Case of Professor Webster—Treatment of Criminals.

DAYTON, Ohio, Thursday, April 11, 1850.

To the Editor of The Tribune:

Traveling through the towns and villages of the West, I find *The Tribune* in every place. It is *the* paper, containing every new thought, and very many good ones. Therefore I am induced to become its correspondent, and begin by offering a word on the conviction of Prof. WEBSTER, which seems to be the absorbing topic of conversation the country through.

Very few are in doubt as to the correctness of the Jury's verdict, and the opinion is very generally expressed that the prisoner ought to suffer the legal penalty of death by hanging. It is to this conviction of the public mind that I would offer a word for serious reflection.

The minister of justice, in pronouncing the sentence of death upon the prisoner, concludes by commending him to the mercy of God. The minister of religion, in every pulpit of the land, responds Amen. Thus the Church and the State confess that they have not that mercy which they believe to exist in God, and the culprit is killed out of our midst. Notwithstanding all this, the Christian Scriptures are read to the people from tens of thousands of pulpits on every Sabbath—those Scriptures which admonish us to "judge not according to appearances," but to "judge righteous judgment." Now, righteous judgment must be no less than God's judgment, and, I would ask, why is not this judgment administered by man? Is it *ever* to be administered by man? And if so, how is it to be learned?

Thus you see we are instantly referred to the philosophy of Crime. In all my researches into the Christian Scriptures, I can find not a single instance on record where the judgment of the Christ does not exempt the *criminal* from the imputation of the *crime*. The whole scope and spirit of His teaching centers in this single point—"The forgiveness of sins." Peter inquires if he must forgive seven times a day, and the Christ replies, "Not seven times, but seventy times seven." The Pharisees demanded to know what the Christ would do to the criminal woman, of whose guilt there was no doubt. Her accusers were put to shame and silence, while she received no condemnation. And finally, while the ministers of the law were in the act of putting the Christ to a cruel and most ignominious death, His last words were those of forgiveness even to them.

Thus it appears manifest that our treatment of criminals is in direct opposition to the obvious import of the whole Christian Religion. Our whole code of criminal practice is Heathen. It is Anti-christ. This is the *real* secret of that growing opposition to capital punishment, which some philanthropists base upon the narrow ground of the *possibility* of executing an innocent person instead of a guilty one, from the uncertainty of the most positive evidence.

But I am well assured that opposition to *all* arbitrary punishment will increase until the truth shall become clear as the meridian sun, namely, that Man, in his *utmost* life, is not criminal in the slightest degree; but, on the contrary, is as pure and clean as God is pure. It is only the *outward* life that is impure, and that life is generated by the heathen institutions which still cumber the earth, and obstruct the development of that *inner* life which alone is recognized by God as appropriate to Man.

This idea will lead to a development of the true philosophy of Crime. Of course, the whole subject cannot be discussed in a brief space; therefore, I would merely present the thought for the consideration of that class of the readers of *The Tribune* which find delight in such labors. JOHN WHITE.

[We must say we don't see the *practical* bearing of Mr. White's views. Must not felons and murderers be at least restrained from further crime? And if a man is intent on killing or robbing his neighbor, what does the purity of his "inmost life" amount to? What is the use of such purity if it don't keep him from cutting throats and picking pockets? We would have all mem treated humanely and no man afflicted uselessly, but, after all, do not all sins in the order of Providence lead to and find their result in suffering? If a man is bent on murder, Society must stop him, and if it can do it no otherwise, it must even kill him, no matter what our correspondent may think of the purity of his "inmost life." Still, we think a Society as settled and stable as ours can do better with any man than to kill him. *Ed. Trib.*]

Prof. Webster's Trial—New-York Criticism.

MYSTIC BRIDGE, Conn. Tuesday, April 16.

To the Editors of The Tribune:

I noticed a few remarks in *The Tribune* of Monday, by a "Looker on in Gotham," which I think should be seen by all those in New-York, who have so unqualifiedly condemned Judges, Counsel and Jury, in the late trial of Prof. Webster. Suppose you send *The Tribune* around, and let them all see how Jurymen are qualified who sit on trials in New-York.

I was shown, a few days since, by a friend with whom I differ on this question, a New-York paper, and requested to read an article on the late Trial.

According to the views of the writer, everything and everybody connected with the trial were wrong, and only wrong. Judges, who have ever stood high in public estimation for impartiality and legal knowledge, were accused of a *determination* to convict the prisoner, and a want of knowledge of even the common principles of Law! Even the counsel for the defense were accused of a vast amount of ignorance, and of not doing their duty to the prisoner. There was such a sweeping, wholesale libel upon the peope of Massachusetts, that the article had a different effect on my mind, from what my friend expected; and what perhaps was the wish of the writer.

