jerent at the North? 'Hangman' Foote might sing from Bangor to Keokuk without disturbance from anybody; and his songs might all be in praise of the 'peculiar institution.'"

GRAIN AND HOG CROPS IN THE WEST.—The *Cincinnati Gazette* of the 23d inst., says: We have, within the past ten days, conversed with several individuals connected with our mercantile houses, who have been traveling on business through the States of Illinois, Michigan, Indiana and Kentucky, as well as through our own State; and the accounts they give of the crops, all seem to agree that the Grain Crop, such as Barley, Oats and Wheat, presents a most promising appearance, and that the yield from these crops, will be in all probability, very large. Corn likewise looked very well, and the weather continues to be exceedingly favorable for the full development of not only this but all other kinds of cereal crops. Wheat, Barley and Rye is almost if not quite out of danger, so that we may pretty safely, we think, come to the conclusion that the crops of the present year will be an enormously large in the Western States.

We also have ascertained that there is considerable excitement in various parts of those States, in regard to the price Hogs may sell at the coming winter, and that quite a speculative feeling was manifested, three and one half dollars, gross, being *freely* paid for stock hogs. This feeling is, no doubt, predicated upon the high rates which have been obtained for Pork this season; as it is a very common rule, and we may say a fatal error which agriculturists generally adopt, or fall into, under all such circumstances, that high prices one reason lead to high prices the following season, now this is not only an incorrect theory, but the very reverse is almost always the case. It sometimes happens, in consequence of a continued failure of the crops of any article, that high rates may be sustained for a series of years, but this is an exception, and can have but little application in the case of the Corn crop and the supply and demand for Hogs.

Should the present, or even somewhat lower rates, be sustained for the Hog product until the coming in of the new supply, (and we have little doubt but that they will, particularly for Pork and Lard) we have no doubt but the Hog trade the coming Winter will open at high rates; but the important question to be considered is, can such rates be sustained? In answer to this we say we think not, and in support of this opinion we bring the following reasons:

The Corn crop of last year was an average one, and it still remains in the hands of the farmers, it has not been brought to market; this assertion is fully sustained by the imports of the article at any of the leading points, take New-Orleans for instance, where we find them up to the present time to stand as follows:

From 1st Sept. to 7th June, 1850-51 ..... bags 975,267
Same time in 1849-50 ..... bags 956,739

Now the crop of 1849, it is well known, was a very short one, and high prices were obtained, yet we find that the imports this season, for so far, only exceed those of the previous one about 20,000 bags, and in this city there has been a great difficulty experienced in obtaining a sufficient supply for home consumption, so difficult, that the article has been imported from St. Louis by some of our millers to a considerable extent the past five or six weeks.

Now the cause of this state of things, to our mind, is quite obvious; farmers are not willing to sell for current rates, and, in view of the high price of Pork this season, are going, or have already gone, into the cultivation of hogs on a grand scale, and what, we ask, will be the result? Will it not be abundant supplies, and ultimately low prices? There is nothing in the present, or even prospective, state of things, as far as human sagacity can reach, either at home or abroad, to sustain any other theory.

A SETTLER'S COMPANY.—The *Pittsburgh Dispatch* states that a number of enterprising and intelligent citizens of Allegheny are organizing a company to make a settlement in Iowa or Wisconsin.—Their plan, as we understand, is to select a site of 800 acres, lay out farm lots of seven acres, and a central town, in lots of comfortable size, after retaining sufficient for public buildings, squares, &c. The number of members is limited to one hundred. They will be joint purchasers of the whole tract, say, at Government price, after the land is divided into the 100 farms and 100 town lots, &c., they will be put up at auction; members of the company will then be entitled to bid for the lots, according to their eligibility of position, and the excess of proceeds of the sale over the original cost of purchase, survey, &c., of the land, will be devoted to the improvement of the town, grading and paving of the streets, public buildings, &c. The aim is, and has been so far carried out, to induce persons of various trades and occupations to unite in the purchase and settlement.—After the purchase and settlement are made, each purchaser is required to build a house on his portion of the ground. He may then either sell it to a third party, or retain it, as he pleases—the joint or company relation ceasing after the settlement is made.

PENNSYLVANIA LAW OF LIBEL.—Messrs. Foster and Flecsor, of the *Pittsburgh Dispatch*, were tried in that city last week for libel, for commenting upon the character of an individual, who presided at a public temperance meeting. Under the Constitution of the State, the public press is free to discuss the acts of the Legislature, of those occupying official positions, or who may be in a public capacity.

Col. Foster, in conducting his own defense, took the ground that the prosecutor was acting in a "public capacity" as chairman of a public meeting, the object of which was to instruct the Legislature, the public and the Court in relation to its duties; that it was of great advantage to the public to know what kind of men presided over and composed this meeting, and that with good motives and justifiable ends the publication had been made for public information.

