(Continued from first page.)

ed to our minister that he had been accused of too friendly feelings to this country. On the 31st of March, Mr. Monroe writes that Mr. Fox gives him reason to expect that the condemnation of American vessels, which was then very frequent, owing to the resuscitation of the rule of 1756, would be suspended. In the same letter Mr. Monroe says "From what I can discern I think there is the best reason to believe that Mr. Fox has the best disposition to settle our differences on just principles, but it must be recollected that some other members of the cabinet have not always thought with him on such topics. On the most deliberate reflection I am convinced that too much reliance ought not to be placed on these favorable appearances, &c." Here we have still further proof of the disposition of Mr. Fox to settle the affairs of this country, and of the impracticability of doing it because he was overruled by the cabinet. Pursuing the subject further, we find the same ideas introduced into his letter of April 3d, 1806.

"How the cabinet is disposed in this question it is not in my power to state. Some of its members are known to have differed with Mr. Fox in respect to the policy of G. Britain towards the U.S. on former occasions and in similar cases. It is possible that the spirit of conciliation on which the ministry is formed may be felt in the present one. Every view, however, which I have been able to take of the subject, confirms me in the justice of the remarks which were communicated to you in my last of the 31st ult."

We are told in one of the letters which I have read that Mr. Fox intimated that he would give orders to suspend the condemnation of American vessels. On the 18th of April we find this had not been done, and although assurances had been given, the hostile acts were continued, as his influence had not been sufficient to procure a suspension of them. Mr. Monroe writes on the 18th April, that Mr. Fox had the day before said that he was essentially ready to proceed in the discussion of the subjects of difference.

"Some remarks of his having led the conversation to the merits of the principal topic, I told him that he must leave us in the enjoyment of the trade in question, and pay us for the property taken. To the first proposition he immediately assented. To the second he said there would be objections. He added that he had taken steps to prohibit the farther condemnation of our ships and cargoes, as I had desired, of which he intended to have informed me by note, but had been prevented by other business; he had no objection, however, still to do it."

In his letter of the 20th April, Mr. M. says "the prohibition mentioned in my letter of the 18th is to be extended to the seizure as well as the condemnation of our vessels, of which he is to give me an official note in a day or two." On the 28th of April, Mr. Fox, although he had stated on the 20th that he had taken steps to prohibit further seizures, said that such orders had not been issued; that in truth to issue them would be to give up the point in negociation. What does this prove? Not that Mr. Fox would be guilty of sanctioning such an unpardonable libel on his own character, by equivocations in this way and doing nothing, but that he was controlled by his associates in the administration. On the 28th of April Mr. Monroe says—

"You will observe, that Mr. Fox insisted in the late interview on restricting the trade with enemies colonies in a greater degree than he had done in the preceding one. I am convinced that this was produced by the cabinet deliberations on the subject, for I am strong in the opinion, that if left to himself, he would meet in arrangements which would place the whole business, and indeed all our relations, on the most broad and liberal basis, in a firm belief that by so doing, he would advance the best interests of his country. But he has to consult and accommodate with others, some of whom may perhaps not entertain in all respects the same sentiments, or be equally prepared to encounter, in a new scheme of policy, ancient and deep-rooted prejudices."

On the 17th of May we find the following:

"After my interview with Mr. Fox, on the 25th ult. I waited a fortnight without hearing from him. This new instance of delay surprised me, because he had shewn a sensibility to the former one, and did not seem aware of the necessity of adding to it."

Thus this friendly ministry, with Mr. Fox at its head, although Mr. Monroe had given an opinion, from the intimations of Mr. Fox, that every thing would be amicably settled, on the 16th of May had done nothing towards it, but we find the blockade of the coast from the Elbe to Brest inclusive, notified to Mr. Monroe on that day. Heretofore assurances of friendship had not been wanting; and now we find them verified by the blockade of a coast of a thousand miles, which all the ships of war of Great Britain are scarcely competent to blockade in an effectual manner. Here comes proof to put assertion to the blush. In his letter of the 20th of May Mr. M. says—

"With respect to the delay to which I am exposed, it is utterly out of my power to explain to you the cause. I have no reason to change the opinion, which I have heretofore expressed of Mr. Fox's disposition on the subject, though I had no late communication with him."

