ST. NICHOLAS FIRE INSURANCE COMPANY.
Cash Capital, 150,000 Dollars.
Insurers participate in the profits.
This Company having completed their organization, will commence business on Monday, 2d August, next, at their present location, corner of 8th-av. and 23d-st.
Policies issued on all descriptions of Merchandise, Stores, Dwellings, Furniture, Ships in Port, &c., on as favorable terms as other City Offices, with the advantage to Insurers of a share in the profits of the Company.
DIRECTORS.
M. Hopper Mott, Jas. R. Del Vecchio, Wm. A. Wheeler, Wm. W. Campbell, Joseph W. Savage, John S. Meyer, Erastus Lyman, John Denham, Erastus C Sanderson, Geo. W. Van Nort, John W. Howe, Gerritt S. Mott, Joseph Boughton, James W. Ogden, Samuel Lyman, Asahel A. Denman, Henry D. Crane, Mark Cornell, Wm. R. Stewart, Henry Dubois, Wm. W. Cornell, Cummings H. Tucker, Henry B. Bolster, Elijah Ward, John A. Gunn, Garrit H. Striker, jr, Stephen W. Jones, William J. Brisley, John Waite, William Winslow, Andrew Ward, David L. Sayre.
M HOPPER MOTT, President.
CHAS. O. RICHARDSON, Secretary.

Financial.

BANK DEPARTMENT, State of New-York.—ALBANY, Aug. 28, 1852.—The MERCHANTS' BANK, of Chautauque County, (Mina) has this day filed in this office a notice of the appointment of READ & LATHROP, of the City of New-York, as agents for the redemption of its circulating notes, together with a revocation of the appointment of Phelps & Scovil as such agents, agreeable to the act entitled "An act to amend the several acts relating to Incorporated Banks, Banking Associations and Individual Bankers," passed April 17, 1851.
DANIEL B. ST. JOHN, Superintendent.

BANK DEPARTMENT, State of New-York.—ALBANY, August 28, 1852.—The WHITE PLAINS BANK, (Naples,) has this day filed in this office a notice of the appointment of NELSON SCOVEL of the City of Albany, as agent for the redemption of its circulating notes, together with a revocation of the appointment of Phelps & Scovel as such agents, agreeable to the act entitled "An act to amend the several acts relating to Incorporated Banks, banking Associations and Individual Bankers," passed April 17, 1851. DANIEL B ST. JOHN Superintendent.

THE EAST RIVER BANK being unable to procure possession of their Banking House, purchased by them, situate corner St. Mark's place and 3d-av., will temporarily occupy the premises No. 60 3d-av., between 10th and 11th sts., where they will open on the 8th September next, and the subscribers to the capital stock are notified that the first instalment will be payable at that place on that day. W. S. BALLOW, Cashier.

CREDITS ON CHINA, INDIA, &c.—MESSRS. DUNCAN, SHERMAN & COMPANY, Bankers, New-York, are prepared to issue Mercantile Credits, Circular Notes, and Letters of Credit on the ORIENTAL BANK OF LONDON, available at all the branches and agencies of that establishment, as follows:
CANTON, HONG KONG, SHANGHAI, COLUMBO, KANDY, } China. Ceylon. MADRAS, SINGAPORE, BOMBAY, CALCUTTA.

EXCHANGE on SAN FRANCISCO.—SIGHT BILLS on COOKE BROTHERS & CO., San Francisco, in sums to suit. For sale by AMOS R. ENO, No. 99 Liberty-st.

DIVIDEND NOTICE. — The Semi-Annual Interest falling due in this city on the 1st day of September next, on the following named securities, will be paid, on and after that date, at the office of the undersigned, on presentation of the proper Coupons, viz:
The BONDS of the COUNTY of DELAWARE (Ohio,) issued to the CLEVELAND, COLUMBUS and CINCINNATI RAILROAD COMPANY, 6 per cents.
The CLEVELAND, COLUMBUS and CINCINNATI RAILROAD COMPANY INCOME BONDS, 7 per cents.
The MIAMI COUNTY (Indiana) BONDS, issued to the PERU and INDIANAPOLIS RAILROAD COMPANY, 10 per cents.
The HAMILTON COUNTY (Indiana) BONDS, issued to the PERU and INDIANAPOLIS RAILROAD COMPANY, 10 per cents.
WINSLOW, LANIER & CO., No. 52 Wall st.

