above white oak timber must be of the best quality, and have grown within sixty miles of sea water, and taken from butt logs, clear of knots, rents, sap, and all other defects, and from the centre or heart pith. It must be got out fair, straight, to sharp corners, and without twist or wind.

The handspikes must be split from the best white hickory butts, clear of centre or heart pith, and dressed down to the prescribed dimensions.

The timber for axletrees must be in single lengths, and from butt cuts. The timber for bracket pieces may be delivered to cut two lengths, and for the transom pieces to cut four lengths, or double those above given; but no other combinations of lengths, nor any timber from top pieces, will be received for any purpose.

In the dimensions of white oak timber, additions have been made to the net dimensions to which it is to be worked; and no payment will be made for any excess beyond the aggregate number of feet herein stated for each yard. If any should be received under prescribed dimensions, the actual contents only will be paid for.

None of the timber will be received unless it is entirely to the satisfaction of the respective commandants of the yards at which it is delivered.

The deliveries may be made as early as suits the convenience of the contractors, but the whole must be delivered on or before the first day of July, 1854.

Separate offers must be made for the supply at each of the navy yards named, and for the white oak, and for the hickory, but the offers must be for *all* of the white oak and *all* of the hickory for each navy yard. The offer must be by the thousand feet, board measure, for the white oak timber, and by the piece for the hickory handspikes.

Persons whose offers may be accepted will be required to enter into contracts which, besides other conditions, will expressly provide that, in case they shall in any respect fail to perform the contracts, the same may be, at the option of the United States, declared null and void, without affecting the right of the said United States to recover for defaults which may have occurred, with the stipulation also that, if default shall be made by the contractor in delivering all or any of the timber contracted for, of the quality, within the times and at the places named, that then and in that case the contractor and his sureties will forfeit and pay to the United States, as liquidated damages, a sum of money equal to twice the contract price, which liquidated damages may be recovered from time to time as they accrue.

All the aforesaid timber must be subject to inspection and measurement, according to the "printed rules established for the inspection and measurement of timber for the navy of the United States," copies of which may be seen at either navy yard or navy agent's office.

No extension of time for making deliveries will be granted, and penalties for non-fulfilment will in all cases be rigidly enforced. Bidders are therefore requested not to offer for more than they are sure they can furnish within the time specified.

Approved sureties in twice the estimated amount of each contract will be required in the manner set forth in that instrument, and twenty per centum will be withheld from the amount of each payment as collateral security for its faithful performance. Eighty per centum of each bill, approved in triplicate by the respective commandants of said navy yards, will be paid by the navy agent at the point of delivery, within thirty days after its presentation to him, duly approved.

Every offer must be accompanied by a written guarantee (the responsibility of the guarantor or guarantors to be certified to by a navy agent or other official person, or by some one known to the bureau) that, if the offer be accepted, the bidder or bidders will, within ten days after the receipt of the contract at the post office designated, execute the same, with good and sufficient sureties, to furnish the articles proposed agreeably to the terms specified in the contract. The law of the 10th August, 1846, forbids the consideration of all proposals not accompanied by such guarantee.

Those only whose offers may be accepted will be notified, and contracts will be forwarded without delay.

Persons offering are directed to designate the post office through which they desire to be addressed, and the navy agent to whom the contracts shall be sent for execution.

Editors authorized to publish this advertisement will be specially notified by this bureau. None others will be paid for its insertion.

Form of guarantee (to be attached to each offer.)

We, the undersigned, residents of , in the State of , hereby guarantee, in case the foregoing bid of be accepted, that he (or they) will, within ten days after the receipt of the contract at the post office designated in said bid, execute the same with good and sufficient sureties, to furnish the articles proposed, in conformity with the terms of the advertisement under which it is made. C. D.
E. F.

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

G. H., Navy Agent.

Form of endorsement on the envelope transmitting the offer.

"Proposals for Timber," at the Navy Yard, (name the yard.)

To ————,
Chief of Bureau of Ordnance and Hydrography,
Washington, D. C.