The Judges, Counsel and Jury are accused by many, in effect, of having violated their oaths, or being so ignorant as to be entirely unqualified for the places they occupied. If either of these are true, perhaps the people of Massachusetts may thank some of the *disinterested* people of New-York for showing them their position in the world. But why this uncommon sympathy for Dr. Webster? We have heard those who condemned the Jury say that *they* had not a doubt of Webster's guilt, but they would not, if on the Jury, have convicted him. "It is too bad," say they, "that he should be hung." And yet they are stickers for hanging! Now, how is it? If men have no doubt of his guilt, believe in hanging, and such is the law, why not carry it out in this case? Are poor wretches, ignorant and without friends, to be strung up without a feeling of sympathy or regret, and men of wealth and influence, for the same crime to be cleared, because the punishment is too severe? No! no! Hang Dr. Webster; and if it is wrong and too severe, it is because the *Law* is wrong.

And here may come some good to society. When coming nearer home, men may get their eyes open, and look at hanging *any* man in a different light from what they have before. I am opposed to swinging a man between heaven and earth, believing it to be entirely wrong; and because I believe it so, I go for carrying the law into execution, as long as it exists, without showing favor to any men for the same crime.

Yours, T. W. R.

DR. WEBSTER'S CASE—ANONYMOUS LETTERS. The *Boston Transcript* of Tuesday has the following: "We learn that the Governor of the Commonwealth, the Mayor of the City, and others in authority in the State and City, are in the daily reception of anonymous epistles relating to the recent trial of Dr. Webster, from various sections of the country. The writers of these unheeded communications, must be the most arrant fools to think that their letters receive any attention from those to whom they are addressed. Thanks to the character, education and sound moral sentiment of this community, our public men, are all persons of such elevated principles, purity of life, and high-toned character, that they command and receive, the entire confidence of all classes and parties of our population. Persons at a distance can have but little idea of the unanimity of sentiment here, or of the loyalty of our population to their constituted rulers, to think that all the methods they adopt to turn the current of popular feeling, or to prevent the execution of our laws, will have the slightest effect upon those who are the sworn ministers of justice, in the State of Massachusetts.

☞ Petitions have been got up by the lawyers of Troy to obtain a commutation of Dr. Webster's sentence. The remonstrants do not deny the guilt of Dr. W. but think him more probably guilty of manslaughter; and hence that hanging is too severe a penalty. Some doubt is also attempted to be thrown over the identity of the remains; and the whole ground is gone over with an evident desire to shield the Dr. from the execution of his sentence.

The New-York and Erie Railway.

From Hunt's Merchants' Magazine for April.

It is the fate of all great enterprises to pass through a long period of depression. Placed by their very magnitude beyond the compass of a few, they call for a combination of opinions and of powers that can only result from a general confidence in their success. But the larger the undertaking the more remote the results, and therefore the severer the trial of faith, so that it rarely, if ever, happens that such works are borne on by a unwavering common sentiment to their consummation. The first steps are easy. "*C'est le premier pas qui coûte*" is not the rule here. The originators of a bold conception strikes all minds; the grand results are pictured to delighted and believing eyes; enthusiasm is aroused; strong and sanguine spirits begin the work. For awhile all goes on bravely and hopefully; but, as excitement dies, the first vision of the flushed work grows dim, and moves away into the distant and doubtful future. Difficulties rise and oppose each step of progress; the mountain barriers alone are seen; the world forgets the project, and is otherwise engaged. Then comes the long period of "hope deferred," of unrewarded effort, of cold sympathy, and often of discredit, opposition, and slander; often, too, of sacrifice and failure to the original projectors. But the work goes on; and when, in the hour of its achievement, it comes forth from its oblivion a finished work, the enthusiasm of its inception is renewed, and the "generous public" forgives itself for the coldness of its long neglect in the zeal of its rejoicing.

From such a period of darkness the Erie Railroad is just emerging, and its destined goal looms clear and bright upon the bosom of the lake. Its completion is no longer doubtful, and the impression of its future prosperity is growing full, and the impression of its future prosperity is growing into a settled and general conviction. It is no longer a project, but has become a fact, and is at this moment only second among the great works of the Empire State, and perhaps the Union. Those who foretell its success must "speak quick," or they will receive the credit due to the "speak quick," or they will receive the credit due to the prophets of "the day after." We are somewhat approaching of being found among these while leaving the past, the long history of doubts and embarrassments, we look at the enterprise as it now stands.

And first, all the great facts in which it had its origin remain unchanged, save in the increase of their magnitude with the growth of the country.

The commerce of three thousand miles of Lake coast, of Canals beyond, whose aggregate length is several times that of the Erie, of several hundred miles of Railways, of numerous Rivers, draining the produce of some of the richest States of the Union, all moves toward its natural destination—the eastern shore of Lake Erie. Here Nature's broad and magnificent channels are interrupted. The river which links the great Lakes, falls over an impassible wall of rock and takes its distant way through a foreign country and toward a frozen clime. Never was human enterprise invited by a richer prize to a larger undertaking.

