

instant. While I return my heartfelt thanks for your kind expressions towards myself, officers and crew, I cannot but express my sincere regret that circumstances have induced you to proceed directly from England to the United States, which has deprived me of the pleasure I had anticipated in conveying you safe to our shores.

That you, your family, and those of your associates who accompany you, may have a pleasant and safe passage hence to the United States, is the sincerest wish of your obedient servant.

J. C. LONG, Capt. U. S. N.
To Louis Kossuth, Ex-Governor, President of Hungary.

Another letter, dated Annapolis, January 13, signed J. Van Ness Philip, one of the officers of the Mississippi, states that Kossuth's conduct on board was perfectly unexceptionable, and in relation to the letter of the attaché says: "I do again denounce, and brand the statements made by the attaché as a collection of the most malicious untruths which ever have been published in a public paper. The original attaché letter is false, from beginning to end, and although I have not a copy of the letter with me at this moment, I cannot recall one solitary statement which was either not grossly misrepresented or absolutely untrue."

Wm. Nelson, United States navy, in a letter dated Baltimore, Jan. 13, disavows any sympathy with the sentiments that caused the events which compelled Kossuth to leave the Mississippi. He regretted them as (to use the mildest terms) discredit to the country and the navy.

THE DAILY DISPATCH.

TO ADVERTISERS.—The circulation of the DISPATCH is three times as large as that of any other daily paper in the city of Richmond. It is therefore greatly superior to any other as a medium of advertising.

WEDNESDAY MORNING, JANUARY 25, 1852.

Kossuth, Captain Long and Consul Hodge.

We publish on our first page, to-day, the correspondence between these gentlemen.

We know not what justice there may be in attributing to the last named individual, the letter written from Marseilles, in which the conduct of Kossuth was commented upon with great freedom and severity, though we gather from this correspondence, that it was by no means reported with any very gross exaggeration. Confining ourselves, entirely, to what we have before us, in an authentic form, we are compelled to confess that we see no reason whatever for the censure which is cast upon the Consul. Kossuth had asked to be permitted to pass through France. The government, Republican in name, but arbitrary in fact, had refused its permission, as it had an undoubted right to do. Kossuth sent the letter of refusal to a public journal, and it was published. The consequence was a very considerable degree of excitement, as is apparent from this correspondence. The government complained to the American Consul, and that functionary simply requested Kossuth not to send any more letters to the journal in question, since the fact of his doing so compromised the American flag. In all this we cannot see that he transcended the strict line of his duty, or gave the slightest occasion for the torrent of bad English and worse grammar, with which the Hungarian sought to overwhelm him. If an American citizen had done the same thing, and the American Consul had met the act in the same manner, there would not have been expressed a doubt with regard to the propriety of his course. Now, we are one of those who cannot see that an invited foreign guest is entitled to more privileges on board an American ship of war, than a native born American. Mr. Hodge, as Consul, we take it, bound to see that the flag of his country was not compromised. He had the best reason to believe that if he had not taken care to prevent a repetition of the act.

THE MAISON CARREE.

A correspondent writes us as follows:

One of the most thrilling calamities that ever occurred on sea or land, took place off the coast of England on the 4th of this month, by the burning of the steamer Amazon, on her outward voyage to the West Indies, when about sixty miles west of the island of Seilly. The particulars of this sad casualty are briefly these:

The Amazon was the pioneer of a new line of steamers recently projected between Southampton and the Isthmus of Panama, intended to convey the English mails from port to port, and also to touch at the island of St. Thomas on the trips both ways. She was built in a most superb manner, with capacious accommodations, and machinery designed to enable her to make the voyage in eighteen days, instead of consuming twenty-five days; the ordinary running time of the old English mail steamers now on that line.

