BALTIMORE CLIPPER.

WEDNESDAY MORNING, Feb. 3, 1841.

To Subscribers in the N. W. section of the city. The carrier's route bounded east and west by N. Charles and N. Howard streets, has been very much neglected recently on account of the inattention of the carriers employed on it. A carrier yesterday took charge of the route, and requests us to state that all those subscribers who do not receive the paper will confer a favor on him by leaving their names at the office. It is his determination to extend the circulation of the paper in that district, and by unremitting attention to insure a continuation of patronage.

Baltimore Mechanics. In our paper of the 19th ult. we touched briefly on the ingenuity, skill and industry of the mechanics of Baltimore, and incidentally noticed the locomotive engine constructed by our townsman, *Ross Winans*, with a promise that, at a future day, we would give a more minute description of the machine, with its advantages over engines of ordinary construction. We now proceed to comply with our promise.

The engine is constructed with a view to adapting it to the purposes of transportation. Its weight, when in running condition, is nineteen and a third tons, equally distributed on eight wheels, all of which are driving or propelling wheels; hence the adhesion of the entire weight of the machine is made subservient to its tractive power. The boiler is of the upright description with vertical tubes, is peculiarly adapted to the use of coal, has 650 tubes and 20 square feet of fire grate. The cylinders are 14½ inches in diameter and 24 in stroke. A highly important feature of the machine is, that while it has eight propelling wheels and is admirably adapted to the traversing of curves of the shortest radius common on rail roads, (say 3 to 400 feet,) it is simple, compact and permanent in its construction to a degree that would scarcely be deemed possible without an inspection of the engine; it having a decided advantage in this respect over the generality of engines in use in the country, having *one and two pairs of drawing wheels only.*

The appearance of the engine is remarkably plain, pleasing and imposing, while it is entirely without ornament, except the comliness of its outline and the superiority of its workmanship, which is of the very best description. Among the practical advantages which this engine has, compared with the best of others known to the public, are the following: The adhesion is double, and consequently the load taken, or the amount of business performed is double, while the weight on any one wheel is not more, and in most cases considerably less than any engine possessing half its power. Thus the expense of men in attendance on the engine and train is reduced one half in proportion to the work performed, and a relief is afforded to the road which will result in the diminution of its repairs. The unusual power of the engine and amount of work performed by it per day produces a material decrease in the amount of fuel required for a given amount of goods transported. The great weight and strength of the various parts of the machine, (which is permitted by the weight being equally distributed on so many bearing points on the road,) will manifestly diminish the repairs of the machine in proportion to its useful effect.

Again: this description of engine will enable roads with heavy grades to be worked with an efficiency which has not before been obtained, for reasons which will be manifest to engineers. The engine in question was constructed with particular reference to the character and purposes of the Baltimore and Ohio Rail Road, with a view to affording that company the means of testing fully and practically on their road the great advantages which were expected to result from the employment of engines of such power, provided the weight could be equally distributed on eight *propelling* wheels, combined with a simple, permanent and practicable arrangement and mode of causing the engine to traverse the numerous curves of that road with the requisite facility and safety. This Mr. Winans has accomplished to a degree which few, if any besides himself, believed possible, until the engine was put on the road, so that little more, if any thing, is desirable in that respect.

The several trips which Mr. Winans has made with the engine to Harper's Ferry and back with heavy loads, to ascertain whether all was as he wished previous to his calling the attention of the company to the subject, have, so far as they go, fully supported the most favorable opinions entertained in reference to the advantages and saving to result from the employment of such class of engines. Mr. Winans has now offered his engine to the rail road company, for the purpose of enabling them to test fully its properties, and to compare its advantages and economy in the working of the road with those of the several descriptions of the most approved plan of engines known in their employ, previous to the company's taking measures to procure the additional engines required on their completion of the road to Cumberland, which it is expected will be accomplished in the next eighteen or twenty months.

This offer of Mr. Winans the company will no doubt most cordially embrace, as it comes most opportunely to enable them to complete the comparisons between the most promising engines extant, which they have been pursuing for several years, to enable them to act understandingly in a matter of such importance to the successful and profitable working of the road as that of selecting the plan of engine best suited to its requirement.

