ADDRESS OF YOUNG M'COY TO HIS MOTHER.*

BY MRS. J. W. MERCUR.

Weep not, my Mother! nobly bear
Thyself beneath thy weight of care,
Then think with pride on those ye gave
To fill an early—glorious grave.
On him who, like a lion, fought!—
Who deeds of good for country wrought!
Who, when the battle's strife was o'er,
Would clasp me to his breast once more;
When I had stood full well and long,
And fought in fiercest battle strong.
On him who with his latest thought
And breath, thus eagerly besought,
His own brave boy to fight or die
In the proud fields of victory.
"Ah! nobly, boldly fight, my son,
Till the just rights of man are won:
Till stern Oppression's reign is o'er—
Till it shall sink to rise no more—
Till every clime shall loud proclaim
The greatness of your Country's name;
And when the foe shall nerve his arm
To do your Country's honor harm,
Then bear thou on! and let your form
Be foremost 'mid the battle's storm;
And nobly—boldly, fight or die
For God!—for glorious Liberty."

And now, dear Mother, know your son
Has fought in battles nobly won,
And has attained the honor high—
For fellow man to fight and die;
Then, though we early part, yet know,
'Tis glorious, Mother, thus to go.

And as he ceased that cheering lay
They pierced his forehead high,
And his brave spirit passed away,
To realms beyond the sky.

* The last words of the noble youth, M'Coy, were addressed to his afflicted Mother, entreating her not to weep for him no or his Father, as they had attained "the highest honor on earth, that of fighting and dying for the rights of Man." His cheering words were scarce concluded when the war hatchet was buried deep within his polished brow.

A TALE OF THE PLAINS OF ERRUR.

[Concluded.]

The light which gleamed through the black goat-hair awning of a Guráguié slave-merchant, fell upon the features of the wild party as it passed; and Ambecsa's heart beat high with exultation when, decorated with a dirty ostrich plume, he fancied he could recognize the very foe of whom he was in search. The archer was, in truth, a most truculent-looking knave—one who, if his visage did not strangely belie him, might have been the perpetrator of any given atrocity. The tail-fat off our Berbera rams incrusted his head in a perfect helmet of tallow; and the putrid entrails of the antelope he had last slain, were slung in noisome coils about his neck, to the pollution of the atmosphere he breathed. His repulsive front displayed through the accumulated filth of forty years, a perfect maze of mystic figures in tattooed relief, on which were imbedded amulets stitched in greasy leather; and the distended lobes of his enormous ears were so loaded with pewter rings, that not another could have been squeezed in. A gap, consequent upon the loss of five front teeth in a recent brawl, made room for a quid of no ordinary dimensions. Two small, sunken, blear eyes, which appeared to work upon a swivel, squinted alternately, as the inflamed balls were revealed by turns according to the employment of the wearer's sinister vision; and on his meagre, sunken cheek yawned a seam five inches in length, which precisely corresponded with a gash known to have been inflicted by the youth's father during a certain moonless night at Errur, when a stab in the back had aroused the veteran from a deep sleep to his mortal struggle.

"Stay you here, Moosa," quoth one of the bowmen, addressing this captivating hero, as they stopped before the doorway of an unfinished cabin at no great distance beyond the rover's pall—"tarry you here, and *Inshállah*, we'll turn out these lazy wenches to unload the asses."

The name had not been lost upon Ambeesa, who, like all of his bigot creed, placed the firmest reliance in fate. He had sworn never to return until he should have given the body of Moosa to the wild beasts, where the vultures might pick out his eyes. The object of his weary journey was by the interference of destiny in his favor, already within his clutches. He who murdered his sire was assuredly alone with him in a dark lane, and Aylia was without doubt his own!

"*Wogérri maani, wogerri maani, wogerri maani,*" repeated the Woema coldly, as he extended his open hand toward the doomed victim in token of amity. "*Wogérri, wogérri, wogérri,*" carelessly returned the savage thus accosted, at the same time passing his greasy fingers mechanically over the palm presented. The same triple salutation again reiterated, was thrice returned; and it gradually dwindled away to an assenting "*um hum,*" in itself fully as frigid as the wearisome repetitions of inquiry had been deeply treacherous.

Moosa stooped to shake the pebbles from his dilapidated sandal. His bare back was towards the Woema, for his garment had fallen from his brawny shoulder. It was enough. Muttering through his closed teeth an inaudible invocation to Allah, Ambeesa suddenly drew his creese, plunged the razor-edged blade to the very hilt into the yielding spine of his unsuspecting foe, tore the vaunting white feather from his greasy locks, spurned the prostrate carcase with his foot, spat upon the unseemly features, now distorted in the agonies of death, and fled into the wilderness.

