BUSINESS NOTICES.

For The Tribune

ADDRESS OF THE SHIRT SEWERS.—The public are aware that a portion of the Shirt Sewers of New-York made an effort early last Summer to better their condition, and raise themselves from the low and abject condition of toiling from 15 to 18 hours per day for a bare pittance to sustain life, by associating together for the purpose of dividing the larger share of profits, now accruing to the employer, among the employed, thereby bringing the producer and consumer together for purposes of mutual aid and profit. We entered into the cause earnestly and devotedly, with the firm hope that we could demonstrate to our toiling and struggling sisters the manifold advantages of our new system, and thereby bring out a thorough and salutary reform in this depressed branch of industry. In our experience of the feasibility and practicability of so associating together, we are not disappointed. We are assured, and can assure our friends, that it is practicable and will succeed. But to ensure this we need friends and means.—We commenced in poverty, and have struggled along, toiling arduously, ever hopeful that a generous public would patronize and aid in building up our association. In this hope we have been grievously disappointed. We have had kind friends to help us, and to such we are grateful, but they have been few, and we begin now to despond. Our work is falling off, and we are unable from our very limited means to give employment to but very few of our suffering and needy sisters, when there are thousands ready and anxious to unite with us, if our facilities would allow us to give them employment. Society is not extending to us the helping hand that we were fain led to expect. We are too poor to make our case known to you by paid advertisements, and we now make this last appeal to you, believing that it will not pass unheeded. Upon our failure or success depends the future comfort or misery of thousands in our city, who are even now "sewing at once, with a double stitch, a shroud as well as a shirt."

The condition of the Shirt Sewers of our city is lamentable, and calls for your kindest and warmest sympathies. It is estimated that their numbers at present exceed six thousand. Many of these are young and friendless orphans; early left to struggle with poverty, and solely dependent upon the precarious pittance of wages doled out by employers. Others are widows, depending upon the needle for the support of helpless children, and with the pittance of some $2 or $2 50 per week, trying to feed, clothe and pay the rent of a family. We need not tell you this cannot be done. They bear in silence sufferings and trials that would chill the sternest hearts to recount. The defenseless girl often wrestles with poverty, hunger, temptation, until dire necessity forces sad and fearful alternatives upon her. Is this Christian? Is it human?

"Oh, men, with sisters dear;
Oh, men, with mothers and wives:
It is not linen you're wearing out,
It's human creatures' lives."

But we will not murmur; we are ready to make any personal sacrifices to sustain and build up our Association. To this end, we appeal to a generous public.

We need your assistance now. We need a store in which to dispose of our stock when made, and the patronage of those who have employment to give. We need to be placed on a permanent basis, where daily necessities and wants will not circumscribe our usefulness and dampen our energies. Kind friends! will you aid and assist us? The present office of our Association is at 9 Henry-st., where orders will be thankfully received, and our wants made known to such as will interest themselves in the cause of our suffering sisters. Who will hear? Who will regard our humble and earnest appeal? Signed on behalf of the Shirt Sewers' Cooperative Union, by the following members composing the Board of Managers:

MRS. LOVELAND, MRS. DUNN,
MRS. MOODY, MRS. KEYSER.

Depôt of the Union, 9 Henry-st. second floor.

FRENCH SHOES AND GAITERS.—Just received from Paris, a large assortment of Shoes and Gaiters, made by the best manufacturers in Paris, and of the most celebrated French Patent Leather; also, every style of Boots, Shoes, Gaiters, &c. &c. can be found at BROOK'S New-York Boot and Shoe Emporium, 150 Fulton-st., the cheapest place in the city to get a good article.

SELLING OUT TO CLOSE THE SUMMER TRADE AND MAKE ROOM FOR NEW FALL GOODS.—HITCHCOCK & LEADBEATER, 347 Broadway, are offering their splendid stock of Summer Silks, Shawls, Mantillas, Barages, Grenadines, Silk Tissues, Foulard Silks, &c., &c., much less than their first cost, and ladies who have not yet perfected their summer wardrobes, will be able to complete them there at a very small cost. The inducements they offer certainly make it an object to any lady to examine their stock before buying elsewhere.

THE ART OF DRESSING WELL.—The bosom, collar and wristbands of the shirt are leading features in the tout ensemble of a man of fashion; and we think that, in these and other particulars, the shirts made to order at GREEN'S Furnishing Store for Gentlemen, 1 Astor House, are unequalled. There is another merit of this store which we must not omit to name—punctuality in executing orders.

