granting full power for that purpose, and on a direct vote of the people interested, that vote being largely in favor of their issue.

The laws under which these Bonds are created require the proper authorities to make a SPECIAL LEVY of TAXES to be SET APART exclusively for the purpose of meeting the accruing interest, and gradually to reimburse the principal, which can be enforced through the courts of law, should it become necessary.

These debts operate in the nature of a mortgage, on the real and personal estates within the respective City and County limits.

The new Constitutions adopted by the people of Ohio and Indiana, prohibit absolutely the creation of any funded debt by Counties, within their boundaries. This will prevent a further issue of securities of this sort.

Printed Exhibits, in each case, can be had on application at our office, giving full and detailed information as to the nature of each security.

WINSLOW, LANIER & CO., No. 52 Wall-st.

New-York, April 29, 1852.

THE GALENA and CHICAGO UNION RAILROAD.—The Galena and Chicago Railroad, commencing at the City of Chicago, in the State of Illinois, runs to Freeport, in Stephenson County, a distance of 120 miles, at which point it connects with the Galena Branch of the Illinois Central Railroad, now being constructed to Galena and Dubuque, in the State of Iowa, on the Mississippi River.

At a point thirty miles west of Chicago it connects with the Aurora Branch Railroad, now in operation thirteen miles, and which is about being extended by that Company to the Illinois Central Railroad, at a point sixteen miles north of the Illinois River. At Chicago, its eastern terminus, it will form connections with the Michigan Central and the Michigan Southern Railroads, constituting part of the main chain of Railroad line from the Atlantic cities to the Mississippi River and the North-west.

The Road is now completed and in operation eighty-four miles, eight miles from the town of Rockford, on the Rock River, to which place the work is in active progress, and it will be completed and put in operation by the 1st day of August next, the iron for this section of the Road being now on hand. The remaining portion of the work will be put under contract by the 20th May next, and probably be completed by June, 1853.

The Illinois Central Railroad Company announce such state of progress as to have the connecting link from Freeport to the Mississippi completed early in the fall of 1853.

The grades upon the road are easy, the ruling grade west being 20 feet in the mile, and east 15 feet in the mile. The entire cost and equipment of the road will be about $2,000,000. The amount of capital paid in is $715,000, and a further amount of about $200,000 has been subscribed, but not yet called in. There are bonds outstanding as follows: $47,000 first division bonds, due 1st June, 1852; $51,000 depot bonds; and, $447,000 second division bonds. The road was opened to Elgin on the Fox River, a distance of 42 miles, in the month of February, 1850, and completed and opened to its present point of terminus on the the 16th day of March last. The earnings of the road for the eleven months, from May 1, 1851, to April 1, 1852, were $192,263; expenses for the same time, $78,559—running during that time an average distance of 59 miles. The earnings for the corresponding eleven months in 1850, '51, were $116,082, on a distance run of 42 miles.

The gross earnings for the month of March last were $217.00

The Company, by resolution of 11th December, 1851, authorized an issue of $500,000 of bonds for the construction of the third division of said Road from Rockfort to Freeport. These bonds bear interest at 7 per cent., and are payable in ten years from date of issue; and for the payment of principal and interest, the property and revenues of the Company are pledged. The interest and principal of these bonds are payable in the city of New-York, and the interest simi-annually by coupons attached, on the 1st of February and August in each year. This issue is the final issue of the Company for the construction of said Railroad.

A portion of the bonds have been negotiated and a further amount are now offered for sale, which may be obtained on application to Messrs. Duncan, Sherman & Co., bankers in the city of New-York, at whose banking-house the semi-annual interest on the bonds will hereafter be paid.

The ample resources of the country through which the line passes, to sustain a Railroad, have been fully demonstrated by the revenues of the Road thus far; and when it shall be connected with the Mississippi River, forming a main line of communication from Lake Michigan with the country on the upper Mississippi, and bringing it through the heart of the lead region, it may be confidently estimated to draw a traffic, proportional to its cost, second to no road in this country. The present revenue of the Road, and the certain increase from the extension of the Road and growth of the country tributary to it, renders the bonds now offered security of a most indoubtable character.—New-York, April 24, 1852.

JOHN B. TURNER, President.

THE MECHANICS and TRADERS' SAVINGS BANK, No. 492 Grand-st., between Willet and Sheriff-sts., New-York.

President.....WALTER UNDERHILL.
First Vice-President....RICHARD M. HOE.
Second Vice-President..CHANDLER L. INGERSOLL.
Third Vice-President...ALFRED T. CONKLIN.
Secretary.....JAMES P. HAIGHT.

