Schr. Julia M. Hallock, Ackerley, Baltimore 4 da., with mdse. to master.
Schr. Leander, Denman, Boston 5 da., with mdse.
Schr. Geo. C. Gibbs, Gibbs, New Bedford, Mass., 3 da., in ballast.
Schr. Col. Bamum, Hand, Portsmouth 4 da.
Schr. Mary Ellen, Hopkins, My-tic 14 da.
Schr. Eliza Jones, Virginia 4 da., pine wood.
Schr. President Harrison, Nickerson, Boston 5 da., fish to master.
Schr. Atlas, Gardiner 12 da., lumber.
Schr. Bonvar, Mitchell, Machias 10 da., lumber.
Schr. Highwader, Boston 6 da., bound to Albany.
Schr. W. H. Mitchell, Mitchell, Machias 10 da., with spars.
Schr. Eva, Chamberlain, Boston 6 da., with mdse.
Schr. Farmer, Lockman, Virginia 9 da., with wood.
Schr. Aurora, (Br.) Crowell, Newfoundland 21 da., with fish to master.
Propeller Decator, Philadelphia 2 da., with wood.
SAILED—Steamship Empire City, Windle, New Orleans; ship Clifton, Ingersoll, do.; bark Ammerland, (Old.) Addricks, Bremen, and others.
BELOW—Ship Southampton, (before reported;) ship Greenwich, from Cardiff; Bremen bark Louis, from Bremen, and an Am. bark. Abo. ships Edgar, from California; Manchester, from New-Orleans, and bark Rose, Adams, from Havana.
WIND—N.W., strong.

☞ Capt. S. Teaten, of packet ship Lady Franklin, from Liverpool, arrived this morning, reports seeing the steamship Atlantic, on the 6th inst. at 4 A. M., having run 460 miles in forty hours. Also, on the 9th, at 2 P. M., saw R. M. steamship Asia, 325 miles from Sandy Hook.

[Pan Hemenway.]

Havre—In port Sept. 1, ships Havre, Mulford; Galia, Richardson; Wm. Tell, Funk; Helvetia, Marsh; to leave for New York on their regular days; Olivia, Spall, for New York, Sept. 2; Davenport, Mackinnon, do do., 4th; Radius, Dubingham, do. do., 8th; Atlas, Lebron, for New Orleans, Sept. 5; Pyramid, Henderson, for do., 9th; Robert Kelly, Barstow, for do., 10th; Annawan, Setzer, for do., 20th; Corinthian, Dyer, for do., 25th.
Liverpool—Arr. Aug. 28, Excelsior, Crocker, New York; Courier Chabaret, from New Orleans; Brewer, from do.; 31st, Uriel, from do.; United Kingdom, from Quebec; 29th, John Hancock, Burgess, St. John, N. B.; 31st, Agamemnon, fm. Quebec.
Also arr. 29th, steamships Niagara, Stone, Boston; City of Glasgow, Wyse, Philadelphia; South Carolina, Turner, New York; ships Falcon, Hutchings, Wilmington, N. C.; State Rights, Paxton, Savannah; Harriet, Augusta, do.; St. George, Hutchinson, New Orleans; Harvest Freres, Snow, New Orleans.
Off do. 31st, steamer Albatross; ships A. Z. Chandler, fm. New-York; Irene, fm. ——.
Sld. from do. Aug 28, ships Clarissa Currier, for New Orleans; Scargo, for New York; Wm. Sprague, for do.; Sterningshire, for San Francisco; 31st, Colonel Cutts, for New York.
Also, sld 28th, Grace, for San Francisco; Levant, for Gloucester, Mass.; 29th, Edward O'Brien, for Alexandria, Va.; Leviathan, Knapp, for New-York; 30th, John Spear, Philadelphia; Lydia, for Gloucester, Mass.
Falmouth—Arr Aug. 27, Wenham, for Calcutta; 29th, Mary E. Whittier, fm. Havana.
Portsmouth—Arr. Aug 30, Ceylon, fm. Savannah. Cld. 29th, Patrick Henry, for New York.
Gravesend—Arr. 27, Phenix, from New York; 31st, Neptune, for do. Sld. 27th, Anne Maria, for Philadelphia; 28th, Pyramid, for New Orleans; 29th, Orphan, for New-York; 31st, Bienhem, for Calcutta.
Cowes—Arr. Aug. 30, Nautilus, from Havana.
Deal, Aug 30—Arr. Wenham, from Calcutta.
Queenstown, Aug. 29—Arr. St. Mary, from Metanzas. Sld. Caroline for New York.
Bombay, June 25—The Thomas Hamlin, which arrived here, June 19, from Aden, was dismasted and sustained other serious damage during the voyage.
The Mauritius, June, 29.—The Levant, bound for the Clyde, with guano, has been wrecked in the Mozambique Channel; crew and part of stores saved. The Rhyn, from Java for Amsterdam, put in here June 3, leaky. The Soldan, from Calcutta for Boston, United States, put in here June 10, leaky. The Tamerlane, from Calcutta for Liverpool, put into this port June 15, leaky in her upper works; she will proceed for her destination about the 2d of July.
Messina, Aug. 20.—Vessels from Trieste, Venice, and all Prussian ports, are no longer admitted to pratique in Messina.
Calcutta, July 12.—The Anne Louise, bound for Havana, has put back leaky.—The Jeune Edouard, bound for the Mauritius, has put back leaky.

