For the New-York Tribune.

"SHALL WE MEET IN HEAVEN?"

"Farewell!—but say—oh! tell me—shall we not meet
in 'the light of that better land'?"
"God grant we may!—but listen!"

Two pearly drops, in a rippling stream,
Swept on to the Ocean's tide;
And bright was their gleam in the sunset's beam
As they passed on, side by side.

Down the mountain's brow, to the grassy mead,
They kept their rapid course;
They came with the speed of a winged steed,
A league from their mountain source.

Nor ever a sun had seen them part,
Nor the moon in the silent night;
Like the drops that start from the pulsing heart,
They kept their onward flight!

And now they came where the river's bed
Had not a single course.
But where, instead, to the dark sea led
Two streams, with resistless force.

And one to the left, and one to the right,
Passed the pearly drops along—
Vowing to unite in the Ocean's might
Its myriad drops among.

Thus severed, to the surge of the rolling main
They were borne by the rushing tide;
Where, again and again, for years in vain
They have sought each other's side.

And till ten thousand more have been,
They shall seek each other still—
But never, I ween, will those drops be seen
As they were in the mountain rill!

N. Y. University, Dec. 1, 1841. HIERON.

MR. SPARKS'S CLOSING LECTURE.—Mr. SPARKS closed his Course of Lectures before the Historical Society at the Tabernacle on Saturday evening. The course has been most interesting and instructive. The Lecturer was not one who gleaned just knowledge enough of his subject to serve the occasion, and whose ambition was to display finely turned sentences or rhetorical flourishes; he has given to the topic the best portion of his life; the archives not only of our own, but of foreign nations have been diligently searched and no study or labor has been spared which promised to throw light upon the varied and most thrilling scenes of the American Revolution.

The subject of his closing lecture was the combined operations of the French and American armies after the treaty of alliance was concluded.—About two months after that event, in April, 1778, the French Government sent out a fleet under Count D'Estaing consisting of twelve ships of the line and four frigates; this fleet had been prepared with great secrecy in the hope that it might reach the Delaware river, blockade the British army in Philadelphia, and capture the British fleet before aid could be sent from England. A long voyage of more than eighty days frustrated this well laid scheme: the French fleet did not arrive until twenty days after the British had evacuated Philadelphia, and eleven days after Lord Howe's fleet had sailed for New-York. The Count then sailed for New-York, intending to attack the British fleet in the harbor; while Washington, who was in the Hudson, should make a descent upon the city. This plan was defeated by the bar at Sandy Hook, which prevented D'Estaing from approaching the city.

He then sailed for Newport, R. I., which was occupied by the British, and which he proposed to take in conjunction with an American force of 10,000 men under Gen Sullivan. Here, too, his ill fortune attended him; for if he had remained ten days longer at Sandy Hook he would easily have captured the whole squadron sent from England to reinforce Lord Howe. Contrary to mutual arrangement, Sullivan took possession of the ground occupied by the British on the day before the concerted attack was to be made. Thirty-six British vessels, sent by Lord Howe, now made their appearance off Point Judith, and Count d'Estaing, to prevent being blockaded, ran out to sea, where he sustained a slight action with the British fleet. A storm, however, dispersed the two fleets before they came to an engagement, and d'Estaing, after returning to Newport and consulting Greene and Lafayette, set sail for Boston with his injured vessels. The Americans in an attempt upon Newport were forced to retreat, and the whole enterprise entirely failed. This excited great indignation, which for a while was directed against the French; but great pains were taken to dispel this sentiment, and the failure was soon generally acknowledged to be the result of unforeseen circumstances.

D'Estaing, after about two months, sailed for the West Indies, where he remained, prosecuting the war against the British until '79, when he joined Gen. Lincoln with 3,500 men, Lincoln having 1000, in an attack upon Savannah. A surrender was negotiated, but the British obtaining a delay of twenty-four hours, were reinforced during the night, and the Americans, after an ineffectual siege of five days, were obliged to retreat. In this action Count Pulaski received his death-wound.

At the close of the year 1778, Congress formed a plan for conquering Canada, with the aid of the French. To this Washington was strongly opposed, probably not more from a conviction of its impracticability, than from a far-seeing sagacity, which told him that, even if Canada should be taken, the French would probably claim it as their own. The French government also refused their co-operation on the ground that by the treaty they bound themselves only to secure the independence of the thirteen States, and not to aid them in making conquests. At the earnest intercessions of Lafayette, a French army of 5000 men was sent over under Count Rochambeau. Upon their arrival, the militia of Rhode Island were called out to contend with the British forces sent to attack them from New-York. The withdrawal of the British to Long Island, however, rendered this force unnecessary, and they were disbanded.