Judge McClure charged the Jury favorably to this construction, that not only legislators and office seekers, and holders under the State and National Government were acting in a public capacity, but that others might be considered to come within the meaning of the law. The Jury acquitted the defendants on this ground, and taxed the costs on the prosecutor.

[Philadelphia Ledger.

BALLOON ASCENSION.—Mad'lle. Delon made a very successful ascension yesterday afternoon at 5 o'clock, from the open lot at the corner of Seventh and Callowhill sts., to the presence of a large number of spectators. A basket was attached to the balloon, which the lady confidently entered, and made a most beautiful aerial voyage. The termination of her adventures was not, however, quite as agreeable as it might have been. When immediately over a large lot, in the borough of Bridgesburg, she attempted to descend by the usual method, when the affair got out of order, and the lady was unable to accomplish her purpose. She finally succeeded in effecting a descent, but in so doing managed to come down in Lackawana Creek, about forty rods only from the river. Fortunately the water was not more than shoulder deep, and after very little delay, she was extricated from her disagreeable situation, and together with her apparatus, which was uninjured brought safely to the city before 8 o'clock. The time occupied by the ascension was just half an hour.

[Phil. Ledger of 24th.

EXCOMMUNICATED.—We understand that Bishop Timon, last Sabbath, caused a pastoral letter to be read in all the Churches of his diocese, formally excommunicating St. Louis Church and congregation. The Church has been deprived of its priests for two or three months past, because it would not surrender its temporalities into the hands of the Bishop, and this extreme step has been taken as a further punishment of the "refractory." Trustees, who insist that the control of the Church property shall remain where it was placed by the donor, the late Louis Leconteux.

[Buffalo Com. Adv.

☞ Ephraim Jerrett, a negro, at Marshfield, Mass., is one of the oldest persons in the United States. There is no record of his birth, but from the best date that can be obtained he is 116 years of age. He was a slave and a cooper by trade. He has always said that his mistress told him that he was 21 years of age the first year of the French war, in 1756. He recollects the circumstance, because his master was away that year. He is a native of New-York State, and has resided in Marshfield about 60 years, and was sometimes a servant in the family of the father of Chief Justice Shaw. He is now blind, and has been unable to perform much labor for the last 40 years.

RAILROAD ACCIDENT.—We learn from the *Hudson Gazette* that several laborers on the Hudson River Railroad near that place were seriously, and one or two probably fatally injured on Saturday last. They were returning from dinner in a car, such as is used in construction of roads, by which, by the use of a brake the load can be thrown out at pleasure. It appears that the pin which held the brake back, either came out or was left out—hence the cause of the accident; the men being suddenly thrown out while the car was under full headway.

EXCITING RUMOR.—We learn from the *Providence Journal*, that a rumor was afloat there last Saturday afternoon that the city was to be invaded by an army of Bloomers. Two hundred strong, it was reported, were coming down from Woonsocket, with silks rustling and ribbons fluttering, and laces vainly trying to conceal the charms which they only made fascinating. A large number of people of both sexes assembled at the depot in the evening to meet the expected invaders, but it turned out that the report was false or premature.

FRACAS IN MIDDLETOWN.—Some of the Quarry laborers became dissatisfied with the exhibition of Barnum's Menagerie at Middletown last Saturday and caused considerable disturbance. They were repulsed at first, but with a reinforcement of about two hundred they made a second attack, when the men connected with the Menagerie sallied out with clubs and soon cleared the ground. Several of the gang was severely battered, and gladly caved in.—One man (a Mr. Cady) was considerably bruised by mistake. The Sheriff did what he could to quell the mob.

[New-Haven Palladium.

MASONIC CELEBRATION.—The Free-Masons of Salem (Mass.) and adjoining places celebrated the anniversary of St. John on Tuesday. The occasion brought together a large number of the members of the Masonic fraternity, most of the Lodges in Massachusetts and some in the neighboring States being represented by delegations from their members. Hon. Joseph R. Chandler, of Philadelphia, was the orator of the occasion.

UNIVERSITY OF VIRGINIA.—The annual commencement exercises will be held on the 8th inst. An Oration will be delivered by John Randolph Tucker, Esq. of Winchester, before the Society of Alumni. On Thursday evening preceding, Mr Samuel Garland, Jr. of Lynchburg, will deliver the Valedictory Oration before the Washington Society, and on Friday evening, Mr. A. S. Brown, of Wythe, will deliver the Valedictory Oration before the Jefferson Society.

☞ The *Jacksonville* (Florida) *Republican* of the 12th instant, records the death of Dolly, a negress, aged one hundred and sixteen years. She was the slave of H. D. Holmead, of that place. She was remarkable for her tenacious memory of events of the American Revolution, having acted in the capacity of cook and servant with several officers of the Southern army during the war. She retained her skill in cook almost to her last end—was venerable and rather stately in appearance, with a bright eye, fine teeth, and hair perfectly white.