Months had elapsed, and the festive season had now returned at which the Bedouins annually celebrate their weddings. Many a dark-eyed damsel had been led by her happy swain to the nuptial wigwam, when a gayer procession than usual was to be seen passing up the centre street of the encampment at Gafel. Eight wrinkled matrons led, brandishing swords and creeses with truly Amazonian gestures, while they danced to a wild song in which all joined chorus to the dissonant thumping of a kettle-drum. The charms of the maiden bride who followed, and had been long betrothed, were screened from vulgar gaze beneath a canopy of blue calico, borne by a party of the village belles, splendid with porcelain jewelry and grease—their arms, like those of the sister graces, entwining each other's waist; while every idle blackguard that could be mustered, swelled the nuptial train. At intervals, the music of the tambourine gave place to a shrill vocal solo, when the nymphs pirouetted in a mazy circle; and the procession, after thus parading through the hamlet, was preceded on its return by a party of dirty urchins, bearing the dower in ornamented baskets woven of the wiry leaf of the palm. Massive ear-rings of brass and copper were among the treasures, and the much prized, though far from becoming coif of blue calico which forms the badge of the wedded wife, had not been forgotten.

Aylia was still the fairest of all the daughters of her tribe, and Ambeesa ever the foremost when the spear was thrown over the shoulder of the warrior. Happiness and content reigned in the rude hut. No harsh word had ruffled the existence of the young pair, and the stranger never passed the door without the ready draught of milk being proffered, or the kind word exchanged. But in accordance with the barbarous usage of the Adel Bedouin, the wife was to remain an inmate of her father's dwelling, until she should have become the mother of three children.

'T was midway in the sultry summer months, and the fiery sun poured his fiercest rays from his meridian throne. No human eye was able to endure the broad glare that pervaded the vast sandy plain of Errur, which at intervals was scoured by towering whirlwinds, imparting the aspect of a manufacturing town with its huge steam-engines at work. All animate nature shrank under the scorching heat, which had even curled the few scanty tufts of withered vegetation. The stillness of death pervaded a desolate scene over which floated the treacherous mirage. Not a creature moved, and no sound was heard save the roar of the angry whirlwind tearing everything before it, as it swept in reckless wrath across the encampment, eliciting while it raged among the frail mat tenements of the location—unroofing some and filling others with dust and pebbles—a curse from the drowsy savage whose rest it had disturbed.

Suddenly a shrill cry arose in the distance, the well-known tocsin for the assembly of the men-at-arms. Electrical in its effect, every slumberer started to his feet, and each hut, which had for hours been silent as the tomb, poured forth its warrior, armed and ready for the fight. On the verge of the plain was descried a band of the Alla Galla driving off a troop of camels, and with the points of their spears goading the awkward animals to a grotesque gallop. Their remoteness, and the unnatural speed to which they had been urged, impa ted, through the medium of the mirage, the appearance of dismembered animals flying in portions through the deceptive atmosphere. Now a head attached to a long neck was separated from the body, and elevated many feet above its proper place; and now animated legs of exaggerated length could alone be perceived fast flitting over the sultry desert. Unattached tails danced in the quivering vapor, and the entire distance was alive with fragments of men and dromedaries, which seemed to have been hurled through the air by the bursting of an exploded mine.

Galla and Wóema, pursuer and pursued, scoured for some hours over the sandy waste; and it was near sunset when the pagan marauders were overtaken on the confines of their own territories. A sharp conflict ensued; and two on each side having fallen, the booty was re-taken, and the unbelievers put to flight by the sons of the Faithful.

From the door of her father's wigwam, Aylia watched with inward misgivings the return of the victors; and as she saw the bodies of the fallen borne upon the shoulders of their comrades, her young heart throbbed audibly; for her newly-wedded husband was one of those who had gone forth. As her straining gaze fell upon the still gory corse of him she loved, a flood of hot tears dimmed her lustrous eyes, and uttering a piercing shriek, she sank senseless at the threshold.—Roused again to life, the bereaved girl filled the hut with her doleful cries. Death would indeed have been almost preferable to the lot accorded by her destiny. The property brought at his marriage by the deceased, was resumed by his grasping relatives, and the late light-hearted wife, became once again a slave under the roof of her avaricious parent, there to lead a life of drudgery until another wealthy suitor should pay the dower fixed upon her charms. But the light elastic step was gone, by which Aylia had erst been distinguished above all the Woema maidens. The full black orbs had lost their wonted lustre, and the radiant smile no longer beamed over her faded features. The orphan pledge of her first love clung to a widowed breast, and the heart that beat beneath was broken by the untimely fate of the brave youth Ambeesa.