Talk of the extraordinary mission suspending negociation, sir; when it is proven that it had been suspended from the 12th of April to the 20th of May!

"His present reserve is unfavorable, but it may be accounted for, and on principles which are quite natural and therefore presumable. He may have experienced more difficulties in the cabinet than he had expected. Many of the members may be indisposed to an arrangement on such terms as can be accepted, and most of them willing to postpone any decision, until the result of the proceedings in Congress is known."

Then in his letter of the 9th of June, Mr. Monroe writes word that accounts were received on the 31st May, that the President and Senate had adopted the measure of a special mission. The negociation had previously been suspended by the impossibility of producing a consentaneous disposition in the ministry with whom Mr. Fox was associated, and by whom he was overruled. I must therefore conclude that the charge is equally incorrect in relation to the failure of the negociation, as I have proved it to be futile as to the hostile tread of our territory; that neither the consequences ascribed to the one or the other were at all attributable to our government, but to a persevering disposition of a part of the British nation, not to permit our rights to be exercised or acknowledged on the high road of nations.

Sir, the effect of these decrees and measures, which I have noticed in the course of my observations, has been to sweep our commerce from the ocean and even from the sea shore, (because there the commerce of the United States has been attacked)—or if permitted to be carried on, it is only on conditions, which every man in this House, every American must spurn with indignation. What! shall we pay *tribute* for permission to sail on the ocean? The idea is too preposterous to be combated. Montgomery, Mercer and Warren, and a host of worthies, who bled for the attainment of our independence, died in vain; Washington and his compatriots who at the expence of toil and blood shed in the field, aided by our Solomons in the cabinet, established our independence, fought to little purpose, if, after the lapse of a short period of thirty years, we can consent to pay tribute for the liberty of exercising an undeniable right. But I have as yet considered these measures, these encroachments of the belligerents only with reference to their effects on ourselves. I will now consider them with reference to violations of neutral right affecting each other.

First, let us consider the measures of Great Britain. The impressments of our seamen, a topic on which I can never think with coolness or without sensations which confound my judgment, are not to be considered injurious only in reference to us. They have been injurious to the enemies of Great Britain, because they have tended to maintain the naval superiority of that nation which has kept all the powers of Europe in check, and dictated maritime law to all nations; and would have been just ground of complaint by France against us if we had acquiesced in them. The vexation of the colonial trade—what is it?—I have merely glanced at it, because I was aware that if I extended my remarks I should have destroyed the patience which I fear I have already almost exhausted. The colonial trade was one which enabled the enemies of Great Britain to subsist, and converted the produce of the enemy's colony to the mother country. France would then have had great right to complain if we had acquiesced in the destruction of this trade, because France recognised its legality in the war which gave rise to the celebrated rule of '56. A vessel during that war was captured by a British cruiser, recaptured by the French, and brought into port, the recaptors claiming salvage. The vessel and cargo were discharged by the French courts, which decreed the salvage was not due, because the capture was illegal, and the admiralty court of G. Britain would have released the vessel and cargo. Surely then they would have cause to complain if we had acquiesced in that infraction of our commercial rights. On the subject of blockades, if we had submitted, France might have complained with much greater right. The government of G. Britain has declared whole continents in a state of blockade; to use the diplomatic language of their orders they tell us that "they must be considered as in a state of rigid blockade," although perhaps the notification was made without a vessel to annoy the entrance of the ports and under a total impossibility of annoying it within the limits marked out. The law restricting our commerce with unblockaded ports was also a violation of the law of nations. In the case of the Cambrian, the commander of which vessel has to be sure been *punished* by his government with *promotion*, there was also cause of complaint if acquiesced in, because it is actually prohibited by the law of nations that a belligerent shall increase his force within the territory of a neutral state. The order of January, 1807, restricting the trade from one port to another of a belligerent power, was also injurious to France, and of which she would have had good cause of complaint against the U. S. if we had acquiesced in it. All these are so many violations of neutral rights and national law injurious to France, and all but the last preceded the Berlin decree, and the last was before the operation of it.