July 26—2aw4w

HOME PICTURES, by Mrs. Mary Andrews Denison.

The Boyhood of Great Men, intended as an example to youth, with illustrations.

Helen and Arthur, or Miss Thusa's Spinning-Wheel, by Miss Caroline Lee Hentz.

No. 16 Bleak House.

Just received by

July 9 TAYLOR & MAURY,
Booksellers, near 9th st.

POEMS BY MEDITATUS.—The Wigwam and the Cabin, by W. Gilmore Simms; new edition.

Sword and Distaff; by W. Gilmore Simms.

The Pro-Slavery Argument as maintained by the most distinguished writers of the Southern States. 1 vol.

Summer Stories of the South; by T. Addison Richards.

July 28 FRANCK TAYLOR.

New York Advertisements.

INDIA RUBBER GOODS.

D. HODGMAN, No. 27 Maiden Lane and 5 Nassau street, (first corner from Broadway,) respectfully invites the attention of his old customers, and merchants throughout the country generally, to his stock of India Rubber Goods of his own manufacture, viz:

Coats, Capes, Ponchos, Pants, Overalls, Leggings, Caps, Gloves and Mittens, Life Preservers, Overshoes, Carriage Cloths, Piano Covers, Machine Beltin , Steam Packing, Door Springs, &c.; and every description of Rubber Goods manufactured will also be found as above.

My goods defy competition or comparison—are warranted proof against decomposition in any climate, and are offered for sale in large or small quantities, upon the best terms. Orders solicited and promptly attended to by

D HODGMAN,
27 Maiden Lane and 59 Nassau st., N. Y.
Sept 13

THE LARGEST
SILK, RIBBON, AND TRIMMING HOUSE
IN NEW YORK.
THOMAS G. STEARNS,
Importer and Jobber of
Silks, Millinery, and Fancy Goods,
162 *Broadway, New York,*

HAS now in store and is daily receiving and offering at the lowest prices, a complete assortment of goods in his line, embracing all the various styles and designs, consisting of Black and Fancy Silks, Marcelines, Florences, Shawls, Trimmings, Bonnet Ribbons, Taffeta and Satin Ribbons, Dress Trimmings of all kinds, French and English Crapes, Crape Lisses, Silk Cravats, Embroideries, Gloves of all kinds, Silk Lace Mits, Bareges, Laces, White Goods, Hosiery, L. C. Handkerchiefs, &c. The undersigned invites the attention of the trade and his friends generally. Great inducements offered to *cash* and *short-time* buyers.

THOS. G. STEARNS, 162 Broadway,
Between Liberty st. and Maiden Lane, N. Y.
Dec 25—1y

SHANNONDALE SPRINGS.

THIS healthy and beautiful Watering Place will be under the personal superintendence of the undersigned during the present summer, who will use every effort in his power to render it one of the most attractive and agreeable watering places in Virginia. It is situated on an elevation or spur of the majestic Blue Ridge Mountain, in the county of Jefferson, five miles south of Charlestown, the county seat.

Passengers leaving Baltimore or Washington by the morning train of cars will arrive at Harper's Ferry at half-past eleven a. m., from thence in the Winchester and Potomac railroad cars, ten miles to Charlestown, where a twelve-passenger coach will receive and convey them into Charlestown, and, if desired, to the Springs to dinner, over a good road and through a lovely country.

The analysis made by the late Dr. De Butts from one hundred grains of the water from the main fountain, afforded 63 grains of sulphate of lime, 10½ grains carbonate of lime, 23½ grains of sulphate of magnesia, (epsom salts,) 1 grain of the muriate of magnesia, 1 grain muriate of soda, 3-10 grains sulphate of iron, and 7-10 grains of carbonate of iron.