This institution will open for business on WEDNESDAY, the 26th day of May, 1852, at 5 o'clock, P. M. Bank days, Mondays, Wednesdays, Thursdays and Saturdays, from 5 to 7 o'clock, P. M. Interest at the rate of 6 per cent. will be allowed on all deposits prior to the 10th day of July. Interest declared on the 3d Monday of January and July on deposits which have been deposited for the space of three months next previous to the 1st of January and July. The charter secures to married women and minors the sole control of their deposits. WALTER UNDERHILL, Pres't.

JAMES P. HAIGHT, Secretary.

KNICKERBOCKER SAVINGS BANK —8th-st., corner of 2d-st.—Open daily from 10 A. M. to 3 P. M.—The charter of this Institution secures to minors and females, married or unmarried, the entire control of all moneys deposited in their names.

WILLIAM W. CAMPBELL, President.

ANSON WILLIS, Secretary.

THE UNDERSIGNED, being two-thirds in number of the Board of Directors of the Bowery Bank, do, pursuant to section third of the Eighth Article of the Articles of Association of said Bank, propose the following amendments to the said Articles of Association of the Bowery Bank:

First—To strike out the word "eighteen" from the first section of the the third Article of said Articles of Association, and insert in place thereof the word "twelve."

Second—To strike out the fourth section of said third Article of said Articles of Association.

Third—To strike out the word "six" from the fifth section of said third Article of said Articles of Association, and insert in place thereof the word "twelve."—Dated at the City of New-York this 10th day of June, A. D. 1852.

Gerard Stuyvesant,	Enoch Dean,
M. M. Quackenbos,	Jesse A. Marshall,
A. Cummings,	George Webb,
A. A. Alvord,	G. W. Edwards,
D. Pearsall,	Jacob Miller,
John S. Williams,	Wm. A. Mead.

TO CONTRACTORS.—Sealed Proposals will be received at the Office of the Lackawanna and Western Railroad Company, No. 45 Wall-st., New-York, until the third day of September inclusive, for the construction of a Tunnel on the line of the L. & W. R. R.—size 18 feet square, and about 2,200 feet in length. The excavation will be rock, of very favorable character for drilling and blasting. The north end is open, and tunneled about 100 feet. The earth excavation at the south end is now being made.

Parties desirous of bidding, can visit the work daily via New York and Erie and Lackawanna and Western Railroads. Distance from Great Bend about 50 miles, and from Scranton 17 miles.

For further information, apply at No. 45 Wall-st., or at the Company's Office in Scranton. Bidders must bring satisfactory testimonials.

By order of the President and Directors,

GEO W. SCRANTON, General Agent.

LAND WARRANTS BOUGHT and SOLD on the most favorable terms, by COLEMAN & DRAKE, No. 63 Wall-st., near Hanover-st.

160, 80, and 40 acre Warrants, guaranteed to be genuine, and receivable at any Land Office in the United States, constantly on hand. Warrants forwarded to all parts of the country at the market price, on the receipt of remittances.

LAND WARRANTS bought, sold and located upon the most favorable terms, and claims for Bounty Land Pensions, &c., attended to with promptness and fidelity, by CEO. WOODMAN, No. 49 William-st., three doors above Wall-st., Counsellor at Law, Notary Public and Commissioner for Wisconsin, Iowa, Indiana, &c.

500 LAND WARRANTS WANTED —Of the Florida and 1812 Wars, and also of the Mexican War, for which the highest cash price will be paid; also, Illinois Patents for the War of 1812; by G. H. SHUFELDT, No. 3 Nassau-st., 5 doors from Wall-st.

UNCURRENT MONEY—We are buying State at one-third, Eastern at one-eighth, Jersey at one quarter of one per cent, and other money proportionately. MEGAREY & JOHNSON, 3 Wall, cor. New-st.

Sales by Auction.

A. M. MEEWIN, Auctioneer.

BY BANGS, BROTHER & CO.—Trade Sales Rooms, No. 13 Park-row.

MONDAY, September 6 and the following days.

REGULAR NEW-YORK FALL TRADE SALE.—Catalogues of the above Sale are now ready. Gentlemen of the Trade who wish them forwarded by mail, will please enclose to us postage stamps, as pre-payment is required.

THE SALE OF STATIONARY will be commenced simultaneously with the Book Sale, at the above date, in a separate room.

A. J. BLEECKER, Auctioneer.

LARGE and PEREMPTORY SALE of about fifty-four desirable BUILDING SITES, situated in the beautiful village of New-Rochelle, about 18 miles from the City of New-York, Westchester County, at Auction.—A. J. BLEECKER will sell at auction on WEDNESDAY, Aug. 12, 1852, at 12 M., at the Merchants' Exchange, New-York, fifty-four choice and valuable Building Plots, varying in size from a quarter of an acre to four acres each, with the Mansion House Barns, Out-houses, &c. All the Lots have fronts on a avenue, 60 feet wide.