(Continued on second page.)

BY AUTHORITY.

An act for renting the Wharves at the end of Twelfth and Seventeenth streets west and for other purposes.

Sec. 1. BE *it enacted by the First and Second Chambers of the City Council of Washington,* That the Mayor be and he hereby is authorised and directed to rent the wharves at the end of Twelfth and Seventeenth streets west on the Tyber Creek, by the year, for such rent as he may think just for the use of the Corporation.

Sec. 2. *Be it enacted,* That any amount for repairs that the Mayor may think just for said wharves shall be allowed out of the rent, and the surplus, (if any) shall be paid to the Treasurer of the city.

Sec. 3. *Be it enacted,* That until the Tyber Creek shall be so cleared as to admit vessels and boats to pass and repass without obstruction, the following rates of wharfage shall be received for landing or shipping:—

		Cents.
For wood or bark	per cord	10
Plank	per M.	20
Scantling	per M.	25
Shingles 18 in. long	per M.	10
Do. 2 feet & upwards	per M.	15
Laths	per M.	6
Palings	per M.	12
Stone	per perch	9
Sand	per barrel	1-2
Bricks	per M.	12
House frames	per story	30
Posts (cedar or locust)	per 100	40
All kinds of grain, meal or bran	per 100 bush.	20
Barrels	each	3
Hay	per ton	25
Hogsheads and crates	each	6
Kegs and boxs, candles and soap	each	3
Lime	per barl.	6
Dockage—vessels laying at the wharf longer than twenty-four hours shall be charged	per day	25

None of the articles herein enumerated or that may be brought to are to lay on the above wharfs more than forty-eight hours without paying for every twenty-four hours the same price as for the former forty-eight hours and so in proportion for any shorter time. For all articles not herein enumerated, to pay in proportion as above. And any goods or articles being left on said wharves longer than six days, may be removed at the expence and risque of the owner.

Sec. 4. *And be it enacted,* That any person charging or receiving more wharfage than is fixed by the third section of this act, shall forfeit and pay the sum of five dollars.

Sec. 5. *And be it enacted,* That the sum agreed to be expended in repairs on the said wharf shall be laid out under the direction of two commissioners to be appointed by the Mayor.

CH: W. GOLDSBOROUGH.
President 1st. Chamber.
E. B. CALDWELL.
President 2d Chamber.
Approved, Dec. 3, 1808.
ROBERT BRENT, *Mayor.*

AN ACT

To repeal an act laying a tax on Slaves the property of non-residents.

Sec. 1. BE *it enacted by the first and second Chambers of the City Council of Washington,* That so much of the act passed the twenty-fifth of May, one thousand eight hundred and eight, entitled "an act laying a tax on slaves, the property of non-residents as imposes a tax on female slaves employed within the city be and the same is hereby repealed.

Sec. 2. *And be it further enacted,* That the sum of one dollar tax be laid on female slaves between the age of fifteen and forty five years of age the property of non-residents.

CH: W. GOLDSBOROUGH.
President 1st Chamber.
E. B. CALDWELL.
President 2d Chamber
Approved, Dec. 3. 1808.
ROBERT BRENT, *Mayor.*

PROPOSALS for carrying Mails of the United States, on the following post roads, will be received at the General Post-Office in Washington, until the 16th day of January next inclusive.

1. IN *Delaware*——From Wilmington by Newcastle, St. Georgestown, Cantwell's Bridge, Duck Creek, Dover, Frederica and Milford to Georgetown three times a week.

April 15 to November 15.

Leave Wilmington every Monday, Wednesday and Friday at 11 A. M. arrive at Dover by 9 P M. Leave Dover every Tuesday, Thursday and Saturday at 4 A M and arrive at Georgetown by 7 P M. Leave Georgetown every Monday, Wednesday and Friday at 6 A M. arrive at Dover by 8 P M. Leave Dover on Tuesday, Thursday and Saturday at 4 A M and arrive at Wilmington by 2 P M.