TO JEWELERS.—The Stock, Tools and fixtures of a Jewelers Shop for sale and the Shop to let. The subscriber offers for sale all the necessary tools for carrying on the above business, together with the manufacturing of gold curb chain. They will be disposed of cheap as they were bought for cash and on the most favorable terms. To an industrious and enterprising man this is an opportunity seldom to be met with. Apply at H. F. CRANE'S Silver Plating Factory, 55 Gold-st. New-York. jy30 3t*

☞ PALMER & Co.'s great California Express will take Freight and Packages 10 per cent lower than any other responsible Company. Through in thirty-five days or no charge. PALMER & Co., 60 Broadway, authorised Agents of U. S. M., Steamship line. jy22 tf

INDIA-RUBBER SHOES!—FRAUD.—After all the fraudulent attempts to deceive the public, the "combination" evidently mean to allow the approaching Fall Term of Court to pass without a trial. I charge this now in advance, while there is plenty time to prepare—and, I call upon the combination to produce witnesses—Adolphus Stone and John C. Bickford, persons in their employ, against whom I have attachments, to come forward and give their testimony. This they dare not do, and they dare not come to trial before a jury. This I charge, and aver that the pretended patents are a fraud, and I can and will prove and establish it in Court, whenever the combination venture to a trial before a jury. If they are innocent of this charge, allow the witnesses to come upon the stand, and not keep them secreted. Bring the case to trial before a jury. For eight years I have charged the Goodyear Patent to be a fraud and swindle. If not, let them come before a jury, fairly. Until this is done, shame should keep you all from any more cowardly attacks in the newspapers.

HORACE H. DAY,
Owner of 17 India Rubber Patents, and Manufacturer.
Warehouse, 23 Courtland-st. New-York. jy31 1w

HEADS OF FAMILIES READ THIS.—BUSH'S Aromatic Cordial is a certain and safe remedy for Diarrhea, Dysentery and Summer Complaint, and if a little of this pleasant compound is used daily in families there would be but few deaths to record of the above diseases. It can be had of Druggists generally—in large bottles price 50 cents. Principal Depôt 319 Greenwich, cor. of Duane-st. jy18 7tMW&F's

KNAPP'S HEALTH RESTORATIVE BITTERS.—There is no medicine so admirably suited to the present season of the year as these Bitters, as they seem to cleanse the stomach and bowels and give that healthy tone and energy to the digestive organs which are so necessary to prepare the system to undergo the debilitating change of atmosphere incidental to Summer. For dyspepsia, nervous affections, general weakness and debility, and all diseases arising therefrom, they can be relied upon as an absolute specific. Such is the testimony of many grateful witnesses, whose recovered health and strength speak louder than words. General depôt 302 Hudson-st.; and for sale at 130 Fulton-st., and by druggists generally. 50 cents per bottle. jy30 2w WF&M.*

THE ANNUAL INVASION.—

All the insect race together
Are awake this blazing weather,
And, what's worse, our rest they break,
Keeping us all wide awake.
LYON'S Powder will, however,
Put them all to sleep forever.
Bed-bugs, roaches, fleas, and so-forth,
From walls, floors and ceilings go forth,
Through this dust to creep or canter;
But it kills them off instanter.

Depôt for the sale of LYON'S Magnetic Powder, and LYON'S Pills for the destruction of rats and mice, 424 Broadway. jy28 5t*

GENTLEMEN'S SUMMER WEAR.—First quality Ready made white and colored Grass and Linen Coats, Zephyr Cloth, Merino, Alpaca, and Luster do.; single milled Cassimere, Merino, Bombazine and Drilling Pantaloons, with a large assortment of Linen, Marseilles and other Vests, at our usual moderate prices.

WM. T. JENNINGS & Co., 231 Broadway,
jy16 tf American Hotel.

HAMMOCKS!—LEARY & Co., leaders and introducers of fashion for Gentlemen's Hats, 3, 4 and 5 Astor House, Broadway, will this day open several bales superior Mexican Grass Hammocks. jy21 tf

SUMMER COMPLAINT—DYSENTERY—DIARRHEA.—Is your child sick with one of these diseases? Is it gradually fading notwithstanding the best efforts of your physician? Be persuaded to make one trial of BALL'S Cholera Syrup. It is curing just such cases every day—and will every one of such without once failing. We promise you confidently, the life of your child, if you will try it. For sale at 522 Broadway. jy31 3t*

☞ FOWLERS & WELLS, Phrenologists and Publishers, Clinton Hall 131 Nassau-st. near the Park.

Receipts of Produce.

By the North River Boats—Thursday—15,333 bbls Flour, 267 pkgs Butter, 31 do Wool, 20 ds Bacon, 14 do Provisions, (so marked,) 344 do Whisky, 143 do Meal, 147 do Cheese, 168 do Ashes, 8,329 bush Wheat, 53,683 do Corn.

MARRIED.

On Wednesday, July 30, by Rev. Edwin Harwood, THOS. D. SKINNER, of Ogdensburgh, N. Y., to MARY ELIZABETH, daughter of Roswell H. Sawyer.

At St. Clair, Mich., on the 21st July, by Rev. J. Fox, Hon. D. V. BELL, of Detroit, and Miss SARAH N. BLAIR, of St. Clair.

Tuesday morning, July 29, by Rev. D. Bigler, JAMES KAY to Miss HELEN BECK, all of New-York.

☞ Poughkeepsie, Dutchess County, papers please copy.

DIED.