UNFOUNDED RUMORS.—We see it stated in some letters from Washington that the Secretary of War, Mr. Conrad, intends soon to resign. It is hardly necessary to say that this is one of the thousand rumors which take their rise in this city, and spread regularly over the country, which have no foundation in truth or its semblance. We have reason to know that neither the Secretary of War nor any other member of the Cabinet have any thought of resigning.

[Washington Republic.

RAIN AT THE NORTH AND WEST.—The *Albany Evening Journal* states that on Monday evening, between 7 and 8 o'clock, the rain fell in that city and neighborhood in torrents, accompanied by vivid lightning. The storm was so severe, that the train which left Albany for the West, after going some ten miles beyond Schenectady, returned, having found it impossible to proceed on account of obstructions made by the washing away of a culvert by the flood.

☞ Passed midshipman Pollock, sailing master of the U. S. ship St. Louis, now on the Brazil station, has been court martialed and discharged from the squadron, for cutting down a spaman with a cutlass. He is the same fellow who three years ago was tried and convicted for shooting Mr. Jewett (not fatally) of the *Buffalo Commercial Advertiser*, and sentenced to the State Prison, but pardoned.

A MONUMENT TO THE KEEPERS OF MINOT LIGHT-HOUSE.—The *Boston Journal* states that a subscription has been opened to defray the expense of erecting a monument to the memory of Joseph Antonin and Joseph Wilson, who perished by the destruction of Minot Light-House. The body of the former has been recovered and is buried in a rough coffin at Cohasset, without a stone to mark the spot.

EXTENSION OF THE CAPITOL.—The workmen broke ground yesterday at the space of ground immediately fronting the South wing of the Capitol, for laying the foundation of the building for the proposed extension of the Capitol, the corner-stone of which, as our readers are aware, is to be laid on the approaching National Anniversary, (the 4th of next month.

[Nat. Intel., 24.

FIRE AT SAUKVILLE, (WIS.)—The *Washington Co. Binde* states that on the 11th inst., the grist mill, saw mill and machine shop attached, owned by Messrs. Payne & Co., of that place, were destroyed by fire. Total loss $12,000. Insured about $3,000 in the Hartford and Mutual Insurance Companies.

KIDNAPPING A BOY.—The *Watertown (Wis.) Register* states that a little son (6 years old) of Jedediah Clark, of Shields, Dodge Co., was lately carried off by a man named Rhoads. The motive of the kidnapper is unknown, or at least is not mentioned.

☞ HON. ROBERT RANTOUL, the recently elected member of Congress from the Salem District in Massachusetts, made a political speech at Janesville, Wisconsin, on the 16th inst., in which he denounced the Fugitive Law as unconstitutional.

HOMESTEAD EXEMPTION.—The Legislatures of New-Hampshire and Connecticut have recently enacted laws for the Exemption of Homesteads to the value of $500.

☞ Mrs. Honora Ragin was run over and killed by the Western train, at the Worcester Railroad Depot, Boston, on Monday.

☞ Gen. ARBUCKLE died at Fort Smith, Arkansas, on the 11th inst.

MORE ABOUT THE SPIRITS.

The Rochester Mediums in Cincinnati.

CINCINNATI, June, 1851.

To the Editor of The Tribune:

SIR: As you have expressed a desire to present to the world the facts connected with the phenomena called "Spirit-Rappings," I take the liberty of giving you a few notes of my experience.

Miss Catharine Fox, who spent some time in your city, accompanied by Mrs. Smith, a married sister, and Mrs. Kedzie, a Rochester acquaintance, visited Cincinnati last week, and took rooms at the Walnut-street House. C. C. Burr was lecturing at the Mechanics' Institute, at the time of their arrival, and considerable interest was manifested in reference to the subject. As soon as it was known that the "mediums" were in town, crowds flocked to hear the "raps." Many came away satisfied, many dissatisfied. Many cried, "Delusion," and a goodly number were convinced that they had communed with spirit-intelligence.

On Friday afternoon, June 6th, in company with my wife, I called upon the "mediums." I was scarcely seated at the table, when it was moved from me at least two feet, and I am satisfied no one in the room, visible to my eyes, touched it, but myself; nor was the movement produced by any will or act of mine. We had a long interview, during which numerous mental, oral and written questions (which we considered tests) were satisfactorily answered. These I need not detail. My wife was not satisfied with "raps"—she desired some more tangible evidence of spirit presence than I had elicited, and reaching her hand across the table, she requested that the "raps" would follow it. As she drew her hand toward her, the sounds appeared to be produced at the ends of her fingers. I passed my hand after hers, and felt distinctly the effect of some kind of force on top of the table, and I could not perceive any cause with any natural organs of vision. We understood that there was a powerful spirit-influence around us. Mrs. C. was disposed to test it further—and placing her feet on the front round, she requested the spirits to move her chair while she sat in it. Immediately her request was granted—the chair being lifted from the floor and moved back about six inches. Again, calling for the spirit of a particular friend, she desired him to make a manifestation to her. Her right elbow rested on the table. In a moment, it was drawn toward the center of the table, and held, for three minutes, so firmly that I was unable to move it. I well know she has not the strength to deceive me by such a manifestation, were she so disposed. While her arm was held, it was rigid as that of a person magnetized. Several other remarkable demonstrations were made to her, but I will mention only one more. When her chair was moved, she started from her seat as if surprised, and for the purpose of satisfying herself that no one of the company had touched it. When she sat down again, her dress was drawn around her feet, and by some invisible power they were held to the floor so that she was unable to change her position for nearly five minutes.