November 15 to April 15——Leave Wilmington every Monday, Wednesday and Friday at 6 A M. Arrive at Dover by 6 P M and at Milford on Tuesday, Thursday and Saturday by 10 A M and at Georgetown by 6 P M——*Returning.* Leave Georgetown every Monday, Wednesday & Friday at 6 A M and Milford at 2 P M. Arrive at Dover by 8 P M and at Wilmington on Tuesdays, Thursday and Saturday by 6 P M.

2. From Georgetown and Broadkill to Lewistown once a week. Leave Georgetown every Sunday at 6 A M and arrive at Lewistown by 10 A M.——*Returning.* Leave Lewistown every Sunday at 2 P M and arrive at Georgetown by 8 P M.

3. From Georgetown by Bridge Branch, N. W. Fork bridge and New Market to Cambridge once a week. Leave Georgetown every Monday at 6 A M and arrive at Cambridge on Tuesday by 11 A M. Leave Cambridge at 1 *p m* and arrive at Georgetown on Wednesday by 7 *p m.*

4. From Georgetown by Concord to Laurel, once a week. Leave Georgetown every Saturday at 2 *p m* and arrive at Laurel by 8 *p m* and arrive at Salisbury by 6 *p m.* Leave Laurel every Saturday at 5 *a m* and arrive at Georgetown by 11 *a m.*

5. From Georgetown by Dagsboro', Trap, Snowhill, Horntown and Accomac c. h. to Northampton, c h, once a week. Leave Georgetown, every Sunday at 6 *a m,* and arrive at Northampton c h the next Wednesday by 10 *a m.* Leave Northampton c h every Wednesday at 2 *p m* and arrive at Georgetown on Saturday by 8 *p m.*

6. From Wilmington by Christiana, Middletown, Warwick, Sassafras and Georgetown Cross Roads to Chestertown, three times a week. Leave Wilmington every Tuesday, Thursday and Saturday at 5 *a m* and arrive at Chestertown by 8 *p m.* Leave Chestertown every Sunday, Wednesday and Friday at 5 *a m* and arrive at Wilmington by 8 *p m.*

In Maryland——7. From Easton by Hillsboro', Denton, Greensboro' and Whitleysburg to Frederica, once a week. Leave Easton every Tuesday at 6 *a m* and arrive at Frederica on Wednesday by 11 *a m.* Leave Frederica every Wednesday at 1 *p m* and arrive at Easton on Thursday by 6 *p m.*

8. From Chestertown by Rockhall, to Annapolis twice a week. Leave Chestertown every Monday and Friday at 5 *a m* and arrive at Annapolis by 8 *p m.* Leave Annapolis every Tuesday and Saturday at 6 *a m* and arrive at Chestertown by 8 *p m.*

9. From Chestertown by Churchhill and Centerville to Easton, twice a week. Leave Chestertown every Monday and Friday at 4 *a m* and arrive at Centerville by 10 *a m* and at Easton by 5 *m.*——*Returning.* Leave Easton every Tuesday and Saturday at 4 *a m* and arrive at Chestertown by 6 *p m.*

10. From Baltimore by Ellicott's Lower mills, Poplartown and New Market to Fredericktown, three times a week. Leave Fredericktown every Tuesday, Thursday & Saturday at 4 *a m* and arrive at Baltimore by 4 *p m.* *Returning.* Leave Baltimore Monday, Wednesday and Friday at 4 *a m* and arrive at Fredericktown by 6 *p m.*

11. From Fredericktown by Middletown, Hagerstown, and Greencastle to Chambersburg, three times a week. Leave Fredericktown every Tuesday, Thursday and Saturday at 4 *a m* and at Chambersburg by 8 *p m.* *Returning.* Leave Chambersburg every Monday, Wednesday and Friday at 4 *a m* and arrive at Fredericktown by 8 *p m.*

12. From Fredericktown by Woodsboro', Taneytown, Petersburg, Hanover, York and Columbia to Lancaster, twice a week. Leave Fredericktown every Tuesday and Saturday at 4 *a m* and arrive at Lancaster the next days by 6 *p m.* Leave Lancaster every Sunday and Thursday at 6 *a m* and arrive at Fredericktown by 6 *p m* the next days.