The French Army and Fleet remained at Newport during the winter. Two vessels were sent to attack Arnold, who had gone South with 2,000 British troops to commit depredations on the Chesapeake Bay. But Arnold had drawn his ships so far up the river as to be safe from pursuit, and the French retured to Newport, making important captures in their way. More troops were sent to reinforce Arnold, and Lafayette received orders to take the command in Virginia. The Americans learned that the French troops under Count de Grasse would soon return, in obedience to Rochambeau's desire, to the Chesapeake, and it was then resolved that Rochambeau should join them with nearly all his force and attack Cornwallis, who, pursued by Lafayette, had shut himself up in Yorktown with 6,000 men. The American forces then commenced the siege of Yorktown with 11,000 men; it last twenty days, when Cornwallis surrendered his whole force, and Washington returned to winter quarters on the Hudson. The capture of Cornwallis put an end to all active military operations, and the French army soon returned to their native Country.

In concluding his lecture, Dr. SPARKS mentioned that there never was another instance where foreign troops remained so long in the country of their allies upon such terms of amity and good will. The discipline of the French was strict, and wherever they went, the officers conciliated the people, won their friendship and secured their kind offices. Their career in this country was as honorable to themselves as it was advantageous to the Americans—and they set a bright example, which might well be followed by all who have the misfortune to be engaged in civilized warfare.

TWO HUNDRED PICTORIAL ILLUSTRATIONS OF THE BIBLE, with interesting letter-press descriptions, compiled principally from the Notes of the London Pictorial Bible. Third Series. (Pp. 36 8vo.) J. S. Redfield, Clinton Hall.

Our admiration of the graphic art is notoriously not intense; yet we know it has its uses, and in the book before us we find one of them. The youth who takes up one of these volumes, merely to indulge a vague curiosity, will be insensibly won to feel an interest in what he here sees depicted and described: he is drawn to the Sacred Volume by a new impulse; its scenes, events and portraitures have ceased to be vague, misty idealisms; they have become real, and the objects of a heartfelt interest.

The letter-press of the volume before us indicates profound research, and is of decided value. The articles on the 'Mountains of Sinai,' 'Geology and Mineralogy of Palestine,' 'Dials,' 'Sacred Places of the Jews,' 'Volcanic Indications in Palestine,' and upon the several animals and plants of the East, are especially interesting and instructive.

SKILL OF THE ANCIENT EGYPTIANS.—LOST ARTS.—The subject suggests a few recapitulatory remarks respecting the *quæstio vexata* of 'lost arts.' If the Thebans, 1800 years before Christ, knew less in some departments of useful knowledge than ourselves, they also in others knew more. One great proof of the genius of that splendid line of potentates, entitled the 18th Theban dynasty, and the extent of civilization under their rule, was, that the practical, chemical, astronomical, and mechanical knowledge which they shared with the priestly (scientific) colleges was in some respects equal, in some respects greater than, our own. They made glass in great profusion (Diodorus Siculus) and burning glasses and lenses for glasses. They must have cut their delicate cameos by the aid of microscopes. Ptolemy describes an astrolabe; they calculated eclipses; they said that the moon was diversified by sea and land (Plutarch *de facis luna;*) that 'one lunar day was equal to 15 of the earth;' that 'the earth's diameter was a third of the moon's;' and that 'the moon's mass was to that of the earth as 1 to 72.' All these things show good instruments. They made gold potable (inferentially; Moses did so; who was a scribe brought up by the Sovereign Pontiff, and nursed in the 'wisdom of the Egyptians,') an 'art lost,' till recently recovered by a French chymist. Their workmanship in gold, as recorded by Homer, and their golden clock work, by which thrones moved, must have been exquisitely ingenious. They possessed the art of tempering copper-tools, so as to cut the hardest granite with the most minute and brilliant precision. This art we have lost. We see the sculptors in the act of cutting the inscriptions on the granite obelisks and tablets. We see a pictorial copy of the chisels and tools with which the operation was performed. We see the tools themselves. (There are sculptor's tools at the Museum, the cutting end of which preserves its edge unimpaired, while the blunt extremity is flattened by the blows of the mallet.) But our tools would not cut such stone with the precision of outline which the inscriptions retain to the present day. Again, what mechanical means had they to raise and fix the enormous imposts on the lintels of their temples at Karnac? Architects now confess that they could not raise them by the usual mechanical powers. Those means must, therefore, be put to the account of the 'lost arts.' That they were familiar with the principle of Artesian wells, has been lately proved by engineering investigations carried on while boring for water in the great Oasis. That they were acquainted with the principle of the Railroad is obvious, that is to say, they had artificial causeways, leveled, direct, and grooved, (the grooves being anointed with oil,) for the conveyance from great distances of enormous blocks of stone, entire stone temples, and colossal statues of half the hight of the monument. Remnants of iron, it is said, have lately been found in these grooves. Finally, M. Arago has argued, that they not only possessed a knowledge of steam power, which they employed in the cavern mysteries of their Pagan freemasonry, (the oldest in the world, of which the Pyramids were the lodges,) but that the modern steam engine is derived, through Solomon de Caus, the predecessor of Worcester, from the invention of Hero, the Egyptian engineer. The contest of the Egyptian *sophos* with Moses before Pharaoh, pays singular tribute to their union of 'knowledge and power.' No supernatural aid is intimated. Three of the miracles of their natural magic (see Sir David Brewster,) the jugglers of the East can and do now perform. In the fourth, an attempt to produce the lowest form of life, they fail. From the whole statement one inference is safe, that the daring ambition of the priestly chymists and anatomists had been led from the triumphs of embalming and chicken-hatching (imitating and assisting the production of life) to a Frankenstein experiment on the vital fluid, and on the principle of life itself, perhaps to experiments like those (correctly or incorrectly) ascribed to Mr. Crosse, in the hope of creating, not reviving, the lowest form of animal existence.