The trade of the Lakes, in the infancy when the Erie Railway was begun, has grown to require a tunnage exceeding that of all our foreign commerce! Where, in the history of the world, was ever such a commerce pent in the bosom of a Continent, and asking from the ingenuity and the skill of man an outlet to the Ocean—the great "exchange" of nations. If Niagara is the first of our natural wonders, it has called forth from American genius her greatest conceptions and her finest triumphs in Art—the Suspension Bridge, the Erie Canal, and the Erie Railway. Were the Mississippi, with its commerce full grown, suddenly to lose itself in the earth at Memphis, the opportunity and the demand for artificial channels would hardly equal this.

On other railways trade must gradually be developed by the new facilities of transit. The history of the Massachusetts Great Western Railway, which has created and drawn across the mountain ranges of New-England a great and profitable business, affords a striking example. Fifteen years since the traveler from Albany to Boston was waked at midnight by the sound of the stage-horn. An hour or more arrived to gather some half-dozen sleepy companions of the journey, and daylight found them creeping up the hills and looking back over the Valley of the Hudson, with a tedious drive of two days before them. That stage-coach was the representative of the swift and powerful locomotives that now start several times in the day, with their long trains of freight and passenger cars, along that same route, and in less than twelve hours sound the warning of their arrival at Boston.

With greater natural obstacles to overcome than the Erie, with higher grades, with a greater cost per mile in its construction, and with a far less important city for its terminus, the Great Western Railway has built up a remunerative business, while it has added millions to the wealth of New-England.

A still more remarkable instance of a great work creating a commerce, where none existed before, large enough to repay the whole outlay for its construction, is found in the Erie Canal. Twenty-five years ago the farmers of Western New-York waited for the Winter's sleighing to "team" their crops to Albany—their nearest market. When low prices failed to repay the journey of a week for each load, the wheat was left unthrashed, and fed to the cattle. Where, then, were the markets of Ohio and Indiana, Illinois and Michigan, and Wisconsin? Where were these States themselves? They were half-willderness territories. Buffalo was a western village, and Detroit a frontier outpost, and Chicago, Galena, and Toledo were unheard-of names. Summer and Winter saw the poor emigrant with his whole household in a hooded wagon, which often served for vehicle, stable, and tavern, moving tediously to the distant West. To the question, "Whither bound?" daily asked of the poor who begged their way on foot, the reply was, "To the Ohio." This answer brought to the mind only a picture of backwoods' poverty and desolation—a log-hut and a "clearing" which had opened the sky, but not cleared the earth, to forlorn and toil-worn beings in a land of woods and swamps. Such was the region to which the Erie Canal opened a highway for the thronging emigrants of both worlds—and for the abounding products of its soil, a capacious outlet. Soon "clearings" became cultivated farms, and hamlets became beautiful cities, and from the wilderness of yesterday came populous States to claim a place as peers among the sovereignties of the Union, while they returned the tribute of a swelling commerce to that mother State from which they had sprung. This commerce, thus created, the Erie Railway will find in the fullness of its growth, yet immature. Its magnitude is only indicated by the annual statement of tolls. These are large enough to pay all the expenses of our State government, and to afford a sinking fund which promises to extinguish its whole debt:

The tolls may be put down in round numbers at	$[illegible]
The amount paid for transportation is at least twice as much, say	[illegible]
The same commerce (between the Lakes and New-York) paid to the Central Railway lines the last year, as shown by their reports	[illegible]

And on the Hudson River not less than from two to three millions more. Without including the last we have a trade which pays to the people and State, from works of their own construction, transit charges amounting to twelve millions per annum—a sum exceeding to the whole first cost of the Erie Canal. What then may be the expected income of a railway which finds this commerce in such a stage of its development—with a promised expansion limited only by the growth of the vast region on the Lakes—and the revenue of which will not be divided like that of the Central Route, between the State, the "canal lines," and the railway companies, but including "tolls," "transportation," and "fares," will all be paid into one treasury.

All the great facts and principles which combine to ensure the permanent success of the Erie Canal are applicable to the Erie Railway. The magnitude of each, while it increases the difficulty of construction, is a main element of their enduring prosperity. It is only to great works like these, deriving their revenue from innumerable sources, that we can apply the principle of "averages." Such routes are like great rivers. Smaller streams rise and fall with the changes of seasons; but these, gathering an average volume from the showers, the springs, and the rivulets of a thousand hills, make the highways of a perpetual commerce, and cities have their foundations fixed by the uniformity of their flow. This principle applied to great "trunk lines," having numerous tributaries, demonstrates their superior security and productiveness. It places them beyond the reach of all ordinary contingencies, and reduces general results almost to mathematical certainty. We have an example in the masterly report of Mr. Ruggles, deducing from known facts a law of prospective increase of the trade of the Erie Canal, which has been surprisingly verified through a course of years. The success of this calculation is the more striking when it is remembered that it has lived through a period of State and individual bankruptcy, and a universal prostration of the business of the country.