The object of the Admiralty, under whose auspices the company was formed, was to deprive the American lines of the patronage they now enjoy, in conveying correspondence and passengers from England to the Isthmus by way of New York—the Collins' steamers connecting here with our Chagres steamers, and sometimes performing the entire passage in six, eight and even ten days sooner than the British packets direct, whose average time we have just noticed; and these considerations were influential in inducing the company to spare no expense in getting up their vessels on a scale for magnificence not surpassed.

The Amazon was pronounced ready for sea during the last month, and on the 21st of January, she cleared from Southampton for her destination. She carried with her fifty passengers, £20,000 sterling in specie, and 500 bottles of quinine, valued at \$5,150. Besides other cargo, she had in her hold 1,133 tons of coal, which had been put on board for the purpose of being delivered for future use, at her contemplated coaling stations. The Amazon was commanded by Capt. Symonds, and at 3 o'clock on Friday, on the day named, she started on her unhappy voyage, amid the cheers of assembled thousands, who had been attracted to the wharves to witness her departure.

The entire number of persons entered on the vessel's books was one hundred and fifty-five. Everything passed off pleasantly and without accident, until about one o'clock the following Sunday, when to the horror of those on board, the steamer was found to be on fire. Scarcely was within sixty miles on her West, but our accounts do not mention that any attempts were made to reach the Island. The peril and awful solemnity of the scene, imagination is inadequate to conceive. The entire mass of 133 tons of coal caught by spontaneous combustion, and human agency, even in the event that ordinary appliances had been at hand, could have accomplished little in any endeavor to quench the flames.

The fury of the element devoured everything before it, and involved in the common ruin the

Virginia Legislature.

TUESDAY, JAN. 27.

Senate.

Messrs. Witcher and Brown, appeared and took their seats.

Mr. Meredith presented a memorial from the Richmond and Danville Railroad Company, asking an amendment of their charter so as to extend its eastern terminus to navigable water on York river. Referred to Committee on Roads, &c.

On motion of Mr. Isbell, the Auditor of Public Accounts was requested to furnish the amount of revenue annually received under the act of 1850, for the removal of free negroes; and also the number of free negroes in each city, town and county of the Commonwealth.

Messrs. Mason, Thomas and Carrington were appointed a Committee, to confer with the Superintendent of Public Buildings, to ascertain what alterations can be made in the Senate Chamber, so as to better provide for the accommodation of Senators and Reporters.

Mr. Sheffer presented the petition of Charles Fletcher, of Washington, D. C., asking the incorporation of the Norfolk and Cadiz Ocean Steam Navigation Company. The petition was referred to the Select Committee on the subject appointed some days since on the memorial of Ambrose W. Thompson.

The resolution of Mr. Tabb, for the removal of the remains of Gen. Brooke to Virginia, was taken up and rejected.

A resolution, offered by Mr. Layne, in relation to furnishing the members of the General Assembly with the muster and pay rolls of officers and soldiers of the war of 1812, was adopted.

House of Delegates.

Prayer by the Rev. Alex. Jones.

The following bills received a first and were ordered to a second reading:

A bill authorizing the people of Portsmouth to elect a Mayor and Common Council.

To incorporate the Garnett Gold Mining Company of Buckingham.

To incorporate the Portsmouth Insurance Company.

To incorporate the Piedmont Springs Company.

To incorporate the Fairfax and Potomac Plank Road Company.

Appropriating \$5,000 for constructing Gas-Fixtures for lighting the Western Lunatic Asylum.

Incorporating the Lafayette Gold Mining Company.

Exempting Millers from road duties.

Mr. Robinson, of Richmond, presented the petition of Robert Archer & Co., relative to property at or near the Armory.

Mr. Speed presented a petition of the Citizens' Savings Bank at Lynchburg, asking leave to issue notes, and grant certificates of deposit, for sums of money less than \$5.

The following resolutions of inquiry were presented and adopted:

By Mr. Walker—For making an additional appropriation for paving and fencing the public lots in the city of Richmond, used in the duty and weighing of live stock.