[Westminster Review.

INTERSECTION OF THE CONTINENT BY RAILWAY.—Combined with steam navigation, the railroads in rapid progress in Germany and Poland will soon place in communication the Baltic with the Black Sea, by the Vistula, Warsaw, Cracow, Brunn, Vienna, and the Danube; Vienna with Berlin, by Brunn, Prague, Dresden, Leipsic, Halle, and Dessau; Berlin with Belgium, by Magdeburg, Wolfenbuttel, Brunswick, Minden, Elberfeld, Dusseldorf, the Rhine, Cologne, Aix la Chapelle (&, perhaps, a railway direct from Dusseldorf to Aix la Chapelle,) and Espen; Berlin with France, by Halle, Frankfort, Manheim, Carlsruhe, Kehl, and Strasbourg. We leave out of consideration the lines purely German. Combining this chain of railways with the Belgian, we find a direct communication of all the Belgian provinces with Berlin, by Malines (excepting the short river passage from Cologne to Dusseldorf:) with Saxony and Bohemia, by Berlin: with Vienna, either by Berlin or by re-ascending the Rhine, from Cologne to Frankfort; with Constantinople, by taking the steamboat at Vienna, and descending the Danube through Hungary; with Warsaw by Vienna. Thus Europe will soon owe to the enterprise of Germany, its connection from east to west by railway. France alone is in the background.

Brussels Emancipator.

ANECDOTE.—In reading over, lately, Marliani's very instructive Political History of Spain, my attention was arrested by this anecdote. In 1815, when the Spanish patriots, Arguelles, Martinez, Calatrava, and others—forty in all—were sent to Malaga, on their way to the gallies in Africa, in pursuance of the horrible sentence of Ferdinand VII, an American Commodore, then at Malaga with his squadron, offered, through the American Consul, to capture the ship in which they were to sail, and carry them to Gibraltar, England or the United States, he, the Commodore, "taking the responsibility." The noble victims of the despot thought it best, after consultation, to decline the offer, but ramained exceedingly grateful for the Commodore's generosity and spirit.

[Paris letter in Nat. Intelligencer.

ORIENTAL VERACITY.—"To give the lie in the East is not considered offensive; and the natives are astonished at the indignation of Europeans at having their assertion questioned. This is particularly the case in Persia, where a king upon his throne, without intending to give offence, has been known, in a very quiet way, to ask a British ambassador, 'Is not that a lie which you are telling?' Chardin's account of his controversies with the Persian minister (nazir) about the price of the jewely which Chardin himself had brought for the king, affords some curious illustrations of this. On one occasion this most intelligent traveler was so provoked at the minister's declared doubts of his veracity, that he expressed his annoyance in rather warm terms. On this the nazir flew into a passion, and asked him tartly whether he was a prophet, that people should be under an obligation to believe his word. Chardin could not refrain from laughing at this; on which the minister, turning with an air of anger to the company, and pointing to him, exclaimed, with an oath: 'The Franks are altogether an extravagant people: they would have us take their word for an oracle, as if they were not men and sinners!' The Oriental point of honor is not to be sought in this direction."

[Pictorial Illustrations of the Bible.

RAILWAY IN BRAZIL.—Late advices from Rio de Janeiro state, that the projected establishment of a railway in the interior, passing through the most populous of the planting districts, was in a fair way of being at once commenced, as the Government had determined to support the undertaking by subscribing for 2,000 shares. The calls were expected to be paid in local stock, which is termed *ant there apolices*, at the market price of the day. The public, including the most wealthy planters, had also subscribed largely; and to put the works on a surer footing, English engineers, and a number of English artisans, would be employed. The Government seems imbued with a sense of the importance of the undertaking; for after allowing to the company at present constituted the privilege of working it for the benefit of the shareholders for eighty years, it has secured to itself the right of taking it at the expiration of that term at a fair valuation. The capital required for the completion of the project is about £1,000,000 sterling, which, with economy, it is expected will cover all expenses, as the directors have already granted them a free import of machinery for a series of years, besides gratuitous grants of land, through which the line is to pass. Inventors' Adv.

☞ **Graham House, Barclay-st.** MISS TRAVER and MRS. GOSS respectfully inform their friends and the public that they have taken the well known GRAHAM HOUSE, hitherto kept by Mr. R. Goss, (who retires,) and, having put it in excellent condition for the winter, are prepared to accommodate a few more permanent Boarders with Parlors or Bedrooms only on reasonable terms. Their Table will be supplied with the best Vegetables, Fruits, &c. that the markets of our City affords; while those who prefer quiet, simple and natural living and an atmosphere untainted by the odors of Alcohol and Tobacco, will find here an agreeable Home.