From the above analysis the waters of Shannondale may very properly be classed among the Saline Chalybeates—a combination of the most valuable description in the whole range of mineral waters. It may therefore be positively asserted, without exaggeration or fear of contradiction, that no mineral water within the limits of the United States possesses the same constituent parts, or is a more salutary and efficient purgative, than the water of Shannondale Springs. This water acts as gently as the mildest aperient, without giving rise to those unpleasant sensations of pain and debility so often occasioned by ordinary cathartics, prepared by the most skilful physicans.

The free use of this water acts almost immediately upon the skin and kidneys, removes worms, relieves the convalescent from bilious or other fevers, dyspepsia, dropsical swellings, calculous affections, hemorrhoids, scrofula, indigestion, rheumatism, loss of appetite, exhaustion, general debility, gravelly concretions, strictures, and a variety of other diseases to which man is subject; and it is freely acknowledged by all who have been afflicted with any of the above diseases that the free use of the Shannondale waters have effected permanent cures.

Sulphur, mineral, hot and cold baths furnished upon application at the bar.

The Hotel is large and commodious, the cottages numerous and comfortable.

The table will be supplied with the best beef, mountain and valley mutton, together with all the luxuries afforded in the fertile valley of Virginia.

The best wines, brandies, and other liquors can always be had at the table or at the bar.

G. W. SAPPINGTON,
Proprietor of Sappington's Hotel, Charlestown,
June 28—2aw1m Jefferson county, Va.

Navy Department,
Bureau of Yards & Docks, July 18, 1853.

SEALED PROPOSALS, endorsed "Proposals for building a wall around the Cemetery near the Naval Hospital, Norfolk," are invited, and will be received by the Bureau of Yards and Docks, until 12 o'clock m. on the 20th day of August next, for furnishing all the materials and erecting a wall around the Cemetery near the Naval Hospital, *Norfolk*, and a dead-house within the enclosure. All the materials and work to be in accordance with specifications, which will be exhibited to bidders on application at the office of the Commandant of the *Norfolk Navy Yard.*

July 19—law120Aug

BROWN'S HOTEL.

T. P. & M. BROWN, PROPRIETORS,
Pa. Avenue, between 6th and 7th streets,
WASHINGTON, D. C.

June 13—tf

LIBERTY STOVE WORKS & HOLLOW-WARE FOUNDRY, Philadelphia.

THE UNDERSIGNED respectfully inform the public, that having still further enlarged and improved their WORKS, and increased their facilities, they are now prepared to execute orders for stoves, hollow-ware, &c., on the most reasonable terms.

They invite the attention of SOUTHERN and WESTERN MERCHANTS to their large and extensive assortment of NEW PATTERNS, all of which have been got up at great expense, combining originality and beauty of design, with durability, utility, and economy in their operation, comprising the most complete and varied assortment of STOVES ever offered for sale; consisting of Liberty Air Tight Cook, for wood or coal; Complete Cook; Star Air-Tight; Star Franklin; Star Radiator; Fire King Radiator; Improved Jenny Lind; Cannon Stoves; Bases; Bare Cylinders; Bar-Rooms; Radiatr Plates; Tea Kettles; Ranges; Gas Ovens, &c., &c

COUNTRY MERCHANTS desirous of ordering by letter can have a list of prices sent by mail, containing drawings and descriptions of all the different varieties of Stoves, &c.

ABBOTT & LAWRENCE,
Brown St., above Fourth, Philadelphia.
Feb 28—law6m*

TABLES OF THE PRIME NUMBERS and Prime Factors of the Composite Numbers, from 1 to 100,000, with the methods of their Construction and examples of their use. By Edward Hinkley, A. M.

The Life and Letters of Stephen Olin, D. D.; L. L. D. 2 vols.

Ranke's Civil Wars and Monarchy in France. 1 vol.

June 22 FRANCK TAYLOR.

A STORY OF SCHOOL LIFE—Edgar Clifton, or Right and Wrong; by C. Adams.

Discourses on the Unity of God; by William G. Eliot, of St. Louis.

Regeneration; by E. H. Sears.

The Prophets and Kings of the Old Testament; by F. D. Maurice.

Child's Matins and Vespers; by a Mother.