A Gale.—About 4 o'clock yesterday afternoon an intense black cloud arose out of the West, out of which, as it approached the zenith, the rain poured in torrents and the wind blew a perfect gale for a short time. We hear of no serious damage in the city except the blowing off of the tin roof of the new warehouse of E. Hayward, near the foot of Main street.

We learn by passengers who came up in the Eastern cars last night, that a large number of trees was blown across the Railroad, which delayed the train so that it did not arrive here until 2 o'clock this morning. [Buffalo Gaz. 25th.

Low Water in the Canal.—There were over 170 boats stopped in the vicinity of Macedon, Wayne County, on Monday, on account of low water. Of this number, over 70 were bound East, and some 90 West. [Roch. Dem.

COMMERCIAL AND MONEY MATTERS

Sales at the Stock Exchange, April 26.

$5,000	Pennsylvania	...$0.68	.25	shrs Farmers' Tr	...58½
5,000	do	...10.68½	.50	do Ohio Trust	...94
14,000	do	...68½	250	do Vicksburg B.ench	...8⅝
5,000	do	...10.68½	.50	do do	...620.½
5,000	do	...20.67½	200	do do	...9
20,000	do	...68	.50	do Harlem Rail	...7
1,000	Ohio 6s, '70	...94	.50	do do	...7½
20,000	do	...bnw.94	.50	do do	...bnw.7½
5,000	do	...94	.50	do do	...7½
25,000	do	...94	.10	do Merch Exc Co	...18
5,000	Indiana	...83.78	.00	do do	...17
5,000	do	...s60.78	.50	do Erie Rail	...17
16,000	Illinois 6s, '70	...83½	.50	do Nor and Wor	...51½
20,000	do	...b20.42	100	do do	...b10.52
6,000	Kentucky	...101½	.75	do do	...52
50	shrs Canton Co	...43½	.50	do do	...52
.25	do do	...b3.43½	.25	do do	...b15.53½
.50	do do	...44	.50	do do	...53
.25	do Mohawk R	...66¾	100	do do	...s15.52½
.75	do do	...66	.50	do do	...53
.20	do Bk. of Com	...full.97½	.10	do do	...b3.52
.50	do N. A. Trust	...13¼	.50	do do	...s3.52
100	do do	...12	.25	do do	...b4.52
.50	do Farmers' Trust	...88	.25	do do	...s24
.75	do do	...88	.75	do do	...51½
.50	do do	...s88	150	do Stonington	...s80.4
200	do do	...89	.50	do N Jersey R	...b90.94
100	do do	...b3.22	150	do L Island Rail	...4½
100	do do	...s0.50½	100	do Del. & Hud	...113
350	do do	...bnw.59			

SECOND BOARD.

100	shrs Paterson Rrd	...s60.79	.25	shrs Nor and Wor	...51½
100	do Farmers' Tr	...89	.25	do do	...51½
100	do Nor & Wor R	...s51½	.50	do Canton Co	...43½
100	do do	...s0.51½	.25	do do	...43½

Public Stock Exchange, April 26.

$6,000	Ohio 6s, '90	...s0.94	150	shrs Vicksburg Bk	...s0.8
1,000	do	...nw.94½	.50	do do	...b3.8½
1,000	Kentucky 6s	...b0.102	100	do do	...b3.8½
1,000	do	...s0.101½	.25	do Canton Co	...b3.43½
1,000	do	...b3.101½	.25	do do	...43½
1,000	Illinois 6s, '70	...b3.40	.50	do do	...b3.43½
2,000	do	...s2.40	.25	do Mohawk R	...s3.66½
1,000	Ind $, 25 yrs	...b3.38	.25	do L Island R	...4m.72
5,000	Pennsylvania 6s	...68	100	do Harlem Rrd	...s7½
1,000	do	...s0.68½	.50	do Nor & Wor R	...s0.50½
.50	shrs Farmers' Tr	...b3.38½	.25	do do	...bnw.51½
.25	do do	...b0.39	111	do do	...51½
.50	do do	...38½	.25	do do	...bnw.52
.50	do do	...s38½	.50	do do	...52½
.25	do do	...b.38½	.50	do do	...nw.52
200	do Vicksburg B	...8⅝	200	do do	...52
100	do do	...s0.8⅝	.25	do do	...b10.52
100	do do	...8⅝	.50	do do	...52
100	do do	...b3.8½	.25	do do	...52

Comparative state of the Farmers' Bank of Virginia, including the Branches, on the 1st of April, 1843, and 1st April, 1844.