No one, perceptible, touched her chair when it was moved. The "mediums" were at least six feet distant in number, no one held her feet—the manifestation was unexpected, and startling to all the company. When her arm was held, all of the ladies, in sympathy with her, honestly feared that she would receive some injury. Now, how are such things accomplished, (even my imaginative, or knee-ological hypothesis)?

On Thursday evening, June 12th, I had a second interview with spirits disposed to make startling physical demonstrations. A large bell was rung several times, in a manner most mysterious to all who think that spirits cannot move physical objects except by means of physical hands.

While the company stood, holding hands, in a circle, in the center of which a gong was suspended by myself, raps were made upon it, so loud that they were heard in distant parts of the hotel, and the vibrations were so marked that I distinctly felt them. I was satisfied that no one of the company but myself touched the gong while it was in my hands. When the gong was held by Mrs. Kedzie, Mrs. Smith, and Miss Fox, a familiar tune was rapped upon it, in admirable style. These manifestations were made in a dark room. I am convinced that there was no collusion, and that there were no attempts on the part of the "mediums," to deceive—but one who was not there cannot be easily satisfied upon this point, therefore I will omit mention of other demonstrations in the dark, and speak of one which occurred when the room was illuminated.

We were directed by the "raps" to place the gong on the floor, and stand around it. We did so, watching intently. Numerous raps were now made upon it in quick succession, until all the persons present appeared satisfied that they were genuine spirit-raps. The "mediums" stood at least two feet from the gong when this demonstration was given. If made by them, the sounds must have been communicated to the gong along a carpeted floor—and to suppose this, would be ascribing to a carpeted floor such qualities, for the transmission of musical tones, as it is known not to possess.

I could write you columns of test-questions, put by myself and friends, all of which, with but two or three exceptions, were correctly answered; but you have already given much space to such testimony.

The "mediums" have gone back to their homes, but we expect them to make Cincinnati another visit in the Fall. There are many believers in this city, and among them are numbered some of the most respectable and responsible of our citizens.

Yours, for truth,
WILLIAM T. COGGSHALL.

By Telegraph to the New-York Tribune.

Movements of the President—Affairs at Norfolk.

NORFOLK, Tuesday, June 24.

The President, accompanied by the Secretary of the interior, Commodore Powell, and J. O. Sargent Editor of *The Republic*, came up from Old Point Comfort in the steamer Engineer this morning, and visited the Navy Yard at Portsmouth. They afterward proceeded to Norfolk, where they were appropriately received and escorted to the National Hotel, where a collation was prepared. They returned to Washington this afternoon.

The President told the Committee of Employees in the Navy Yard that he could do nothing for them, but referred them to the Secretary of the Navy. A petition with 500 signatures has been sent to Washington praying that the Commandant's order may be revoked. The hands refuse to work until the matter is settled.

The City election is proceeding briskly. At 3 o'clock Stubbs, for Mayor, was 211 ahead, and he is certainly elected.

Washington Items.

WASHINGTON, Wednesday, June 25.

The Chesapeake and Ohio Canal Company intend shortly to remove their office from Frederick to this city.

The Masonic fraternity of the District celebrated St. John's Day by visiting Mount Vernon yesterday, where appropriate ceremonies took place. Grand Master Franch delivered an address.

Railroad Accident.

NARROWSBURG, Wednesday, June 25.

The cattle train going east this morning came in collision with a gravel train on the curve at Delaware Bridge, near Port Jervis. The latter was smashed and one man much hurt. The cattle train sustained little injury. The accident caused detention to the Express train.

The Court of Appeals.

ELMIRA, Wednesday, June 25.

Case No. 11 has been reserved. No. 12 was argued, and continued without conclusion until adjournment.

Robbery at Honesdale.

HONESDALE, Pa., Tuesday, June 24.

A German, named D. Eellengraben, robbed his employer, Mr. Britton Baker, last night, of $500 in money, and a gold watch. He took the cars at Narrowsburg for New-York.

Cholera at Fort Smith.

LOUISVILLE, Wednesday, June 25.

On the 16th inst., 18 or 20 men had died of Cholera at Fort Smith. The recruits had left, and sickness was abating.