For sale at TAYLOR & MAURY'S
June 23 Bookstore, near 9th street.

POEMS, BY THOMAS BUCHANAN READ new and enlarged edition

The Sword and the Distaff, or Fair, Fait and Forty, a story of the South; by the author of Partisan, Walton, &c.

John Randolph of Roanoke, and other sketches of character, including William Wirt, with tales of real life; by F. W. Thomas, esq.

Just received, for sale by

TAYLOR & MAURY,
June 11 Booksellers, near 9th st.

PROPOSALS FOR STATIONERY.

DEPARTMENT OF THE INTERIOR,
WASHINGTON, June 23, 1853.

IN CONSEQUENCE of the informalities in the proposals received at this Department, pursuant to the notice of the 14th ultimo, and in order to effect the object designed by the 17th section of the act of Congress approved the 26th of August, 1842, it becomes necessary to extend the time for receiving proposals.

Notice is therefore hereby given that sealed proposals for furnishing the stationery which may be required for the use of this Department and its several bureaus, during the fiscal year ending the 30th June, 1854, will be received at this Department until 3 o'clock p. m., on Saturday, the 20th day of August next, when the bids will be opened in presence of such of the bidders as may be present.

Those unaccompanied by satisfactory testimonials of ability to fulfil a contract will not be considered.

The bidder to whom the award may be made will be required to enter into contract within thirty days after being notified of the acceptance of his offer.

All the articles must be of the very best quality, samples of which must accompany the bids, and the Department reserves the right to retain such samples and pay for the same at the prices stated in the offer, or to return them at its option.

Each proposal must be signed by the individual or firm making it, and must specify a price, *and but one price*, for each and every article named in the schedule. Should articles be required not enumerated, they are to be furnished at the lowest market prices, according to quality. Blank forms for proposals will be furnished at the Department to persons applying for them; and as, without uniformity therein, the Department would find it difficult to make a decision, none will be taken into consideration unless substantially agreeing therewith

All the articles to be furnished and delivered without delay when ordered, and to the satisfaction of the head of the office for which they are required.

The Department reserves the right of ordering a greater or less quantity of each and every article contracted for, as the public service may require.

Bonds, with approved security, to be given by the person or persons contracting; and in case of a failure to supply the articles, the contractor and his sureties shall be liable for the forfeiture specified in such bond as liquidated damages.

The subjoined list specifies, as nearly as now can be done, the quantity and description of the articles that will be wanted:

STATIONERY.