On Wednesday, July 30, BENJAMIN GAMBLE, aged 58 years, 7 months and 7 days.

The friends and acquaintances, also the members of Covenant Lodge, No. 35, I. O. of O. F., and the Grand Lodge of the State of New-York, are respectfully invited to attend his funeral this (Friday) afternoon, at 2 o'clock, from his late residence, 30 Second-av. His remains will be taken to Cypress Hills Cemetery.

☞ Baltimore papers please copy.

At the North American Phalanx, N. J., of epilepsy, July 28, 1851, JAMES H. MARTIN, in the 40th year of his age.

Mr. Martin united with the above-named Association soon after it was organized, and remained a resident member, holding various places of trust until the time of his death. He had recently published a school-book, entitled "The Orthoepist," and has, for several years, been Superintendent of Common Schools for the township of Atlantic.

At Yorkville, July 28, HECTOR P., only child of Horace and Lucy A. Kneeland, aged 11 years and 5 months.

On Friday morning, July 25, Mr. CHRISTOPHER DUYCHINCK, bookbinder, of this City, aged 42 years.

On Thursday afternoon, July 31, after a short and severe illness, THOMAS WARDLE, youngest son of David I. Beck, in the 6th year of his age.

The friends of the family are invited to attend his funeral to-morrow (Saturday) afternoon, at 4 o'clock, from his late residence, 91 Willoughby st., Brooklyn.

NEW-YORK TRIBUNE.

NEW-YORK, FRIDAY, AUGUST 1, 1851.

☞ The *Washington* and *Niagara* bring a week's later news from Europe. The subject most discussed in the English papers is the disposition to be made of the Crystal Palace, Lord Campbell heading the assaulting party who insist on its demolition, while *The Times* brings its heavy artillery to the aid of Mr. Paxton and the Winter Garden plan. The latter seems likely to prevail. The Exhibition is more popular and profitable than ever. News from all parts of the Kingdom represent the crops as in a flourishing condition, especially the Potato crop, which will be unusually large.

IN FRANCE the great topic of interest is the debate on the Revision of the Constitution, which was in its third day when the mail closed. The most important speeches thus far have been those of M. Berryer and Victor Hugo. A sketch of the debate will be found in the letter of our Paris correspondent.

ITALY is in a mournful condition. With the single exception of Sardinia, she is given up to a more than Russian despotism. The Pope has gone to Castel Gandolfo, where he has had an interview with the arch-tyrant of Naples. They mistake who imagine that the terrible quiet of Italy breeds no storm.

SCHLESWIG-HOLSTEIN is in the affectionate charge of Austria. In SPAIN there is a whisper of conspiracies. GREECE is a nest of robbers. That splendid old barbarian, Schamyl, is giving RUSSIA trouble in the Caucasus and Turkistan. The CHINESE have a rebellion in Kwang-Si, and the son of Taou-Kwang is trying to quell it.

Union and Harmony.

The report of the first day's doings of the Whig Conference at Albany may be found in another column, and while it will be perused with interest, will surprise few if any of our readers. For the present we withhold all extended comment, although the subject provokes to copious remark. We earnestly desire the unity of the Whig party, but as we hold the split to have been the unjustifiable work of the gentlemen who saw fit to go to Utica, it does not seem reasonable that the terms of the re-combination should be altogether of their dictating. We trust, however, that a satisfactory arrangement may be arrived at.

Revocation of the Nicaraguan Canal Treaty.

If it will be any satisfaction to the Tehuantepec Company to know that they are not alone in their troubles, they may lay that unction to their souls. By advices from Nicaragua up to the 20th of June, we learn that the Government has revoked that portion of its grant to the "American Atlantic and Pacific Ship Canal (Vanderbilt's) Company," which concedes to them the exclusive privilege of navigating the interior waters of that Republic by steam. A grant of the same privilege has been made to Mr. Segur of Granada, representing certain New-Orleans capitalists; and it is said, to the Panama Company also—thus in fact throwing open the whole business of passenger transit through the country. The ground taken by the Government is, that the entire contract or grant is forfeited by its terms. In the first place it was granted on the condition and with the understanding that the United States should guarantee the neutrality and independence of the line of the Canal, as in the case of Panama—which by the *burking* of the Squier treaty it has failed to do. Second, that by the terms of the contract, the *bona fide* construction of the Canal should have been commenced in September 1850, which was not done. The engineers sent out, about that time, confined themselves simply to the survey and construction of a transit road from Lake Nicaragua to the Pacific, doing nothing in respect to a canal.

The exclusive grant referred to was made with a view of facilitating the construction of the Canal, and not to be made the subject of speculation—in the carrying of passengers—to the exclusion and at the expense of the Canal.