	1843.	1844.
Resources.		
Debt outstanding	$4,172,077 76	$4,546,880 28
Sterling Bills	7,394 34	7,580 09
Stocks	123,037 50	141,039 50
Loan to Commonwealth of Va	50,000 00	20,000 00
Specie	632,217 16	801,575 63
Notes of this Bank (including ch'ks)	148,526 82	179,032 84
Real Estate	221,749 22	218,962 16
Bk notes cancelled at Danville office	72,135 00	72,135 00
Total	$5,432,157 80	$5,987,182 16
Liabilities.		
Capital Stock	$2,018,800 00	$2,025,100 00
Notes in circulation	1,579,770 50	2,029,639 50
Individual deposits	730,579 52	901,980 67
Balance due to other Banks	188,646 68	51,353 20
Profits of the Institution	55,017 77	62,530 09
Contingent Fund	202,187 55	225,436 80
Intransit between the Parent Bank and Branches	27,355 77	7,920 90
Total	$5,456,157 80	$5,987,182 16

Imports of Specie and Whale Oil and Wheat into the United States for the week ending April 23, 1844:

	Specie.	Whale.	Bone.
At New-Bedford	125	2,200	20,000
Fairhaven	100	2,800	26,000
Wareham	1,250	0	0
Boston	250	2,750	22,000
Nantucket	1,600	0	0
New-London	415		
Sagharbor	2,450	21,000	

Toledo, April 12, 1844.—Wheat sells here at from 78 to 80c. Flour has been sold in Cleveland for the Canada market for $4. The weather has been pleasant and business quite lively, for some days past. Our marine list will show what is doing at our wharves.

We are indebted to a leading and very intelligent produce merchant, for the following commercial article, and we hope to have many more from the same pen:

But little change may be noted in the prices of produce generally during the past week. No sales of Flour to any extent have taken place—the nominal price is about $3 75 per bbl.;—Wheat comes in slowly, and at rather drooping prices—55 cents is offered in the street; Oats 25 cents; Corn about 37c.

Our wharves are already crowded with vessels, all busily engaged in loading at the different forwarding houses on the river and loaded boats are arriving from the Canal. One daily train of freight cars is insufficient to bring away the stuff coming in at Adrian.

Agents from Eastern commission houses are now less plentiful amongst us than they were during the winter.

The competition among these loaners of credit have stimulated a speculative feeling in every section. Under its influence extensive purchases of produce have been made in many places, at advance on cost, and the further from market, the higher has generally been the proportionate price. Immense stocks of wheat and flour have consequently been brought out and are now warehoused at this and other ports on the Lakes west, including Monroe and Detroit, exceeding greatly the accumulations of any former years. So it is with the untrodden grain yet in the hands of the producers. Not the smallest apprehension need be felt of a falling short for bread. There is still an unsold supply with the farmers, almost ample enough to sustain the country through one of Pharoah's famines.

The Danville Republican of the 19th says: "We are informed by farmers on this section, that the wheat in the ground promises better this Spring than it has for many years—and we believe it appears equally well throughout the Genesee Valley. If the weather should continue as favorable as it has thus far this season, there will be an abundant crop and an unusually early harvest. Our storehouses are filled to overflowing with produce of every description round the banks of the canal lined with beautiful pine lumber for the space of half a mile from the head."

The intelligence on the subject of the of the Crops from Attakapas and the adjacent parishes is not very encouraging.—The canes, which had sprung up so vigorously, and had attained an unusual hight for the season, in some places were entirely lost by the frost. The Corn and Cotton have also suffered considerably. It is believed that Cotton will generally be replanted.

THE SPANISH LILY WHITE, for making ladies' cheeks a fine alabaster white. This is different to common chalk, we warrant it not to injure. Sold at the sign of the American Eagle, 82 Chatham-street, and 223 Broadway, N. Y.; 139 Fulton-st. Brooklyn; 8 state-street, Boston. n2 1m

DORIC LAMPS, for burning Camphene.—These Lamps are simple in their construction, easily trimmed and give a very brilliant light at a cost of one cent an hour. Manufactured and for sale, wholesale and retail, by

DIETZ, BROTHER & CO. No. 12 John-st. New-York, and 5 Hicks-st. Brooklyn f14 6m*

TIN PLATES.—I C. IX—IXX, IXXX, and all other extra sizes Tin Plates, for sale by

CASS & WARD
s27 treet.

RAGS AND CANVASS. White and Colored, wanted for cash at Manufacturers' prices, by

GAUNT & DERRICKSON, 159 South-st.
an10 6m

ROWE, HATTER,

NO. 40 WILLIAM-STREET, MERCHANTS' EXCHANGE.

Respectfully recommends his **SPRING FASHION** to the attention of the Public. It combines, in the highest perfection, the desirable essentials of

ELEGANCE, DURABILITY, LIGHTNESS, AND ECONOMY,

and is sold at the old-established price of $4 50 for the BEST QUALITY.

ROWE, 40 William-street, Merchants' Exchange.

ap27

Passengers Arrived.

In the brig Eagle, from Guayama—Mr Chandle.