Transient Boarders, or persons visiting the City, accommodated on reasonable terms. o22 tf

PLUTO AND THE DISEASES.

One Pluto lately call'd his clan
Of agents round him to a man.
To know at once the reason why
The Yankees take so long to die;
Quoth he, "Ans' there was a time,
They all came posting in their prime,
But now I think the villains try
With old Methuslah to vie.
Since all they do is done with speed,
But dying fast to serve our need;
For in their land of notions cunning,
Of pucking, crushing, driving, running,
(Upon my conscience) it would seem,
All things but dying went by steam,
So now they hardly recompense us,
For making out the yearly census.
Thus I have called you in a row,
The reason of this fact to show.
That we may plan some method clever,
To coax them here as fast as ever,
And help our friends to cut a shine,
Who make great coats of bits of pine.
Sir Fever you begin the story,
That robs your names of half their glory.
"My liege I own with many a sigh,
I can't persuade the rogues to die,
I bake, and roast, and fry, and stew them,
I pour hot lava through and through them,
And of their heads with eager pains,
Hot ovens make to burn their brains;
But all in vain, for as I think
To give a fate his final pink,
The villain frowns a calm defiance,
And swallows with profound reliance,
A dose of things called Peters' Pills,
Which all my bubbling lava chills,
And instant stops the work of slaughter,
And leaves his blood as pure as water."
Here grim Dyspepsia put his chat in,
"My liege—my liege, the truth he's pat in,
For even my plans are oft demolished,
By that deceiver's arts so polished;
I choke the stomach—sour the chyle,
Distend the spleen, disturb the bile,
And guard so well each leak and drain,
That all that enters must remain,
But then when all is smooth and nice,
To send my job home in a trice,
He takes these awful Pills of Peters',
As gaily as a glass of bitters,
And all my agents, left and right,
Are put to instantaneous flight;
Indeed it sometimes makes me laugh,
To see the rascals scampering off."
Now Palsy pale his voice intruded,
"I too, great Pluto, am included,
In the unfortunate discases
This doctor drubs where e'er he pleases;
I take my man, and gripe his bowels,
Though steep'd the while in smoking towels,
And shake him as the fit increases,
Until you'd think he'd fall to pieces;
But when I hope in earth to cram him,
In steps that Dr. Peters—d——n him,
And makes my patient, in a shock,
As sound and steady as a rock."
"And I," quoth Jaundice, "do my best
To kill, but fail like all the rest,
As when those pills begin to play,
I must be off like yesterday,
For soon the cheeks I marked for doom,
Begin like any rose to bloom."
Gravel Colic—"My complaint's the same,
And I am losing all my fame;
Those Pills of Peters', I'm inclined
To think, pervade the very wind,
For wherever'er I go to work,
They fall upon me like a Turk:
So—(all unequal to the strife,)
I run away to save my life—
And if the past were bound to curse,
The future will be ten times worse;
For by a patented machine,
Which I in Gotham late have seen,
He makes with ease, I've heard him say,
Five hundred thousand pills a day!
So that the chance is very small,
Of people dying there at all."
Here Headache—Tapeworm—Indigestion,
And Gout—by turns took up the question;
Then followed ten blue devils, whining,
With Scurvy, Ague, and Plague repining,
At that unsparing scourge of ills—
By all men known as "PETERS' PILLS."
The king of terrors look'd the white,
As though his soul were turned to bile;
And poured ten thousand oaths of dread,
On the devoted Doctor's head;
Then thus addressed the gentle crew;
"Sweet devils, this will never do!
Your tyrant must be bribed by Death,
Or there's an end to losing breath,
At least if he's above temptation,
The only way to save the nation,
Is by a Yankee speculation—
For instance, pay the rogues, so prying,
So many dollars each for dying;
Or, (which the end as well fulfils,)
For swearing against PETERS' PILLS."
Up whirr'd at once that hungry pack,
With breath fresh mounted at their back,
All shrieking wild with hope and will,
For vengeance on the gallant Pill.
And hence all ye who'd fain resort,
For cash in hands to Pluto's court,
Step forth at once, nor wait for thinking,
But take no pills, and die like winking.
But ye who'd laugh at Colic grim—
Who'd shake old Gout from breast or limb;
Who'd make slow Fever skip away,
As nimbly as a hunted dea;
Who'd drive hot Headache from your noddle;
Who'd make both Spleen and Scurvy toddle;
Who'd force Dull Care to take a trip;
Or give Old Death himself the slip;
Come one, come all, and have your wills,
By PATRONISING PETERS' PILLS.