It is rumored also that the entire Canal grant will be revoked at the session of the Legislative Chambers, in January, not only for the above reasons, but also because the qualified protection to the work contemplated by the Clayton and Bulwer Treaty, is also forfeited. By the 7th Art. of that Treaty, it is agreed that the protection of Great Britain and the United States should be afforded to such persons or company, as should have expended money or labor on account of that enterprise, provided that "*within one year after the exchange of ratifications*," they should "*complete their arrangements, and present evidence of sufficient capital subscribed to accomplish the proposed undertaking*." Such arrangements, it is well understood, have not been made, nor any such amount of capital subscribed. The ratifications referred to were exchanged July 4, 1850, and consequently the year expired on the 4th ult.

At the time the exclusive grant of interior navigation was annulled, the entire charter would have shared the same fate, but for the reason that it was determined to await what action might be taken, under the above clause in the Bulwer Treaty. The Company sometime ago endeavored to procure a separation of the grant respecting canalization, from the concession respecting interior steam navigation, on the ground that the two had no real connection. It seems that they have been taken at their own representations, and that Nicaragua (no doubt rightly) believes that her interests will be best subserved by throwing open the transportation of passengers to competition.

It is reported that the recent departure of Mr. Vanderbilt and others, for Nicaragua, was precipitated by the above information, which has hitherto been carefully kept secret.

The general dissatisfaction at what, in Nicaragua, is regarded as a betrayal of their confidence and interests by the United States no doubt has something to do with the above proceedings.

The Question of Slavery.

The question of slavery is, under our form of Government, and in our state of society, so frightful a question, that we shrink back from it with terror when it is a serious affair. [Express.

We are not surprised that weak persons, with few or no ideas, should shrink back with terror from discussing this question, or any question that presents difficulties and requires thought, but such an avowal comes with singular grace from a leading journal, in the leading city, of the leading country of the universe. For, if there is any sort of cowardice that is pitiful it is mental cowardice; if any confession is humiliating in a public man or a public press, it is that of intellectual fear; if any imbecility is unmanly, it is that which dares not consider a matter of the first and most imperious consequence.

Why is the question of Slavery a frightful one? Mainly because men suffer themselves to be frightened by it. It is a phantom which looms in terrible proportions as long as you tremble at its shadow; but approach it boldly and humanely and it shrinks into comparatively small and harmless dimensions. Its difficulties are real no doubt; its dangers are considerable; but they are by no means so fearful as the fancies of old women or the excited imaginations of timid children, sacred by ghost-stories, are wont to depict them. Nor, whatever they are, is anything gained by treating them after the fashion of a coward. It is far better to meet them, discuss them, know them, vanquish them, than to shiver and chatter at their appearance like monkeys at the invasion of a lion.

In fact, the trouble with Slavery is that men will not look it in the face and inquire what it is, and how it may be disposed of. As has often been the case with false and despotic institutions, some of those who bear sway and reap its profits, are prone to delude themselves with the idea that it may be perpetuated. Their interests and passions cheat them into supposing that if men will only not name it aloud, they and their heirs may enjoy its pleasures for ever and ever. Accordingly their endeavor is to prevent and silence discussion; and not having the power to forbid it by law, they endeavor to scare people away from it. Some they scare, but others they do not, and for that very reason the question is less frightful under our form of government and in our state of society, than in any other. Before free discussion dangers and difficulties disappear.

It is an absurdity to suppose that Slavery can be perpetuated. It never has been and never will be. When Society attains a certain stage, it ends by as resistless a necessity as the sun rises in the morning. In all history we see it either going out naturally and without dangerously convulsing the State; or, ending violently with its destruction. The lessons of the past are perfectly conclusive on this head, and as lovers of our country and our race it behooves us to heed them. The alternative is before us; shall we take the way of nature, or risk the distant oncoming of revolution? Those who refuse to consider the question virtually pronounce for the latter. We may well be thankful that they are not universally imitated.

The Testimony of Infidels.

That there may be hereafter no mistake or misrepresentation of our position, we will take this occasion to say, that we consider any law unwise that forbids the reception of the evidence of a witness on account of his or her belief, or for the want of any religious belief. We believe in letting any witness testify, subject to the penalties of perjury if testifying falsely and in allowing courts and juries to form their own opinion as to the credibility of the witness. But though we so believe, we do not think an Atheist worthy of public commendation, after *The Tribune* fashion. We have no quarrel with that paper because it opposes the imposition of a religious test upon witnesses. [Albany Register.

☞ Why then did you assail us? All the commendation we bestowed on Atheists was to say, that while we had known some bad men, many disagreeable ones and some truly good ones who had called themselves infidels, we had not found them as a general thing, less reliable than other members of the community. It seems that *The Register* is of precisely the same opinion since it would also allow them to testify before the Courts. We advise it to choose its ground the more warily the next time it seeks to indulge its spite.

