

# Baltimore

# Clipper.

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VOLUME IV.]

FRIDAY MORNING, APRIL 9, 1841.

[NUMBER 27.

### ACT for the completion of the Chesapeake and Ohio Canal to Cumberland.

SECTION 1. Be it enacted by the General Assembly of Maryland, That whenever the Chesapeake and Ohio Canal Company, in a general meeting of the Stockholders assembled, shall assent and agree to all and each of the provisions of this act, and shall communicate such assent, approval and agreement under its corporate seal and the signature of the President to the Governor of this State, that then it shall be the duty of the commissioner of loans of this State to issue, at such time and in such sums of not less than one hundred dollars, as may be deemed convenient, certificates of stock, or bonds of this State to an amount not exceeding in the whole the sum of two millions of dollars, irredeemable for thirty years, and redeemable thereafter at the pleasure of the State, and bearing an interest of six per centum per annum, payable semi-annually, at the loan office in the city of Baltimore, on the first day of January and July in each and every year, provided however, that no stock shall be issued until it will command par, and then only so much as shall have been actually contracted to be sold.

SECTION 2. And be it enacted, That so soon as the commissioner of loans shall have sold the said certificates of stock or bonds of this State, or any portion of the same, he shall pay the proceeds thereof into the Treasury of the Western Shore, and the Treasurer of the Western Shore shall set apart and apply the said proceeds, or so much thereof as may be necessary for the redemption of the certificates which may have been issued or directed to be issued by said Chesapeake and Ohio Canal Company, under the provisions of this act, a full and satisfactory statement of which shall be laid before the Treasurer by the said canal company; and should the proceeds of sales of said bonds or certificates of stock, exceed the amount necessary for the redemption of said certificates issued or directed to be issued, as aforesaid, the said Treasurer is hereby authorized upon the requisition of said canal company to pay the surplus said company money to said Treasurer, and in such form as a year shall said Treasurer pay to said company more than four hundred thousand dollars.

SECTION 3. And be it enacted, That for the purpose of securing the payment of the interest upon the money by the preceding section authorized to be borrowed, the State hereby pledges her right to the tolls of said Canal, after such sums shall be deducted therefrom as will be sufficient to keep the said Canal in good condition, and repair for transportation, and officers' salaries, and expenses of the company, and the said Chesapeake and Ohio Canal Company, in such form as the charter, and the several laws applicable thereto, make necessary are hereby required, to increase the tolls for the transportation upon said Canal to the maximum charge fixed by the charter, immediately after the passage of this act, except upon the article of coal, which shall be increased to at least one cent per ton per mile immediately after the completion of the Canal to Cumberland, unless the agents appointed to represent the State in said canal company shall certify in writing to the President and Directors of said company, that their opinion and belief, the best interest of the State would be injured by such increase on the article of coal, and in case the said President and Directors fail or refuse to comply with this provision, it shall be the duty of the agents representing the State in joint stock companies to remove them at the next general meeting of the stockholders.

SECTION 4. And be it enacted, That for the purpose of providing for the payment of the principal of the debt by this act authorized to be contracted, the annual sum of twenty-five thousand dollars, to arise from the tolls upon the canal, are hereby appropriated, and set apart, which said sum of twenty-five thousand dollars shall be paid one half thereof on the first day of March, and the residue on the first day of September in each and every year after the canal shall have reached Cumberland, to the Treasurer for the Western Shore of Maryland, to be by him accumulated as a sinking fund for the purpose aforesaid, the said sum to be paid by the President and Directors of the canal company, out of the tolls to be received upon the said canal after paying the interest as directed by the second section of this act, and the expenses of the said canal, this appropriation of the profits and tolls of the canal, is in aid of the general faith, and credit of the State, which is hereby pledged in the fullest manner for the payment of both principal and interest on the money hereby authorized to be borrowed.