NATIONAL REFORM ASSOCIATION.—A public meeting has taken place in London at the Literary Institution, Carlisle-st., Portman-market, in support of the principles of extended suffrage, vote by ballot, triennial parliaments, equal electoral districts, and the abolition of the property qualification for members of Parliament. Rev. F. Burns, D.D., president at the meeting, and expressed his full concurrence in the objects sought to be attained. He was exceedingly anxious that the principles of the Association should be successfully carried out, and he argued that the only means of achieving their end would be by enlightening the people in order that they might fully understand the machinery by which they were governed. There was no doubt whatever that in course of time their demands would be conceded, for it was quite clear that the human mind was rapidly progressing, and it must soon be admitted that the people could only be properly governed according to the circumstances in which they lived. Two things were quite evident in regard to this association, viz., that their object was right, and that their means of accomplishing that object were right; and therefore they must not despair of success, whatever opposition they might receive. Mr. M'Dowall proposed a resolution that the principles adopted by the association were calculated to meet the urgent demands for parliamentary reform, and were worthy the support of all who sincerely desired a real representation of the people. Mr. M'Dowall condemned the course of policy pursued by the present Government, and contended that the taxation under the Whig administration was much heavier than in the worst days of the Tories. The system of Legislation now in existence was a disgrace to the country; and it could not be doubted that the House of Commons was at this moment a laughing-stock to other nations. It had been stated that this association had been for a certain period asleep, but he was happy to find that it was not the sleep of death, and he was quite sure that if they pursued their agitation with true moral energy, as opposed to physical force, they would ere long place the National Reform Association in as high a position as that of the Anti-Corn-law League. Mr. Mitchell seconded the resolution, observing that the chief object of the present association was to secure an honest House of Commons, which should be a reflex of the opinions of the people; and he trusted that at the next general election, when the "ball" would be put in motion, they should be able to turn it to their ultimate advantage. The motion was carried unanimously. Mr. Nicholas proposed the second resolution, that the most strenuous efforts were required to force on the attention of the public the principles advocated by this association. The resolution was seconded by Mr. Freeth, and was carried. A vote of thanks to the chairman terminated the proceedings.

[London Times.

OCEAN STEAMERS.

THE NEW-YORK and LIVERPOOL UNITED STATES MAIL STEAMERS.—The ships comprising this line are the
ATLANTIC, Capt. West, PACIFIC, Capt. Nye,
ARCTIC, Capt. Lang, BALTIC, Capt. Comstock,
ADRIATIC, Capt. Grafton.

These ships have been built by contract, expressly for Government service, every care has been taken in their construction, as also in their Engines, to insure strength and speed, and their accommodations for passengers are unequaled for elegance or comfort. Price of passage from New-York to Liverpool $130; exclusive use of extra size state-rooms $320; from Liverpool to New-York $75. An experienced surgeon attached to each ship. No berth can be secured until paid for. The owners of these ships will not be accountable for gold, silver, bullion, specie, jewelry, precious stones or metals, unless bills of lading are signed therefor, and the value thereof therein expressed.

PROPOSED DATES OF SAILING.

FROM NEW-YORK.		FROM LIVERPOOL.	
Saturday	May 24, 1851	Wednesday	May 28, 1851
Saturday	June 7, 1851	Wednesday	June 11, 1851
Saturday	June 21, 1851	Wednesday	June 25, 1851
Saturday	July 5, 1851	Wednesday	July 9, 1851
Saturday	July 19, 1851	Wednesday	July 23, 1851
Saturday	Aug. 2, 1851	Wednesday	Aug. 6, 1851
Saturday	Aug. 16, 1851	Wednesday	Aug. 20, 1851
Saturday	Aug. 30, 1851	Wednesday	Sept. 3, 1851
Saturday	Sept. 13, 1851	Wednesday	Sept. 17, 1851
Saturday	Sept. 27, 1851	Wednesday	Oct. 1, 1851
Saturday	Oct. 11, 1851	Wednesday	Oct. 15, 1851
Saturday	Oct. 25, 1851	Wednesday	Oct. 29, 1851
Saturday	Nov. 8, 1851	Wednesday	Nov. 12, 1851
Saturday	Nov. 22, 1851	Wednesday	Nov. 26, 1851
Saturday	Dec. 6, 1851	Saturday	Dec. 12, 1851
Saturday	Dec. 20, 1851	Saturday	Dec. 27, 1851

For freight or passage apply to EDWARD K. COLLINS, 56 Wall-st., New-York. BROWN, SHIPLEY & CO., Liverpool; E. C. ROBERTS & CO., 13 King's Arms Yard, London; 8 Boulevard Montmartre, Paris.

After the 1st of April next, the rate of freight by the above steamers from Liverpool will be materially reduced.

THE BRITISH and NORTH AMERICAN ROYAL MAIL STEAMSHIPS, between NEW-YORK and LIVERPOOL, direct, and between BOSTON and LIVERPOOL.—The Boston ships only call at Halifax to land and receive mails and passengers.