CROPS, &c., IN SOUTHERN NEW-YORK.—Having recently made a hurried passage from Dunkirk to this City over the New-York and Erie Railroad, we had a sort of glimpse of the agricultural region through which this great thoroughfare passes. The crops look well in the main with the exception of Indian Corn, which is good in spots, though much of it has a puny and sickly appearance, owing perhaps to the superabundance of rain which has fallen in the Western part of the State for a few weeks past. Through the Counties of Chautauque and Cattaraugus only a part of the Wheat crop and a very small portion of the Hay have been harvested, and this remark applies also to Allegany. As we proceed East, along the vallies of the Canisteo, Tioga, Chemung and Susquehanna, through the Counties of Steuben, Chemung, Tioga and Broome, the harvest is further advanced; also along the Delaware River, bordering on Delaware and Sullivan Counties. In Orange County the small proportion of ground sowed with Wheat appears to have yielded well, and the crop is almost entirely harvested; so also is the hay, (a more important crop,) and the farmers have commenced cutting their Oats. Rockland produces this year about the usual crop of—Rocks and Loco-Focos.

—The business of the Erie road, both in freight and passengers, appears to be rapidly increasing. New towns are springing into life along its extended line and old ones are growing in population and importance with a rapidity quite astonishing.

CITY ITEMS.

THE SUPPRESSION OF GAMBLING.—To-day the new law for the more effectual suppression of Gambling—more commonly known as the Anti-Gambling Law—comes into operation. It was published in *The Tribune* of the 19th ult., and our readers are probably familiar with its details; it seems broad enough in its provisions to reach any case of gambling, and severe enough in its penalties to prevent a repetition of offences. We hold the vital clause to be that which declares a heavy penalty against any Sheriff, Police Officer, Constable, Prosecuting or District Attorney, who shall refuse to inform against and prosecute any person whom they know to be a gambler. If these gentlemen should refuse to use the knowledge which they possess, they will find hundreds of citizens who shall refuse to clear our City of gamblers, who will refresh their memories and insist upon the performance of their duty. We have no doubt that the Police of this City could, within six hours, point out a thousand professional gamblers without the risk of a single mistake. Will they do it? Will they break up the two-and-sixpenny hells of Church-st., and the fashionable dens of Park-place? Will they drive from their "Exchange" burrows the sleek rats who have grown rich upon the proceeds of lottery policies? We trust that they will do so, boldly and without dodging. It would be a great mistake to suppose that this law will be allowed to pass into a dead letter: the men who framed it and urged its adoption are not the sort of people to see it shoved aside without a fair trial of its provisions. It may be too much to suppose that all gambling will be stopped; there are those who would gamble on their fathers' graves if no other place could be had; but the well known haunts of the "fancy," the old dens where they do their business almost as publicly as their kin the mock auctioneers, must be broken up. Let the Police do their duty promptly and fearlessly in this matter, give the law a fair trial, and if there are defects in it we can have them remedied next Winter. The policy dealers have spread the report that they are going to give up selling policies and deal altogether in tickets. It is doubtful if ticket selling can be reached by this Act; but the law which suppressed Lotteries in this State made it a penal offense to sell the tickets of lotteries of any other State within our borders, and many convictions have been made in this City under this provision; so they will hardly escape by that loop hole. It is more likely that they have spread the report for the purpose of hood-winking the authorities, and that they will go on with their policies as usual. The people not only ask but demand of their public servants the thorough execution of this law, and nothing short of prompt and energetic action in regard to those gambling houses, which every Police Captain knows exist within his District, will satisfy this demand. We shall see if our officers are equal to this imperative duty.

LOCOMOTIVE FORCE OF THE ERIE RAILROAD.—A correspondent of the *Farmer and Mechanic*, who has been employed to collect facts concerning the engines in use, for the officers of the New-York and Erie Railroad, says that there are, at the present time, 117 locomotive engines belonging to the company, while nearly 20 more are constructing at the various shops with which the company have contracts. The length of the center road is 441 miles, divided, for the running of engines, into four divisions. The first, or Eastern Division, extending from Piermont to Delaware, is 74 miles long; the Delaware Division extends from Delaware (better known as Port Jervis) to Susquehanna, Pa. 104 miles; the Susquehanna Division extends from Susquehanna to Hornellsville, N. Y. 139 miles, and the Western Division, extending from Hornellsville to Dunkirk, is 127 miles long.—The Eastern and Western divisions are quite undulating and uneven, the grades reaching, in many places, 50 feet per mile. The Susquehanna Division is very even and regular, having no grades sufficient to check the speed of the trains, while the grades on the Delaware Division do not exceed 15 feet per mile, except for a few miles at the "Summit," in Lanesboro, Pa., where the ascent in some places is as steep as 85 feet per mile. Of the 117 engines employed, 8 were built by Norris, of Philadelphia; 14 by M. W. Baldwin, of Philadelphia, 2 by Ross Winans, of Baltimore; 32 by Rogers, Ketchum & Grosvenor, of Paterson, N. J.; 32 by Swinburne, Smith & Co., of Paterson, N. J.; 20 by the Boston Locomotive Works; 7 by the Taunton Locomotive Manufacturing Company, at Taunton, Mass.; and 2 by the Amoskeag Manufacturing Company, at Manchester, N. H. Arranging the machines according to the size of cylinder, there are 2 engines of 10 inches diameter of cylinder; 1 of 12 inches; 4 of 13 inches; 3 of 14 inches; 6 of 15 inches; 2 of 15½ inches; 18 of 16 inches; 71 of 17 inches; 9 of 18 inches; and 2 of 19 inches diameter. The dimensions of one of the first-class passenger engines are, seventeen inch cylinder, twenty inches stroke, four drivers of six feet diameter, and four trucks.—Boiler forty-four inches diameter, and contains 175 tubes 1½ inches diameter and 11 inches long, 921 square feet of tube surface, 67 square feet of fire box surface, and 13 square feet of grate. Weight, in running order, 56,000 lbs. The freight engines of the first class, have 18 inch cylinders, 20 inches stroke, 6 drivers 5 feet diameter, and 4 trucks. Boiler 48 inches diameter, and contains 198 tubes, 1½ inches diameter, and 13 feet long, 1127 square feet of tube surface, 72 do. do. of fire box surface, and 14½ do. do. of grate. Weight, in running order, 65,000 lbs. There are two engines employed at the "Summit," which weigh each 73,700 lbs., being probably the heaviest locomotives in America. (The weights of engines in this statement does not include the weight of tender.) Upwards of 100 of the locomotives owned by this company have been placed upon the road since May, 1848. It is anticipated that this road will require, when in full operation, an equipment of more than 200 locomotives.