SECTION 5. And be it enacted, That it shall be the duty of the president and directors of the said canal company, to pay to the Treasurer for the Western Shore of Maryland, the tolls and profits of the said canal as directed by the third section of this act, semi-annually, on the first Tuesday of March and the first Tuesday of September, in each and every year after the canal shall have reached Cumberland.

SECTION 6. And be it enacted, That the said sums so to be paid by the Treasurer of the Western Shore, under the provisions of this act, to the said Chesapeake and Ohio Canal Company, and for the redemption of the certificates authorized to be issued by this act, shall be considered, held and taken as a loan to the said company, and the said company shall issue and deliver to the said Treasurer, proper acknowledgments in form to be approved by him of the payment of said money, which said acknowledgments shall constitute a lien on all the property, and effects of said company, and upon its tolls and profits; and it shall be the right and privilege of the said State, whenever in the opinion of the legislature it may be expedient and proper so to do, to convert the said loan into the capital stock of the said company at par in respect of which the said State shall be a preferred stockholder in the same way, as to the same extent, as is provided by the act of eighteen hundred and thirty-five, chap. three hundred and ninety-five.

SECTION 7. And be it enacted, That the maximum rate of tolls on the said Chesapeake and Ohio Canal, shall, from and after the first day of January, eighteen hundred and forty-four, except upon the article of coal, be raised to double the amount now authorized to be charged by the charter, provided the Congress of the United States and the Legislature of Virginia shall assent to the same, and the Governor of the State hereby required to cause a copy of this act to be submitted to Congress and the Legislature of Virginia, at their next ensuing sessions, after the

passage of this act, together with such representations in favor of its adoption as to him may seem reasonable and proper.

SECTION 8. And be it enacted, That before this act shall have any effect whatsoever, it shall be the duty of the President and Directors of the said Chesapeake and Ohio Canal Company to contract for the completion of the canal to Cumberland, at a sum not exceeding the amount herein before authorized and directed to be borrowed, and to secure the faithful performance of said contract, the said President and Directors are hereby required to take good and sufficient security from the contractor or contractors to be approved by the Treasurer of the Western Shore, that the work as contracted to be done, shall be fully executed within the time limited by said contractor or contractors.

SECTION 9. And be it enacted, That our Senators and Representatives in Congress, be and they are hereby requested to use their best efforts to procure the assent of that body to the seventh section of this act.

SECTION 10. And whereas, it is to be apprehended that the canal will reach Cumberland before any effective effort will be made to open and complete the several rail roads which are to connect the canal with the coal mines, in which case there is danger that the State may be compelled to make these rail roads at the public expense, therefore, be it further enacted, that before any contract shall be made for the completion of said canal to Cumberland, or bond or certificate issued under the provisions of this act, the Treasurer of the Western Shore shall certify, under his hand and seal of office, to the President and Directors of the said Chesapeake and Ohio Canal Company, that the companies hereinafter named, incorporated by the Legislature of this State, to wit, the "Boston and New York Iron and Coal Company," the "Maryland and New York Iron and Coal Company," the "Maryland Mining Company," and the "Clifton Coal Company," have severally given satisfactory bonds to the State of Maryland, conditioned for the construction and completion of a rail road adequate to convey to said canal the products of their respective mines; the same to be completed, ready for use, simultaneously with the completion of the Chesapeake and Ohio Canal to Cumberland.

SECTION 11. And be it enacted, That if the bonds hereinafore directed to be issued, cannot be sold in time to be immediately available, the said company may, and it is hereby authorized to issue certificates in sums of not less than one dollar, payable to the holder on order at the Treasury of the Western Shore out of the proceeds of the sales of the said certificates of stock or bonds, provided, nevertheless, that no such certificate shall issue until after the canal shall be put under contract, as directed by the eighth section of this act; and provided also, that not more than four hundred thousand dollars of said certificates shall be issued in any one quarter of a year.