For another illustration of this principle we again refer to the Great Western Railway, where the progress of income has been as shown in the following table:

1842, Gross earnings,	$351,268	1846, Gross earnings,	$878,117
1843, "	373,882	1847, "	1,325,936
1844, "	751,752	1848, "	1,332,068
1845, "	813,498		

We have, as yet, very inadequate materials for an application of this principle to an estimate of the future revenue of the Erie Railway.

The receipts for fourteen months have been as follows:

1849.		1850.	
January	$9,340 90	January	$112,955 25
February	43,505 22	February	102,212 91
March	50,023 07	March	——
April	62,143 24	April	——
May	63,166 67	May	——
June	60,320 62	June	——
July	57,546 65	July	——
August	70,021 66	August	——
September	77,688 45	September	——
October	100,720 57	October	——
November	84,052 24	November	——
December	94,313 75	December	——
Total	$809,777 50		

Being at the rate of $1,300,000 per annum for the first two months of this year, and these the least productive. An increase throughout the year proportionate to that of the first two months would give an income exceeding the estimate of the directors, which is $1,600,000. A corresponding increase when the road shall be finished would also produce a sum exceeding their estimate of $3,000,000 for the first year. But as we have said, these data alone are too limited being drawn from an income which leaves some of the chief sources untouched.

The receipts of the first year after completion can alone form a sufficient basis for the calculation of the future increase.

Beginning with $3,000,000, the ratio of increase realised by the Great Western Road would, in five years, produce a gross income to the Erie Railway of over $7,000,000 per annum. This may appear extravagant, but the present results of the Great Western appeared equally improbable some ten years since, as proved by the price of its stock, which was then below that of the Erie at the present time.

That the estimated income of the Erie for the first year is not unreasonable, will appear from a comparison with that of the central line of railways from Buffalo to Albany.

As already stated, the income of these railways for 358 miles was, for the last year, $2,714,719. The same rate of income would give the "Erie," for 464 miles, a fraction less than $4,000,000.

Having alluded to some of the larger sources of revenue, let us examine some of those of secondary, but not of small importance.

The Erie Railway will have a vast advantage in its freedom, not only from legislative restriction, but from all competition in carrying freights.

The reports of the above roads show their receipts to be divided thus:

Passengers	$1,867,295	Freights	$848,949

On the Erie for the same period:

Passengers	$303,329	Freight	$425,671

The freights on the Central line being only about one-third of the amount of the fares, while on the Erie the freights exceed the fares. If, then, the passengers on the Erie should only be one-half as great as on the other line, the greater amount of freight would still secure an equal rate of income. This advantage arises from the fact that the "Erie" will be both canal and railway to the country along its route. It is curious to remark, in passing, that one-half of this freight consists of live animals—the growth of the country—a source of income not diverted from any other route, but created by the road itself.

The state of the country will make this source of revenue a constantly increasing one. From the very want of such an outlet it has been secluded and undeveloped. From this time its products and exports will be rapidly augmented.

From the great length of the "Erie," and also from the formation of the country, and from the direction of its valleys, the new railways in its vicinity will be tributary, not rival. Already we have two roads opening the rich Valleys of Seneca and Cayuga Lakes, and the whole of Western New-York on the north, with the "Corning" on the south, while several similar roads are in contemplation.

In view of these facts, there is every probability that these sources alone would furnish an ample support to the road. Several Railroads in New-England have drawn a most profitable business from a far narrower sphere. But beyond all this, and beside its connection with the vast trade of the Lakes, the Erie Railway will have the pre-eminent advantage of being the most important of the few great "terminal lines" that connect whole systems of railways with the commercial metropolis of the Union, and by which the trade and travel of whole States beyond will find a channel to that great center of business.

It will compact around the northern base of the Alleghanies with a line along the south shore of Lake Erie. The line will receive the contributions of the Michigan Central Railway, of the "Michigan Southern," stretching its connections on to Galena on the west, and of Railways at Sandusky and Cleveland, draining the whole State of Ohio by two routes, and starting from the river at Cincinnati with a full share of the immense travel from the Southwest.

During the five or six months when the harbors of the lake are closed by ice, the Erie Road will be the chief highway of the vast and increasing traffic. The heavy freights now collected at this season along the wavside, give indications of the extent of this trade when there shall be an open Winter route from the rich valleys and plains of Ohio and the broad West toward their great market. Then New-York will receive, through this channel, vast amounts of produce which has hitherto floated down the Mississippi, forced by the icy barriers of the North to seek a distant and dangerous route, and incurring vast loss by exposure to a southern climate. The exchanges of the city with the interior will be diffused throughout the year—the embargo of Winter will be broken—the accumulation of vast stocks of merchandise and of produce will be diminished—both will be passing constantly from the points of production to those of consumption—the process of distribution will go on with a healthier and more uniform activity, and with consequently diminished risks. These will be among the incidental but not least important benefits of that great system of railways which will connect New-York with the interior.