AN IMPORTANT DECISION.—In Supreme Court—Before MITCHELL, Justice.—*Charles Newcomb, Jr. against Eugene Keteltas and Malcena his wife, Jules De Dion and Jane his wife, and others.*—(W. Silliman, for plaintiff. George Wood and C. Bainbridge Smith for defendants.)—This action was brought for specific performance of covenants in leases executed by the Executors and Trustees appointed by the will of John Gardner, deceased, to pay for certain dwelling houses to be erected on the lots leased at the end of the first term of 21 years, or to renew the leases. The testator at his death was the owner of about one hundred vacant lots in the then upper and unimproved parts of the City. After bequeathing certain legacies he devised all the residue of his estate to his Executors, and the survivor of them, and the heirs of the survivor, in fee, upon certain trusts, for his children, directing the Trustees "in the first place, out of the rents, issues and thereof, to uphold, support, amend and repair all, and singular, his real estate, with all necessary amendments, repairs and alterations, and pay, satisfy and discharge all costs, expenses and charges, and other impositions, taxes and assessments, and all ordinances of the City Corporation, respecting or concerning the same"—and to pay the residue of the rents, issue and profits to his children, &c. &c. The Trustees under the will executed building leases of most of these 100 vacant lots, providing for the erection of a certain description of dwelling-houses on each lot within a certain period, and for the manner in which the property leased should be used, and covenanting that at the end of the first term of 21 years the buildings so to be erected should be appraised and paid for by the Trustees, or else the leases should be renewed for the further term of 21 years. The wives of the defendants, Keteltas and De Dion, are two of the testator's children, and Keteltas has by an order of the Court of Chancery been substituted in the place of the Trustees named in the will. The children of John Gardner received and enjoyed the rent under the leases during the whole of the first term of 21 years, and at the end of that time they and Keteltas, the new Trustee, contended that the houses erected by the lessees at their own cost, had become the property of the lessees, or of the children of John Gardner, without any payment or compensation therefor; and that the Trustees, in executing the leases and the covenants, to pay for buildings, or to renew the leases, had exceeded their powers, and therefore that the lessees had lost their buildings, and were entitled to no compensation therefor. Under this claim of Keteltas, and of the other defendants, that the covenants to renew or pay for the buildings were void, four of the lessees gave up their buildings with little or no compensation therefor. Others compromised and took new leases, at extravagant rents, and agreed to give up their buildings at the end of the second term, without compensation, and in the meantime to keep them insured for the benefit of the lessors, Keteltas and others. The plaintiff holds three of these leases executed by the trustees, and refused to give up his buildings at the end of the first term without compensation. Keteltas threatened to eject him, and he filed his complaint in this action and obtained an injunction to prevent the ejectment. The complaint set forth the material facts and the defendants demurred, insisting that it appeared upon the facts stated that the trustees had no right to execute the covenants for renewal, or to pay for the buildings. The demurrer was overruled by the Court, and in the opinion given by the Judge, the right of the trustees to make the leases and the covenants in question, is fully sustained. This question is important as affecting a large amount of property, to which the defendants have claimed a right without making any compensation for it.

THE NEWBURG MURDER.—On Friday afternoon of last week, Thomas Murray died from the effects of the injury inflicted upon him the Saturday night previous by Thomas Hencher. He suffered terribly during the last few days of his existence, but bore his pains with fortitude, and exhibited a truly Christian spirit in the closing scenes of the exemplary life so painfully terminated. Hencher, as we have before stated, was arrested in this City on Sunday, and is now in jail at Newburg. On Saturday last, a post mortem examination was held on the body of Murray, and a further examination of witnesses as to the act was had by the authorities. The main facts as stated last week were corroborated, and no doubt left as to the perpetrator. The several examinations, however, change the idea of the weapon used by the assailant. It is now supposed that Hencher struck Murray with his fist, but that he wore a ring with a spring blade capable of inflicting the deadly wound. Murray was buried in St. Mary's Cemetery, Rondout, on Saturday. He leaves a wife and child.