Writing paper, made of linen, laid or wove, white or blue—

15 reams folio post, satin or plain finish, faint lined, and trimmed, to weigh not less than 17 pounds per ream
50 reams foolscap, hand made, faint lined, and trimmed, to weigh not less than 12 pounds per ream
10 reams foolscap, plain machine, faint lined, and trimmed, to weigh not less than 12 pounds per ream
10 reams foolscap, blue laid, hand made, faint lined, garden pattern, commonly known as despatch or consular paper, to weigh not less than 16 pounds per ream
150 reams quarto post, hand made, plain, faint lined three sides, per ream
125 reams quarto post, machine, plain, faint lined three sides, per ream
5 reams quarto post, hand made, plain, faint lined four sides, per ream
5 reams quarto post French, faint lined three sides, per ream
15 do note paper, gilt, per ream large size
5 do do plain do do do
10 do do gilt do do small size
5 do do plain do do do
3 do royal paper, for books
do medium paper, for books
40 do copying do do
120 do envelope paper, yellow or buff, royal per ream
60 do envelope paper, flat cap, white or blue per ream
10 do large brown envelope do
20 do blotting paper, royal do
25 dozen patent blotting paper
20 sheets drawing paper, antiquarian per sheet
25 do do double elephant do
50 do do elephant do
50 do tracing paper, largest size French do
24 do drawing paper, royal do
5,000 binder's boards, 6¼ by 10¾ inches per 1,000
450 dozen cards Perry's best metallic pens per dozen cards
250 do cards of all other manufacture in use per dozen cards
40 gross metallic pens per gross
15,000 quills, No 80 per 1,000
10 dozen ever-pointed pencils, silver per dozen
10 do do silver desk pencils, with rosewood handles per dozen
40 gross of leads for ever-pointed pencils, assorted sizes per gross
75 dozen Contee's best black lead pencils, graduated
100 do Monroe's or other manufactured pencils, graduated
10 do red lead pencils per dozen
3 do drawing pencils, assorted
20 do folders, ivory, 9 inch do
600 do red linen tape, assorted do
60 do silk taste, assorted colors and widths, in hanks per dozen
2 do pounce boxes, of ivory do
10 do do do cocoa do
20 do paper weights, assorted do
1 do quarto portfolios, with locks do
1 do cap portfolios, with locks do
1 do do do without lock
5 do best gold pens, with silver cases do
12 do sand boxes of cocoa do
10 do do tin do
15 do wafer stands or boxes, cocoa do
25 do erasers, Rodgers & Son's, ivory handles, per dozen, genuine
30 do penknives, Rodgers & Son's, four blades, buckhorn handles, per dozen, genuine
10 do penknives, Abbott's, American, four blades, buckhorn handles, per dozen, genuine
5 do desk knives, Rodgers & Son's, one blade, ivory handle, per dozen, genuine
6 do wafer stamps, ivory handles, per dozen
5 do wafer stamps, lignumvitæ handles, per dozen
4 do office shears, 11 inches, per dozen
4 do office scissors, per dozen
12 do inkstands, cut glass, recently invented fountain, movable tops, per dozen
4 do inkstands, cast iron, large, double
2 do do do do single
4 do French pump China inkstands
15 gallons ink, black, Maynard & Noyes's, per gallon
600 bottles ink, black, Maynard & Noyes's, in bottles, per quart
10 quarts ink, red, per quart
75 bottles of ink, black, Cooper & Phillips's, or equal, per quart bottle
30 bottles ink, blue, Stephens's per quart bottle
300 do ink, red, Arnold's, or equal, in ¼-pint bottles, per bottle
120 do carmine ink, small size, French or equal
500 do ink, copying, Terry's, in ¼-pint bottles, per bottle
80,000 wafers, large red, for office seals, per 1,000
100 pounds wafers, common size, red, per pound
150 do sealing wax, best extra superfine, scarlet do
50 do sealing wax, superfine do
15 do do black do
40 do India rubber, prepared do
5 do do unprepared do
300 quarts black sand per quart
150 ounces pounce per ounce
1 dozen India ink best per dozen
2 do camel's hair pencils, assorted do
2 do sable pencils, assorted do
1 do Osborn's best water colors per dozen cakes
400 pounds twine, linen per pound
100 do twine, cotton do
50,000 pocket envelopes, of white or yellow paper, of the following sizes, viz. 8¾ by 3¾ inches per 100
30,000 pocket envelopes, letter size
6 dozen rulers, mahogany, round or flat per dozen
2 do lignumvitæ, round do
8 do elastic penholders, Alden's do
1 do tortoise shell do
5 pounds sponge, best per pound
10 do gum arabic, best do
1,000 white card envelopes, plain per 100
5,000 small size white note adhesive envelopes do
5,000 large size white note adhesive envelopes do
5,000 letter size adhesive envelopes do

June 25—2aw20thAug

BRILLIANT SCHEMES,

To be drawn at Wilmington, Delaware, in August, 1853.

GREGORY & MAURY, MANAGERS.

$53,000!

$25,000! $15,000! $10,000!

Lottery for the benefit of the
STATE OF DELAWARE,
Class 186, for 1853.

To be drawn at Wilmington, Delaware, on Saturday, August 13, 1853.

75 Number Lottery—14 Drawn Ballots.

SPLENDID SCHEME.

1 prize of		$53,000
1	do	25,000
1	do	15,000
1	do	10,000
1	do	5,000
1	do	3,000
1	do	2,855
20 prizes of		1,500
20	do	1,000
40	do	500
&c.	&c.	&c.