ARABIA, Capt. ——, AFRICA, A. Ryrie,
PERSIA, Capt. ——, EUROPA, E. G. Lott,
ASIA, C. H. E. Judkins, NIAGARA, J. Stone,
ALPS, ——, ——,
AMERICA, N. Shannon, CANADA, W. Harrison,
CAMBRIA, J. Leitch.

These vessels carry a clear white light at mast-head, green on starboard bow, red on port bow.

DAYS OF SAILING.

AMERICA, Shannon, from BOSTON, Wednesday, June 25.
NIAGARA, Stone, from NEW-YORK, Wednesday, July 2.
EUROPA, Lott, from BOSTON, Wednesday, July 9.
AFRICA, Ryrie, from NEW-YORK, Wednesday, July 16.
CAAADA, Leitch, from BOSTON, Wednesday, July 23.
ASIA, Judkins, from NEW-YORK, Wednesday, July 23.
AMERICA, Harrison, from BOSTON, Wednesday, Aug. 6.
NIAGARA, Shannon, from NEW-YORK, Wed. Aug. 13.
EUROPA, Stone, from BOSTON, Wednesday, Aug. 20.
AFRICA, Ryrie, from NEW-YORK, Wednesday, Aug. 27.
CANADA, Lott, from BOSTON, Wednesday, Sept. 3.
ASIA, Judkins, from NEW-YORK, Wednesday, Sept. 10.

Passage from New-York or Boston to Liverpool, $120. Berths not secured until paid for. Freight will be charged on specie beyond an amount for personal expenses. An experienced Surgeon on board.

All letters and newspapers must pass through the Post-Office. For freight or passage, apply to

E. CUNARD, Jr., 23 Broadway.

French, German and other Foreign Goods, received and brought in co-mmon with British Goods. Through bills of lading are given to Havre for New-York.

☞ Persons intending to take passage to England in the Royal Mail Steam ships, are requested to call at the office, 23 Broadway, before believing the reports that the ships are full. my19 tf

THE PENNSYLVANIA STEAMSHIP CO. and LIVERPOOL & PHILADELPHIA STEAMSHIP CO., intend running their new Steamships as follows:

	TONS.	
CITY OF PITTSBURG,	2500,	Capt. W. C. Stoneabury.
CITY OF MANCHESTER,	2122,	Capt. W. O. Crosbell.
CITY OF GLASGOW,	1610,	Capt. Robt. Leitch.
CITY OF PHILADELPHIA,	2222,	Capt. ——

	FROM PHILADELPHIA.	
CITY OF GLASGOW,	Thursday,	17th July.
	FROM LIVERPOOL.	
CITY OF GLASGOW,	Wednesday,	16th June.
CITY OF MANCHESTER	About	25th June.
CITY OF GLASGOW,	Wednesday,	13th August.
CITY OF PITTSBURG,	About	1st September.

RATES OF PASSAGE.

FROM PHILADELPHIA.		FROM LIVERPOOL.	
Saloon	100 Dollars	Saloon	22 Guineas.
Cabin	60 Dollars	Cabin	13 Guineas.

These rates include Provisions and Steward's Fee, but not Wines or Liquors, which can be had on board.

First-class steamships ply between Liverpool and Glasgow, Havre, Rotterdam, Bremen, Marseilles and other Mediterranean ports, by which goods can be shipped to Liverpool and thence by this line to Philadelphia direct.

WORLD'S FAIR.—A limited number of passengers will be taken OUT AND HOME for $100 in the saloon and $125 in the cabin state-rooms. The accommodations and attendance will be found most superior. An experienced Surgeon will be carried on each ship. Freight or fine goods 50c per ton, and primage. All goods sent to the Agents in Philadelphia and Liverpool will be forwarded with economy and dispatch. For freight or passage, apply to

RICHARDSON, WATSON & CO., New-York and Philad.
RICHARDSON, BROTHERS & CO. Liverpool.
PATRICK HENDERSON & CO. Glasgow. 127 tf

OCEAN STEAM NAVIGATION CO.—FOR BREMEN, via SOUTHAMPTON.—The U. S. Mail steamship HERMANN, E. Crabtree, commander, will sail for Bremen, via Southampton, on SATURDAY, July 12, from Pier No. 3, North River.

An experienced Surgeon is attached to the ship.

All letters must pass through the Post Office.

Specie delivered to Harve.

For passage or freight apply to MOLLER, SAND & HIEBA, Agents, 36 Broadway.

The steamship WASHINGTON will succeed the HERMANN. je26 2t, tu 3t, th 4t, sa 5t*

FOR LIVERPOOL.—United States Mail steamship ARCTIC, Capt. J. C. Lang.—This steamship will depart with the mails for Europe, previous to SATURDAY, June 28, at 12 o'clock M., from her berth at the foot of Canal-st. No berth secured till paid for. All letters and packages must pass through the Post Office. For freight or passage, having unequaled accommodations for comfort and comfort, apply to

EDWD. K. COLLINS, 56 Wall-st.

Positively no freight will be received on board after Thursday evening, July 3.