SUICIDE.—About 8 o'clock Wednesday night, a man apparently about 30 years of age, deliberately shot himself through the head with a pistol, at the Balance Dock, East River, between Pike and Rutgers sts. From all appearances, he had applied the muzzle of the pistol to his mouth, the ball passing out at the back of his head, horribly mutilating the jaw and lower part of the face in its course. His name could not be ascertained, though from a pawn ticket found in his pocket, it is supposed to be Thomas Butler. The ticket was from J. B. & J. Simpson, and dated June 28, 1851. A scrap of manuscript poetry, hardly legible, was also found in his pocket, which appeared to be addressed to a female, and it is supposed that some love affair induced him to commit the fatal act. Captain Haggerty, of the Seventh Ward Police, has in his possession the effects found on the person of the deceased, which might probably lead to his identification.

NEW BANK BUILDING.—The Seamens' Savings Bank have purchased the ground lying between their present Bank building and Pearl-st. for the sum of $80,000, and will erect thereon a handsome structure, corresponding in style with their present edifice. The extent of the newly acquired territory is about 50 feet on Wall-st. by 52 on Pearl. The Bank will itself occupy so much of the new building as may be necessary for its own accommodation, and will let the remainder, and also its present edifice, for offices. Among other occupants will be the American Seamens' Friend Society. The entire ownership of the Bank will present a freestone front of over 70 feet on Wall-st. and 52 on Pearl. The cost of the whole property, when the buildings are completed, including the present edifice, will be from $130,000 to $140,000.

JEFFERSON MARKET BELL.—The Chief Engineer has procured a small alarm bell, which will be suspended in the tower on the Jefferson market, and ring the alarm for that district, until a new tower and bell can be supplied by the Common Council in the place of those destroyed on Tuesday.

MUNICIPAL EXCURSION.—The members of the Common Council on Wednesday, on invitation of the Committee on Lands and Places, went on an excursion to the High Bridge and Jones' Woods. During the forenoon, the company left the City Hall in a long train of carriages, and after a pleasant drive, and a ramble over the site of the proposed Park, they partook of a dinner at the High Bridge, returning to the city shortly after dark.

ST. GEORGE VICTORIOUS.—The Cricket Match between the St. George's and New England Cricket Clubs, was finished Wednesday evening; the St. George's beating the other party by over a hundred runs.

IRANISTAN RETAINED.—The Hydropathic Company, which purchased Mr. Barnum's place, have not been able to dispose of their stock as they anticipated, and cannot therefore raise the funds necessary for payment next month. They consequently have agreed to forfeit the $6,500, paid for a "bond for a deed," and have purchased a piece of land in the vicinity, whereon they intend erecting suitable buildings for a Water Cure establishment, on a much less expensive scale than could have been done at Iranistan. In accordance with the earnest desires of his family, Mr. B. has concluded to dispose of his Pennsylvania property and will remain at Iranistan.

THE CAREENED SHIP.—It was the whaleship "Niagara" which careened at Smith & Dimon's yard. She is a strong ship, and intended exclusively for the whaling business. Her dimensions are 125 feet keel, 30 feet beam, 18 feet depth of hold, and 600 tuns burden. The Niagara is owned by Messrs. Church & Son, of Fairhaven, Mass.

THE LATE HARLEM RAILROAD ACCIDENT.—Charles McKenna, the individual who on Monday night last was run over in Center-st. near Pearl, by baggage car No. 7, of the Harlem Railroad, died at 5 o'clock last evening, in the City Hospital, from the injuries received on that occasion. The driver of the car, who was arrested at the time, was discharged from custody by the magistrate.

ALLEGED CUBA EXPEDITION.—Capt. Phineas O. Wilson, master of the steamboat Cleopatra at the time of her being taken possession of by the U. S. Marshal, (but subsequently given up,) was taken into custody yesterday by Deputy Marshal's Rakielewitz and De Angelis, charged with being engaged in the late alleged contemplated expedition against Cuba. Capt. W. was at the Post Office at the time. The arrest is on the old warrant issued last April against Messrs. John L. O'Sullivan, Capt. Lewis and Maj. S., and included also Capt. W. We have heard it contended he will not probably be proceeded against as a principal, but detained as a witness in relation to Mr. O'Sullivan, Capt. Lewis, &c.

EXCESS OF PASSENGERS.—Capt. James Simpson, of the British bark Midas, was yesterday arrested by Deputy Marshal Brown, charged with bringing an excess of six passengers more than allowed by law. The penalty $50 each. [The usual mode, we believe, is to petition the President, who, in cases where there was ignorance of the law, generally lets them off with a penalty of $10 instead of $50 each, and costs.]