In a matter where the evidence is so decidedly in favor of the interests of the company being so materially served, at the same time that encouragement will be given to our home industry, our mechanics will, without question, receive that consideration and cordial co-operation which will enable them to enter into a fair and equal competition with those from abroad; and, if successful in such competition, they will be encouraged accordingly, instead of having their merits and productions slightingly passed by, as is too often the case; and which neglect compels them to seek that patronage abroad, (and out of the range of unfounded prejudice,) which is denied them at home, and which is the cause of that state of things so much deplored by the chief magistrate of the city, and which is evidenced by the fact, that nineteen-twentieths of the amount of railroad machinery manufactured for sale in Baltimore within the last few years, has gone on to roads out of the state of Maryland—over 100,000 dollars worth of which has gone to Philadelphia and Boston, among a people whose pride and boast is, the superior skill of their mechanics, and the excellence of their manufactures. At the same time a similar sum of the people's money has gone from Baltimore to other places for the purchase of machinery for use on roads in Maryland. This argues much better for the skill of our mechanics, than for a becoming patronage extended to them by our citizens.

Gold, Silver and Paper—Look at Home. There have been many laws passed in many states prohibiting paper issues by banks under five dollars. The object has been to make silver the circulating medium for ordinary purposes in the community. When these laws originated a piece of gold was so rare as to be almost a curiosity, and silver was the precious metal most common in the country; and as the most common want of the public was *change* in fractional parts of a dollar, silver readily supplied it But the laws in question are no longer applicable to the existing state of things. The circumstances which justified the legislation in question have changed.

The "gold bill," as it is termed, passed some years since by Congress, made silver more valuable, for the purpose of exportation to equalize the balance of trade, which has ever since been against us, than gold; and the consequence has been, that gold is as common nearly as silver used to be, and silver is becoming as scarce. The two metals have changed places. Now, while gold is equally a legal tender with silver, it will not so easily make *change*—the smallest coin being worth two dollars and fifty cents, while the smallest silver coin is five cents. The banks may be as strong in *specie* now as ever, by having large deposites of gold—but they are as useless for the purpose of furnishing *change* to the public, as if they had not a dollar of specie in their vaults. A man who wants to pay fifty cents is as badly off with a half eagle as with a five dollar bank note. The banks are justified for their convenience, and this is a sufficient justification—but here we see an existing law, over which the states that charter them have no control, operates to prevent them from ministering to the public convenience. What then is to be done? The answer is plain—there must be a one, two and three dollar paper circulation to enable the public to make out the fractional parts of eagles, half and quarter eagles—since these are the coins, not dollars and half dollars, as of old, that are accumulated in the banks as the basis of their issues. *But who shall make the circulation?* This brings us home. Shall the banks make it, or shall it be furnished by the stock orders that we now have in use? Can there be a moment's doubt? We ask for answer those most interested;—those whose small dealings rarely enable them to accumulate a five dollar note to present for specie at the counter of a bank. We ask the whole community—will you have a small paper circulation based on the wealth and faith of Baltimore, which we can all understand and know the value of—or one based on bank credit, whose value is known but to the board of directors, and indeed, as events shew, not always fully to them? Why, the answer must be, we will have the former, for the same reason we prefer a *certainty* to an uncertainty.

Rail Road Notes. Our readers must have noticed by the proceedings of the first branch of the city council, published in yesterday's paper, that the mayor has asked the action of the councils on the subject of the Baltimore and Ohio Rail Road notes, in order to give to them greater stability and credit. This has no doubt been occasioned by recent movements in relation to these notes which have tended to depreciate their value in public estimation; and we are glad to see, that, in a matter which so deeply affects the interests of Baltimore, the chief magistrate of the city has thought proper to move. We have urged again and again the necessity of keeping these notes in circulation, and the safety of the guarantee for their redemption. We have not found a single individual who denied the perfect security of the notes, but it is objected by some, who are interested in reducing them below par, that they cannot with safety be received in banking transactions. This is not correct. The banks, if authorized, would immediately issue small notes of their own, which would be receivable on deposit or in payment, and they would deem such issue advantageous to their interests. Now, since the banks cannot issue small notes of their own, why will they not give currency to those of the Baltimore and Ohio Rail Road? They could be passed as freely as they would be received, and it is folly to place the refusal of the banks to receive them on the ground that they would subject themselves to redeem them in specie.