Dr. Peters' principal Offices 459 Broadway, New-York; 90 North-Sixth street, Philadelphia; 72 Magazine-street, New-Orleans d17 eod2w

☞ **IN PURSUANCE** of an order of the Surrogate of the County of New-York, Notice is hereby given to all persons having claims against Henry Dieffenbough, late of the City of New-York, Physician, deceased, to present the same with the vouchers thereof to the subscribers at the office of the subscriber, Thomas McElrath, No. 42 John street, in the City of New-York, on or before the twelfth day of January next. Dated New-York, the ninth day of July, A. D. 1841. MARY M. DEFFENBOUGH, Admx.
THOMAS McELRATH, Admr.

☞ All persons indebted to the above named Estate are requested to make immediate payment. jy19 1awtm

LEGAL.

NEW-YORK SUPREME COURT.—In the matter of the application of the Mayor, Aldermen and Commonalty of the City of New-York, relative to opening Thirty-second street from the Tenth avenue to the East River, in the Sixteenth Ward of said City. To all whom it may concern, notice is hereby given, that a petition will be presented to the honorable Justices of the Supreme Court of Judicature of the People of the State of New-York, at the capitol in the City of Albany, on the first Tuesday in February 1842, at the opening of the Court on that day or as soon thereafter as counsel can be heard by James Boorman of the City of New-York, setting forth the right, title and claim of the petitioner to the use of one thousand dollars heretofore estimated and assessed by the Commissioners of Estimate and Assessment appointed in the above entitled matter to owners unknown as and for the loss and damage to the said unknown owners by and in consequence of relinquishing the interest of the said unknown owners in a piece or parcel of land required for the purpose of opening Thirty-second street in the said City and described in the report of the said Commissioners, as follows, viz: "All that certain lot, piece or parcel of ground situate, lying and being in the said Sixteenth Ward of the said city, and bounded and containing as follows, to wit—beginning at the northwesterly corner of the Eighth avenue, as established by law, and Thirty-second street as the same was to be opened, and running thence northwesterly along the northeasterly line or side of Thirty-second street as the same was to be opened, one hundred feet to the southeasterly line or side of land of James Boorman; thence southwesterly along the southeasterly line or side of the said land of the said James Boorman, thirty feet, to a line drawn through the centre of Thirty-second street, as the same was to be opened; thence southeasterly along the said line drawn through the centre of Thirty-second street, as the same was to be opened about one hundred feet to the northwesterly line or side of the Eighth avenue as established by law, and running thence northeasterly along the said northwesterly line or side of said Eighth avenue, as established by law, thirty feet to the place of beginning." And notice is further given that on presenting the said petition as aforesaid, the said Justices will be moved that the prayer of the same be granted and for a rule or order of the said Court, directing the Clerk of said Court residing in the City of New-York, to pay over to the said petitioner or to his attorney, the said sum of one thousand dollars above mentioned and the increase thereof, if any, and for such further or other order as to the said Court shall seem meet and proper.

Dated December 31, 1841.
d3 6w4 J. W. WHEELER, Att'y for Petitioner.

IN CHANCERY—Before the Vice Chancellor.—William C. Pickersgill vs. Ogden E. Edwards, &c.

In pursuance of a special order of the Court of Chancery of the State of New-York, the following described premises will be sold under the direction of the subscriber, one of the masters of said Court at public auction, on the twenty-ninth day of December next, at 12 o'clock, noon, at the Merchants' Exchange, in the City of New-York, by Anson Blake, Auctioneer.

All that certain lot piece or parcel of land, situate, lying and being on the southwesterly side of Ferry street, in the Second Ward of the City of New-York, and bounded and containing as follows, to wit: Beginning on the southwesterly side of Ferry street aforesaid, at the easterly corner of the said lot, and adjoining the land of Gideon Lee, and running thence southwesterly along the land of the said Gideon Lee, seventy-five feet; thence southwesterly a little more southerly, along the land of the said Gideon Lee, ninety-six feet six inches; thence northwesterly sixteen feet; thence southwesterly one foot seven inches; thence again northwesterly twenty-two feet, to and of Jacob Lorillard; thence northeasterly along said other land of the said Jacob Lorillard, one hundred and seventy-four feet ten inches, to Ferry street aforesaid, and thence southeasterly along Ferry street thirty-eight feet to the place of beginning.