The steamer BALTIC will succeed the Arctic, and sail July 19. je23 tf

PACIFIC MAIL STEAMSHIP CO.—The only Through Line for CALIFORNIA and OREGON, via Havana and Chagres.—Fare Reduced.—On SATURDAY, June 28, at 3 P. M., the splendid Steamship CRESCENT CITY, 1,800 tons burthen, J. Tanner, Commander—Will sail on SATURDAY, June 28, at precisely 3 o'clock P. M., from her pier at the foot of Warren-street, North River, with the Government Mails for Chagres, connecting with the favorite United States Mail Steamship TENNESSEE, to leave Panama on or about the 13th July.

For freight or passage apply at the office, 177 West-street, corner Warren-st. je14 12t

PACIFIC MAIL STEAMSHIP COMPANY.—Only through Line for SAN FRANCISCO, via Havana and Chagres. Fare reduced. On THURSDAY, June 26, at 3 P. M., the splendid Steamship CHEROKEE, 1,300 tons burthen, Lennox Guthrie, commander, will sail on THURSDAY, June 26, at precisely 3 o'clock, P. M., from her pier at the foot of Warren-st., N. R., with the Government Mails for Chagres via Havana. Passengers transferred at Havana to the splendid double engine Steamship Falcon. Passengers leaving in the CHEROKEE will connect with the favorite United States Mail Steamship TENNESSEE, to sail from Panama on or about the 13th July. For passage apply at the office, 54 and 55 South-st., or at 177 West-st. corner Warren. je14 12tr

INDEPENDENT LINE—For CHAGRES, direct.—Through tickets for California at the lowest reduced rates of passage.

The new and splendid steamer BROTHER JONATHAN will leave her pier, 4 North River, THURSDAY, June 26th, at 3 o'clock. For freight or passage, apply to

PALMER & CO.,
California Express, 88 Broadway.

INDEPENDENT LINE for CHAGRES direct, and THROUGH TICKETS for CALIFORNIA at the lowest reduced rates.—The new and splendid steamer BROTHER JONATHAN will sail on THURSDAY, June 26, at 3 P. M., from pier 4 N. R. For freight or passage apply only to E. MILLS, Agent, 51 Cortlandt-st. je16 12tr

FOR CALIFORNIA via CHAGRES DIRECT.—The new steamship LAFAYETTE, 1,500 tons burthen, I. Stoddard, Commander, (late of steamship "Crescent City,") will sail from Philadelphia for Chagres direct on THURSDAY, the 26th July, at 12 o'clock, from her wharf near Lombard-st.

The above Steamer has proved herself a very fast and remarkably safe sea vessel, (being now on her first voyage from Europe) and her accommodation for first and second class passengers are unsurpassed. Through tickets to San Francisco will be furnished at reduced rates. Tickets furnished here to Philadelphia. For freight or passage apply to je24 10t* J. G. WILLIAMS, 120 Front-st.

PACIFIC MAIL STEAMSHIP COMPANY.—Only through line for California and Oregon.—The public are informed that under the new arrangement of this Company, steamers inspected and approved by the Navy Department, and carrying the United States Mail, will continue to leave Panama and San Francisco on the 1st and 15th days of each month, unless detained by unavoidable accidents, and will touch at Acapulco, San Diego and Monterey.

The following steamships, belonging to the Pacific Mail Steamship Company, are now in the Pacific, one of which will be always in port at each end of the route:

Oregon, 1,099 tons;	Republic, 1,800 tons;
Panama, 1,087 tons;	Carolina, 900 tons;
California, 1,050 tons;	Columbus, 500 tons;
Tennessee, 1,300 tons;	Isthmus;
Northerner, 1,200 tons;	Unicorn, 600 tons;
Columbus, 500 tons,	Antelope,
	Fremont, 600 tons.

The new steamship Columbus will ply between San Francisco and ports in Oregon, awaiting at the former port the arrival of the mails and passengers from Panama, and returning without delay with the mails and passengers for the steamer from San Francisco.

A regular line of properly officered and manned boats will be kept up for the transportation of freight and transient passengers between Panama and San Francisco.

The well known steamship Sarah Sands of 1,500 tons burthen, now under charter to the company and peculiarly commodious in her cabin arrangements, will be kept running as an extra family boat.

One of the above steamers will keep up the connection between Acapulco and the other Mexican ports.

The connection in the Atlantic will be maintained by the United States Mail Steamships:

Georgia, 1,000 tons;	Crescent City, 1,300 tons;
Ohio, 3,000 tons;	Cherokee, 1,200 tons;
Empire City, 2,000 tons;	Philadelphia, 1,000 tons.

Leaving New-York for Chagres on the 11th and 26th of each month.

The new steamship Eldorado and the Falcon will form a direct line between New-Orleans and Chagres, leaving at such intervals as will insure as little detention as possible on the Isthmus, and forming with the Pacific Steamships a through line to and from New-Orleans and ports in Mexico, California and Oregon. Passage from New-Orleans can be secured from ARMSTRONG, LAWENSON & CO. Agents at that place.