The wealth conferred upon the State by the Erie Railway, in the enhanced value of its land, and on the City by the increase of its commerce, will be only second to that created by the Erie Canal. The amount could not be easily calculated; but it will be large enough to repay ten-fold the bonus from the State, and certainly to secure for it a just exemption from all special exactions.

That there is no reason to apprehend that this Railway will affect unfavorably the business of the Erie Canal, would seem probable from the following considerations:

1. That increase of travel brings increase of commerce.

2. That a diversion of nearly $[illegible] per annum to the Railways along the immediate line of the Canal has not even checked the ratio of the annual increase of tolls.

3. By slight reductions in the tolls the movement of the heavier staples through the Canal may be increased almost without limit, and will more than compensate any possible diminution of the lighter freight.

The facility with which such increase may be accomplished, is shown in the following extract from the able memorial of a Committee of the citizens of Buffalo to the Canal Commissioners:

"Having been many years engaged in the business of transportation on our Canals, and having closely watched the operations of trade, they can fully appreciate and are well able to speak of the sensible effect a slight diminution in the cost of transport has to increasing the business to be done. They can readily point to the vast increase of business and revenue derived from many cheap and cumbersome articles which can only be sent to market—and by no other route than the Canals—at a low charge. It is only necessary now to speak of two or three kinds. Lumber, which has increased, from less than twenty millions of feet in 1845, to more than thirty-eight millions in 1849; during the same time staves have advanced from eighty-nine million pounds to one hundred and twenty-four; and the increase in corn has been more astonishing—rising from 31,000 bushels to more than 3,321,000 bushels. So extremely sensitive are these cheap and important commodities in regard to the cost of sending them to market, that a slight reduction in the toll on corn made in the rates of 1849 under those of 1848, caused an increase of more than 1,100,000 bushels to pass through our Canals from this point alone, this present season."

So vast is the region bordering on the great lakes, and so unbounded its prospective increase in population and production, that it will furnish business enough for all the outlets that may be created. All artificial channels are small compared with those which nature has provided there. The Erie Canal was deemed too large a work—yet a few years required its enlargement. It was with difficulty, and only in short fragments, that the central line of railways was constructed with the flat rail; yet this soon proved inadequate, and they were relaid with the heavy rail, and several have already added a second track.

Much of the doubt (now happily passing by) as to the success of the Erie Railway, has arisen from its great aggregate cost. A comparison with other railways will show that the Erie has been constructed at a very moderate rate per mile. Being now all under contract, it is made certain that the whole cost will not much exceed $17,000,000, or about $36,000 per mile.

The average cost of the railways of New-England is $30,000 per mile; at this rate the Erie Railway would have cost over $20,000,000.

The Hudson River Railroad is estimated to cost $9,000,000. The same rate applied to the Erie would give an aggregate of $22,000,000.

These figures demonstrate that the idea that the "Erie" has been built at great expense is due only to its great extent, and that it is comparatively and really a *cheap* railway, considering its length.

To show how far we in America are behind the enormous scale of expenditure in Great Britain, it may be mentioned that the average cost of eleven of the principal railways of that country is £[illegible] per mile! At this rate the "Erie" would have cost the trifling sum of ($[illegible]) *one hundred and thirty millions of dollars!*

May not future years yet show that of all the railways constructed to perform the internal land exchanges of England, there is not one whose ultimate importance will justify a larger outlay than the Erie Railway—one of the chief outlets of a continental commerce!

* Piermont to Dunkirk 446 miles; Newburg Branch 19 miles; total, 464 miles.

DRY GOODS.

AT BURDETT'S CHEAP WHOLESALE AND Retail Dry Goods store, 136 Walker-st. may be found the following goods: Splendid counterpanes, 10 quarters, 12s, 11 quarters 14s, 12 quarters 16s, 13 quarters 20s; pink, blue, corn, scarlet, green and other colors DeLaines, 14s a yard; fast colors Ginghams, 1s a yard; rich embossed cloth table-covers; green, scarlet, crimson, blue, and other colors, 20s a-piece; linen Ginghams only 14s a yard; French Linens, 1s a yard; a splendid article of English undressed fine Shirtings, full yard wide, only 1s a yard, equal to York mills at 16 pence; ladies' fine Paris-made kid Gloves 2s 6d and 3s 6d a pair; gents' kid Gloves, all colors, 4s a pair; ladies' black silk Hose only 4s a pair; a splendid article of wide black Silk, 6s a yard; Calicos, fast colors, 6d a yard; Shirtings, Sheetings, Towelings, Linens, and every article in the dry goodsline, at the very lowest prices.

GEO. C. BURDETT, 136 Walker-st.
a13 1wis* between Broadway and Bowery.

CHEAP TRIMMING STORE.—E. HEYN, 457½ Broadway, between Canal and Grand st., offers for sale the latest styles of ladies Silk Trimmings and Buttons, Embroideries, Thread and Needles. Combs, a large variety new patterns. All these goods will be sold at the very lowest prices. a16 1m*

PRINTED CALICOES—50 cases indigo blue and Spring styles plain and fancy prints, for sale by
m22 NESMITH & CO. 50 and 52 Pine-st.