Tickets $15—Halves $7 50—Quarters $3 75—Eighths $1 87½.

Certificates of packages of 25 wholes			$170 00
Do	do	of 25 halves	85 00
Do	do	of 25 quarters	42 50
Do	do	of 25 eighths	21 25

$40,000!

Lottery for the benefit of the
STATE OF DELAWARE,
Class 192, for 1853.

To be drawn at Wilmington, Del., on Saturday, August 20, 1853.

75 Number Lottery—13 Drawn Ballots.

SPLENDID LOTTERY.

1 prize of		$40,000
1	do	20,000
1	do	10,000
1	do	6,000
1	do	5,000
1	do	4,000
1	do	3,255
20 prizes of		1,000
20	do	500
20	do	400
20	do	300
199	do	200
&c.	&c.	&c.

Tickets $10—Halves 5—Quarters $2 50.

Certificates of packages of 25 whole tickets			120 00
Do	do	25 half do	60 00
Do	do	25 quarter do	30 00

$68,000!

Lottery for the benefit of the
STATE OF DELAWARE,
Class H, for 1853.

To be drawn at Wilmington, Delaware, on Saturday, August 27, 1853.

78 Number Lottery—13 Drawn Ballots.

MAGNIFICENT SCHEME.

1 splendid capital of		$68,000
1 splendid prize of		30,000
1	do	20,278
2 prizes of		10,000
2	do	8,000
3	do	5,000
3	do	4,000
5	do	3,000
5	do	2,000
30 prizes of		1,500
50	do	1,000
183	do	400
&c.	&c.	&c.

Tickets $20—Halves $10—Quarters $5—Eighths $2 50.

Certificates of packages 26 whole tickets			$270 00
Do	do	26 half	135 00
Do	do	26 quarters	67 50
Do	do	26 eighths	33 75

Orders for Tickets and Shares and Certificates of Packages in the above splendid Lotteries, will receive the most prompt attention, and an account of each drawing will be sent immediately after it is over to all who order from me.

Address P. J. BUCKEY, Agent,
July 27 Wilmington, Delaware.

FAUQUIER WHITE SULPHUR SPRINGS,
Fifty miles west of District of Columbia.

THIS ESTABLISHMENT is now open for the reception of visitors. The healing qualities of the water are well established, and by many are regarded as inferior to none in the State. The buildings are upon a large scale—tastefully arranged with spacious porticos, ball rooms, and parlors, extensive paved walks and covered ways, shaded by beautiful trees. A first-rate band of music has been secured, and the most ample supply of the very best wines, liquors, and stores which the country can afford, without regard to price. Efficient, polite, and accommodating agents will endeavor to make the time of the guests as agreeable as possible.

Terms of board as follows: $80 for the season, ending 1st October; for three months, $75; for two months, $60; for one month, $35; for two weeks, $18; one week, $10; per day, $1 75; meals and lodging, each, 50 cents; children under twelve years and servants half-price; no charge for children under *two years*. Horses, 50 cents per day, or $10 a month. The very best of wines and liquors having been obtained, cockage of $1 a bottle, and in proportion for larger quantities, will be charged on all that shall be brought to the place by others. Bills payable weekly.

The Alexandria and Orange railroad is now completed to Warrenton. The cars leave Alexandria at eight o'clock every morning, except Sunday, and get to Warrenton in about two and a half hours, where a first-rate line of stages will take passengers immediately to the Springs, six and a half miles, over a macadamized road. Returning, the cars leave Warrenton half past one o'clock, and get to Alexandria and Washington in time for the evening train to Baltimore. *Another train of cars* leave Alexandria at 3 p. m., and get to Bealeton in about two and a half hours, where a first-rate line of stage coaches will take the passengers, about nine miles, to the Springs, over a good summer road. Fare by either route from Alexandria to the Springs $2 50. Travellers who come by Gordonsville will have equally good coaches to Culpeper Court-house, which place they leave at seven a. m. in the cars, and get to Bealeton in thirty minutes, where the coaches will take them immediately to the Springs; thus making two daily lines from Bealeton and one from Warrenton to the Springs. Persons may breakfast at the Springs, dine and spend about four hours in Alexandria, and return to the Springs by sunset of the same day. Passengers by evening train from Richmond get to the Springs by noon next day. By the Gordonsville route, they sleep at Culpeper Court house, and get to the Springs about nine o'clock next morning. A good line of coaches will go from the Springs to New Market three times a week, connecting at Gains X Road with the Winchester line.