And, also, all those eight certain lots, pieces or parcels of land, situate, lying and being in the Sixteenth Ward of the City of New-York, known and distinguished upon a map entitled Map of property in the Twelfth Ward of the City of New-York belonging to Henry H. Leeds, David H. Comstock, John R. Peters, Absalom Peters, Russell Robbins, J. ha Brouwer, and Jacob Brouwer, and filed on the first day of December, 1844, in the office of Register of the City and County of New-York, as lots numbers 191 (one hundred and ninety-one,) 197 (one hundred and ninety-seven,) 198 (one hundred and ninety-eight,) 199 (one hundred and ninety-nine,) 200 (two hundred,) 201 (two hundred and one,) 202 (two hundred and two,) 203 (two hundred and three,) bounded and containing as follows, that is to say—lot number 191 begins at a point on the northerly side of Twenty-ninth street, distant two hundred and twenty-five feet westerly from the corner formed by the intersection of the westerly side of Sixth avenue with the northerly side of Twenty-ninth street, thence running northerly along the westerly side of lot number 190 on said map, on a line drawn parallel with the Sixth avenue aforesaid, one hundred feet to land now or formerly of —— Stewart; thence westerly along said last mentioned land to lot number 192 on said map; thence southerly along the easterly side of said last mentioned land, fifty-seven feet seven inches, more or less, to the northerly side of Twenty-ninth street twenty-five feet to the place of beginning. Lots numbers 197, 198, 199, 200, 201, 202 and 203, taken together, begin at a point on the northerly side of Twenty-ninth street, aforesaid, distant three hundred and twenty-five feet westerly from the corner formed by the intersection of the Sixth avenue with the northerly side of Twenty-ninth street, thence running northerly along the westerly side of lot No. 196 on said map, on a line parallel with the Sixth avenue aforesaid, twenty-eight feet one inch six inches and three-quarters of an inch, more or less, to land now or formerly of —— Stewart; thence westerly along said last mentioned land to land now or formerly of ——; thence southerly along said last mentioned land, eight feet one inch, more or less, to the northerly side of Twenty-ninth street, aforesaid; running thence easterly along the northerly side of Twenty-ninth street aforesaid, one hundred and fifty-eight feet five inches, more or less, to the place of beginning.

And, also, all that certain lot, piece or parcel of land, situate, lying and being in the Ward aforesaid, on the northerly side of Twenty-ninth street and known by the number 187 (one hundred and eighty-seven) on the map last aforesaid, bounded and containing as follows, that is to say—beginning at a point on the northerly side of Twenty-ninth street distant one hundred and twenty-five feet westerly from the corner formed by the intersection of the westerly side of the Sixth avenue with the northerly side of Twenty-ninth street aforesaid, running thence northerly on a line parallel with said Sixth avenue along the westerly side of lot No. 186 on said map, eighty-two feet four inches, more or less, to land now or formerly of —— Stewart; thence westerly along said last mentioned land to lot number 188 on said map; thence southerly along said last mentioned lot and on a line parallel with the Sixth avenue aforesaid, seventy-six feet eleven inches, more or less, to the northerly side of Twenty-ninth street aforesaid; thence easterly along the northerly side of Twenty-ninth street twenty-five feet to the place of beginning. Including the land forming the streets adjoining and in front of said lots 187, 191, 197, 198, 199, 200, 201, 202 and 203, to the middle of said streets, subject to the use of said land by all the owners of lots fronting thereon, and by the public generally as public streets, according to the said map, and the said streets to be opened accordingly; and said lots on Twenty-ninth street subject also to the covenants, against nuisance, &c., contained in the deeds therefor to Ogden E. Edwards.

Dated New-York, November 25th, 1841.
JONATHAN NATHAN, Master in Chancery.
Griffin and Havens, Solicitors. n26 2wtd20x d29

IN CHANCERY—Before the Vice Chancellor.—Peter A. Schermerhorn vs. James Lorimer Graham, et al John Anthon, Sol.—In pursuance of a decretal order of the Court of Chancery, made in the above entitled cause, will be sold at public auction, under the direction of the subscriber, one of the masters of said Court, by Ainslie & Co. auctioneers, on the 23d day of November inst., at the Merchants' Exchange, in the City of New York, at 12 o'clock, noon of that day, "All that certain piece or parcel of ground, situate lying and being in the Ninth Ward of the City of New York, beginning at a point on the westerly side of Greenwich lane, sixty-six feet five inches northerly from the northerly side of Christopher street, from thence running along Greenwich lane fifty feet; thence westerly ninety one feet, thence due west thirty two feet one inch; thence south ninety one feet to Christopher street; thence easterly on Christopher street fifty feet, two and one half inches to land of Catharine Traphagen, thirty eight feet ten inches, thence easterly along the land of the said Catherine Traphagen, one hundred and two feet six inches to the place of beginning.

Dated New York, Nov 1st, 1841.
WILLIAM W. CAMPBELL,
n1 2awtN23 Master in Chancery.

The sale of the above property is adjourned to the 7th day of December next, at the same hour and place.

New-York, Nov. 23d, 1841.
WILLIAM W. CAMPBELL,
n24 2awtd7 Master in Chancery.

The sale of the above described property is further adjourned to the 21st day of December inst., at the same hour and place.

New York, Dec. 7th, 1841.
WILLIAM W. CAMPBELL,
d8 2awtd23 Master in Chancery.

BY ORDER of the Hon. Michael Gilbouder, first Judge of the Court of Common Pleas for the City and County of New York, notice is hereby given pursuant to the provisions of the Statute authorizing attachments against non-resident debtors, that an attachment has issued against the estate of William Fawcett, a resident of London, in the Kingdom of Great Britain, and that the same will be sold for the payment of his debts, unless he appear and discharge such attachment according to law within nine months after the first publication of this notice, and that payment of any debts due to him by residents of this State, and the delivery to him or for his use of any property within this State belonging to him, and the transfer of any such property by him are forbidden by law and are void. Dated, 16th September, 1841.