SECTION 12. And be it enacted, That no part of this bill shall be operative until one or more of the Incorporated coal and iron companies in Allegany county, shall have entered into bonds with security to the State of Maryland, to be approved by the Treasurer of the Western Shore, to pay two hundred thousand dollars per annum for five years for the transportation of their own coal, iron or other materials or goods at the expiration of each and every year from and after six months, after the completion of said canal to Cumberland, provided, that nothing herein contained shall be construed to exonerate or release the said companies or owners and proprietors from the payment of the full regular charge of tolls upon the whole amount of articles transported by them whenever the same shall, at the rate of tolls charged or to be charged by the canal company, exceed in cost the aforesaid sum of two hundred thousand dollars.

SECTION 13. And be it enacted, That the Attorney General of this State, is hereby required to institute proceedings to foreclose the mortgages, and enforce the liens, and pledges which the State now holds on the revenues, profits, tolls, and properties of said company, which have been made and executed under and by virtue of existing acts of Assembly.

### THE SAILOR IN COURT.

An English paper gives the following description of a scene in court:

Examination of the mate of the Prince of Wales, in a case for damage in consequence of being run foul of by the Lady Elizabeth, in the Downs.

'You have already stated that the wind had shifted in the evening. What time did the wind shift?'

'The latter part of the dog watch,' replied the witness.

'I ask not during which dog's watch it was—my question refers to time. What hour was it when the wind shifted?'

'About three bells.'

'Three o'clock, eh?'

'I never said three o'clock,' returned the witness, marking the lawyer's mistake. 'I said three bells—half past five, in the four to six watch.'

'Three bells—half past five—four to six,' reiterated Waddy. 'What a precise specification of time. Well, then, sir, at three bells—how was the weather then?'

'Greasy, looking to the south-west. Sun too looked wild and watery. Any one with half an eye, could see a breeze was abrewin.'

'When the Lady Elizabeth cast anchor did she take up a position properly apart from the Prince of Wales?'

'She did, but—'

'Come, no buts, sir—answer the question direct.'

'Well, then, I says, when one takes into account the circumstances as might deceive the best man in taking up a distance, I must say as the barque might 'ave taken up a worse berth.'

'In what way could that deception arise?'

'Why, from our boy not watching at the time.'

'The boy not watching at the time—lazy dog! The murderer's coming out,' said Waddy, exultingly, and then requiring the witness to reply direct to the next question which he was about

to put to him, and above all, to be cautious of prevarication, he thus proceeded:

'I ask you, sir, as a seaman, on your oath, would matters have gone the wrong way with the Prince of Wales had their been a proper watch upon deck?'

The absurdity of this question, added to the pompous declamatory tone in which it was delivered, excited so much of noise and mirth amongst the nautical portion of the auditory, that it became necessary to eject from Court, a couple of Sunderland 'skippers.'—Upon the restoration of order and the repetition of the question, the witness replied:

'There was a watch upon deck.'

'My Lad,' said Waddy, turning to the bench, 'this is positively the grossest case of prevarication I ever met with. Do you persist in swearing, he continued, interrogating the witness, 'that a proper watch had been on deck when the wind shifted?'

'I do,' said the mate in a firm and emphatic tone.

'Come you here, sir, to insult common sense! Is it possible you possess effrontery sufficient to tell those intelligent gentlemen, (pointing to the jury) that in a vessel situated as the Prince of Wales was—bad weather coming on withal—the watch should have devolved on a dumb animal?'

The witness looked blank.

'Do you hear, sir?' vociferated the bully.

'I doesn't understand you,' replied the deponent, with perfect composure.

The question was shaped anew.

'I ask you, sir, whether it was fitting to entrust a vessel exposed to the elements, as well as the privateers of the enemy, to the vigilance of a dumb animal, to the watch of a dog?'

'There was never a dog aboard,' said the witness bluntly.