The above property is known as the late residence of Samuel Howne, Esq., and is situated in the village, on the east side of Main-st., and running through to Cedar-road, and only a quarter of a mile from the Railroad station, and half an hour's ride from the city by the New-Haven cars. Its fine elevation, and the splendid view which they at all times command of the Long Island Sound and the surrounding country, is unsurpassed. Its close proximity to the churches, stores, surrounding improvements, convenience of access to the city, &c., &c., combine to render them the most valuable building sites for a Gentleman's country residence, or for merchant's and others doing business in the city, ever offered. The land is of the best quality, and the facilities for fishing, bathing, yachting, shooting, &c., cannot be excelled.

TERMS—10 per cent. on the day of sale and the auctioneer's fee; 20 per cent. on the 1st of October; the balance can remain on bond and mortgage for three or five years, at 6 per cent., payable semi annually. Title indisputable.

Lithographic maps can be had at the Auction Room, No. 7 Broad-st.

For further particulars apply to THADDEUS DAVIDS, No. 26 Cliff-st., from 10 to 3. Morning and evening at New-Rochelle.

WM. H. SHELEY, Auctioneer.

500 LOTS CROCKERY and GLASS at AUCTION—THURSDAY, Aug. 12, at 10 o'clock, at No. 82 John-st., all kinds of white Granite, blue edged dipt, &c. Ware, in lots from the shelves to suit dealers. Also, 50 cases Tumblers, Castor Bottles, 10 crates Rockingham and Yellow Ware.

PUBLIC SALE of ONE HALF of BURLINGTON or MATINICUNK ISLAND.—In pursuance of an act of the Legislature of the State of New-Jersey, and by the authority of a legal Town Meeting of the citizens of Burlington City, will be sold at public sale, at 12 o'clock, M., on Monday, the 6th day of September next, at Belden's City Hotel, in the city of Burlington, N. J., one-half or the lower part of Burlington or Matinicunk Island, comprising about 150 acres. This valuable property is situated in the Delaware River, opposite the city of Burlington, N. J., 20 miles above the city of Philadelphia, and upon the great highway between the two great commercial cities of the Union, and immediately opposite the outlet of the Delaware Division of the Pennsylvania Canals, at Bristol, through which passes the great bulk of coal which is shipped from Philadelphia.

The eligible situation of this Island, the depth of water, and the boldness of the shores, combine to render it one of the most desirable properties which have been offered to capitalists or manufacturers for a long time.

The purchaser will be required to give satisfactory security for the performance of the contract.

JAMES W. WALL, Mayor.
CHAS. H. FENNIMORE, President of Council.
THOMAS MILNOR, Pres't Managers of School Fund.

Burlington, N. J., July 29, 1852.

Coal.

COAL.—The subscriber has in yards, and is constantly discharging all the various kinds of Anthracite and Bituminous Coals, viz: Peach Orchard, Black Heath, Lehigh, Liverpool Orrel, Cannel, Sidney, &c. &c., all of the very best quality, delivered in handsome order, and for sale low. JAMES L. WORTH,

4th-st. cor. Thompson, and 6th-av. cor. Amos.
Down town office No. 52 Wall st.

PITTSTON COAL.—The Pennsylvania Coal Company is prepared to deliver to families in any part of this city, Brooklyn and Williamsburgh, from its Canal Boats, and several yards, the various sizes of its Pittston Coal, which is a superior Anthracite for domestic use. Apply at the yards, corner of 14th-st. and 9th-av.; West-st., near Morton at the foot of Governeur-st., East River; foot of North 10-st., Williamsburgh; foot of Gold-st., Brooklyn, or at the office of the Company, corner of Broadway and Wall-st. The Coal will be delivered at $4 75 per tun, of 2,000 lbs. from the Canal Boats, and at $5 25, screened from the yards.

$4 PER TUN.—Peach Orchard Red Ash Coal, Nut size; also, Egg and Stove size, of the best quality, at the lowest market price, at the Peach Orchard Depôt, No. 107 Anthony-st., near Broadway.

Excursions, &c.

CAMP MEETING at NORTHPORT—Commencing Monday, Aug. 9, 1852, and continued each day during the week.—The steamer NORWALK, Capt. Betts, will leave the foot of Hammond-st., N. R., each day during Camp Meeting, at 7½ o'clock, A. M.; Fulton Market slip, 8 o'clock, and Broome-st. at 10 minutes past 8, stopping at her usual landings on the route, Cold Spring excepted. Returning, will leave Northport at 2 o'clock, P. M., touching at Lloyd's Neck each way. The steamer CROTON, Capt. Wood, will leave Fulton Market slip for the Camp Meeting, on Tuesday, Wednesday, Thursday and Friday, at 5½ P. M., and returning will leave Northport at a quarter to 5 o'clock, A. M.