THE BONDS of the ROCHESTER & SYRACUSE RAILROAD, falling due and payable on the 1st day of August, 1852, at the Bank of the State of New-York, will be paid at the office of Messrs. DUNCAN, SHERMAN & CO., No. 48 William-st.

Railroad Bonds.
GALENA AND CHICAGO UNION RAILROAD 7 per cents.
MILWAUKEE AND MISSISSIPPI RAILROAD 8 per cents.
CITY OF MILWAUKEE 10 per cents. Principal and interest payable in New-York. For sale by STRACHAN & SCOTT, No. 51 William-st.

PENNSYLVANIA RAILROAD LOAN—3,000,000 DOLLARS.—Sealed proposals will be received at the office of the Company, in Philadelphia, until the 15th day of September next, at sunset, for the whole or any portion of the above-named Loan.
The Loan will be secured by a first mortgage on the Railroad of the Company—248 miles in length—and its equipment, which, when placed in complete operation between Harrisburgh and Pittsburgh, with single track and sidings, will cost $12,500,000.
The amount of unconditional subscriptions to the capital stock of the Company on the 31st May, was $9,700,000, which will shortly be increased to Ten Millions. On these subscriptions there was paid at that date $9,417,295.
This broad basis, together with the large receipts of the Company from the business of the road in its unfinished condition, (demonstrating beyond a doubt, the ability of the Company to pay not only interest on its debt, but ample dividends to stockholders,) enables the Directors to offer this loan to capitalists, with an unqualified assurance that it will afford as safe an investment of their funds, and as certain is the punctuality with which the interest will be met, as the best government securities.
The Bonds will be issued in sums of One Thousand Dollars, with interest coupons, at the rate of six per cent. attached, payable on the first days of January and July of each year, at the office of the Company, in this city, or in sums of £200 sterling, with interest coupons, at the rate of five per cent. payable in London—each without any deduction for taxes.
The Bonds will be redeemed where the interest is made payable on the 31st of December, 1880, or they may be converted, at the option of the owner, into the capital stock of the Company, at par, at any time previous to the 31st December, 1860.
Twenty-five per cent of each accepted bid to be paid within twenty days after the receipt of notice of its acceptance at London, if for Sterling Bonds, and Philadelphia, if for Dollar Bonds; the remainder to be paid in instalments every 30 days thereafter, until the whole amount is settled, or the full amount can be paid in at once if desired.
The proposals will be addressed to GEORGE V. BAGON, Treasurer, Philadelphia, and indorsed "Proposals for Loan." They will specify the price offered for Dollar and Sterling Bonds, or either.
The bids will be opened and determined by the Board of Directors, on the 16th day of September.
Any further information in relation to the road and its prospects will be furnished on application at the office of the Company, or to EDWARD MILLER, Chief Engineer, the special Agent of the Company in London.
J EDGAR THOMPSON, President
Philadelphia, July 13, 1852.