13. From Hagerstown by Hancock, Berkley Springs, Oldtown, Cumberland, Cressapsburg, Frankfort, and Springfield to Romney, once a week. Leave Hagerstown every Thursday at 2 *p m* and arrive at Romney on Sunday by 6 *p m.* Leave Romney every Monday at 4 *a m* and arrive at Hagerstown on Thursday by 10 *a m.*

14. From Baltimore by Ellicotts lower Mills, Brookville, Montgomery c h and Charlesburg to Leesburg, once a week.

Leave Baltimore every Friday at 2 *p m* and arrive at Leesburg on Saturday by 6 *p m.* Leave Leesburg every Thursday at 6 *a m* and arrive at Baltimore on Friday by 10 *a m.*

15. From Fredericktown to Leesburg once a week. Leave Leesburg every Tuesday at 3 *a m* and arrive at Fredericktown by 11 *a m.* *Returning.* Leave Fredericktown every Tuesday at 1 *p m* and arrive at Leesburg by 8 *p m.*

16. From Fredericktown by Newtown, Trap, Harper's Ferry, Charlestown and Battletown to Winchester, once a week. Leave Fredericktown every Monday at 4 *a m* and arrive at Charlestown by 2 *p m.* Leave Charlestown at 3 *p m* and arrive at Winchester on Tuesday by 8 *a m.*——*Returning.* Leave Winchester every Saturday at 4 *p m* and arrive at Fredericktown on Sunday by 6 *p m.*

17. From Hartford to Bel-Air once a week. Leave Bel-Air every Tuesday by 7 *a m* and arrive at Hartford by 9 *a m.* Leave Hartford at 11 *a m* and arrive at Bel-Air by 1 *p m.*

18. From Baltimore to Annapolis, twice a week. Leave Baltimore every Monday and Friday at 8 *a m* and arrive at Annapolis same days by 5 *p m.*——*Returning.* Leave Annapolis every Tuesday and Saturday at 8 *a m* and arrive at Baltimore by 5 *p m.*

19. From Annapolis by Queen Anns, Pig Point, Tracy's Landing, Friendship, Lower Marlboro', Huntington and Calvert c h to St. Leonard's, once a week. Leave Annapolis every Saturday at 6 *a m* and arrive at St. Leonard's on Monday by noon. Leave St. Leonard's every Monday at 2 *p m* and arrive at Annapolis on Friday by 3 *p m.*

20. From Annapolis by Haddaway's, St. Michaels, Easton, Cambridge, Vienna, Salisbury, Quantico, Princess Ann and Snowhill to Salisbury, once a week. Leave Annapolis every Saturday at 4 *a m* and arrive at Easton by 7 *p m.* Leave Easton on Sunday by 6 *a m,* arrive at Cambridge by noon, and arrive at Snowhill on Tuesday by 1 *p m.*——*Returning.* Leave Snowhill every Tuesday at 2 *p m,* arrive at Easton on Thursday by 10 *a m.* Leave Easton at 2 *p m* and arrive at Annapolis on Friday by 8 *p m.*

21. From Washington to Brookville, once a week. Leave Washington every Wednesday at 4 *a m* and arrive at Brookville by 11 *a m.* Leave Brookville every Wednesday at 1 *p m* and arrive at Washington by 8 *p m.*

22. From Washington city by Georgetown, Montgomery c h and Clarksboro' to Fredericktown, three times a week. Leave Washington city every Monday, Wednesday and Friday at 8 *a m* and arrive at Fredericktown same days by 7 *p m.* Leave Fredericktown every Tuesday, Thursday & Saturday at 4 *a m* and arrive at Washington city same days by 4 *p m.*

23. From Washington city, by Piscataway, Port Tobacco, Allens Fresh, Newport, Chaptico, Leonardtown, Great Mill and St. Inigoes, to the Ridge. Leave Washington every Friday at 3 *p m* and arrive at Port Tobacco by 2 *p m* on Saturday and arrive at the Ridge, on Sunday by 7 *p m.*——*Returning.* Leave the Ridge on Monday at 6 *a m* and arrive at Washington on Wednesday morning by 5 o'clock.

24. From Port Tobacco by Hilltop to Nanjemoy, once a week. Leave Port Tobacco every Saturday at 3 *p m* and arrive at Nanjemoy by 8 *p m.* Leave Nanjemoy every Sunday at 8 *a m* and arrive at Port Tobacco by noon.