MARINE JOURNAL

PORT OF NEW-YORK, APRIL 26—2 P. M.

Cleared.

Ships Yorkshire, Foster, Liverpool, Masters, Marcoa & Co; Minerva, Brown, Marseilles, Lawrence & Phelps; Louisa, Scovill, New Orleans, Wm Nelson; Rowan, Gardiner, do, Silas Wood, Siddons, Webb, Liverpool, E K Collins & Co.

Bark Legonia, Hatteller, Cuba, F G Thurston & Co.

Brigs Florida, Crocker, St Thomas and a market, Post & Philips; Ruby, Harding, Nassau, N P, Buck & Peters; St Mark, Williams, St Thomas, Foster & Nickerson; Savannah, Hewier, Savannah, Sturges & Clearman; Champlain, Kennman, Wilmington, Badger & Peck, Bredyton, Adams, Norfolk; Damascus, Chase, Oporto, Badger & Peck.

Arrived.

Brig Wellingsley, Covington, of Plymouth, N H, 48 days from Bordeaux, brandy and wine to H Hawkesworth.

Brig Eagle, Fessenden, of Boston, 13 days from Havana, molasses to Grannell, Minturn & Co.

Brig Wm Pinkham, Barnes, 25 days from Guayama, P R, molasses to Benj DeForest & Co.

Brig Eagle, Fullerton, of Brunswick, Me, 21 days from Guayama, P R, molasses to F G Thurston.... April 6, lat 28 55, 50 ldis out and 3 whales alongside.

Schr Florence, Randell, 20 days from Mayaguez, P R, molasses to I F Wetmore.

Brig Watchman, Clark, 23 days from St Domingo City, mahogany to Aymar & Co.

Schr Wm Wilson, Baker, 20 days from Aux Cayes, St Domingo, coffee and logwood to S W Lewis....Left brigs Rafael, Williams, wtg freight; Henry, Burt, do.

Schr Pioneer, Corson, 26 hours from Brandywine, corn meal and flour to J L Bulkley.

Schr Rose in Bloom, Wheaton, from Plymouth, N C, shingles to G Kissam.

Schr Mary and Eliza, Bailey, from Philadelphia, mdse to Wm McKee.

Schr Manchester, Worth, 4 days from Richmond, flour and tobacco to Allen & Paxson.

Schr Olive, Corson, from Edenton, N C, staves and corn to T M Adams.

Schr Victoria, from New Haven, in ballast.

Sloop Planter, from Sag Harbor, oil.

Below.

Bark Pannsenia, from Matanzas, to Nesmith & Walsh. Also, 2 brigs unknown. Wind S W.

Disasters, &c.

Schooner Wave.—The wreck of this vessel, lost last month near St Joseph, has now on since near that place, and the bodies of some of the crew drowned in her have been found and identified. The body of Mr Torrey was found, but not his watch or the money known to have been in his possession. His clothes were found upon an Indian who had probably robbed the bodies after drifting on shore. Such, we learn from his friend Mr George Gates of the city. [Buffalo Commercial.

SUMMER ARRANGEMENT, to commence April 25d, 1844. FARE REDUCED.—NEW-YORK & BOSTON RAILROAD LINE, via Newport and Worcester, daily, Sundays excepted, at 5 o'clock P. M. From Pier No. 1 North River, foot of Battery Place, the steamer WORCESTER, Capt. J. H. Vanderbilt, will leave every Monday, Wednesday and Friday.—The steamer CLEOPATRA, Capt. J. K. Austin, will leave every Tuesday, Thursday and Saturday.

Passengers for Boston will be forwarded by Railroad without change of Cars or Baggage, immediately on their arrival at Allen's Point.

For further information inquire of D. B. ALLEN, 39 Peck slip; or of D. HAYWOOD, Freight Agent for this Line, at the office on the wharf.

N. B. All persons are forbid trusting any one on account of said Boat or Owner. n22

NEW YORK, ALBANY AND TROY STEAMBOAT LINE.—FOR ALBANY AND TROY.—Morning Line from the foot of Barclay street.—Landing at intermediate places.

The steamer TROY, Capt. Gorham, Tuesday Morning at 7 o'clock.

The steamer TROY, Capt. Gorham, Tuesday Morning at 7 o'clock.

Evening Line from the foot of Courtlandt street, direct.

The steamer ALBANY, Capt. R. B. Macy, This Evening, at 7 o'clock.

The steamer SWALLOW, Capt. A. McLean, Monday Evening, at 7 o'clock.

The Boats of this Line, owing to their light draught of water, are able at all times to pass the bars, and reach Albany and Troy in ample time to take the Morning Trains of Cars for the East or West.