BLANKET COATINGS.—50 pkgs Adelaide, Gentinella and Grey Coatings, of different qualities. For sale by [123] NESMITH & CO. 50 & 52 Pine-st.

GREEN BAIZE.—20 bales 6-4 Green Bockings of American manufacture. For sale by
j23 NESMITH & CO. 50 & 52 Pine-st.

BLANKETS—For Hotels, Steamboats and Packet-ships, manufactured to order, with the name woven in.
j23 NESMITH & CO. Agents 50 & 52 Pine-st.

CLOTHING.

GENTLEMENS' WEARING APPAREL.—The subscriber, who has for years past (even by those in the same trade) enjoyed the reputation of cutting the best fitting, and of taste and style in getting up garments in the city, invites the attention of the most fastidious. He purchases exclusively for cash the most choice goods, whereby he is enabled to make up from three to ten dollars less than Broadway prices, and warranted equal if not superior in every respect.

Also, a fashionable assortment of Shirts, Cravats, Collars, Stocks, Umbrellas, &c. &c.
m25 1m CHARLES E. FOLWELL, Tailor, 94½ Fulton-st.

GENTLEMENS SPRING AND SUMMER WEAR.—Wm. T. Jennings & Co. Drapers and Tailors, First quality ready made clothing, &c. 231 Broadway, American Hotel, solicit an inspection of their assortment of new and seasonable goods, which in point of richness and variety far exceeds any previous offering commensurate as it is with extensive additions to the premises, which affords a wider scope for their business, in which they will endeavor to merit a continuance of the liberal patronage which has recognized their garments as the most economical, cut and finished as they are in a style but rarely equalled, and withal disposed of at proverbially moderate charges m26 tfs

CLOTHING FOR THE CALIFORNIA MARKET.—We would refer those desirous of obtaining the style and quality of clothing which all accounts agree upon as the most desirable for the California market, to our wholesale department, which contains a more extensive stock of first quality garments than can be found elsewhere.
WM. T. JENNINGS & CO.
m29 tfis 231 Broadway, American Hotel

NOTICE.—To Ship Masters, Hotel and Boarding house proprietors, private families, &c. Domestic Dried Fruits, of every description, viz:—

Dried Apples,	Dried Raspberries,	Dried Quinces,
Dried Pears,	Dried Blackberries,	Dried Currants,
Dried Peaches,	Dried Whortleberries,	Dried Cherries,
Dried Plums,	Dried Strawberries,	Pitted Cherries.

Also, a general assortment of first quality of Groceries, Shakers' Sweet Corn, English Split Peas, Bird Seed, &c.
Wholesale and Retail, at the Domestic Dried Fruit Dépôt, 410 Pearl-st. a16 1w*

SODA WATER APPARATUS of every description either for the manufacture, drawing, or bottling of Soda Water, manufactured and sold by JOHN MATTHEWS, corner First-av. and Twenty-sixth-st. N. Y. A lithographed plate with printed directions giving every information, for the manufacture and putting up of the apparatus, the manufacture of the syrups, &c. accompany each apparatus. All communications immediately attended to on application as above. a[illegible] 1mDa4tOT*

KELSEY & SONS' Graham flour, farina, wheaten grits, hominy, &c. are acknowledged by good judges to be preferable to any now in the market. Those wishing the above articles for shipment or retailing, can be supplied at the wholesale prices by DAVID L. CARPENTER, Flour and Commission Merchant, 329 Bowery, New-York. Orders through the Post Office or by Express punctually attended to. Goods delivered to any part of the city free of cartage. a15 1m*

DR. POWELL, OCULIST, AURIST, &c. continues to devote his attention exclusively to diseases of the Eye and Ear, at 26 Broadway, entrance 14 Warren-st., where can be had his TREATISE ON THE EYE, third edition, price 50 cents. Also, his self-acting Eye-Fountains for strengthening the eye, with a pamphlet, free of cost, describing their use. Recently imported, a great variety of the finest ARTIFICIAL EYES, which will move like the natural eye, and can be inserted without the slightest pain or operation. a2 12theod*

AMUSEMENTS.

CHRISTY'S OPERA HOUSE.
Mechanic's Hall,
No. 472 Broadway, between Grand and Broome-sts.
Open for Three Nights only the present week.
Monday, Tuesday and Wednesday, April 15th, 16th and 17th,
The Original
CHRISTY'S MINSTRELS

BEG LEAVE to announce to their patrons and the public generally, that they will discontinue their Concerts at Mechanics' Hall after Wednesday evening next, April 17, owing to the Hall being occupied with the "Annual Examination" of the Pupils of the Mechanics Society Schools; the company will have the honor of recommencing their popular entertainments at their Opera House, New-York, on Monday evening, April 29. On Thursday, Friday and Saturday next, April 18th, 19th and 20th, the hall will perform at the Brooklyn Institute, Brooklyn, L. I. During the week commencing on Monday, April 22, Christy's Minstrels will give their concerts at the Apollo Hall, Broadway. a15 1wis*

TABERNACLE.—Second grand vocal and instrumental CONCERT by SEBASTIAN EMILE COOK the Juvenile Pianist, only 9 years of age, who will be assisted by the following celebrated and distinguished artists: Mrs JULIA NORTHALL, MADAME STEPHANI, Mr LEOPOLD MEYER, and Mr. H. C. BECHT, instructor of S. E. Cook. Thursday evening, April 18, 1850, commencing at half-past 7 o'clock.