ARREST FOR ARSON.—Stephen Revel, keeper of a porter-house in Eighty-fourth-st., near Tenth-avenue, was taken into custody by Sergeant Ross of the Nineteenth Ward Police, on a warrant issued by Judge McGrath, wherein he stands charged with being concerned in setting fire to three unfinished frame houses, which were burned on Tuesday night last. The property belonged to J. N. Andrews, and stood in Tenth-avenue, between Ninth and Tenth avenues. The accused was held for examination.

THE AVENUE RAILROADS.—We feel a peculiar satisfaction in recording the fact that the Mayor has signed the bill authorizing the construction of City Railroads through the Sixth and Eighth avenues. The first of these roads was suggested by the writer of this as early as 1845, and was almost daily renewed and urged upon the attention of the public last Summer, as the readers of the "Items" in *The Tribune* well remember. When the Common Council had fairly taken the matter into consideration, we suspended our arguments, deeming the project so palpably feasible and beneficial that its success would be certain. But the very natural opposition of the powerful stage interest was for a long time effectual in preventing action; so active was this opposition that at the last election for Assistant Aldermen, some of the upper Wards were contested on this ground and carried by the Anti-railroad party. With all this opposition, however, the idea grew stronger and was so constantly in the minds of the people that a "compromise" was projected and agreed to by the Stage interest to the effect that those persons who were proprietors of Stage lines, most likely to be affected by the Roads, should have the first right to take the stock, or the building and running of cars. Accordingly, the resolutions embrace the names of the owners of the Chelsea, Knickerbocker, Waverly, Empire, and other lines. After the Compromise, the bill passed (at the Sesson of June last) by the following vote:

ALDERMEN.

Yeas—Griffin, Dodge, Sturtevant, Oakley, Chapman, Kelly, Morgans, Smith, Ball, Haws, Miller, Bard, Britton, Franklin, Conklin, Dooley—16.

Nays—Delamater (of the Sixteenth Ward)—1.

ASSISTANTS.

[The question was taken separately in this Board, first on the Eighth-av. Road, with the following result:]

Yeas—Alvord, Moore, Haley, Mabbatt, McCarty, Boyce, Barr, J. B. Webb, J. Webb, Crane, Miller, Smith, Pearsall, Sands, Ward, Ely—16.

Nays—Bolster, (of the 16th,) Edward (19th Ward)—2.

[On the Sixth-av. Road, the vote was the same, except that Assistant Ald. Ward voted in the negative.]

With this emphatic vote we presumed all parties would be satisfied at least, if not pleased, and expected that the Mayor would promptly sign the bill and thus forward a most desirable work. Mr. Kingsland, however, chose to keep the public in suspense until the close of July, nearly two months, for what reason we do not know, but we know that by this course he subjected himself to many unwholesome suspicions and some open charges of conniving with enemies of the Roads to defeat the whole project.—While some of our cotemporaries took the Mayor to task in no tender manner for this delay, we mainly refrained from comment, judging that the decided vote of the City Legislature would be a sufficient indication of the Mayor's duty in the premises—in which judgment we were correct as the sequel proves.

In accordance with the terms of the resolutions the contracting parties will commence operations forthwith, and there is little doubt but the whole lines to Harlem River will be completed far within the time, and that the eligible grounds in the upper Wards will soon be covered with the residences of the thousands of laborers of moderate means who are now compelled to live in the close and unhealthy quarters of the lower section of the city or go to Williamsburg and South Brooklyn at much inconvenience as regards transit and time.

We would suggest to the proprietors that many improvements may be made in the cars proper for such roads; one opening at the sides (now on the Harlem Road) is likely to prevent falling under the wheels while it makes ingress and egress much easier. Cars may be much lighter than those usually in use, thereby ensuring more speed with less power.

Among the provisions of the law, the most important are the low rate of five cents for the whole length of the road, and the running of the cars all night. We may presume that the fare to Forty-second-st. or thereabout will shortly be reduced to three cents.

For a better understanding of the routes, &c. we append the Resolutions:

Resolved, That the persons to whom permission is granted by the following resolutions, and those who may hereafter become associated with them, have the authority and consent of the Common Council to lay a double track for a Railroad in the following streets, viz: from a point at the intersection of Chambers-street and West Broadway, thence along West Broadway to Canal-street, thence along and down Canal-street to Hudson-street; along Hudson-street and Eighth-avenue, to a point at or near Fifty-first-street; and that said Railroads be continued through the Eighth-avenue to Harlem River, whenever required by the Common Council, and as soon and as fast as said avenue is graded, upon the following stipulations and conditions, viz: such track or tracks to be laid under the direction of the Street Commissioner, and on such grades as are now established or may hereafter be established by the Common Council, the said parties to become bound in a sufficient penalty, to keep in good repair the space between track and the space outside the same, on either side, of at least eight feet in width, of each street in which the rails are laid, and also that no motive power, excepting horses, be used below Fifty-first-st. and upon the further condition that said parties shall place new cars on said Railroad, with all the modern improvements for the convenience and comfort of passengers, and that they run cars thereon each and