CENTRAL RAILROAD COMPANY of NEW-JERSEY.—EXCURSION TRAINS.—NEW-YORK to EASTON, Pa.—This Company will run an Excursion Train from New-York to Phillipsburg and return, on TUESDAYS, the 10th, 17th, 24th and 31st days of August, instant: Leaves pier No. 1 North River, per steamer RED JACKET, at 8 A. M., and from foot of Courtlandt-st. (connecting at Elizabethtown) at same hour, stopping ten minutes at the High Bridge to afford an opportunity to view the same, arriving at Phillipsburg at 12 M. Returning, leaves Phillipsburg at 3 15 P. M., same day, arriving at New-York at 7 P. M. Tickets for the excursion (good only on the day sold) may be procured on board the boat, or at the office, foot of Courtlandt-st. Fare from New-York to Phillipsburg and return by steamer Red Jacket and cars, $1 75. Fare from New-York to Phillipsburg and return via New-Jersey Railroad, $1 50.

Ocean Steamers, &c.

FOR CHARLESTON—Semi-Weekly U. S. Mail Line.—The new, fast going and magnificent steamship UNION, R. Adams, Commander, will leave Pier No. 4, North River, on SATURDAY, August 14, at 4 o'clock, P. M., precisely. For freight, apply on board, where all bills of lading will be signed; and for passage, (having unrivaled accommodations,) at the counting-room of SPOFFORD, TILESTON & CO., No. 48 South-st.

The greatest speed, handsomest accommodations, and most luxurious fare being combined in this steamer, renders this mode of conveyance preferable to any other for those traveling South.

NEW-YORK and CHARLESTON STEAMSHIPS—Semi-Weekly U. S. Mail Line.—The new and elegant Steamships

MARION,.....Capt. M. Berry,
UNION,.....Capt. Rich'd Adams,
SOUTHERNER,.....Capt. W. Foster,
JAMES ADGER,.....Capt. J. Dickinson,

forming a regular semi-weekly line between New-York and Charleston, will make their trips as follows:

UNION	Saturday	Aug. 14
SOUTHERNER	Wednesday	Aug. 18
MARION	Saturday	Aug. 21
JAMES ADGER	Wednesday	Aug. 25
UNION	Saturday	Aug. 28
SOUTHERNER	Wednesday	Sept. 1
MARION	Saturday	Sept. 4
JAMES ADGER	Wednesday	Sept. 8
UNION	Saturday	Sept. 11
SOUTHERNER	Wednesday	Sept. 15

these steamers leave pier No. 4 North River, at 4 o'clock P. M. precisely.—For freight apply on board, and for passage, at the counting-rooms of SPOFFORD, TILESTON & CO., No. 43 South-st.

U. S. MAIL STEAMSHIP COMPANY.—For NEW-ORLEANS via HAVANA.—The splendid steamship EMPIRE CITY, 2,000 tuns, H. Windle, commander, will sail from the pier at foot of Warren-st., N. R., on THURSDAY, August 12, at 2 o'clock P. M., precisely.

RATES OF PASSAGE TO HAVANA AND NEW-ORLEANS.
New Arrangement.

Ladies' Saloon Berths	$20
After Saloon Berths	$20
Forward Saloon Berths	50
Steerage Berths	25

Specie only taken on freight to Havana. Freight taken to New-Orleans at 25c. per cubic foot. Shippers of freight are requested to supply themselves with the company's bills of lading, which may be had on application at the office. No other form will be signed. No bills of lading signed after the ship has sailed. For freight or passage, apply to

M. C. ROBERTS, No. 177 West-st., cor. Warren.

EMPIRE CITY LINE—For SAN FRANCISCO, via ASPINWALL direct, and SAN JUAN.—The splendid double-engine steamship SIERRA NEVADA, 1,500 tuns burden, J. Dayton Wilson, Esq., Commander, will leave for ASPINWALL direct on THURSDAY, 19th day of August, from her dock, Pier No. 3 N. R. For freight or passage, apply to

J. HOWARD & SON, Agents, No. 31 Broadway.

This steamer has unsurpassed accommodations, and is unequaled in ventilation.