By Mr. Maupin—Of making it the duty of the Commissioners of the Revenue to make annual registrations of births, deaths, etc., as required by the new Constitution.

By Mr. Bennett—That the Banks of this Commonwealth be authorized to establish an office of discount and deposit at Weston, in the county of Lewis.

On motion of Mr. Segar, it was ordered, that 5000 extra copies of the preliminary report of the Board of Public Works be printed for the use of the members of the House. Mr. S. and Mr. Imboden spoke of the great ability of this report, and of the many important facts contained in it. They would desire it read by every citizen in the Commonwealth.

On motion of Mr. Imboden, it was ordered, that the House meet each day at 10 o'clock, until otherwise ordered. This is to afford the Committees more time to prepare business for the action of the House, there being now but little to do until the Committees shall make reports.

The Burning of the Amazon—Dreadful Loss of Life.

One of the most thrilling calamities that ever occurred on sea or land, took place off the coast of England on the 4th of this month, by the burning of the steamer Amazon, on her outward voyage to the West Indies, when about sixty miles west of the island of Seilly. The particulars of this sad casualty are briefly these:

The Amazon was the pioneer of a new line of steamers recently projected between Southampton and the Isthmus of Panama, intended to convey the English mails from port to port, and also to touch at the island of St. Thomas on the trips both ways. She was built in a most superb manner, with capacious accommodations, and machinery designed to enable her to make the voyage in eighteen days, instead of consuming twenty-five days; the ordinary running time of the old English mail steamers now on that line.

The object of the Admiralty, under whose auspices the company was formed, was to deprive the American lines of the patronage they now enjoy, in conveying correspondence and passengers from England to the Isthmus by way of New York—the Collins' steamers connecting here with our Chagres steamers, and sometimes performing the entire passage in six, eight and even ten days sooner than the British packets direct, whose average time we have just noticed; and these considerations were influential in inducing the company to spare no expense in getting up their vessels on a scale for magnificence not surpassed.

The Amazon was pronounced ready for sea during the last month, and on the 21st of January, she cleared from Southampton for her destination. She carried with her fifty passengers, £20,000 sterling in specie, and 500 bottles of quinine, valued at \$5,150. Besides other cargo, she had in her hold 1,133 tons of coal, which had been put on board for the purpose of being delivered for future use, at her contemplated coaling stations. The Amazon was commanded by Capt. Symonds, and at 3 o'clock on Friday, on the day named, she started on her unhappy voyage, amid the cheers of assembled thousands, who had been attracted to the wharves to witness her departure.

The entire number of persons entered on the vessel's books was one hundred and fifty-five. Everything passed off pleasantly and without accident, until about one o'clock the following Sunday, when to the horror of those on board, the steamer was found to be on fire. Scarcely was within sixty miles on her West, but our accounts do not mention that any attempts were made to reach the Island. The peril and awful solemnity of the scene, imagination is inadequate to conceive. The entire mass of 133 tons of coal caught by spontaneous combustion, and human agency, even in the event that ordinary appliances had been at hand, could have accomplished little in any endeavor to quench the flames.

The fury of the element devoured everything before it, and involved in the common ruin the

lives of one hundred and thirty five, out of the aggregate of one hundred and fifty-five, who composed her crew and passenger list. Twenty alone escaped, and these had floated at the hours, exposed to the inclemency of the season, and had well nigh perished by a death hardly less horrible. Of the number rescued, two were passengers, whose names could not be obtained—one, Mr. Vincent, a midshipman in the English Navy, and seventeen belonged to the crew of the vessel. The full details of this appalling casualty will doubtless be received by the next arrival from Liverpool.

We should mention that the mails of the Amazon were also consumed.

LOCAL MATTERS.