We have not seen the mayor's message, but hope that it may produce such decisive action on the part of the councils, as may induce the banks at once to adopt measures in accordance with the wishes and interests of the people. It is a matter of too great importance to be trifled with.—The opportunity is afforded to construct the rail road to Cumberland without additional taxation to the citizens of Baltimore; and the moment it reaches that point the probability is, that the interest then accruing on the city stock will be nearly adequate to the expenditure required.—Should the banks undertake to frustrate this desirable result, they will incur a fearful responsibility, and impose upon the citizens of Baltimore the necessity of sustaining their own currency. But a hostile attitude on the part of the banks is so palpably inconsistent with their interests and duty, that we have little apprehension that they will persist in their resolution to refuse giving circulation to the rail road notes. Some of them have already come forward on the subject in the most liberal and patriotic manner. The notes were yesterday, we learn, received and paid out at the counters of the Merchants' Bank, Bank of Baltimore, Union Bank of Maryland, Commercial and Farmers' Bank, and Western Bank.—The Bank of Baltimore has offered to take five per cent. of its capital in these notes, which it proposes to stamp and redeem as its own paper. We have no doubt that the example of the above institutions will be followed by the other banks of the city; if not, the people will be able to discriminate between the banks which are favorable to the interests of Baltimore, and those that are otherwise.

The rail road notes have now a considerable circulation in the adjacent states, and are, in many instances, laid up by those who desire to have at command a currency which cannot depreciate.

Don't touch them. The notes of the Baltimore and Ohio Rail Road Company are at a discount of 7 per cent. in Baltimore, and it is supposed. that a still greater depreciation will take place in a few days. They are redeemable in the stock of the company, at the par value of $100 per share; but the stock is selling at $31 per share, so that the holders of them will lose 69 out of every 100 dollars.

The above article is from the Delaware Gazette of yesterday, and exhibits either gross ignorance or wilful misrepresentation in the editor. In the first place, the rail road notes are not at a discount of seven per cent. but pass currently at par; and in the second, the notes are not redeemable in the stock of the company, but in city stock bearing an interest of six per cent. It is foolish to attempt to instruct in a matter which one does not understand. If the editor of the Delaware Gazette could receive all his subscriptions in rail road notes, he might lay them by in lavender without the fear of loss.

The Bible cause. We had the pleasure of being present, on Monday evening last, at a meeting held in the Rev. Mr. Hamner's church, Hanover street, under the authority of the Maryland Bible Society. Although the evening was inclement, the house was crowded with an audience of ladies and gentlemen. After the reading of the annual reports, the Rev. Dr. Parker arose and delivered an instructive address, enforcing the importance of giving increased attention to the great cause in which himself, his brother missionaries, and the good of all denominations were engaged. Dr. Parker, it is known, has been a missionary from the American board for Canton, in China, where he has been laboring in the great work for the last six years. His arrival in this country was announced only a few weeks since. Dr. Parker gave many interesting accounts of his travels in China, plainly demonstrated the great necessity of sending the gospel to the three hundred and sixty millions of human souls who now live in idolatry throughout the "Celestial Empire." He stated that many of the Chinese had already abandoned their idols for the book of life—that they were willing to be instructed and learn of the christian. He also alluded to the Chinese literature, their advancement in arts and sciences, together with their customs, &c. all of which was to us at least (and we are satisfied to the general auditory) highly pleasing as well as instructive.

After Dr. Parker had closed his address, at the request of some persons present, he stated briefly the cause which led to the late disturbance between Great Britain and China, and exhonerated the English from the imprecations now heaped upon them as being the aggressors. He stated, that, contrary to general opinion, the Chinese offered the first provocations, and that the English were acting upon the defensive. This is entirely different from the general impression heretofore entertained. But no one having a better opportunity to know the truth than the Doctor, (he having been an eye witness), we must give way to his opinion.

Accompanying the Doctor was Chin Sung, a native Chinese, dressed in full Chinese costume, who acts in the capacity of a teacher of the Chinese language. Chin Sung appeared to be quite an important personage. The expression of his features are altogether prepossessing. He is in age probably 22 years. We are not aware that he understands the English language; he was, however, busily engaged in shaking hands with a large number who seemed eager to extend him the hand of fellowship.

The Rev. Mr. Sortel, an American missionary to France, was also present upon the occasion, and addressed the meeting. We were struck with one very forcible observation which fell from this Rev. gentlemen. He stated that it had been his intention to visit the south on a missionary tour, but hearing that the times were so bad and money so scarce he had nearly come to the conclusion to abandon for a time at least, his visit. In reading a newspaper not long since, his attention was called to a paragraph where it was stated that Fanny Elsler had been engaged to dance ten nights at Havana, at the rate of one thousand dollars per night. Upon this, observed the speaker, my opinion as to the poverty of the south was changed. If they are able to pay a simple girl one thousand dollars per night for dancing but a short time, they will certainly not refuse giving something for the promulgation of that book which goes beyond all time and teaches of immortality. This conclusion was forcible and the argument overwhelming. Upon the close of Mr. Sortel's remarks, a very liberal collection was taken up, when it was moved that the Rev. Dr. Parker be requested, at an early period, to address an audience in this city upon the subject of his travels in China. Dr. Parker is a beautiful speaker—his style is polished and his language highly classical.