EDW. W. MARSH, Attorney
s18 1aw9m for Attaching Creditors.

BY order of JOHN M. HOLLEY, Esq., Supreme Court Commissioner in and for the County of Wayne, notice is hereby given pursuant to the provisions of the statute authorizing attachments against non-resident debtors, that an attachment has issued against the estate of Philip Slack, Jr., a resident of the State of Ohio, and that the same will be sold for the payment of his debts, unless he appear and discharge such attachment according to law within nine months from the first publication of this notice, and that the payment of any debt and the delivery of any property belonging to said debtor to him or for his use and the transfer of any property by him for any purpose whatever, are forbidden by law and are void.

Dated June 26, 1841. WILLIAM CLARK, Jr.,
jy7 1aw9m Attorney for Attaching Creditor.

BY ORDER of the Honorable Wm. Inglis, Associate Judge of the Court of Common Pleas, notice is hereby given, pursuant to the provisions of the statute authorizing attachments against non-resident debtors, that an attachment has issued against the estate of Joseph Fisher, a non-resident of the State of New York, and that the same will be sold for the payment of his debts, unless he appear and discharge such attachment according to law, within nine months from the first publication of this notice; and that the payment of any debts due to him by residents of this State, and the delivery to him or for his use of any property within this State belonging to him and the transfer of any such property by him are forbidden by law and are

Dated the 14th day of August, 1841.
ALLEN & CAMPBELL,
au17 Attorneys for Attaching Creditor, 64 Wall-st.

BY ORDER of NATHAN K. HALL, Esq., First Judge of Erie County Courts, notice is hereby given that an attachment has issued against the estate of George Miles, Jr. and Arthur Edwards, non-resident debtors, and that the same will be sold for the payment of their debts unless they appear and discharge such attachment according to law within nine months from the first publication of this notice; and that the payment of any debts due to them by residents of this State, and the delivery to them or for their use of any property within this State belonging to them, and the transfer of any such property by them, are forbidden by law and are void.

SETH C. HAWLEY,
au4 1aw9m Attorney for Attaching Creditor.

BOYD'S BLEACHING POWDER.—100 casks Boyd's celebrated Bleaching Powder, just received and for sale by
jy22 PERSSE & BROOKS, 81 Liberty-st

TRAVELING.

NEW-YORK, ALBANY AND TROY STEAMBOAT LINE for Albany, or as far as the ice will permit with safety, from the foot of Cortlandt-street.

The DE WITT CLINTON, Saturday and Monday Afternoons, at 5 o'clock.

NOTICE.—All Goods, Freight, Baggage, Bank Bills, Specie, or any other kind of Property, taken shipped, or put on board the Boats of this Line must be at the risk of the owners of such Goods, Freight, Baggage, &c. d17

PEOPLE'S LINE FOR ALBANY.—The new and commodious Steamboat NORTH AMERICA, Captain M. H. Truesdell, leave the pier between the foot of Cortlandt and Liberty sts. Wednesday and Friday afternoons at 5 o'clock.

For Passage or Freight, apply to P. C. SCHULTZ, at the Office on the Wharf, or on board. N. B. All kinds of property taken only at the risk of the owners thereof.

PEOPLE'S LINE FROM NEW-YORK TO EASTON, PA.—Through in 9 hours. Fare only $2.

Leave pier No 1 N. R., Battery Place, at 8½ o'clock, A. M. daily, Sundays excepted, by steamboat Cinderella or Water Witch, to Elizabethport, then to take the cars of the E. Town and Somerville Railroad to Boundbrook, leaving only 38 miles by coaches, making by far the most pleasant and expeditious route to Easton. For seats apply to A. D. Hope, 73 Courtlandt st. or on board. A. D. Hope will accompany the passengers to Bound Brook, and render all assistance necessary.

☞ The Express Line finding their charge of humbug not to answer, now explain the reason of our getting through several hours before them by stating that we start three hours in advance of their Line. This charge is just as destitute of truth as the first. n27

EXPRESS MAIL LINE FROM NEW-YORK TO EASTON, PA., via NEW-BRUNSWICK.—Fare through, $2—Daily, (Sundays excepted,) from the foot of Liberty street, at 9 o'clock, A. M. For seats, apply at the office, foot of Liberty street, Northern Hotel, foot of Cortlandt street, or of the Agent on board the Carr, who will accompany the passengers to New-Brunswick.

WM. F. ADEE, Agent.

The People's Line deny that they are a 'humbug,' (bah!) as also that they leave Easton 3 hours in advance of the Express Line. To 'prove' this will the Agent please tell us what time they 'do' leave Easton? The public are pretty well satisfied who tells the truth.