THROUGH to SAN FRANCISCO at REDUCED RATES—New-York and San Francisco Steamship Line.—The new steamship UNITED STATES, Edward S. Dennis, Commander, will take her departure for Aspinwall, Navy Bay on WEDNESDAY, Sept. 1, at 3 P. M., connecting at Panama with the new double-engine steamship WINFIELD SCOTT, 2,100 tuns burden, George A. Cole, Commander, which steamer awaits the arrival of passengers at Panama by the United States, from New-York, and immediately thereafter proceeds to San Francisco direct, without stopping at intermediate ports.

These vessels in accommodations and safety, are not surpassed by any on this route, and an experienced surgeon is attached to each vessel.

Books now open and through tickets for sale.

Apply to DAVIS, BROOKS & CO., General Agents, No. 23 Beaver-st.
JONES & JOHNSON, No. 101 West-st., corner of Liberty-st.

Passengers per United States will disembark alongside the wharf at Aspinwall, and take the Panama Railroad, now open nearly to Gorgona, thus avoiding the risk attendant upon landing in boats at Chagres, and the river navigation to Gorgona.

UNITED STATES MAIL STEAMSHIP COMPANY, connecting with the PACIFIC MAIL STEAMSHIP COMPANY.—Only through U. S. Mail Line for CALIFORNIA and OREGON, via ASPINWALL and PANAMA.—By order of the Postmaster-General, the United States Mail Steamers, with the great California and Oregon Mails, are to be dispatched on the 5th and 20th of each month, direct for Aspinwall; and from New-Orleans on the 7th and 22d. When these dates occur on Sunday, the sailing to be postponed until the Monday following. The Pacific Mail Steamers are to be in readiness for immediate dispatch on arrival of the mails at Panama.

UNITED STATES MAIL STEAMSHIP CO.

The following is a list of the steamships belonging to this Company:

GEORGIA	3,000 tuns	CRESC'T CITY	1,500 tuns
OHIO	3,000 tuns	CHEROKEE	1,500 tuns
ILLINOIS	2,500 tuns	PHILADELPHIA	1,100 tuns
EMPIRE CITY	2,000 tuns	EL DORADO	1,500 tuns
FALCON		1,000 tuns	

Leaving New-York for Aspinwall on the 5th and 20th of each month.

The new steamship EL DORADO and the FALCON will form a direct line between New-Orleans and Aspinwall, leaving on the 7th and 22d of each month, 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, HARRIS & CO., Agents at that place.

THE RATES FROM NEW-YORK TO ASPINWALL WILL BE:

Ladies' Saloon State-Rooms	$50
Lower Aft and Forward Saloon State-Rooms	50
Second Cabin Standees	40
Steerage	30

Passengers are landed at the railroad depôt, Aspinwall, free of expense. The railroad being in operation, and cars running over half the distance from Aspinwall to Panama, the transit of the Isthmus may be performed in from eighteen to twenty-four hours—the expense, which varies from $10 to $25, to be borne by the passengers.

PACIFIC MAIL STEAMSHIP COMPANY.

The public are informed that, under the new arrangement of this Company, Steamers inspected and approved by the Navy Department, commanded by Navy Officers, and carrying the U. S. Mails, will hereafter leave Panama immediately on the arrival of the Atlantic Mails, and San Francisco on the 1st and 16th days of each month, and will touch at Acapulco.

A reserve Boat will be kept at each end of the route to cover accidents.

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

GOLDEN GATE	2,500 tuns.	COLUMBIA	800 tuns.
TENNESSEE	1,300 tuns.	CONSTITUTION	800 tuns.
NORTHERNER	1,200 tuns.	ANTELOPE	750 tuns.
REPUBLIC	1,200 tuns.	CAROLINA	800 tuns.
OREGON	1,058 tuns.	COLUMBUS	600 tuns.
PANAMA	1,087 tuns.	ISTHMUS	600 tuns.
CALIFORNIA	1,050 tuns.	UNICORN	600 tuns.
FREMONT		850 tuns.	

The new Steamship COLUMBIA will ply between San Francisco and ports in Oregon, awaiting at the former port the arrivals of the mails and passengers at Panama, and returning without delay with the mails and passengers for the Steamer from San Francisco. Persons securing through passage by the United States Mail Steamers from New-York have preference of accommodation on board the Pacific Mail Steamers.

Rates of fare from Panama to San Francisco on the most favorable terms.

A regular line of Propellers will be kept up for the transportation of freight and transient passengers between Panama and San Francisco. One of the above Steamers will keep up the connection between Acapulco and other Mexican ports. Each passenger is allowed 250 lbs. personal baggage free, not exceeding in measurement 10 cubic feet. Freight will be taken to Chagres at 70 cents per foot, and from Panama to San Francisco at the rate of $150 per ton. For freight or passage apply to

CHARLES A. WHITNEY,

At the office of the Companies, No. 177 West-st., corner of Warren, New-York.