RAILROAD MORTGAGE, CITY and COUNTY BONDS.—We offer for sale at fair rates the following SECURITIES of the most undoubted character, viz:
$60,000 OHIO and PENNSYLVANIA SEVEN PER CENT RAILROAD CONVERTIBLE BONDS, Coupons payable in New-York, 1st July and 1st January. Principal due in 1865.
$30,000 WILMINGTON and MANCHESTER SEVEN PER CENT RAILROAD CONVERTIBLE MORTGAGE BONDS. Coupons payable in New-York, 1st June and 1st Dec. Principal payable in 1866.
$25,000 MADISON and INDIANAPOLIS SEVEN PER CENT CONVERTIBLE RAILROAD FIRST MORTGAGE BONDS, Coupons payable 1st May and 1st November. Principal full due in 1861. Entire debt of the Company $250,000.
$40,000 BELLEFONTAINE and INDIANA SPECIAL RAILROAD CONVERTIBLE MORTGAGE SEVEN PER CENT BONDS, Coupons payable in New-York, 1st July and 1st January.
$25,000 INDIANA CENTRAL SEVEN PER CENT. RAILROAD CONVERTIBLE FIRST MORTGAGE BONDS. Coupons payable in New-York, 1st May and 1st November. Principal payable 1st November, 1866.
$25,000 CITY OF PORTSMOUTH, Ohio, SEVEN PER CENT BONDS, Coupons payable in New-York, 1st July and 1st January. Guaranteed by the Scioto and Hocking Valley Railroad Co.
$30,000 ROSS COUNTY, Ohio, SEVEN PER CENT. BONDS, Coupons payable 1st July and 1st January. The principal falls due in 1871. They are guaranteed by the Cincinnati and Marietta Railroad Co. Population of the County 32,000 souls; value of taxable, $11,000,000.
$28,000 ALLEN COUNTY, Ind., SEVEN PER CENT. BONDS. Coupons payable 1st July and 1st January.
$25,000 ALLEN COUNTY, Ohio, SEVEN PER CENT. BONDS, Coupons payable 1st July and 1st Jan.
$20,000 VAN WERT COUNTY, Ohio, SEVEN PER CENT. BONDS, Coupons payable 1st July and 1st Jan.
$25,000 CLARK COUNTY Ohio, SEVEN PER CENT. BONDS. Coupons payable 1st Aug and 1st Feb.
The foregoing BONDS are in each case for $1,000, principal and interest, in all cases payable semi-annually, in New York.
The RAILROAD BONDS are secured in the most ample manner by Mortgage or Deed of Trust, to some known and responsible citizen of New-York, with power, in case of default to enter and sell each line, with all equipments, &c, to raise money to pay the amount of interest or principal.
The CITY and COUNTY BONDS are issued, in each case, by virtue of Special Acts of the proper Legislature, 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 20, 1852

UNCURRENT MONEY.—Rates of discount at No. 9 Wall-st, corner of New-st. State, one-third; Eastern, one-eighth; Jersey, one-quarter, and other kinds proportionately low. MEGAREY & JOHNSON.

$30,000 $20,000 WANTED.—A loan of $20,000 wanted for twelve months, to be secured by State Stocks. Any person or corporation having this amount to loan may address W. J., Box No. 3,040 Post-Office, appointing an interview.

SIMEON DRAPER will sell by auction on FRIDAY NOON, 10th Sept., at the Merchants' Exchange,
224 FIRST MORTGAGE BONDS of the BUFFALO AND NEW-YORK CITY RAILROAD COMPANY for $1,000 each, payable 1st July, 1866, at the Mechanics' Bank in the City of New-York. Interest at the rate of seven per cent., payable in New-York semi-annually, for which coupons are attached to the Bonds.
The Capital Stock of the Buffalo and New-York City Railroad Company subscribed, is $750,000 of which $614,666 has been paid in cash. The track from Attica to Hornellsville, 60 miles has been built and equipped by the Company, and is now in running order, throughout. The cost of these 60 miles is $1,200,000, including Locomotives and Cars, of which the Company have sufficient for immediate purposes.
The Bonds now offered are the last of a series of 700 of $1,000 each, secured by the first and only mortgage upon the 60 miles referred to, executed to Shepherd Knapp, C. Smith and T. Dehon, Trustees.
The Company have purchased 23 miles of the Buffalo and Rochester Railroad track, from Attica to a point eight miles from Buffalo. The latter Company are building a new track direct to Batavia, commencing at the point just mentioned. It will be completed by the 1st of November next, when that Company are to give possession of the 23 miles to the Buffalo and New-York City Railroad Company. The remaining eight miles terminating at Buffalo, are now building, so that the whole Road will be completed in the month of November next, and the cars running from Buffalo to Hornellsville, where it intersects the New-York and Erie Railroad, 352 miles from New-York, making the whole distance between Buffalo and New-York 423 miles, being the shortest, most direct and convenient connection between New-York and Buffalo.
At Buffalo the Road connects with a Railroad now organized between Buffalo and Lewiston, by means of which a direct communication will be created between the Eastern cities, Niagara Falls, and Toronto, Canada West, without a break at Buffalo.
This Road will form an important connection with the Railroads in Canada, running westerly to Detroit and northerly to Lakes Huron, Superior and Michigan. The entire line from Lewiston to Buffalo and New-York will be of the six feet gauge, as as best to promote the comfort of travelers and economy in the transportation of freight.
Terms made known on the day of sale.
A. D. PATCHIN, Treasurer.
For further information apply to CURTIS, BEALS & FEARING, No. 40 Wall-st.