'And yet, gentlemen of the jury, the witness has had the audacity to assert upon oath that the wind shifted during the latter part of the Dog's Watch.'

'Bill, let's bolt,' said an auditor, addressing a brother tar in the rear of the Court. 'By the Lord Harry, there's no standing that squinting lord's lubberly lip.'

The judge had already decided that the witness was bound to state distinctly the description of the watch which had been left upon their brig's deck.

The witness said, 'James Thompson, my lord, had charge of the deck during the whole of the four-to-six watch. A better seaman never puddled an anchor, hauled out a weather ear-ring, or took lead or helm in hand.'

'Then how comes it,' asked the lawyer of the witness, 'that this super-excellent seaman was not as competent to prevent the lady Elizabeth running aboard of the Prince as the boy of whom you boast?' (Some brat of his own,) added Waddy aside to the jury.

The witness not appearing to comprehend the question, the judge directed Waddy to repeat it.

'I ask the witness, my lad, if the boy whose dexterity in taking up a distance he so much extols, could have prevented the dangerous proximity of the Lady Elizabeth to the Prince of Wales—why, then, this matchless, quicksighted lad put upon the watch?'

The mate remained mute.

'Put it more directly, Mr. Waddy, said the judge. Waddy bowed to the bench.

'Why was not the boy put upon the watch?'

'Because 'twanted bleeding,' was the acute reply.

'Had you a surgeon in the ship?'

'At this question, the assumed gravity of the witness was put to the test. It was with difficulty he could refrain from laughing aloud—he, however, answered in the negative.

'No surgeon in the ship?'

'Sartingly not.'

'Then, how, sir, can you take upon yourself to give an opinion upon a medical point? Pray, sir, have you made physic, as well as seamanship, a study?'

'I can't abide physic—I never took a dose in my life.'

'Then upon what grounds do you assert that the boy wanted bleeding?'

'Cause 'twas full of water.'

'Gracious heavens!' exclaimed Waddy, with extended arms—'was ever greater ignorance betrayed! My Lad, the jury never can receive such testimony. Who ever heard of resorting to depletion in a dropsical case?'

'I say it again,' rejoined the witness, looking Waddy full in the face, 'the boy wanted tapping.'

'Never, never was there an instance of grosser prevarication! Note this gentlemen of the jury—he first swears that the boy wanted bleeding, and now, that he finds himself in error, he turns from the operation of bleeding to that of tapping!'

'Well, I say so still—bleeding is just as proper a term as tapping—take the tinas out of that if you can,' said the mate in a tone of defiance.

'I can't suffer you, my man, to be insolent to counsel,' said the judge, addressing the witness in a peremptory tone.

'I am not insolent, my lord; but where's the man, my lord, as can bear to be bullied and badgered about by a lubberly lawyer, as doesn't know the main brace from the captain's breeches?'

'This burst of offended feeling excited in the Court a sensation not to be described. The sons of the sea were seen rubbing their hands with glee and delight, whilst expressions of surprise, and scowls of indignation betrayed themselves in the tell-tale features of the members of the bar.

SUICIDE BY A YOUNG WOMAN. Ellen Norris, of Sacketts Harbor, (formerly of Rutland,) took a large dose of corrosive sublimate on the night of the 12th inst. of which she died, on the evening of the 17th. She had been accused of purloining a ring from a friend, which so wrought on her mind as to induce the commission of suicide.

GOOD SENTIMENT. 'The beginning, middle, and end of happiness is contentment. There is, therefore, no condition of life in which happiness is unattainable. It may be enjoyed by the peasant who delects the soil, no less than by the wealthy lord. The insect which satisfies its thirst with the dew-drop contained in the flowerer's cup, has as much enjoyment as the elephant which drinks from the stream of some mighty river.'