For Passage or Freight apply on board, or at the Offices on the Wharves. m27

NEW OPPOSITION LINE FOR ALBANY—At 7 o'clock, from the foot of Barclay-street, north side.—The new and splendid steamboat NEW-JERSEY, Captain R. A. Ferry, will commence her regular trips between New-York and Albany—leaving New-York on Monday, the 6th of May next. Her regular days from New-York will be Mondays, Wednesdays and Fridays;—from Albany, Tuesdays, Thursdays and Saturdays.

The NEW-JERSEY has been enlarged and remodeled; her burthen is 700 tons; she is fitted up in the best possible manner, and has sleeping accommodations for 083 persons; she has a large number of elegant state-rooms, a large and commodious promenade deck; her cabins are white, extensive and airy; and her ladies' saloon has sleeping accommodations for 100. The engine and boilers are all new; her draught of water being but 3 feet, she will always be able to cross the Bar without detention or transhipment, and can thus always depend upon reaching Albany in time for all the conveyances going East and West. Rate of fare previous to the day of sailing. ap26 tf

ALBANY DAY LINE—FOR ALBANY AND INTERMEDIATE LANDINGS.—The splendid new and elegant steamboat SOUTH AMERICA, Capt. M. H. Truesdell, will leave the foot of Barclay street, north side, on Monday, Wednesday and Friday mornings, at 7 o'clock.

The SOUTH AMERICA will leave Albany for New-York and intermediate places, on Tuesday, Thursday and Saturday mornings, at 7 o'clock.

DAILY LINE FOR HUDSON, and the intermediate landings.....The steamboat WAVE, Capt. Edward Hyatt, will leave the foot of Cedar-street, New-York, daily (Sundays excepted) at 5 o'clock P. M. Connecting at Hudson with the Hudson and Berkshire Railroad, the cars of which leave on the arrival of the boats, and leave Hudson daily at 6 P. M. or on the arrival of the cars, touching each way at the intermediate landings. For freight or passage apply to the Captain on board, or to

STORRS & STEPHENSON, 20 West st.

Both boats have been thoroughly overhauled and their accommodations so improved as to equal any boats on the River, an additional number of Private Rooms having been added.

These boats tow no flat barges. n16

New-York, April 1, 1844.

T. POWELL & CO.'S LINE FOR NEWBURGH—Landing at Caldwell's, West Point, Cold Spring, Cornwall, and Fishkill Landing.

The Steamboat HIGHLANDER, Capt. R. Wandrop, will leave the pier foot of Warren st, every Monday, Thursday and Saturday at 4 o'clock, P. M.

Returning, will leave Newburgh every Monday at 7 A. M. and Tuesday and Friday at 5 P. M.

For freight or passage, apply to the Captain on board. Baggage and freight of all descriptions, bank bills or specie put on board must be at the risk of owners thereof, unless a bill of lading or receipt be signed for the same. n8

FOR NEWBURGH—Landing at Caldwell's, West Point, Cold Spring, Cornwall, and Fishkill Landing.

The steamboat MARIAN MADDOX, Capt. Chas. Halstead, will leave Warren street pier every Tuesday and Friday afternoon at 4 o'clock.

All Baggage, Packages or Parcels, Bank Bills or Specie, put on board this boat without being entered on the book or receipted for, must be at the risk of the owners thereof. mh30 tf

REGULAR MORNING LINE TO PEEKSKILL VERPLANCK'S POINT, CROTON POINT, SING SING, TARRYTOWN, DOBBS FERRY, HASTINGS and YONKERS, landing at the foot of Hammond st. each way.—The steamboat PASSAIC, Capt. Wm. H. Frazee, having been placed on the route for a few days, will commence her trips on Wednesday, April 24th, every day excepting Friday. Leaving New-York at 8 o'clock A. M. for Peekskill at 12½ o'clock (Sundays excepted) the above day, and at 2 o'clock.

N. B.—The Columbus will resume her regular trips on the first of May. n24

FOR VERPLANKS, GRASSY PT., SING SING, TARRYTOWN, DOBBS FERRY, YONKERS.—On Monday, March 11th, and till further notice, the Steamboat CURTIS PECK, Capt. Wm. H. Peck, will leave the Steamboat Pier, foot of Chambers-st. (Hudson River) EVERY MORNING, at 8 o'clock, (Sundays excepted.) Returning, will leave Verplanks every Afternoon (Sundays excepted) at 1 o'clock, touching at the foot of Hammond-street, each way.

For Passage or Freight, apply on board, or to THOMAS HULSE, 182 West-st. N. Y. mh14

NEW AND NEW YORK—Fare only 12½ cents.—The new and swift steamer RAINBOW, Capt. John Gaffy, will commence her trips for the season on Thursday, April 4, and run until further notice, as follows, leaving Newark at 7 1-2 A. M. and New-York at 4 o'clock P. M.