TROY and BOSTON RAILROAD BONDS.—The undersigned offer at private sale $ —— SECOND MORTGAGE CONVERTIBLE BONDS of the TROY and BOSTON RAILROAD COMPANY. The amount of this loan is $300,000, of which $100,000 have been disposed of, and the remainder will be sold in amounts to suit purchasers.
The loan secured by the second mortgage has been made for the purpose of completing the Troy and Boston Railroad from Hoosick Falls to the State line at Pownal, Vt., for purchasing additional furniture for running the road, and for liquidating the floating debt of the Company. The Bonds are payable on the 1st of April, 1864, at the Bank of Commerce, in New-York, and have interest coupons attached payable at the same place. They are convertible into stock of the company at par for ten years from their date and are secured by a mortgage on the road, its franchises and appurtenances, to John E. Wool and Jonas C. Heartt, of Troy, subject only to the previous mortgage of $300,000.
The capital stock of the Troy and Boston Railroad Company subscribed and paid in is $421,534 38. Amount subscribed and not paid in is $36,535 96. Total, $458,130 34. The amount expended for construction and equipment up to August 1, 1852, is $913,456 31.
The Troy and Boston Railroad extends from the City of Troy to the easterly line of the State at Pownal, Vermont, is wholly within the State of New-York, and is part of that line of Railway extending from the City of Boston to Troy and the Erie Canal, which is composed of the Fitchburg, the Vermont & Massachusetts, the Troy & Greenfield, and the Troy & Boston Railroads.
The Troy and Boston Railroad is located through one of the most productive farming Counties in the State, and along the banks of a river broken at short distances by rapids and water falls, where the factory, the machine shop, the furnace and the mill are pouring out the daily increasing products of human industry and skill. The hills and mountains bordering this valley are filled with rocks, ores and minerals, and covered with valuable wood and timber, each and all of which are now being transported in large quantities over the road.
At Eagle Bridge the Troy and Boston Railroad connects with a road 62 miles long, running through the rich and productive Counties of Washington, in New-York, and Rutland, in Vermont, from which a large amount of business is derived.
At North Hoosick it connects with roads (the Troy and Bennington and the Western Vermont) 38 miles long, leading through another rich and productive valley to Rutland, where it connects with Railroads leading to Burlington and to Boston. This latter connection is one of great importance as it opens the whole of Western Vermont from Bennington to Canada, and furnishes by way of the Troy and Boston Railroad a convenient outlet for its almost untimited amount of freight, and a safe and rapid means of travel to its numerous and enterprising inhabitants.
The Road is now doing a large and profitable business, and its receipts and the cost of its construction render the security ample—and the Directors of the Road unhesitatingly recommend them to capitalists as a desirable investment.
WARD & CO, No. 54 Wall-st.

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.

OFFICE of the NEW-YORK and LIVERPOOL U. S. MAIL STEAMSHIP COMPANY, No. 56 Wall-st., N. Y., August 17, 1852.—The books for subscription to the balance of the Stock of this Company not subscribed for previous to the passage of the act for increased mail pay by the Government, will be opened at their office, as above, from the 10th to the 25th of September next, inclusive, by order of the Board of Directors.
WM. L. YOULE, Secretary.

N. R. COBB & CO., No. 29 Wall-st., Stock Commission and Collection Brokers.
STOCKS bought and sold; State, Railroad, City, and other Loans negotiated.
COLLECTIONS made in all parts of the United States and the Canadas with promptness.

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.—The subscribers are paying the highest prices for Land Warrants Office, No. 9 Wall, corner of New-st.
MEGAREY & JOHNSON.

Excursions, &c.

ANOTHER EXCURSION to LAKE LAND and LAKE RONKONKOMA—On WEDNESDAY of this week, a party consisting of about three hundred Ladies and Gentlemen, had an excursion on the Long Island Railroad to this delightful, healthy and thriving village. All were much pleased with the improvements already made, and astonished at the luxuriance of the vegetation and forwardness of the crops now growing, and the fertility of these it under cultivation, which but a short time since was considered a wilderness. Many of those who had not previously purchased, after carefully examining the location, and the advantages which are offered for farming, gardening, and mechanical purposes, immediately entered into contracts—some for Village Lots, others for Farms, fearing that a delay of only a few days might deprive them of the opportunity of getting so desirable a location. Mr. C. WOOD, who is the owner of the Village Lots and Farms in this vicinity, is now selling Farms (containing five acres, at from $100 to $150) and Village Lots, beautifully located for Country Residences, equal in size to 8 city lots, from $25 to $50; only $5 in cash is required to secure 5 acres or a Village Lot, balance paid in monthly instalments of $2 on each Farm, or $3 on a Village Lot. We advise all who desire a delightful and healthy Residence for themselves and families, within easy access to the city, to make immediate application to C. WOOD, No. 208 Broadway.