### DAILY SOUTHERN MAIL, Via the Chesapeake Bay and Portsmouth and Roanoke Rail Road.

THE BALTIMORE STEAM-PACKET CO. announce to the public that the boats of their line consisting of the ALABAMA, Captain Sutton; GEORGIA, Captain Coffey, and JEWESS, Captain Holmes, being undergone a thorough overhaul during the past winter, are now in complete order; therefore the daily line to the South via NORFOLK and PORTSMOUTH will be resumed on Monday the 15th of March, and run in accordance with the following schedule until changed by the Post Office Department.

Leave Baltimore daily at 4 o'clock, P. M.  
Arrive at Portsmouth, at 7 " A. M.  
Leave Portsmouth, at 8 " A. M.  
Arrive at Weldon, at 4 " P. M.  
Wait there until 1 o'clock, A. M. for the Petersburg train.  
Leave Weldon at 1 o'clock, A. M.  
Arrive at Wilmington at 1 o'clock, P. M.  
Leave Wilmington immediately and arrive in Charleston next morning to breakfast.

It will be seen by the above schedule that in order to render the connection certain, it is only necessary for the Cars of the Portsmouth and Roanoke Rail Road to arrive at Weldon prior to 10 o'clock, A. M. whereas they uniformly arrive before dark. If therefore a detention should take place at any point between Baltimore and Weldon, not occupying more than NINE HOURS, the traveller can by no possibility lay over at any point north of Wilmington. RETURNING, one of the above boats will leave Norfolk every night at 10 o'clock, and cross over to Portsmouth where she will wait until arrival of the Cars from Weldon, and depart for Baltimore as soon as the passengers and baggage are on board, arriving here in about 14 hours after departure from Portsmouth. The passengers having enjoyed all the comforts of a good night's rest, and partaken of a good fare as could be provided in the very best Hotel in the Country.

Travellers bound to Richmond or Petersburg by leaving Baltimore on Monday, Wednesday or Friday, sleep on board the bay boat, are transferred to the James River boat next morning, and arrive at their place of destination the same day by 3 or 4 o'clock, P. M.

J. N. C. MOALE,  
General Agent Baltimore Steam-Packet Company.

Passage (and fare on board) to Weldon, \$14 00  
Passage and fare to Richmond, 10 00  
Passage and fare to Norfolk, 8 00  
mh11-1f

ELIJAH McDOWELL'S CITY INTELLIGENCE AND GENERAL AGENCY OFFICE, No. 9 FAYETTE STREET, Basement story of Barnum's City Hotel, (formerly occupied by Lewis F. Scott,) where is wanted daily, Clerks; Overcoats; Porters; Gardeners; Teachers; Barkeepers; Apprentices; Waiters; Coachmen; Agents; Mechanics; Laborers; Farm Hands; Ostlers; Housekeepers; Chambermaids; Nurses; Seamstresses; Cooks, &c. &c.—who must come well recommended to insure situations. Slaves for life or term of years bought and sold; Shoes; Trunks; Bar-rooms; and Business Establishments, respectively for sale; Tenants procured for Houses, Warehouses, Stores, Farms, &c. Persons at a distance, wishing to be informed of the state of the market, of any article bought or sold, can be accommodated without charge; but all communications on business must come, post-paid, to insure attention. Insolvent Papers prepared at a low rate; all kinds of writing correctly executed; Books posted at moderate charges and kept out of view of spectators. The subscriber, intending to devote his whole attention to the above business, begs the patronage of a generous public. Satisfactory references. jdl9-3m ELIJAH McDOWELL.