[Correspondence of the Baltimore Clipper.]

Washington, Feb. 2, 1841.

This morning in the House of Representatives a resolution was adopted, by which on to-morrow, at three, P. M., the committee of the whole will be discharged from the further consideration of the treasury note bill.

It will then be before the House, and subject to amendment. Notice has been given of several amendments for striking out the enacting clause of the bill, and substituting an authority for raising a loan. These cannot pass, as the vote in favor of the bill in its present shape is too large.

The above resolution having been adopted, Mr. Triplett took the floor against the bill, and hurled both prose and poetry against its defenders. In the course of his remarks in favor of a protective tariff on foreign luxuries, Mr. T. alluded to the tobacco interest of this country. He called attention to the fact that while our cotton was taxed by England but 33 per cent., our tobacco had a tax laid upon it of 800 per cent. This, he contended, was enough to rouse the blood of every man in the tobacco growing states.

Mr. Coles, of Virginia, followed in support of the bill, but with the same view of the tobacco question.

The Senate is still engaged on the pre-emption bill, but it is understood that it is to be disposed of this evening.

I am requested to state that the first anniversary of the Metropolitan Lyceum will be held at Carusi's Saloon, on to-morrow evening, at seven o'clock. The public are invited to attend. It cannot fail to be interesting.

NEWS ABOUT TOWN.

"Der Leiderkranzes." The concert and ball of this association of German vocalists on Monday night went off with more than usual eclat. A number of chorusses, solos, &c. were sung with masterly effect, though the society is made up entirely of amateurs. Amongst the lady singers there was one who bids fair to become a bright star in the musical firmament, she sung a delightful solo by Von Weber with much taste and neatness. The young lady who performed the brilliant variations, by Czerny, on the piano forte, won well-merited applause; she will be, if she is not already, an accomplished pianist. Amongst a number of chorusses sung, we cannot help noticing the grand finale to Don Juan. It was in this that the society exhibited its full force, and to say that it was executed well would be but faint praise. The divine conception of Mozart had its full scope, and the vocalists determined to base their reputation entirely upon its failure or success. The triumph was sealed by the loud approval of the audience.

After the concert, the hall was cleared and the ball was opened with a grand *Polonoise*, or Promenade, of such a winding and twisting nature, that we will not attempt to describe it, lest we should *entangle* our readers. And then the dizzy waltz, so enthusiastically participated in by Germans, but with us (personally) a thing pleasanter to be looked at than share. There are some very neat dancers among the members, at least if grace be an important quality in dancing, though we are half inclined to believe that it is growing out of fashion, and the "double shuffle" and "break down" are usurping its place.

Sale of stocks. H. W. Bool, auctioneer, offered yesterday at the Exchange the following amount of State and City Stocks, which brought the prices annexed:

$500	State Five	per	cent.	$79 00
6000	"	"	"	75 00
1500	"	"	"	74 50
2370	"	"	"	74 00
$500	City Six	per	cent.,	93 00
500	"	"	"	92 75
2260	"	"	"	92 50

Robbery. The dwelling of Mrs. Essender, in Pitt street, was entered on Sunday night, and robbed of several articles of value.

Night Watch. The Eastern District was very quiet on Monday night, only one lodger admitted. In the Middle District, negro John Carter, was brought in by the police. James MacGowen, John O'Brien, Stephen West and John Phillips were also brought in by the police. Ellen Sawyer, charged with assaulting and beating Eliza Cole, in her own house, was imprisoned till morning, when she was set at liberty. The Western District was quiet throughout the night.

Police. Robert Remby was on Monday brought before Justice Gorsuch, charged with fighting in the streets. Released.

John Carter and John Butler were yesterday committed to the alms-house as vagrants by John Bernard.

BALTIMORE MARKETS, Feb. 2.

Flour—There are no changes to note in this article. Howard-st. continues at $4.50 from stores. Receipt price $4.37. City Mills $4.62½.