By Telegraph.

NEW-ORLEANS, Sept. 13—Arr. ship Bell Rock, Boston.

From our Correspondent.

PHILADELPHIA, Sept. 13—Arrived—schrs. Telegraph, Fish, New York; Wm. H. Dawson, Hickman, do.; Wm. F. Williams, Rogers, New-London; Austin, Gibbs, Boston; steamship Pamphecet, Whitaker, New-Orleans; brigs Maria, Bartol, Kingston; Ja.; Hero, Thomas, St. John, N. B.; schrs. W. F. Williams, Rogers, Mystic; Mail, Colby, Plymouth; J. Raymond, Bowne, Nantucket; Thomas French, Nickerson, Boston; steamer Arthur, Moorely, N. Orleans.

Disasters, &c.

SLOOP HANNAH & CLARISSA, Blaisdell, from Franklin, Me., for Boston, with 180,000 laths, was struck by a squall off Isle of Shoals afternoon of 10th inst. and the crew not being able to get the sails down, the vessel filled forward and became unmanageable, and was abandoned same afternoon; the crew being taken off by a fishing schooner belonging to Cape Ann. She was towed into the Shoals next morning, by persons from there, with deck load gone and part of load under deck washed out, the vessel nearly worthless and bark and wood all gone, on which there was no insurance. The laths are supposed to be insured.
SCH. LAURA, Ray, from New York for Dighton, put into New-London 9th, with loss of bowsprit, having been run into night of 7th by a schooner.
THE MARYBANKS saved from the wreck of the bark Yorktown, hence for Quebec, previously reported wrecked at Point Trinity, arrived at that port on the 8th, in a schooner, and will be sold for account of the underwriters.
THE PROPELLER S. S. LEWIS, with her machinery badly broken, was at San Juan del Sud, Aug. 19.
A DISPATCH received at Quebec, 7th inst., states that the brig Stephen Binney, Berner, master, from Jamaica to Quebec, with a general cargo, is ashore at Beaver Island, near the Gut of Canso—cargo will be saved in a damaged state. Vessel and cargo fully insured.
THE SCH. H. WESTCOTT, from Suffolk, with a cargo of shingles for New York, is ashore on Wreck Island, (Philadelphia.)
THE PRUSSIAN BRIG HEINRICH AND GAUDEN, Capt. Allenburg, was at Valparaiso on the 28th July, and had advertised for $8,000 to repair damages received on a voyage from Callao to the United States, with a cargo of guano.

Whalers.

Arr. at Provincetown, 7th, schrs. Union, Genn, from Eastern Shore, with 150 bbls. wh. oil. 10th, Louisa, Young, North Atlantic, 950 bbls. bk. fish oil.
Also, arr. schrs. Virginian, (of Orleans) Pettengill, North Atlantic, 250 bbls. sp oil. Spots, Aug 8, bark Benj. Franklin, of Beverly, 7 weeks out, 120 bbls. sp. Aug. 1, schr. Amelia, of Sandwich, clean. July 30, schr. Alfred, of New-Bedford, 80 bbls. sp. on board; sent home 50 bbls; barks Sea Fox, Westport, 16 mos., 150 sp.; Dr. Franklin, do., 100 wh.
Spoken—May—, no lat., &c., (by ship Trade Wind, at New York from Panama,) ships President, of Nantucket, with 900 sp.; Java, of N. B., 900 do.; Bark Persis, of N. B., 250 do.; Edward, of do., 350 do.; Ohio, of do., 700 do.

Spoken, &c.

Aug. 8, lat. 44, lon. 35, ship Excelsior, Smith, from Liverpool for City Point.
Aug. 20, 30 miles south of Tuskar, was seen ship Westmoreland, from Liverpool for Philadelphia.
Aug. 22, off Castletownend, ship Samuel Lawrence, Pattee, from Liverpool for New York.
Aug. 28, lat. 43, lon. 60, ship Henry Clay, from New York for Liverpool.
Aug. 28, lat. 26 40, lon. 85, brig Mary Ann, Walter, from Jamaica for Pensacola.
Sept. 5, (no lat., &c., by steamer Marion, arr. at Charleston,) was seen brig Samuel & Edward, of Belfast, steering N. (The S. & A. cld. at Bangor July 15, for West Indies, since which we do not recollect seeing her reported.)
Sept 9, no lat., &c., was seen steamer Asia, from New-York for Liverpool.
Aug. 31, lat. 29 37, lon. 79 30, brig Alleton, of Bangor, fm. Havana for Portland.
Sept. 5, lat. 35, lon. 64, ship Soldan, Plummer, from Calcutta for Boston.

Foreign Ports.