THE STATE GUARD.—This fine, highly disciplined body of citizen soldiery was organized in 1801, pursuant to an act of the Legislature, passed the 22d of January, in that year, and has long been a source of pride to our citizens. Prior to that period, on the 23d of January, 1798, the Army and Arsenal Bill was enacted, and it was for the protection of the arms contained in this Armory, and other public property in this city, that the Guard was organized. Some contend that the Army established first, and the Guard next, grew out of the excitement and feeling of opposition that sprung up during Adams' administration towards the General Government, because of the passage of the Alien and Sedition Laws. When it is considered, however, that the Armory Bill was passed in January, 1798—six months before the passage of the Alien and Sedition Laws in June and July, 1798—and at a time when Adams' administration was not particularly obnoxious—and that the Guard was not instituted until after the Alien and Sedition Laws had expired of their own limitation, this supposition is certainly not clearly established or well founded. We shall not pause to discuss here, however, in a mere local paragraph the origin of the Army and State Guard.—Suffice it to say that the State Guard was constituted in 1801 of 1 captain, 2 lieutenants, 6 sergeants, 6 corporals, 2 musicians, and 70 privates. The pay per month, exclusive of clothing and rations, was as follows: Captain, \$40; 1st Lieutenant, \$30; 2d Lieutenant, \$26; Sergeants, \$10; Corporals and Musicians, \$8; Privates, \$8. An act continuing the provisions in regard to this Guard was passed 17th January, 1806, and another act pertaining to it and the Army, we believe, in 1822. The members are enlisted for three years, although Capt. Dimmock is vested with discretionary power to discharge sooner if necessary. When honorably discharged at the end of their terms of enlistment, each private receives \$15, &c., and during their enlistment they have, when necessary, first rate medical attendance. They are subject to the orders of the Governor, and the regulations and punishment prescribed in the regular army, except that of death, which shall not be inflicted. A court-martial to try a member must consist of three officers. Formerly it was customary, as one mode of punishment, to ride the soldiers on wooden horses; this was at a period when their character was notoriously bad, but since the corps has been under the command of Capt. Dimmock, it has undergone an entire change in deportment and punishment. While speaking of the wooden horse punishment, which consisted in placing a private upon a sharp wooden-backed horse, and then tying his legs underneath the horse's belly—a most infamous and barbarous punishment—we trust we may be pardoned for here referring to an anecdote, illustrating the estimation in which it was held during the last war with Great Britain. At that period, in 1813, Col. Green, who commanded a Virginia battalion, located near Norfolk, caused a wooden horse to be made for the punishment of the soldiers. The carpenter on returning it, presented it to the Colonel with the following couplet:

"It was with grief I made him,
And the wood was greased.

Thereupon I call him Greif Green."

Their punishment now consists in the more humane mode of solitary confinement upon bread and water—though even that is but seldom necessary.—Capt. Dimmock, by uniting exertion, has infused into the corps a spirit of order, sobriety and industry of the most marked character—and it embraces many gentlemen of intelligence and means. In bringing this somewhat desultory and necessarily sketching article to a close, we would say that their duties consist in mounting guard at the Arsenal, the Bell-house, at the Capitol, and the Penitentiary. They have, of course, to be ready for any emergency of insurrection or fire. Whenever the Bell-house rings out an alarm of fire, they are required to parade in the Armory Square within a few minutes after the alarm is given, under penalty of confinement. This preparation and readiness is necessary to their efficiency. They are on guard only every other day, and have opportunities, therefore, for making money in addition to their regular pay, and this they do by manufacturing boots and shoes, realizing, some of them, \$1 per day. They have a neat and commodious chapel in which to worship at the Armory, and suitable books—another evidence of Capt. Dimmock's attention not only to the military discipline of his men, but to their mental and spiritual discipline. First, Lieut. E. S. Gray, and secondly, 2d Lieut. A. C. Lane, associated with Capt. D. in the administration of the corps, are gentlemen thoroughly familiar with their military duties, and who, by their urban demeanor towards friends and visitors, have won the kindest and most respectful feelings of the denizens of our city and the State.