PART I.

1. Grand Fantasie et Variations sur la "Cracovienne," for the piano, performed by S. E. Cook. Composed by W. V. Wallace.
2. Scene and Air from the Opera, "The Oath," by Auber, sung by Madame Stephani.
3. Grand "Air Militaire," with variations for the violin, composed by P. Prume, performed by Leopold Meyer.
4. "Io ruesto Simplice," sung by Miss Northall, music by Bellly.
5. (By particular desire,) Grand duo from "Il Puritani," for two pianos, composed by H. C. Becht, performed by S. E. Cook and H. C. Becht.

PART II.

1. "Cavatina Variee," for piano, from Anna Bolena, performed by S. E. Cook.
2. "The Captive Greek Girl," song by Miss Northall, composed by Hobbs.
3. "The Rhine my Home," Waltz Brilliant, for the piano, composed and performed by H. C. Becht.
4. "Der Hoelle Rache," [Air of the Queen of the Night] from the Magic Flute, by Mozart, sung by Madame Stephani.
5. The Buffalo Hunt, Grand Furious Gallop, for two pianos, performed by S. E. Cook and H. C. Becht—composed by H. C. Becht.

Mr Becht will preside at the piano forte. Tickets 50 cents, to be had at the door. Doors open at 7—Concert to commence at 8 o'clock. a17 2ts*

PANORAMA OF THE GOLD MINES OF CALIFORNIA.—EMMERT & PENFIELD'S Original Panorama of the Gold Mines, embracing views on the Isthmus, Pacific Coast, San Francisco and the various Cities and Mining Districts of California, is now exhibiting at Washington Hall, 536 Broadway, three doors above Niblo's.

Doors open at 7, exhibition commences at 7½ P.M.

Exhibition on Wednesday and Saturday Afternoons at 3 o'clock.

Admittance 25 cents; children half-price. a17 1w*

PHILHARMONIC SOCIETY—EIGHTH SEASON.—The last Concert of this season will take place at the Apollo Rooms on Saturday evening, April 20. The programme will consist of Mendelssohn's Symphony in A Minor, the Overtures to Euryanthe and La Gazza Ladra, a Fantasia by Hummel, for Piano and Orchestra, to be performed by Mr H. C. Timm, and a Concertante for four violins and orchestra. Subscribers and members can procure extra tickets at Messrs Scharfenberg & Lute. By order,
a15 6t J. L. ENSIGN, Secretary.

OLYMPIC.

PIERCE'S MINSTRELS.—The original Pompey, late of Christy's Minstrels, 444 Broadway, between Howard and Grand sts. every evening this week. Doors open at 7. Concert at 8 o'clock. Second Week—Great success! Crowded nightly! The novelties introduced by E. H. Pierce, in his style of Ethiopian performances, and which have been received each night with the most decided marks of approbation by crowded audiences, has stamped them as being the "ne plus ultra" of negro entertainments. This week a change of programme, retaining the quaint and original burlesques of the "Black Shakers" and "Dutch Drill," which have been received each night with roars of laughter.

Repeated demands have been made for extra performances to accommodate families, there will be two given this week, viz: Wednesday and Saturday afternoons. Doors open at 2—concert at 3 o'clock. Admission 25 cents. Private boxes $5. a16 tf

DAYNE'S PANORAMA OF A VOYAGE TO EUROPE.—Open every evening at the Great Hall, Minerva Rooms, 596 Broadway, embracing (among other things) views of Boston and Harbor, Halifax, Liverpool, London, from the Thames, its magnificent Bridges, the Thames Tunnel, brilliantly illuminated, and both banks of the beautiful River Rhine.

Admission 25 cts.; children under 12, 15 cts. Doors open at 6½; commences moving at 7½ P.M. An exhibition on Wednesday and Saturday afternoons at 3 o'clock.
a10 1w*

LAST WEEK OF SARTI'S FLORENTINE ANATOMICAL COLLECTION, Stoppani's Hall, 596 Broadway.—Madame SARTI begs to inform lady visitors that four days only remain for their reception, viz: Wednesday, 17th, Friday, 19th, Monday, 22d, and Wednesday, 24th, on which day the collection closes in New-York. The evenings of these and the whole of the intermediate days for gentlemen. Arrangements as usual. a16 3teod*

GRAND FAREWELL CONCERT.—SEBASTIAN EMILE COOK has the honor of announcing that his second grand concert will take place at the Tabernacle on THURSDAY EVENING, April 18, on which occasion he will be assisted by Miss Julia Northall, Mme. Stephanie, M. Leopold M. Meyer, Becht, and other distinguished talent. Tickets 50 cents, to be had at the music stores. a15 5ts*

MEDICINES.