Grain—We note no arrivals by water. Sales of prime red wheat have been made from stores at 90c. Md. white corn 45a47c.; yellow has declined somewhat. We quote it at 48c. Rye commands 50c. Oats 32c. Cloverseed $5a5.10.

Provisions—Hams, Balt. cured, 10c. cash. In other descriptions of bacon there has been no alteration from last week. Mess beef $12.50a13; No. 1 $10.50a11; prime $8.50a9. One sale of new mess pork was made at $15. Glades Butter 18a21c; No. 1, 14a16c.; No. 2, 12½. Western lard in kegs 6½a8c. Beef cattle $5.50a7.75, according to quality. Live hogs $6.

Whiskey in hhds. 20½c, in bbls. 22½a23c. Wagon price, exclusive of bbl., 18c.

MARRIED,

At Charleston, S.C. on the 16th Dec. Thos. D. Davis, of Virginia, to Miss Eliza A. Miller, of Baltimore

At Easton, Md. on the 28th ult. Thomas Tarbutton to Miss Elizabeth Weston, both of Talbot county.

DIED,

On the morning of the 1st inst., Sam'l Whitelock, aged 51 years.

On the 30th ult. after a lingering illness of two years, Wm. Calderson, in the 44th year of his age.

On the 30th ult. William S. Fouse, aged 17 years.

At Washington, D. C. on 30th ult. Louis Labille, in the 83th year of his age, a native of France, but for the last 49 years a citizen of the District.

On the 29th ult. Cassandra Boon, a respectable colored woman, aged over one hundred years.

HEALTH OFFICE,

February 2d, 1840.

Report of Interments in the City of Baltimore, for the last week, ending Monday morning, viz:

Still born 4; infantile unknown 10; casualty 2; consumption 3; catarrhal fever 2; ulcerated sore throat 1; old age 5; dropsy in the head 1; congestive fever 1; dysentery 1; dropsy 1; unknown adult 3; scarlet fever 1; sudden 4. Total 36.

Under 1 year,	13	Between 5 and 10,	0
Between 1 and 2,	5	" 10 and 21,	2
" 2 and 5,	2	Above 21,	14

Males 15; females 21—36. Of which number were colored persons—6 free, 1 slaves.

By order, DAVID HARRIS, Sec'y.

* One a white woman aged 108 years.

MARINE LIST—PORT OF BALTIMORE.

CLEARED.

Brig Margaret, Smith, for Matanzas, J. P. Adams.

ARRIVED.

Brig Ann, Hanna, 41 days from Rio de Janeiro, coffee, to Hugh Jenkins and others.

Schr Adno, Murch, 20 days Matanzas, molasses, to J. P. Adams.

Schr Euarkee, Marin, 10 days from Charleston.

MEMORANDA.

At Valparaiso, Sept. 1st, Am. ship Osage, 110 ds fm Philadelphia; 20th, Am. barque George Henry, 83 days from Baltimore; Oct. 14. Am. brig America, 63 ds from Montevideo; Am. brig Grecian, 35 ds from Rio and 9 from Philadelphia; 15th. Am. brig Philip Hone, 100 d from New York.

Ship Merchant, Murphy, at Manilla 5th Oct. for New York in 7 days.

Ship Wm. Penn. Coleman, of and for Baltimore, was at Buenos Ayres 7th Dec. to sail in 30 days.

Brig Erie, Gunby, of and from Baltimore, was at Montevideo 7th Dec. disch'g.

Brigs Chickasaw, Hamilton, and Joseph Baleh, (new) Davis, for Baltimore, cleared at Boston 30th ult.

Schr Mary Wilkes, Speight, of Baltimore, 10 ds from Havana, arrived at New York 31st ult. Left brigs Caballero, Huffington, of Baltimore, unc. disc; John Gardner, Neill, of do. unc; schrs Clio, Kelly, of do do Fanny Elsler, Dukehart, of do. from Jamaica, unc

Schr Celeste, Johnson, for Baltimore, cleared at New York 30th ult.

Schrs Ohio, Wingate, from Guadaloupe, and Sophia Jones, from Balt were at St. Thomas 19th Jan. disc.

Schrs Mary Augusta, Tarlton, for Port au Prince and Shakspearean, Foxwell, for Mayaguez, P. R. sailed from St. Thomas 19th ult.

Schrs Flora and Enterprize, hence for Boston, arr at Holmes' Hole 28th Jan.