Circuit Court of Law.

BEFORE JUDGE ROBERTSON—YESTERDAY.

Henrico Justices suing for Green & Goddin and heirs. By consent, appellant's defendants allowed to withdraw plea of conditions performed—special replication filed by plaintiffs to special plea—rejoinder filed by defendants and special rejoinder argued, and rejected by the Court. Exception by defendants to opinion of Court rejecting rejoinder, received and signed—and general rejoinder put in by defendants to the plaintiff's replication to the said defendant's plea. There being nothing further before the Court, it was adjourned till the first day of the next regular term for the trial of civil causes, which is the 14th day of May next.

THE TWENTY-SECOND OF FEBRUARY.—The gentlemanly commander of the Armory and State Guards, ever ready to administer to the gratification of our citizens, is having prepared, at his own instance, and under his careful direction, a superb and appropriate assortment of fire-works for public display on the evening of the Twenty-Second February. Mr. Knowles, master-armorner, received a present of a box of fire-works from the courteous superintendent at Old Point recently, which will also be touched off on that evening. The display will be made upon John's Hill.

MAYOR'S COURT.—Jain, slave to C. A. Hall, was arrested on Monday evening in default of a pass properly endorsed. Discharged by the Mayor with an admonition.

A white woman, named Matilda Burton, a liquor blot upon society, was brought before his Honor on yesterday, charged with being drunk and disorderly. In default of \$100 security, committed to jail for twelve months. This was another work-house subject.

CITY COUNCIL.—There was an error in the statement of the proceedings of the Council on Monday, yesterday's Dispatch. The resolution respecting the erection of wooden buildings, &c., on the petition of G. M. Carrington and others, was not adopted. On motion of Mr. Hill the petition and resolution were referred to the Commissioners of Streets, generally. The error arose from misinformation.

Directors for the Bank of Virginia and Branches for the Year 1852.

By the Stockholders. By the Executive.

Wm. M. Macfarland, John H. Patterson, James B. B. Haxall, Thos. W. McCance.

N. C. Whitehead, H. B. Reardon, John E. Doyle, James Cornick.

John Kegan, R. B. Bolling, Charles Corning, Jas. M. McCulloch.

J. H. Wallace, John Conkley, George B. Scott.

Wm. C. Flournoy, George O. Scott, Asa D. Dickenson, George W. Daniel.

John R. Jones, Wm. P. Farish, John H. Bibb, Wm. Garth.

Phineas Jandey, Hugh Smith, A. F. Gover, F. L. Smith.

Robert L. Baker, Thomas B. Campbell, George W. Baker, G. W. Hammond.

Nathaniel T. Green, John W. Patton, Wm. S. Patton, Levi Holbrook.

Robert Crockett, George Stuart, Sen., Andrew S. Fulton.

Wm. D. Roberts, Jr., John James, James H. Johnston.

Wm. T. Harrison, Joseph Bragg, John H. Patterson, Thomas White, Thomas Wallace.

Hugh Mercer, Joseph B. Ficklin, Hugh Scott, John James Chew.

Chiswell Dabney, John Hollins, James M. Cobbs, Ambrose B. Rucker.

Thomas P. Atkinson, George Price, John J. Burton, Hugh W. Holcombe.

Charles T. Beale, John S. Wilson, Cary Breckenridge, Thomas Cartmill.

James C. McFarland, Wm. Chamberlain, Andrew Parks, John Shrewsbury.

Samuel M. Wilson, Richard W. Baugh, Thomas Brooks, Jr., Jehro A. Jenkins.

George S. Penn, Oliver P. Gray, Wm. D. Couch.

John H. Goshorn, Francis Thompson, Thomas Matthews.

Robert M. Boykin, M. W. Armistead, William J. Cooke.

George S. Penn, Oliver P. Gray, Wm. D. Couch.

John H. Goshorn, Francis Thompson, Thomas Matthews.