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 88.

Ocean Steamers, &c.

FOR CHARLESTON.—Semi-Weekly U. S. Mail Line.—The favorite steamship SOUTHERNER, W. Foster commander, will leave Pier No. 4, N. R. on WEDNESDAY, Sept. 1, at 4 o'clock P. M. precisely. For freight apply on board, where all bills of lading will be signed, and for passage at the office of SPOFFORD, TILESTON & CO, No. 49 South-st.

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. 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. 49 South-st.

FOR SAN FRANCISCO—DIRECT.—Passage only.—The superior fast sailing ship ADELAIDE, Cobb, Master, will be despatched for the above port on the 1st September. For passage only, (all her freight being engaged,) having very fine accommodations for families and others, apply to SPOFFORD, TILESTON & CO., No. 49 South-st.

U. S. MAIL STEAMSHIP COMPANY.—For New-Orleans, via Havana, the splendid steamship EMPIRE CITY, Henry Windle, commander, will sail from the pier at foot of Warren-st., N. R., on MONDAY, Sept. 13, at 2 o'clock P. M. precisely.
RATES OF PASSAGE TO HAVANA AND NEW-ORLEANS.
NEW ARRANGEMENT.
Ladies' and After Saloon Berths $60
Forward saloon Berths 50
Steerage Berths 25
Specie only taken on freight to Havana.
Freight taken to New-Orleans at 30 cents 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 O. ROBERTS, No. 177 West-st., cor. Warren.

THROUGH to SAN FRANCISCO at REDUCED RATES—New-York and San Francisco Steamship Line.—The new steamships UNITED STATES, William C. Berry Commander, 1,500 tuns burden, will leave her departure from New-York for Aspinwall, Navy Bay, on WEDNESDAY, September 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 any intermediate ports.
No detention on the Isthmus, this line having never failed to connect and leave Panama at the appointed time.
These vessels, in accommodations and safety, are not surpassed by any on this route, and an experienced surgeon is attached to each vessel.
For Tickets apply to DAVIS BROOKS & CO., General Agents, No. 28 Beaver-st., or JONES & JOHNSON, No. 164 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.
☞ The UNITED STATES will leave New-York again on THURSDAY the 23d September to connect at Panama with the fine new double-engine steamer "Cortes."

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 OHIO, 3,000 tuns, J. Findley Schenck, U. S. N., Commander, will sail on MONDAY, Sept. 6, 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 Ohio's mails and passengers and sail immediately for San Francisco. No efforts will be spared on the part of the Companies to put their passengers through with expedition and comfort.
RATES OF FARE TO ASPINWALL:
Ladies' Saloon, State-Room $75
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
N B.—Shippers are requested to supply themselves with the Company's Bills of Lading, which will be signed at the office between the hours of 10 and 1 o'clock on the day of sailing.
CHARLES A. WHITNEY, at the Office of the Co.'s, No. 177, West-st., corner of Warren, N. Y.

FOR SAN FRANCISCO—At Reduced Rates, via Aspinwall, Navy Bay.—The favorite double engine steamship PROMETHEUS, Capt Churchill, 1,200 tuns burthen, will leave Pier No. 2, North River, on SATURDAY, September 4, at 3 o'clock, P. M., precisely, for Aspinwall, direct, from whence she will proceed to San Juan del Norte, giving passengers the selection of either route. For passage, at reduced rates, apply only to
D. B. ALLEN, No. 9 Battery place, up stairs.