STOCK FACTORY. T. W. BETTON'S GENTLEMEN'S FURNISHING STORE and STOCK FACTORY, No. 151 1/2 Baltimore street, opposite the Citizens' Bank, is daily increasing in private sale, and public generally, that he still continues to manufacture STOCKS, COLLARS, SHIRTS, and LINED BOSOMS, of every description. He would particularly call the attention of dealers to the above named articles, at wholesale or retail, before they purchase elsewhere, and from his long experience in that business, he hopes to give general satisfaction. His assortment consists, in part, of the following Stock of Goods, viz: Stocks, Collar, Linen Bosoms, plain and ruffled Linen, Cotton, and Fancy SHIRTS; Worsteds, Silk, Linen, and Cotton DRAWERS; Worsteds, Flannels, and Cotton UNDER SHIRTS; Suspenders, Gloves, and Hosiery; Cravats, Scarfs, Umbrellas, Canes, and a variety of Articles, which are usually kept at Establishments of the kind, and of the best qualities.

T. W. BETTON,  
No. 151 1/2 Baltimore street.  
mh22-4f

SELLING OFF! SELLING OFF! HAVING determined to make an alteration in my store, and in order to make room for the same, I will close out my present stock of Goods without regard to cost, for cash—consisting of—Embroidered, figured & plain MOUR. DE LAINES, 3 4 and 4 4 CHINTZES; LAWNS; GINGHAMS; Barkie's fine unbleached SHIRTING LINEN 5 4 and 5 4 IRISH SHEETING 10 10 and 12 4 Barasely do 6 4 to 10 4 Damask TABLE DIAPER 5 8 to 4 4 Bird Eye and Damask NAPKINS Bleached and Unbleached Damask DAYLES, from 75 cents to 2 2 per dozen FLANNERS, all colors and qualities; Brown MULLINS, over yard wide, 8 5 4 wide 1 1/2; Green and light ground Floor Cloth HAIZES 3 4 and 4 4 Bird-Eye and Huckabuck TOWELS 6 4 to 20 4 Bleached and Unbleached Damask TABLE CLOTHS; Cambric and Furniture DIMITIES; Black and Blue Black BOYAZINES Black and colored Summer CASSIMERES and CLOTHS; GAMBRONS, a variety Cotton and Woolen TABLE COVERS Thread LACES, EDGINGS and INSERTINGS Cambric do Scotch and French Needleworked COLLARS Cotton HOSIERY, a large assortment 20 dozen fine Unbleached English Half HOSE, a little soiled, 3 pair for 50 cents; colored at 1 1/2 cents With a variety of other Goods, which it will be for the interest of those who want to call and see.

GEO. BEVAN, 60 Hanover-st. sp6

SHOULDER BRACES. THESE ARTICLES for the purpose of keeping the shoulders erect, are highly recommended by the FACULTY, for the prevention and assistance of a PLEASANT BREAST. They can be had of the best quality and manufacture, of IL WARREN, Stock Maker, No. 4 North street, Next door to the Patriot jdl1-co Office.

### WINTER ARRANGEMENT. GREAT SOUTHERN UNITED STATES MAIL LINE, DAILY TO THE SOUTH. The ONLY LINE carries the GREAT MAIL, and the only DAILY LINE.

TRAVELLERS FOR THE SOUTH, are informed that, by taking the Cars at Baltimore for Washington at 4 P. M., they proceed, via Washington, Fredericksburg, Richmond, Petersburg, Weldon, and Wilmington, N. C. to CHARLESTON, S. C., reaching Charleston the second morning after leaving Baltimore, and one day in advance of the Bay Line—the Companies on the route being bound by the Postmaster General to make the following quick schedule:

Leave Philadelphia 8 A.M. reach Baltimore 2 P.M.	
Baltimore 4 P.M.	Washington 5 P.M.
Washington 5 A.M.	Fredricksburg 12 M.
Fredricksburg 12 M.	Richmond 5 P.M.
Richmond 5 P.M.	Petersburg 7 A.M.
Petersburg 7 A.M.	Weldon 1 A.M.
Weldon 1 A.M.	Wilmington 1 P.M.
Wilmington 1 P.M.	Charleston at 5 the next day.