UNITED STATES MAIL STEAMSHIP COMPANY, connecting with the PACIFIC MAIL STEAMSHIP COMPANY.—Only through U. S. Mail Line for CALIFORNIA and OREGON, via Aspinwall and Panama.—The splendid new and double-engine U. S. Mail Steamship ILLINOIS, the fastest steamer in the world, 2,500 tuns burden, H. J. Hartstene, U. S. Navy, Commander, will sail on FRIDAY, Aug. 20, at 2 o'clock, P. M., precisely from pier at foot of Warren st., North River. The Pacific Mail Steamship Company's magnificent steamer PANAMA will be in readiness at Panama to receive the Illinois' mails and passengers and sail immediately for San Francisco. No efforts will be spared on the part of the Companies to send their passengers through with expedition, comfort and safety.

RATES OF FARE TO ASPINWALL:

Ladies' Saloon, State-Room	$65
Lower Aft and Forward Saloon, do	55
Second Cabin Standees	45
Steerage	35

Passengers will be landed at the Railroad wharf, Aspinwall, free. Transit of the Isthmus at the passengers' expense. Persons securing through passage by the United States Mail Steamers from New-York, have preference of accommodation on board of the Pacific Mail Steamers.

Rates of fare from Panama to San Francisco on the most favorable terms. For freight or passage apply to

CHARLES A. WHITNEY, at the Office of the Co's, No. 177, West-st., corner of Warren, N. Y.

VANDERBILT LINE for SAN FRANCISCO—The Shortest and Cheapest Route.—Only Line giving Tickets for Crossing the Isthmus. The powerful double-engine steamship NORTHERN LIGHT, 2,500 tuns, will leave from Pier No. 2 North River, at 3 o'clock, P. M., precisely, on FRIDAY, August 20, for San Juan del Norte direct, connecting with the favorite steamship PACIFIC, 1,800 tuns, over the Nicaragua Transit Route, having but 12 miles of land transportation. These steamers are unsurpassed in their accommodations and ventilation. Passengers will now go through without any detention, the Pacific steamer being in waiting, and at this season of the year, much more healthy and comfortable than by any other route. For information and passage, at the lowest rates, apply only at the office, No. 9 Battery-place, up stairs, to D. S. ALLEN, Agent.

FOR AUSTRALIA—DOLPHIN CLIPPER LINE.—For Port Philip and Sydney direct, the entirely new A 1 clipper DOLPHIN, 1,000 tuns burthen, George A. Trundy commander, will sail on her first voyage with immediate dispatch, for the above port. The accommodations in this beautiful vessel are unequaled for elegance and fitted up entirely for the comfort of families or single persons, having large and small state rooms. As this is the only clipper now up for that port, it is confidently expected she will make the shortest passage on record. For freight or passage early application will be necessary, on board or to

BUTLER BROTHERS, Nos. 163 and 118 South-st.

N. B. A copy of the Australian Tariff, on all description of goods, can be seen at the office of the subscribers. Capt. Trundy will be happy to receive any consignments and can give reference to some of the first houses in the city.

DISPATCH LINE for AUSTRALIA.—The fast sailing ship LADY ARBELLA will have dispatch for Port Philip and Sidney direct. Passengers for the above ports are respectfully invited to visit and examine the very comfortable arrangements of this vessel. For freight or passage apply on board, pier No. 6 North River, or to E. B. SUTTON, No. 84 Wall-st.

STEAMSHIP for AUSTRALIA.—The new double-engine steamship WEST WIND will sail for PORT PHILIP and SYDNEY, on SATURDAY, 21st day of August next, for passengers only. This is the first steamer from the United States to Australia. She has been three voyages to Chagres with passengers. Her machinery has been thoroughly tested, and she has proved to be a very superior and fast sea steamer. Terms moderate.

First Cabin Saloon	$200
After do	150
Second Cabin	100

For passage apply to ADAM SMITH, No. 75 Pearl-st.

STEAM to AUSTRALIA.—Under an arrangement with the Melbourne Gold and General Mining Association, the favorite and well known steamship SARAH SANDS, 1,500 tuns burden, Wm. C. Thompson, commander, will leave the port of Liverpool, on the 28th of August, calling at Queenstown, (Cove of Cork,) to take on board passengers, &c., and leave on the 31st of August for Melbourne and Sydney, the principal ports of the Australian Gold Regions. For rates of fare or other information, apply to J. HOWARD & SON, Agents, No. 31 Broadway.

Passengers leaving New-York by the steamship GLASGOW, August 14, will be in time to meet the SARAH SANDS at Queenstown (Cove of Cork.)