The fare for through tickets from New-York to San Francisco has been reduced from:

$300 in State Rooms to	$250
$250 in Lower Cabin to	200
$200 in Steerage	165

The rate from New-York to Chagres will be at the lowest adopted by any safe sea-steamer between those ports.

For choice of berths, apply at the office of the Company, 54 and 55 South-st., or at their Agency, 177 West-st. st D&W tf

FOR SAN FRANCISCO via RIO and VALPARAISO.—The new and splendid double engine steamship GOLDEN GATE, of 1,000 tons burthen, Charles P. Patterson, U. S. Navy, commander, will have quick despatch for San Francisco, stopping at Rio and Valparaiso. The Golden Gate has been built to carry the U. S. Mails between Panama and San Francisco, is fully officered and manned and has unsurpassed accommodations for passengers. For passage apply to HOWLAND & ASPINWALL,
my26 tiw1tf 55 South-st. New-York.

U. S. MAIL STEAMSHIP COMPANY.—For NEW-ORLEANS direct, via HAVANA, and with passengers for San Francisco.—Fare reduced.—On THURSDAY, June 26, at 3 o'clock, P. M., the splendid steamship CHEROKEE, 1,200 tons burden, Henry Wintle, U. S. N., commander, will sail precisely at 3 o'clock, P. M., from her pier at the foot of Warren-st., N. R., with the Government Mails, direct for Havana and New-Orleans.

Charges passengers transferred at Havana to the splendid double-engine steamship FALCON.

Freight taken to New-Orleans at 25c per foot.

Specie only taken on Freight to Havana.

No bills of lading will be signed after the Steamer has sailed.

For freight or passage, apply at the office of the Company, 177 West-st. corner of Warren. M. O. ROBERTS. je16 12tr

NEW-YORK and NEW-ORLEANS STEAMSHIP LINE.—The new and elegant double-engine steamships UNION, 1,800 tons burden, Capt. T. S. Budd; WINFIELD SCOTT, 3,100 tons burden, Capt. Kingsland (original owner), will leave NEW-YORK and NEW-ORLEANS on the 1st and 15th of each month, at 3 o'clock in the afternoon, except when those dates fall on Sunday, when the ships will leave on Monday, same hour.

The WINFIELD SCOTT will leave New-York on the first of every month, and the UNION on the 15th of every month, for New-Orleans.

These ships have been built with great care and cost, and no limit of expense spared to secure strength, speed and comfort. They are in every respect first class sea steamers.

For freight or passage apply as follows: For steamship Union to SPOFFORD, TILESTON & CO., 48 South-st.

For steamer Winfield Scott, to DAVIS, BROOKS & CO., 22 Beaver-st.

Shippers may rest the value of shipping the proprietors of this line have decided to reduce the rate of freight on measurement goods to 30 cents per cubic foot. my30tf

FOR CHARLESTON.—The favorite splendid steamship SOUTHERNER, Capt. J. Dickinson, will leave Pier No. 4 North River, on SATURDAY, June 28, at 4 o'clock, P. M., precisely. All bills of lading signed by the Purser on board. Freight 12½ cents per cubic foot. For freight or passage apply on board, and for passage to SPOFFORD, TILESTON & CO. 48 South-st. je23 1w

NEW-YORK and CHARLESTON STEAM-PACKET LINE.—Summer Arrangement.—The steamships MARION, Capt. M. Berry, and steamship SOUTHERNER, Capt. J. Dickinson, will run as follows:

LEAVE NEW-YORK.		LEAVE CHARLESTON.	
Southerner, Sat. June 14, 4 P. M.		Marion, Saturday, June 14	
Marion, " " 21,	"	Southerner " "	21
Southerner, " " 28,	"	Marion, " "	28

For freight, apply on board, at Pier No. 4 North River, and for passage to SPOFFORD, TILESTON & CO. 48 South-st. my21 1m29

All bills of lading signed by the Purser on board.

EXPRESSES.

PARCELS per HUMBOLDT will be received until FRIDAY AFTERNOON at 3 o'clock by Express to LIVINGSTON, WELLS & CO., 6 Wall-st.

Reduced Rates!

TRANSPORTATION to CALIFORNIA, via the Isthmus of Panama, by ZACHRISSON, NELSON & CO.
For particulars apply to E. ZACHRISSON & CO., Agents, 87 Wall-st. je21 1m*

CALIFORNIA NOTICE EXTRA.—Goods shipped by A. B. MILLER & CO.'S California Express are invariably placed on board the mail steamers at Panama, in advance of the mail and passengers, and by no other express. "First come first served" is the only "exclusive privilege" granted to any, whatever others may advertise, and our facilities are known to all who have adventured on the Isthmus. Next shipment per Crescent City, crossed the Isthmus. Office