25. From Washington city by Upper Marlboro' and Queen Ann's to Annapolis, twice a week. Leave Washington every Monday and Friday at 5 *a m* and arrive at Annapolis by 6 *p m.* Leave Annapolis every Tuesday and Saturday at 5 *a m* and arrive at Washington by 4 *p m.*

26. From Upper Marlboro' by Nottingham, Aquasco, Benedict and Charlotte Hall to Chaptico, once a week. Leave Upper Marlboro' every Friday noon, and arrive at Chaptico on Saturday by 3 *p m.* Leave Chaptico every Saturday at 4 *p m* & arrive at Upper Marlboro' on Monday by noon.

In Virginia——27. From Martinsburg by Williamsport to Hagerstown, once a week. Leave Martinsburg every Saturday at 5 *a m* and arrive at Hagerstown by 10 *a m.* Leave Hagerstown at 2 *p m* and arrive at Martinsburg by 7 *p m.*

28. From Winchester by Stevensburg or Newtown, Strasburg, Woodstock, Newmarket and Harrisonburg to Staunton, once a week. Leave Winchester every Tuesday at 10 *a m* and arrive at Staunton on Thursday by 11 *a m.* Leave Staunton ever Thursday at 1 *p m* and arrive at Winchester on Saturday by 3 *p m.*

29. From Washington city by Prospect Hill, Lanesville, Leesburg, Waterford, Hillsboro', Charleston, Shepherdston, Martinsburg and Middleway to Winchester, once a week. Leave Washington city every Tuesday at 7 *a m* and arrive at Martinsburg on Wednesday by 5 *p m.* Leave Martinsburg at 6 *p m* and arrive at Winchester on Thursday by 4 *p m.*——*Returning.* Leave Winchester every Friday at 4 *a m* and arrive at Washington city on Sunday by 2 *p m.*

30. From Washington city by Fairfax c h, Centerville, Middleburg, Goshen, Millwood, Paris, Winchester, Romney, Westernport, Green Glades, and Gandys, to Clarksburg, twice a week. Leave Washington every Monday and Friday at 3 *p m* and arrive at Fairfax c h by 6 *p m.* Leave Fairfax c h at 6 1-2 *p m* and arrive at Clarksburg on Thursday and Monday by 8 *p m.*——*Returning.* Leave Clarksburg every Tuesday and Friday at 4 *a m* and arrive at Fairfax c h on Friday and Monday by 5 1-2 *a m* and at Washington by 9 *a m.*

31. From Clarksburg by Marsh's, Marietta, Athens, Chillicothe, Willis X Roads, New Market, Williamsburg and Columbia, to Cincinnati, twice a week. Leave Clarksburg every Tuesday and Friday at 4 *a m* and arrive at Cincinnati on Friday and Monday by 10 *a m.*——*Returning.* Leave Cincinnati every Monday and Friday at 9 *p m* and arrive at Clarksburg the next Thursday and Monday by 7 *p m.*

32. From Romney, by Moorfields to Pendleton c h once a week. Leave Romney every Monday at 6 *a m* and arrive at Pendleton c h on Tuesday by 4 *p m.* *Returning.* Leave Pendleton c h on Wednesday at 6 *a m* and arrive at Romney on Thursday by 6 *p m.*

33. From Marietta by Be Pre to Wood c h once a week. Leave Marietta every Thursday at 6 *a m* and arrive at Wood c h by 10 *a m.* Leave Wood c h at 2 *p m* and arrive at Marietta by 6 *p m.*

34. From Clarksburg by Buckhannan & Randolph c h to Pendleton c h once in two weeks. Leave Clarksburg every other Tuesday at 6 *a m* and arrive at Pendleton c h the next Friday by 10 *a m.* Leave Pendleton c h every other Friday at 2 *p m* and arrive at Clarksburg the next Monday by 6 *p m.*