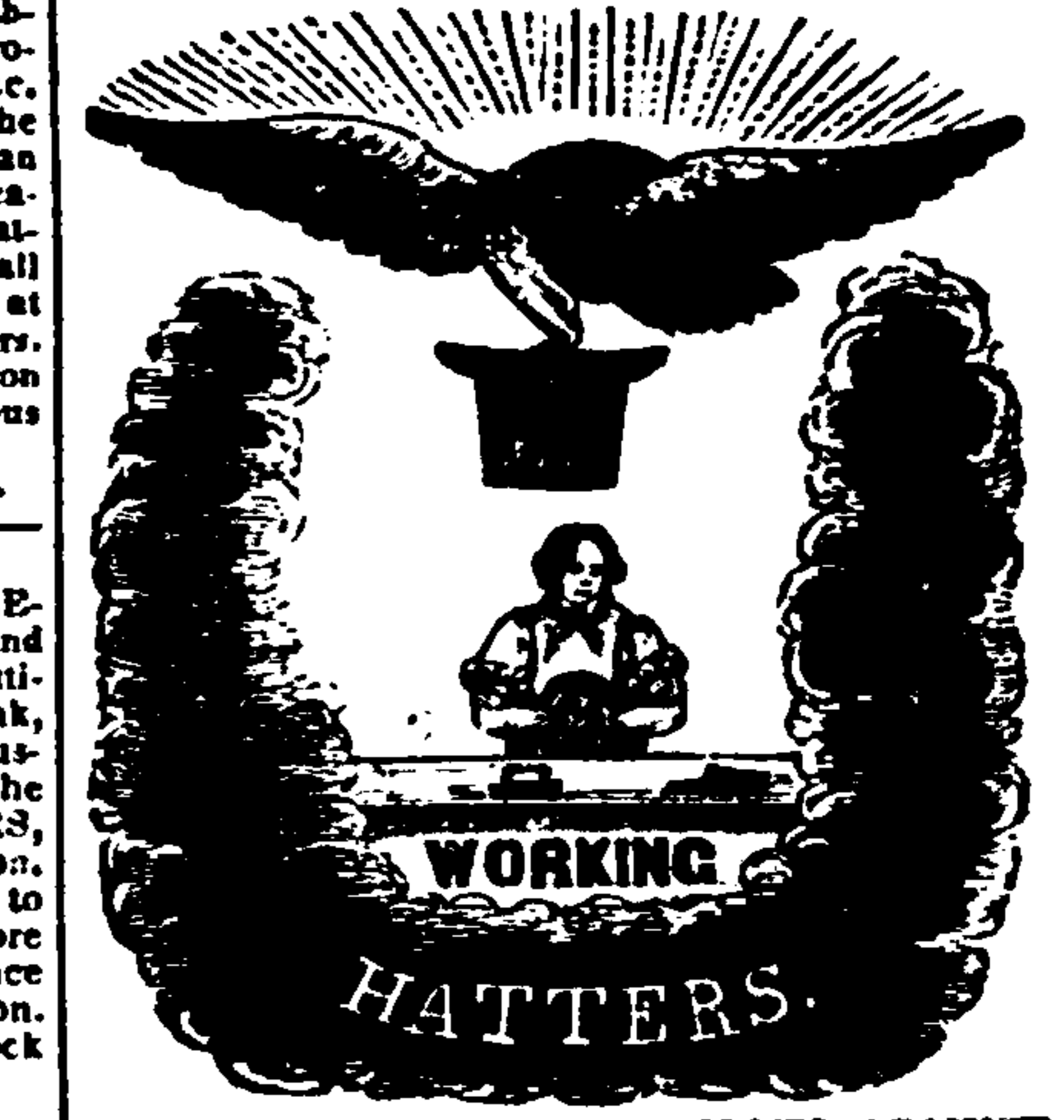
At this Line carries the Great Mail, (which cannot be delayed,) and is almost entirely a Railroad Line, it will be perceived at once, that the Traveller, unless in some extraordinary contingency, is sure of a connection throughout, whilst it is evident that Fossil, Rocoon, WYATT, and Brockton must often occasion delay in a Route, more than two-thirds of which is by the Bay—the traveller being also subjected to Sea-sickness, and increasing unnecessary risk, from Boats being urged to the top of their speed, to compete with the more DIRECT ISLAND ROUTE.