THOMAS O. FLINT,
June 18—TuTh&Sat1m Superintendent.

AIDE—Mémoire des Officiers du Genie, par J. Laisné. Ancien Capitaine du Genie. Troisième edition, 1853.

Cours de Cosmographie on Elements d'Aatronomie, par Charles Brief, 1853.

Les Mouvements des Corps Célestes.

Traité Elementaire du jeu des Echecs, par le Cte. de Basterot.

Histoire de la Monarchie en Europe depuis Souvrigne jusqu'a nos jours, par M. Francis Lacombe vol. 1, 1853.

Histoire des Révolutions de l'Empire d'Autriche Années, 1848 et 1849, par Alphonse Balleydier. 2 vols., 1853.

Les Ennemis de Voltaire, par M. Charles Nisard; 1853.

Histoire des Luttes et Rivalités Politiques entre les puissances Maritimes et la France, durant la second Moitié du XVII Siècle, par le Baron Sèrtéma de Grouestins; 4 vols.

J. Bodin et Son Temps. Tableau des Théories Politiques et des Idées Économiques au Seizième Siècle, par Henri Baudrillart; 1853.

Imported from Paris by

July 9 FRANCK TAYLOR.

PUTNAM'S MAGAZINE for August.

Harper's Magazine for August.

Dickens's Household Words for August.

Fern Leaves from Fanny's Portfolio.

Nos. 15 and 16 of Haydock's Illustrated Catholic Bible. FRANCK TAYLOR.

Aug 2

THE NEW YORK & LIVERPOOL UNITED STATES MAIL STEAMERS.

The ships comprising this line are the following:

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, and in their engines, to ensure 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 is attached to each ship.

No berths can be secured until paid for.

PROPOSED DATES OF SAILING.

1853. From New York.	1853. From Liverpool.
Saturday, January 8.	Wednesday, Jan'ry 12.
Saturday, January 22.	Wednesday, Jan'ry 16.
Saturday, February 5.	Wednesday, Feb'y 9.
Saturday, February 19.	Wednesday, Feb'y 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, September 3.	Wednesday, Sept'r 7.
Saturday, September 17.	Wednesday, Sept'r 21.
Saturday, October 1.	Wednesday, October 5.
Saturday, October 15.	Wednesday, October 19.
Saturday, October 29.	Wednesday, Nov'r 2.
Saturday, November 12.	Wednesday, Nov'r 16.
Saturday, November 26.	Wednesday, Nov'r 30.
Saturday, December 10.	Wednesday, Dec'r 14.
Saturday, December 24.	Wednesday, Dec'r 28.

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EDWARD K. COLLINS & CO.,
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Liverpool.
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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 expressed therein. Jan 11

GREAT THROUGH LINE TO THE WEST.

Baltimore and Ohio Railroad, from Baltimore to Wheeling, and connecting there with the large, new, and splendid Steamers of the Union Line on the Ohio, and the Stages to Zanesville, &c.

THIS EXPEDITIOUS LINE being now thoroughly completed, by the late finishing of the Great Board Tree Tunnel, and the road being in excellent order, the earnest attention of travellers is confidently directed to its superior advantages and low fares. The scenery upon this road is of the most stupendous and attractive character.

The Express Mail Train leaves Baltimore daily at 7 p. m., and runs directly through to Wheeling (380 miles) in 18 or 19 hours, including all stoppages, arriving there at 2 or 3 p. m. next day; or, passeng