FOR LIVERPOOL.—United States Mail steamship PACIFIC, Captain Ezra Nye.—This steamer will depart with the U. S. Mails for Europe positively on SATURDAY, Aug. 21, at 12 o'clock M., from her berth at the foot of Canal st. No berths secured till paid for. For freight or passage, having unequaled accommodations for elegance and comfort, apply to

EDW. K. COLLINS & CO., No. 56 Wall-st.

The steamship ATLANTIC will succeed the PACIFIC, and sail September 4, 1852.

FOR LIVERPOOL.—DRAMATIC LINE—PACKET OF 25th AUGUST.—The favorite and splendid packet-ship SHERIDAN, Capt. J. W. Porter, will sail as above, her regular day. For freight or passage, having superior accommodations, apply on board at Pier No. 14 East River, or to SPOFFORD, TILESTON & CO., No. 48 South-st.

FOR LIVERPOOL.—The favorite steamship CITY OF GLASGOW, William Wylie Commander, will sail from Philadelphia for Liverpool on SATURDAY, August 14th, at 9 o'clock A. M.

Passage in After Saloon, State Rooms.....$90
Passage in Midship Saloon, State Rooms..... 65
Passage in Forward Saloon, State Rooms..... 55

Passengers will be provided with Railway Tickets to Philadelphia free of expense by the Agent.

THOMAS RICHARDSON, No. 41 Exchange-place.

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

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

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

ASIA, Judkins, from NEW-YORK Wednesday, July 28.
AMERICA, Shannon, from BOSTON, Wednesday, Aug. 4.
EUROPA, Lott, from NEW-YORK, Wednesday, Aug. 11.
NIAGARA, Stone, from BOSTON, Wednesday, Aug. 18.
AFRICA, Harrison, fm. NEW-YORK, Wednesday, Aug. 25.
CANADA, Lang, from BOSTON, Wednesday, Sept. 1.
ASIA, Judkins, from NEW-YORK, Wednesday, Sept. 8.
AMERICA, Shannon, fm. BOSTON, Wednesday, Sept. 15.
EUROPA, Lott, from NEW-YORK, Wednesday, Sept. 22.

Passage from New-York or Boston to Liverpool—First cabin, $120; second cabin, $70.

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, No. 4 Bowling-Green.

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

WATCHES.—By order of the British Treasury, watches of foreign manufacture, bearing the names or marks of English manufacturers, will be hereafter admitted in England in transitu for the United States and other countries. In consequence of which French and Swiss watches may be shipped at Havre for New-York or Boston via Liverpool, without incurring the risk, as heretofore, of being seized by the English Custom-House.

THE NEW-YORK and LIVERPOOL UNITED STATES MAIL STEAMERS.—The ships composing this line are the following:

ATLANTIC, Capt. West,	PACIFIC, Capt. Nye,
ARCTIC, Capt. Luce,	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 and comfort. Price of passage from New-York to Liverpool in first-class cabin, $120; in second do, $70; exclusive use of extra size state rooms, $200; from Liverpool to New-York, £30 and £20. An experienced surgeon attached to each ship. No berth secured until paid for.

PROPOSED DATES OF SAILING.

FROM NEW-YORK.		FROM LIVERPOOL.	
Saturday	July 10, 1852	Wednesday	July 14, 1852
Saturday	July 24, 1852	Wednesday	July 28, 1852
Saturday	Aug. 7, 1852	Wednesday	Aug. 11, 1852
Saturday	Aug. 21, 1852	Wednesday	Aug. 25, 1852
Saturday	Sept. 4, 1852	Wednesday	Sept. 8, 1852
Saturday	Sept. 18, 1852	Wednesday	Sept. 22, 1852
Saturday	Oct. 2, 1852	Wednesday	Oct. 6, 1852
Saturday	Oct. 16, 1852	Wednesday	Oct. 20, 1852
Saturday	Oct. 30, 1852	Wednesday	Nov. 3, 1852
Saturday	Nov. 13, 1852	Wednesday	Nov. 17, 1852
Saturday	Nov. 27, 1852	Wednesday	Dec. 1, 1852
Saturday	Dec. 11, 1852	Wednesday	Dec. 15, 1852
Saturday	Dec. 25, 1852	Wednesday	Dec. 29, 1852

For freight or passage apply to

EDW'D K. COLLINS & CO., No. 56 Wall-st., N. Y.
BROWN, SHIPLEY & CO., Liverpool.
E. G. ROBERTS & CO., No. 13 King's Arms Yard, London.
JOHN MUNROE & CO., No. Rue Notre Dame des Victoires, Paris, or GEO. H. DRAPER, Havre.

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 therefore, and the value therefore therein expressed.