FIRST ANNIVERSARY
OF THE METROPOLITAN LYCEUM

☞ A Public Exhibition of the Metropolitan Lyceum will be given in honor of its First Anniversary to consist of Essays, Recitations, Dialogues, &c. at Carusi's Saloon, on WEDNESDAY EVENING, 3d Feb'y, at 7 o'clock—to which the different Literary Associations, and the public in general, are invited to attend The following named gentlemen compose the Committee on Invitations and Recitations:

JOHN G. SMITH,
S. W. ECKHOFF,
JOHN T. KNOWLES,
CHARLES BISHOP,
EDWARD ECKHOFF,
JOHN HALL,
JOHN F. McCARTY.

N. B. Donations for the benefit of the Lyceum will be thankfully received.

Washington City, Feb. 1841. fe1-3t

ATTENTION FLEAS!

☞ A monthly meeting of the FLEA CLUB will take place at their Saloon, (Post Office Cellar,) THURSDAY EVENING, 4th Feb. 1841, at 8 o'clock precisely. The beautiful picture of the Industrious Fleas, painted by a celebrated artist of this city, finished, and will be placed in the Saloon on that evening for public inspection. The members will attend with Badges on this occasion—and it is hoped every one will be present. By order,

B. FLEA, Secretary.

N. B. A Lecture on Fleabotomy, by a distinguished friend of the Club, Mr. J. B. M. of Virginia. fe3 2t

O. I. O. F.—COLUMBIA LODGE, No. 3.

☞ The Brethren of Columbia Lodge, No. 3, are hereby ordered to attend the funeral of our late brother Samuel W. Whitelock, THIS DAY, 3d inst. at 3 o'clock, P. M. Meet at the Hall in full Regalia.

☞ Brethren of the order are respectfully invited to attend. By order,

fe3-1t* HIRAM SNODGRASS, Sec'y.

NOTICE.

☞ The HOWARD TEMPERANCE SOCIETY will hold a Public Experience Meeting in the Seamen's Bethel Church, TO MORROW EVENING, 4th inst. at 7 o'clock. The public are respectfully invited to attend. By order,

fe3 2t* F. S. LITTIG, Sec'y.

NOTICE.

☞ A Public Meeting of the PATRICK HENRY LYCEUM will be held THIS (Wednesday) EVENING, at half past 7 o'clock, in the Session Room of the Rev. Dr. Hesselius's Church, German near Sharp street. The exercises will consist of a Lecture and discussion. Tickets gratis—may be had of the Secretary. By order,

fe2-1t* FRANK LONEY, Cor. Sec.

☞ The two ladies who bought a pair of shoes at H. BANGS' store, No. 72½ Baltimore street, on Saturday night last, and gave a $10 bill of the Hagerstown Bank, for which they received shoes and change, are requested to call and take it back, as it is a counterfeit, and they will not be exposed. They are known, and this course has been taken as one least likely to expose them. fe3-1t WM. H. BANGS.

UNION FIRE COMPANY.

☞ The Members are requested to attend a Special Meeting on THURSDAY EVENING, the 4th inst. at 7 o'clock, at the Hall of the Engine House. By order,

R. H. MIDDLETON, Sec.

As business of great importance will be submitted it is confidently expected that there will be a full attendance of the active firemen of the company. fe3

☞ The NOTES of the Baltimore and Ohio Rail Road Company will be bought at 4 per cent. discount, if brought in to-day, at ROBINSON'S

fe3 Exchange Office, 80 Baltimore street.

ROBINSON'S OFFICE,
80 BALTIMORE STREET,
Below Franklin Bank.

THIS DAY, in Baltimore, Maryland State Lottery, 75 numbers—12 ballots

RICH SCHEME:

1 Prize of		$10,000	20 Prizes of		$100
1	"	10,000	20	"	30
1	"	3000	155	"	20
"	"	2000	126	"	5

Whole tickets $5—Halves $2.50—Quarters $1

For certificate of regular package of 25 wholes, $

Do do 25 halves,

Do do 25 quarters,

☞ Orders from the country, invariably meet most prompt attention, when addressed to

E. W. ROBINSON

fe3-1t 80 Baltimore street, Baltimore.

WOOD ENGRAVING.

C. S. HINCKLEY, having established himself in the above business at the CLIPPER OFFICE, No. 7 N. GAY STREET, respectfully tends his services to the public, for the execution of any orders with which he may be favored.

☞ All commands performed with neatness and celerity. He invites those who may wish to be assured of his ability, to call as above and examine specimens.

fe3-1f