SANDS'S SARSAPARILLA.
IN QUART BOTTLES.
FOR PURIFYING THE BLOOD, AND FOR THE CURE OF

SCROFULA,	MERCURIAL DISEASES,
RHEUMATISM,	CUTANEOUS ERUPTIONS,
STUBBORN ULCERS,	LIVER COMPLAINT,
DYSPEPSIA,	BRONCHITIS,
SALT RHEUM,	CONSUMPTION,
FEVER SORES,	FEMALE COMPLAINTS,
ERYSIPELAS,	LOSS OF APPETITE,
PIMPLES, BILES,	GENERAL DEBILITY, &c.

IN THIS PREPARATION we have all the restorative properties of the root, combined and concentrated in their utmost strength and efficacy. Experiments were made in the manufacture of this medicine until it was found it could not be improved. Accordingly, we find it resorted to almost universally in case of Scrofula, Liver Disease, Salt Rheum, General Prostration of the Vital Powers, and all those tormenting diseases of the skin so trying to the patience, and injurious to the health. It is a tonic, aperient and disinfectant. It acts simultaneously upon the *stomach*, the *circulation* and the *bowels*, and thus three processes, which are carried on at the same time through the instrumentality of *this one* remedial agent. There are many ways of relieving pain for the time being, but there is only one way of removing disease. No palliative, no anodyne, no topical application will remove it. It must be attacked at its source, in the fluids of the body, which convey the poison to the localities where it is developed in inflammation, sores, ulcers, tumors, abscesses, glandular swellings, &c. as the case may be. These fluids must be reached, acted upon, purified by some powerful agent. Such an agent is SANDS's Sarsaparilla, which gently stimulates while it disinfects and expels from the stomach and bowels all that is irritating, and at the same time restores their vigor and tone. Its great merit is that it meets and *neutralizes* the active principle of disease itself, and when that is gone the symptoms necessarily disappear. The rapidity with which the patient recovers health and strength under this triple influence is surprising. Each new case in which it is applied furnishes in the result a new certificate of its excellence; and we have only to point to the accumulated testimony of multitudes who have experienced its effects, to convince incredulity itself of its real value.

Lieut Miller of the Army has kindly sent us the following letter from California:

MONTEREY, Jan. 18, 1850.

MESSRS. A. B. & D. SANDS: Gentlemen—I beg leave to add my testimony in favor of your invaluable medicine, hoping it may lead some other unfortunate beings to try its efficacy, and that they may be benefited as I have been.

I arrived here from the United States by the overland route, about the first of October last. A few days after I was attacked with a very disagreeable eruption of the skin, which my physician could not cure. I happened to find your Sarsaparilla in a store in this place, and remembering the popularity of the medicine at home, I purchased three bottles, which had the desired effect of removing my difficulty entirely. With high regards, yours, &c.
J. H. MILLER, U. S. A.

Here is another, nearer home:

NEW-YORK, Jan. 3, 1850.

MESSRS. SANDS: Gentlemen—I have great pleasure in acknowledging to you the great benefit I have received from the use of your Sarsaparilla. A subject of pulmonary disease, I made a voyage to Europe, but while there continued to be afflicted. A few weeks after my return, I was seized with a violent hemorrhage of the lungs, and from the debility and great prostration of strength that followed, with the protracted difficulty of respiration, I am entirely relieved by the use of your Sarsaparilla, which I consider a most important and truly valuable discovery in the healing art. I feel that I have not for fourteen years enjoyed so good health as at present.

Very gratefully yours, S. E. SAYMORE.

Read the following from

NEW-ORLEANS, Nov. 12, 1849.

MESSRS. SANDS: Gentlemen—I take the liberty of sending you a letter, which may be of importance to those who have or are suffering as I have done. I received great benefit from your Sarsaparilla, having been cured of a malady after suffering six years. I hereby cheerfully certify to the good effect of your medicine; and I hope God will reward you for all the good you have done. A chronic cough had tormented me day and night, and repeated attacks of fever induced me to believe that I should die with consumption. One day, while suffering a violent attack of burning fever, a friend persuaded me to try your incomparable medicine, but to tell the truth, I had no confidence in it. I finally purchased a bottle, and by its use and the help of God, I was restored to better health than I had enjoyed for six years. I cannot help but bless the author of this admirable medicine. With great respect,

I am, gentlemen, your obedient servant,
FERMIN GROUPAZ.

Prepared and sold, wholesale and retail, by A. B. & D. SANDS, Druggists and Chemists, 100 Fulton-st corner William, New-York. Sold