T. POWELL & CO'S. LINE.—FOR NEWBURGH, LANDING AT CALDWELL'S, WEST POINT & COLD SPRINGS. The steamboat HIGHLANDER, Captain Robert Wardrop, will leave the foot of Warren-street, New-York, every Monday, Thursday, and Saturday afternoon, at 4 o'clock.

Returning, the HIGHLANDER will leave Newburgh every Monday morning at 6 o'clock, and Tuesday and Friday afternoon at 3 o'clock.

For freight or passage, apply to the Captain on board.

N. B.—All baggage, and freight of every description, and bills, or specie, put on board this boat, must be at the risk of the owners thereof, unless a bill of lading or receipt is signed for the same. jy29

EASTERN DIVISION OF THE NEW-YORK & ERIE RAIL-ROAD—Trains will hereafter run between New-York and Goshen according to the following arrangement, stopping at Piermont, Blauvelt ville, Clarkstown, Greenbush, Pascac, Suffern, Ramapo Station, Monroe Works, Turner's, Seamanville, Monroe Village and Chester:

FROM NEW-YORK.

A Passenger Train every morning, (except Sunday,) leaving the foot of Albany-st at 8 o'clock, in the Company's Steamboat UTICA, Captain Alexander H. Schultz.

A Passenger Train every Wednesday and Saturday afternoon at 4 o'clock, from the foot of Albany street in the steamboat Utica.

A Freight Train every Monday, Tuesday, Thursday and Friday afternoon, at 4 o'clock, from the foot of Chambers street, by the steamboat Union.

FROM GOSHEN.

A Passenger Train every morning, (except Sunday,) at 7 o'clock, arriving in New-York by the steamboat Utica at the foot of Albany st.

A Passenger Train every Wednesday and Saturday afternoon, at 3 o'clock, arriving in New-York by the steamboat Utica.

A Freight Train every Monday, Tuesday, Thursday and Friday afternoon, at 3 o'clock, arriving in New-York by steamboat Union and Barges at the foot of Chambers street.

For freight or passage inquire at the Company's Transportation office, corner of Liberty and West-streets, and at the various Depots on the line of the road.

Freight will be received at the foot of Albany-street, on Wednesday and Saturday, and at the foot of Chambers-street, on Monday, Tuesday, and Friday until 3 o'clock P. M. H. C. SEYMOUR, Superintendent
o25 tf of the Eastern Division N. Y. and R. R.

FOR SHREWSBURY.—FALL ARRANGEMENT.—The steamboat OSIRIS, Capt. J. U. Allaire, will on and after November 9, run as follows:—Leave New York from Fulton Market Slip, East River, every Tuesday, Thursday and Saturday, at 3 o'clock A. M.

Returning, will leave Red Bank every Tuesday, Thursday and Saturday, at half past 12 o'clock, P. M.

The Boat will run as above until further notice, weather and navigation permitting. n5

WANTED TO CHARTER.—A Vessel of 3000 barrels burthen, to load for a port in South America. Apply to
d7 GRINNELL, MINTURN & CO. 78 South st.

TIMBER FOR THE NAVY FOR THE MEDIUM STEAMER.

☞ Proposals, sealed, will be received by the Navy Agent, New York, for the following best quality *White Oak Timber*, which shall have grown on land within the influence of salt water, viz:

32 floor timbers 100 first futtocks, 100 third futtocks, to side 10½ inches, and to mould from 9 to 16 inches, and to shape as per moulds which will be furnished. About 3000 cubic feet.

12 500 cubic feet of plank stock.

Also, the following best quality long leaf, fine grain, *Southern Yellow Pine*, viz:

32 Beams, 18 to 27 feet long, sided 13 inches moulded 12 inches, nett size 12 by 10 inches, to spring 3 inches in 27 feet ..... about c. ft. 1005

31 Beams, 12 to 27 feet long, sided 11½ inches, moulded 10 inches, nett size 10 by 8 inches, to spring as above 517

2 Beams, 27 feet long, 18 by 18 inches, spring as above. 4 do. 25 feet long, 10 by 10 inches, to spring 12 inches 409

Timber to make 2800 running feet of ledges 6 by 4 inches square, (nett size) 770

Timber to make 900 running feet carlings, 6 by 6 inches square, (nett size) 449

2 pieces, 28 feet long, 14½ by 24 inches, (straight) 154

Plank stock for plank, water ways, &c. 6175

c. feet, 9470

130 White Oak deck Knees, 125 Hackmatack deck Knees.

Proposals for the White Oak to be received until 31st December. To be delivered on or before the 1st March next. For the Yellow Pine and Knees, until the 15th January. To be delivered on or before the 1st April next, all at the Navy Yard, Brooklyn, N. Y., subject to its inspection and measurement; price per cubic foot, delivered. Any further information, from the Constructor, at the Yard. ROBERT C. WETMORE, Navy Agent.

Navy Agent's Office, 85 Water street, December 8th, 1841. d11 2tawtJ15

WM. HAGAR & CO. TYPE AND STEREOTYPE FOUNDRY, 74 Fulton, corner of Gold-street, NEW-YORK.

THE subscribers