The Rainbow has been enlarged, completely refitted and adapted to this route; and having a large deck Saloon, she can comfortably accommodate a large number of passengers.

Freight carried at very reasonable rates. n4 8m

FOR SHREWSBURY, the Steamboat CORSUS, CORLIS PRICE, Master.

Leave New-York.		Leave Red Bank.
April 22, Saturday, at 9 A.M.	April 22, Monday, at 9 A.M.	
" 23, Tuesday, " 10 "	" 24, Wednesday, 10 "	
" 25, Thursday, " 10 "	" 26, Friday, at 10 "	
" 27, Saturday, " 12 M. "	" 29, Monday, " 12 M.	
" 30, Tuesday, " 12 M.		ap20 tf m25

NOTICE.—The steamboat Columbus having undergone thorough repairs during the past winter, receiving a new Boiler, and other very great improvements, will commence her regular trips to and from Peekskill on or before the 1st of May. ap22 tf

NEW YORK AND ERIE RAILROAD—SUMMER ARRANGEMENT.—On and after Monday, April 1st, passengers for Middletown, Goshen, and intermediate places, will take the splendid steamboat EUREKA, which leaves the foot of Duane daily (Sundays excepted) at 6 P. M. or on the arrival of the cars, from which place they will take the Cars and arrive at Middletown at 12½ noon, and 9½ P. M. Returning, will leave Middletown at 6½ A. M. and 3½ P. M. arriving in New-York at 12 A. M. and 11 P. M.

Stages will leave Middletown immediately after the arrival of the Cars for Binghampton, Owego, Buffalo, &c. &c.

N. B. Freight Boats will leave foot of Duane-st. daily at six P. M. mh29 H. C. SEYMOUR, Superintendent.

MORRIS AND ESSEX RAILROAD—SUMMER ARRANGEMENT—Commencing Tuesday, April 2, 1844.

Leave New-York.	Leave Newark.	Leave Morristown.
8 o'clock A. M.	6 o'clock A. M.	7 o'clock A. M.
4 P. M.	3½ P. M.	2½ P. M.

This road has been recently relaid with a heavy iron rail of the T pattern and is now in perfect order. New and splendid Cars upon air springs have been placed upon the same, which for safety and comfort are unsurpassed. Travelers for Morristown, Schooley's Mountain and Easton, or Belvidere, Oxford, Newton, Stanhope, Dover, Parsippany, Rockaway and Beskenridge, will find this the most safe and expeditious of any other mode of conveyance.

Passengers wishing to go South will arrive at Newark in time for the Philadelphia trains, and at New-York in time for boats, North and East, at 7 o'clock.

By the present arrangement, six hours will be afforded to persons of business or pleasure, in New-York, and four in Morristown.

The Cars of this Company run through from Jersey City to Morristown, thus avoiding the delay and inconvenience consequent upon a change of Cars.

IRA DODD, Superintendent.
no 1

PATERSON RAILROAD—SUMMER ARRANGEMENT—Fare 3 shillings from Paterson to Jersey City.

Leave Paterson Depot.	Leave New York.
At 8 o'clock, A. M.	At 9 o'clock, A. M.
At 11½ o'clock, A. M.	At 12 o½ o'clock, P. M.
At 4 o'clock, P. M.	At 5 o'clock, P. M.
On Sundays.	On Sundays.
At 7 o'clock, A. M.	At 8 o'clock, A. M.
At 5 o'clock, P. M.	At 6 o'clock, P. M. ap6

REMOVAL.—E. & S. S. ROCKWELL have removed their Watch and Jewelry Establishment from No. 9 Astor House to No. 413 Broadway.

Watches and Jewelry carefully repaired. a25 3t*

NEW-YORK AND LIVERPOOL LINE OF PACKETS.—To sail from New York on the 5th, and from Liverpool on the 21st of each month.

	From New York.	From Liv'p'l.
New ship ASHBURTON, 1150 tons, Henry Huttleston,	Sept. 5	Oct. 21
	Jan. 5	Feb. 21
	May 5	June 21
New ship PATRICK HENRY, 1000 tons, Jos. C. Delano,	July 5	Aug. 21
	Nov. 5	Dec. 21
	Mar. 5	April 21
Ship INDEPENDENCE, 850 tons, Ezra Nye,	Aug. 5	Sept. 21
	Dec. 5	Jan. 21
	April 5	May 21
Ship GEO. WASHINGTON, 700 tons, Ambrose Burrows,	June 5	July 21
	Oct. 5	Nov. 21
	Feb. 5	Mar. 21

These ships are all of the first class, and commanded by able and experienced navigators. The cabins are elegantly furnished, and afford superior accommodations for passengers. The price of passage from New York to Liverpool is $100, and from Liverpool to New York $25, including stores and bedding, without wines.