35. From Fredericksburg by Falmouth, Elkrun church, Fauquier c h Oakhill and Salem, or Ashe's store to Paris once a week. Leave Paris, every Saturday at 6 *a m* & arrive at Fredericksburg on Monday by 8 *p m.* Leave Fredericksburg every Wednesday at 2 *p m* & arrive at Paris on Friday by 6 *p m.*

36. From Alexandria by Fairfax c h, Centreville, Hay-market, Buckland, Warrenton, Jeffersonton, Culpepper c h, Burtonsville, & Madison c h, to Stanardsville once a week. Leave Alexandria every Friday at 2 *p m,* arrive at Fairfax c h by 6 *p m* & arrive at Stanardsville on Monday by 5 *p m.* Leave Stanardsville every Tuesday at 6 *a m* and arrive at Alexandria, on Friday by 10 *a m.*

37. From Fredericksburg, by Germania, Stevensburg, Culpeper c h, Gain's Cross Roads, & Front Royal to Winchester once a week. Leave Fredericksburg every Friday at 2 *p m* & arrive at Winchester on Monday at 6 *a m.*——*Returning.* Leave Winchester every Monday at noon, and arrive at Fredericksburg on Wednesday by 6 *p m.*

38. From Culpeper c h, by Woodville, F. T. Village, Washington, Pass Mills, Thornton's Gap, Mundell's Store, & Hawke's Bill mills, to Newmarket once a week. Leave Culpeper c h every Monday at 6 *a m* and arrive at New Market on Tuesday by 10 *a m.* Leave New Market at 2 *p m* and arrive at Culpeper on Wednesday by 6 *p m.*

39. From Fredericksburg, by Thornburg, Roger's Mills, Chilesburg, Chesterfield, c h, Newfound mills, Oxford, Crew's store, Goochland c h. Mitchel's, Yanceyville, Price's mills, Cuckooville, Louisa c h, Pottiesville, Bibb's store & Spottsylvania c h to Fredericksburg, once a week. Leave Fredericksburg every Tuesday at noon, arrive at Goochland c h on Thursday by 11 *a m* and at Fredericksburg the next Tuesday by 9 *a m.*

40. From Fredericksburg, by Port Royal, Pittsville, Layton's, Lloyd's, Tappahannock, Urbanna, Gleuns, & Gloucester c h, to Yorktown once a week. Leave Fredericksburg every Wednesday at 2 *p m* and arrive at Yorktown, on Saturday by 6 *p m.* Leave Yorktown every Sunday at 5 *a m,* and arrive at Fredericksburg on Wednesday by 10 *a m.*

41. From Fredericksburg, by King George c h, Broadfield, Mattox Bridge, Leedstown, Templeman's Cross Roads, Richmond c h, Mount Airy, Farnham, Kinsale, Northumberland c h and Lancaster c h to Kilmarnock once a week. Leave Fredericksburg every Wednesday at 3 *p m* and arrive at Kilmarnock, the next Saturday by 5 *p m.*——*Returning.* Leave Kilmarnock every Sunday at 5 *a m* and arrive at Fredericksburg the next Wednesday by 10 *a m.*

42. From Tappahannock to Richmond c h once a week. Leave Richmond c h every Thursday at noon & arrive at Tappahannock by 6 *p m.*——*Returning.* Leave Tappahannock on Thursday at 6 1-2 *p m* & arrive at Richmond c h on Friday by 9 *a m.*

43. From Bowling Green, by Bullersville, Broadus's mill, Harrisonville, Newtown, Dunkirk, Walkerton, King William c h, Lilly Point, & Cumberland, to New Kent c h once a week. Leave Bowling Green every Tuesday at 8 *a m* & arrive at New Kent c h on Wednesday by 10 *a m.*——*Returning.* Leave New Kent c h every Wednesday at 2 *p m* & arrive at Bowling Green on Thursday by 8 *p m.*

44. From Richmond by Hanovertown, Aylett's and Dunkirk, to Tappahannock once a week. Leave Richmond every Wednesday at 1 *p m,* arrive at Dunkirk on Thursday by 3 *a m.* Leave Dunkirk at 9 *a m.* and arrive at Tappahannock by 1 *p m.*——*Returning.* Leave Tappahannock every Sunday at 6 *a m* & arrive at Richmond on Monday by noon.

(To be continued.)