Robert M. Boykin, M. W. Armistead, William J. Cooke.

George S. Penn, Oliver P. Gray, Wm. D. Couch.

John H. Goshorn, Francis Thompson, Thomas Matthews.

Robert M. Boykin, M. W. Armistead, William J. Cooke.

George S. Penn, Oliver P. Gray, Wm. D. Couch.

John H. Goshorn, Francis Thompson, Thomas Matthews.

Robert M. Boykin, M. W. Armistead, William J. Cooke.

George S. Penn, Oliver P. Gray, Wm. D. Couch.

John H. Goshorn, Francis Thompson, Thomas Matthews.

Robert M. Boykin, M. W. Armistead, William J. Cooke.

George S. Penn, Oliver P. Gray, Wm. D. Couch.

John H. Goshorn, Francis Thompson, Thomas Matthews.

Robert M. Boykin, M. W. Armistead, William J. Cooke.

George S. Penn, Oliver P. Gray, Wm. D. Couch.

John H. Goshorn, Francis Thompson, Thomas Matthews.

Robert M. Boykin, M. W. Armistead, William J. Cooke.

George S. Penn, Oliver P. Gray, Wm. D. Couch.

John H. Goshorn, Francis Thompson, Thomas Matthews.

Robert M. Boykin, M. W. Armistead, William J. Cooke.

George S. Penn, Oliver P. Gray, Wm. D. Couch.

John H. Goshorn, Francis Thompson, Thomas Matthews.

Robert M. Boykin, M. W. Armistead, William J. Cooke.

George S. Penn, Oliver P. Gray, Wm. D. Couch.

John H. Goshorn, Francis Thompson, Thomas Matthews.

Robert M. Boykin, M. W. Armistead, William J. Cooke.

George S. Penn, Oliver P. Gray, Wm. D. Couch.

John H. Goshorn, Francis Thompson, Thomas Matthews.

Robert M. Boykin, M. W. Armistead, William J. Cooke.

George S. Penn, Oliver P. Gray, Wm. D. Couch.

John H. Goshorn, Francis Thompson, Thomas Matthews.

Robert M. Boykin, M. W. Armistead, William J. Cooke.

George S. Penn, Oliver P. Gray, Wm. D. Couch.

John H. Goshorn, Francis Thompson, Thomas Matthews.

Robert M. Boykin, M. W. Armistead, William J. Cooke.

George S. Penn, Oliver P. Gray, Wm. D. Couch.

John H. Goshorn, Francis Thompson, Thomas Matthews.

Robert M. Boykin, M. W. Armistead, William J. Cooke.

George S. Penn, Oliver P. Gray, Wm. D. Couch.

John H. Goshorn, Francis Thompson, Thomas Matthews.

Robert M. Boykin, M. W. Armistead, William J. Cooke.

George S. Penn, Oliver P. Gray, Wm. D. Couch.

John H. Goshorn, Francis Thompson, Thomas Matthews.

Robert M. Boykin, M. W. Armistead, William J. Cooke.

George S. Penn, Oliver P. Gray, Wm. D. Couch.

John H. Goshorn, Francis Thompson, Thomas Matthews.

Robert M. Boykin, M. W. Armistead, William J. Cooke.

George S. Penn, Oliver P. Gray, Wm. D. Couch.

John H. Goshorn, Francis Thompson, Thomas Matthews.

Robert M. Boykin, M. W. Armistead, William J. Cooke.

George S. Penn, Oliver P. Gray, Wm. D. Couch.

John H. Goshorn, Francis Thompson, Thomas Matthews.

Robert M. Boykin, M. W. Armistead, William J. Cooke.

George S. Penn, Oliver P. Gray, Wm. D. Couch.

John H. Goshorn, Francis Thompson, Thomas Matthews.

Robert M. Boykin, M. W. Armistead, William J. Cooke.

George S. Penn, Oliver P. Gray, Wm. D. Couch.