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 CRESCENT CITY ..... 1,500 tuns
OHIO ..... 3,000 tuns CHEROKEE ..... 1,300 tuns
ILLINOIS ..... 2,500 tuns PHILADELPHIA ..... 1,100 tuns
EMPIRE CITY ..... 2,000 tuns EL DORADO ..... 1,300 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 $75
Lower Aft and Forward Saloon State-Rooms 55
Second Cabin Standees 45
Steerage 35
Passengers are landed at the railroad depot, 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, which varies from fifteen to twenty-four hours, according to the passenger.
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 15th 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 ..... 600 tuns.
OREGON ..... 1,099 tuns COLUMBUS ..... 600 tuns
PANAMA ..... 1,067 tuns ISTHMUS ..... 600 tuns
CALIFORNIA ..... 1,050 tuns UNICORN ..... 600 tuns
FREMONT ..... 600 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 $100 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.

VANDERBILT LINE FOR SAN FRANCISCO.—The only line giving tickets for crossing the Isthmus.—The shortest and cheapest route.—The favorite double engine steamship PROMETHEUS, 1800 tuns, will leave from Pier No. 2 North River, at 3 o'clock P. M., precisely, on SATURDAY, Sept. 4, for San Juan del Norte, direct, connecting with the double engine steamer S. S. LEWIS, 2,200 tuns, over the Nicaragua transit route, having but 12 miles of land transportation. This route is now in perfect order, and passengers can rely upon going through with dispatch, in the most comfortable manner. These steamers have superior ventilation and accommodations.—For information and passage at the lowest rates, apply only to D. B. ALLEN, Agent, No. 9 Battery-place, up stairs.

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 September 6, 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, Pier No. 11 North River, foot of Carlisle-st., or to
BUTLER BROTHERS, Nos. 103 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. S. SUTTON, No. 84 Wall-st.

FOR LIVERPOOL.—The new and splendid steamship CITY OF MANCHESTER, Robert Leitch, Commander, will sail from Philadelphia for Liverpool on SATURDAY, September 4, 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 $45
Passengers will be provided with Railway tickets to Philadelphia, free of expense, by the agent.
THOMAS RICHARDSON, No. 41 Exchange-place.

FOR LIVERPOOL.—United States Mail steamship ATLANTIC, Captain James West.—This steamer will depart with the U. S. Mails for Europe positively on SATURDAY, Sept. 4, 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 ARCTIC will succeed the ATLANTIC and sail September 18, 1852.

HALIFAX STEAMER. for HALIFAX, NOVA SCOTIA.—The new and splendid steamship SIR JOHN HARVEY, built expressly for this line, and furnished in elegant style for the accommodation of passengers, will leave the end of Long Wharf, Boston, for Halifax, every SATURDAY, at 5 o'clock P. M., and leave Halifax for Boston, every TUESDAY, at 5 o'clock P. M. Fare—First Cabin, including meals, $10. Fare—Second Cabin, without meals, $5. For freight or passage, apply to CLARK, JONES & CO., Boston; B WIER & CO., Halifax; or, the Captain, on board.—Boston, July, 21, 1852.

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.
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.
NIAGARA, Stone, from BOSTON, Wednesday, Sept. 29.
AFRICA, Harrison, fm. NEW-YORK, Wednesday, Oct. 6.
CANADA, Lang, from BOSTON, Wednesday, Oct. 1.
ASIA, Judkins, from NEW-YORK, Wednesday, Oct 20.
AMERICA, Shannon, from BOSTON, Wednesday, Oct. 27.
EUROPA, Lott, from NEW-YORK, Wednesday, Nov. 3
NIAGARA, Stone, from BOSTON, Wednesday, Nov. 10.
AFRICA, Harrison, fm. NEW-YORK, Wednesday, Nov. 17.
CANADA, Lang, from BOSTON, Wednesday, Nov. 24.
ARABIA, ——, from NEW-YORK, Wednesday, Dec. 1.
AMERICA, Shannon, from BOSTON, Wednesday, Dec. 8.
ASIA, Judkins, from NEW-YORK, Wednesday, Dec. 15.
EUROPA, Lott, from BOSTON, Wednesday, Dec. 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 transito 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.

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 6th and 21st of every month. LONDON PACKETS sail every alternate Thursday.
LIVERPOOL, CONSTITUTION, NEW WORLD, QUEEN OF THE WEST, CONSTANTINE, ALBERT GALLATIN, ASHBURTON, NEW SHIP. 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 8 Regent's Road, Liverpool.
Liverpool Packets leave New-York 6th and 21st of each month.
London Packets leave New-York every alternate Thursday.
For passage apply as above.

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, $100; 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,