Neither the Captain nor owners will be responsible for any letters, parcels or packages, unless regular bills of lading are signed therefor. Apply to

GRINNELL, MINTURN & CO., 78 South st.

TAPSCOTT'S GENERAL EMIGRATION PASSAGE OFFICE, 43 Peck Slip, New-York.—ARRANGEMENT FOR 1844.

The subscribers beg to call the attention of their friends and the public generally to their superior arrangements for bringing out Passengers from any Port in IRELAND, SCOTLAND or WALES, in the magnificent Ships comprising the

THE NEW LINE OF LIVERPOOL PACKETS.

" SHERIDAN, 1000 tons, Capt. A. S. Depeyster,
" ROCHESTER, 1000 tons, Capt. John Britton,
" GARRICK, 1000 tons, Capt. Wm. Skiddy,
" HOTTINGUER, 1100 tons, Capt. Ira Bursley,
" ROSCIUS, 1000 tons, Capt. John Collins,
" LIVERPOOL, 1150 tons, Capt. John Eldridge,
New " SIDDONS, 1000 tons, Capt. E. B. Cobb,

Sailing from Liverpool twice in each month, and the

UNITED LINE OF LIVERPOOL PACKETS,

sailing four times in each month, are the ships which those whose passages may be engaged with the subscribers will come out in, and it is a well known fact that the above named packets are the most magnificent ships afloat, and the frequency of their sailing (being every five days) prevents the possibility of passengers being unnecessarily detained in Liverpool.

Regardless of expense, and in order to meet the wants of the public, and the wishes of the Liverpool Agents, Mr. Wm. Tapscott, one of the firm, has gone to Liverpool to superintend the departure for this country of such persons whose passages may be engaged with the subscribers, a fact, which, to those acquainted with Mr. W. T. is a sufficient guarantee that they will receive every attention from him and be quickly and comfortably dispatched.

Passages direct from London, Bristol and Greenock, to New-York. Also from Liverpool to New-Orleans, Mobile, Savannah, Charleston, Philadelphia, Boston and Baltimore, and the various ports of British North America can at all times be engaged.

In all cases where the parties sent for decline coming, the passage money is promptly refunded, without deduction. Passage from the various seaports of Ireland and Scotland to Liverpool can also be secured.

The Regular Packets will continue to run as follows, viz:

To and from LONDON on the 1st, 10th, and 20th of each month.

To LIVERPOOL on the 1st, 6th, 11th, 16th, 21st and 26th of each month.

To NEW-ORLEANS, MOBILE, SAVANNAH and CHARLESTON weekly.

By any of which passages can at all times be engaged at reasonable rates.

Those wishing to obtain Drafts can be supplied with sums of £1, £2, £3, £5, £10, £20, £50, £100, or any amount, payable on demand, without discount or any other charge.

In IRELAND—The National and Provincial Banks and Branches in all the principal Towns in Ireland.

In SCOTLAND—The Eastern Bank of Scotland, Sir Wm. Forbes Hunter & Co. and Branches in all the principal towns in Scotland.

In ENGLAND—National and Provincial Bank of England, I. Barnard & Co. Exchange and Discount Bank Liverpool, Messrs. James Bult, Son & Co. Bankers, London, and Branches in all the principal towns in England and Wales.

Orders from the country attended to per first packet.

Further particulars may be known on application if by letter, post paid, to W. & J. T. TAPSCOTT, 43 Peck Slip,

Corner South st. New-York, or

WM. TAPSCOTT, 15 Goree Piazzas, Liverpool.

NEW ARRANGEMENTS.—TAPSCOTT'S EMIGRANT PASSAGE OFFICE.—43 Peck Slip, New York.—Passage from Belfast, Londonderry, Dublin, Cork, Waterford, Liverpool, Portsmouth, Yarmouth, Hull, Newcastle, Hartlepool, and the Orkley Islands direct, via London and Liverpool. The subscribers call the attention of their friends and the public to their extraordinary good arrangements for bringing out passengers from the Old Country. Passengers can be brought out from any of the above named places in Liverpool, in the first class American Packet Ships to New-York, Philadelphia, Boston, Baltimore, Savannah or Charleston, with the certainty (Mr. Wm. Tapscott being in Liverpool to see them quickly despatched) of their having no delay whatever. Those about sending for their friends should call on themselves or these superior arrangements. For particulars apply (if by letter paid) to

W. & J. T. TAPSCOTT, 43 Peck Slip, N. York.

All about remitting money can be furnished with drafts payable on demand, without discount or any other charge, to all the principal towns throughout England, Ireland, Scotland or Wales, by applying as above. m26

PASSAGE FROM ENGL