John H. Goshorn, Francis Thompson, Thomas Matthews.

Robert M. Boykin, M. W. Armistead, William J. Cooke.

George S. Penn, Oliver P. Gray, Wm. D. Couch.

John H. Goshorn, Francis Thompson, Thomas Matthews.

Robert M. Boykin, M. W. Armistead, William J. Cooke.

George S. Penn, Oliver P. Gray, Wm. D. Couch.

John H. Goshorn, Francis Thompson, Thomas Matthews.

Robert M. Boykin, M. W. Armistead, William J. Cooke.

George S. Penn, Oliver P. Gray, Wm. D. Couch.

John H. Goshorn, Francis Thompson, Thomas Matthews.

Robert M. Boykin, M. W. Armistead, William J. Cooke.

George S. Penn, Oliver P. Gray, Wm. D. Couch.

MARINE NEWS.

PORT OF RICHMOND.

SAILED.

Steamer City of Richmond, Foster, New York, merchandise and passengers, R. Rankin.

REVERE HOUSE, Corner of Franklin and Third streets.—Mrs. Cardozo has a suit of rooms which will be vacated to-day, and which she would be pleased to have filled, either by gentlemen or families. ja 25—202.

MONEY LOST.—On Monday, on Main, between Wall street and Union Hotel, a \$20 Dollar Note; the said note was supposed to have been dropped in Mr. Snell's store. The finder will be liberally rewarded by leaving it with Mr. Snell or with the owner. W. H. SHIELDS. ja 25—21.

ONT.—On Saturday last, between Valentine, Bredon & Co's and the Exchange Hotel, a Purse, of Gray Silk and Steel Heads, containing two 10 dollar notes, one 100 dollar note, 50 cents in silver and a useless key, was found. A liberal reward will be paid if left at this office. ja 25—21.

ALUM WATER.

FROM THE ROCKBRIDGE VIRGINIA SPRINGS.

A Cure for Scrofula, Dyspepsia, Chronic Liver Diseases, all Chronic Diseases of the Stomach and Bowels, all kinds of Cutaneous Diseases and Dropsies.

THE SUBSCRIBER wishes to notify all whom it may concern, that he is still the agent for the sale of this celebrated water, and he is receiving supplies from time to time, fresh from the Springs. The extensive sale of this Water has induced others who had water of Alum taste, to present it for sale, with the announcement that its great reputation had induced them to put it up in barrels, &c. Now, if it be true that Alum Water has any celebrity, it should be remembered that the Rockbridge Alum is equalled to it, for the reason that it is that water only which has been analyzed with so much success, the demand for which has long since made it necessary for the proprietor to put it up in barrels and bottles and send it abroad. The practice of presenting one article in medicine for another which has gained high reputation, is as common as it is unjust; and it is not, therefore, a matter of surprise that others should desire to share with the Rockbridge Water in the reputation so generally known and admitted. This water has been analyzed by Prof. Rogers, and is known to contain a large quantity of Iodine, Iron, Alum and Magnesia.

The Waters of the Rockbridge Springs have, for the last twenty years, been so extensively analyzed, and are rapidly gaining the confidence of the public, as one of the greatest Medicinal Waters we have for the cure of Scrofula, Dyspepsia, Chronic Liver Diseases, and all Chronic Affections of the Liver and Bowels, that it is not only a common as it is unjust; and it is not, therefore, a matter of surprise that others should desire to share with the Rockbridge Water in the reputation so generally known and admitted. This water has been analyzed by Prof. Rogers, and is known to contain a large quantity of Iodine, Iron, Alum and Magnesia.

Certificates of its remarkable virtues, from persons of the highest respectability, may be seen at the Columbian Hotel, Richmond, Va., where the Water can be procured *passim*, at all seasons of the year.

Particular attention will be paid to putting up and transmitting to any part of the Union such quantity as may be ordered.

Barrels containing 30 Gall