The above line will be found not only the most certain and expeditious, but the most attractive, as it passes through the Seat of Government, and in sight of Mount Vernon by daylight, and through Fredericksburg, Richmond, and Petersburg, the largest and most flourishing towns in Virginia. It is also cheaper to Richmond, and as cheap as the Bay route to Weldon; and travellers have no expense or trouble with their Baggage.

(7) This is much the nearest, quickest, and cheapest route to the interior of Virginia, North and South Carolina—at Petersburg, Va. commences the route by way of Raleigh, N. C.—145 miles of Rail Road from Raleigh Rail Road to the old Piedmont Line, to Milton, Danville, &c., and to Knoxville, (Tenn.)

(8) This is the only Daily Line to Richmond and Petersburg.

(9) Passengers for the Raleigh and Gaston Rail Road pay through to Petersburg, Va. For further information and Through Tickets, apply at the office of the STOCKTON, FALLS & CO. Adjoining the Philadelphia Rail Road Office, 412-1f PRATT STREET, Baltimore.



66 1/2 BALTIMORE-ST. HATS AGAINST THE WORLD. Not Not all the World but the World of Hatters! Call at our Store and we will prove that we sell the cheapest Hats in Baltimore, in point of Beauty, Durability, and Fashion. Our prices are well known, and as follows: Splendid Fashionable Russia Hats for \$25.00, of the same quality as those selling elsewhere for \$5. Also, fine fashionable Silk Hats at \$2.50, warranted on Russia bodies, and generally selling elsewhere for \$1 or no sale. And our old customers will please bear in mind that the well known KEVILL, removed from the Maryland Arcade six months ago, has come one and all to 66 1/2 Baltimore street, between Gay and Holiday-sts. for good and cheap Hats. Don't forget now! W. H. KEVILL & CO'S, No. 66 1/2 Baltimore-st., opposite Tripoli-st's Alley, And 4 doors W. of Boal's well known Auction Store. mh18-1f

### THE MARYLAND ARCADE Against the WORLD for CHEAP HATS!

THE Subscriber takes this method of informing his friends and the public generally, that he has now on hand a large and general assortment of HATS for cash. His prices are uncommonly low for the quality of the Hats: Splendid Russia Hats at \$3.20; fine Florentine Silk Hats, made on Russia bodies, warranted water-proof, for only \$2.50; Fur Hats, from 1.20 to \$3.00; Cinnamon Hats \$4; Clip Beaver Hats 4.50; White Russia Hats, at from 2.50 to \$3.50. He would invite the public to call and examine his Hats, for he is confident there is no Hats in the city to compare to his at the above prices. All Hats purchased of me will be ironed over and put in shape free of charge. fe4-3m POLYDORE E. RILEY.

TO THE PUBLIC.—The price of HATS again lowered TOWSON is now selling in Eutaw street, one door north of Lexington street, his superior Hats at the following low prices—fine short Nap Hat Skin Hats at \$2.50, fine British Hats \$2.50; Fur Hats from \$1.50 upwards. It may be asked how such Hats can be sold (if as represented) at such very low prices; I answer in the first place, I manufacture very extensively, and am able to purchase materials by the quantity much lower than if I bought by the small; and secondly, I sell for cash, and do not have to charge those who pay a high price, to make up for those who do not pay, as the natural result of the credit system. I think my Hats the best as now offered ever sold in this market for the price. Persons will please call and look at my Hats before purchasing elsewhere. Remember TOWSON, one door from Lexington street. N. B. The trade supplied with HATS in the neighborhood of all qualities. mh30-3m