OCEAN STEAM NAVIGATION COMPANY—For BREMEN, via SOUTHAMPTON.—The United States Mail Steamship HERMANN, Edward Higgins, (U. S. N.,) Commander, will leave for Bremen, touching at Southampton to land the mails and passengers for England and France, on SATURDAY, August 14, at 12 o'clock, M., from Pier No. 3, North River.

Price of passage from New-York to Southampton or Bremen:

First cabin, main saloon	$120
First cabin, lower saloon	100
Second cabin	60

An experienced Surgeon is attached to the ship.
All letters must pass through the Post-Office.
Specie delivered in Havre and London.
For passage or freight apply to
MOLLER, SAND & RIERA, Agents, No. 26 South-st.
The Steamship WASHINGTON will succeed the HERMANN on the 11th September.

EXCURSION to EUROPE and BACK in FORTY DAYS.—The LIVERPOOL and PHILADELPHIA STEAMSHIP CO. intend sailing their new Steamships as follows

TUNS.
CITY OF MANCHESTER, 2,125, Capt. Robert Leitch.
CITY OF GLASGOW, 1,610, Capt William Wylie.

FROM PHILADELPHIA.
CITY OF MANCHESTER.....Saturday, July 17.
CITY OF GLASGOW.....Saturday, Aug. 14.
CITY OF MANCHESTER.....Saturday, Sept. 4.
CITY OF GLASGOW.....Saturday, Oct. 2.

FROM LIVERPOOL.
CITY OF GLASGOW.....Wednesday, July 21.
CITY OF MANCHESTER.....Wednesday, Aug. 11.
CITY OF GLASGOW.....Wednesday, Sept. 8.
CITY OF MANCHESTER.....Wednesday, Sept. 29.
CITY OF GLASGOW.....Wednesday, Oct. 27.

RATES OF PASSAGE.

FROM PHILADELPHIA.		FROM LIVERPOOL.	
Saloon after State rooms	$90	Saloon after State rooms	80 guns.
" midship " "	65	" midship " "	15 "
" forward " "	55	" forward " "	12 "

Including Steward's fees.

THIRD-CLASS PASSENGERS.

A limited number of third-class passengers will be taken from Philadelphia and Liverpool, and found in provisions. From Philadelphia.....$30 | From Liverpool.....6 guineas.

Freight on fine goods 60 per tun, and coarse goods, hardware, &c., will be taken subject to agreement.

N. B. By the late alterations in the sailing of these steamers, and the facilities for quick traveling by railroad and steamers in Europe, those to whom time is an object can visit Great Britain, Ireland, and the principal continental cities, allowing them about ten full days to do so before returning; and be back in the United States, in 40 days from starting. Rates of passage out and home—After saloon berths, $180; midship, $140; forward, $120; third class, $85. An experienced Surgeon will be carried on each ship. For freight or passage, apply to

THOMAS RICHARDSON, Philadelphia and New-York.
RICHARDSON, BROTHERS & CO., Liverpool.

STEAM BETWEEN NEW-YORK and GLASGOW.—The Glasgow and New-York Steamship Company's powerful new Steamship GLASGOW, 1,600 tuns and 400 horse-power, Robert Craig, Commander, will sail from New-York for Glasgow, on SATURDAY, the 14th of August next, at 12 o'clock, noon.

First Cabin, (Saloon State Rooms)	$80
First Cabin, (Midship State Rooms)	75
Second Cabin	50

Steward's fee included.

Apply to J. McSYMON, No. 33 Broadway.

REMITTANCES—PASSAGES.—BOWMAN, GRINNELL & CO., No. 83 South-st., New-York, sole and only authorized Agents for the SWALLOW-TAIL LINES OF PACKET SHIPS.

LIVERPOOL PACKETS sail 8th and 21st of every month.
LIVERPOOL, CONSTITUTION, NEW WORLD, QUEEN OF THE WEST, CONSTANTINE, ALBERT GALLATIN, ASHBURTON, NEW SHIP.

LONDON PACKETS sail every Alternate Thursday.
LONDON, SIR R. PEEL, CORNELIUS GRINNELL, INDEPENDENCE, AMERICAN CONGRESS, PRINCE ALBERT, YORKTOWN, PATRICK HENRY.

Persons wishing to send for their friends and desirous of bringing them out by any of the above magnificent ships, are informed that Messrs BOWMAN, GRINNELL & CO. are the only Agents for the above ships in this city.

They also issue Drafts from £1 and upward, which are payable at sight in any town through Ireland and Great Britain. For further information apply, if by letter, postpaid, to BOWMAN, GRINNELL & Co.,

83 South-st., New-York, and 5 Regent's Road, Liverpool.

Liverpool Packets leave New-York 8th and