Cld. at Honolulu, June 18, brig Swiss Boy, Dexter, San Francisco 22d; brig Louisa Caesar, (Bremen) Wessenborn, Batavia, (not Baltimore,) 28th, ship Snow Squall, Beasley, Shanghae.
Arr. at do. July 13, ship Hoogley, for East Indies, and proceeded same day.
At Smyrna 10th ult., barks Sultana, Watson, for Boston, waiting cargo; What Cheer, Baker, from Constantinople, arrived 12th, to load for Boston; Ithona, Leckie, for do.; brig Santiago, Burgess, for New York.
At Malta 17th ult., bark Abagun, Burgess, hence, and brig Avon, Webb, from New-Orleans unc.
At Zante 9th ult., bark Cornelia L. Bevan, 13 days fm. Marseilles, arr. 8th, would proceed to Messina in ballast, being unable to procure a cargo of currants.
At Malaga 18th ult., bark Peerless, Littlefield, for New York, wtg.; schr. A. Devereux, Sullivan, for do., 14d.; and others as before. Brig C. A. Coe is supposed to have sailed for Gibraltar to complete cargo for New York.
Arr. at do. 18th, bark Mary, Whelden, Boston, 20 days.
At Marseilles 23d ult., bark Osmanli, Graves, for Smyrna same evening.
At Cronstadt 20th ult., ship Archimedes, for Boston, 14d.; and others as before.
At Rotterdam 24th ult., ships Finland, Johnsen, for Baltimore, 14d; Cotton Planter, Parker, for New-York, co.; the Princess Charlotte, (Dutch) Harms, for San Francisco; schr. Tropicus, (Dutch) Popken, for Boston, few days.
At Glasgow 27th ult., steamer Glasgow, Craig, arr. 26th from New-York, to sail on return Sept. 22; ships Afghan, (Br.) Black, for New York few days; Niagara, Livermore, and Sarah, (Br.) Fraser, for do. 14d.; Monmouth, Auld, for Charleston via Halifax, do.; barks Lord Byron, Duncan, for New-York, 14d.; St. Marys, Milliken, do. Cld. at Panama Aug. 14, schr. Francisco, Macran, Port d'Arenas—20th, steamer Oregon, Pearson, San Francisco—20th U. S. sloop of war Portsmouth, for do.; ship Brutus, Mitchell, Callao; schr. Wellington, (Br. probably,) Shanghai.
Arr. at Valparaiso, July 23, River Cromwell, (Br.) San Francisco.
Arr. at Aviles, July 19, bark George Henry, Collin, Co. ja.
Arr. at Callao, Aug. 1, ships Crescent, Forbes, San Francisco, (was reported cld for East Indies)—23, John Jay, Howland, New-York (Jan 9) via Rio Janeiro. 8d. 1st, barks Byron, Foss, United States, with guano. 3d, E. H. Chapin, Hall, do. do.; ships, Cassilian, Graves, do. do. 4th, Juniata, Burnham, do. do.; barks, Heroine, Lathrop, Pisco. 5th, George Henry, Collin, ——. At do. 10th, ship Crescent; bark, Sarah Eugenia.
At Buenos Ayres, July 27, barks O. J. Hayes, Beauvais, for New York, unc.; Edward Kopinsch, Upton, for Salem, do.; Rock Rose, Tibbetts, unc.; E. Wright, Jr, Averill from New-York, just arr.; brig Robert Wing, Crowell, unc.
At Rio Janeiro 3d ult., ship Sassinee, Wingate, to load for New Orleans; barks John Winthrop, Blanchard, and Cowper, Churchill, to load for New York; Virginian, Bonsh, do. do.; Marian, Lelar, for Philadelphia; Maryland, Kane, for Baltimore, 14d.; Hermitage, Cooper, for do.; and others as before.
Saxed from do. July 11, bark David Godfrey, Treadwell, Buenos Ayres. 23d, ship Eliza Foster, Grosier, (fm. Boston, June 3,) for San Francisco. 26th, bark Cygnet, Pendleton, for New-York. 27th, ship California Packet, Gardiner, (fm. New-York) for San Francisco; barks Old Hickory Haskell, New-York. 29th, Seneca, Pendergast, Baltimore. 31st, Alice Tarlton, Lawton, New-York. Aug. 1, W. H. D. C. Wright, Wilson, Baltimore.
Arr. at Fort Royal, Ja., Aug 20, brigs Flora, Hubbard, Baltimore. Sept. 1, Velocity, (Br.) Barrett, Philadelphia. 2d, bark George D Emmons, Jameson, New York. 3d, Plato, Catrell, Philadelphia. 5th Br. steamer La Plata Southampton, E.; brig T. R. Stewart, Owens, Baltimore. Sailed 20th, bark Edward, Dearborn, Alexandria.
Arr. at Falmouth, Ja., Aug 31, brig St. Andrew, Hopkins, Baltimore. 8th 31st, schrs. Gazelle, Laudere, for do.; Eliza Ann, Bush, Grand Cayman.
At Zaza, Cuba, 20th ult., brig Sutton, Urann, for New-York four days.
Sld. from Havana 2d inst., schr Zephyr, Byers, Charleston.
At Matanzas 2d ult., bark Rose, Morris, Horner, for Philadelphia, 14d.; Union, Clark, from New-York, just arr.; brigs Eliza Ann; Peters, from Wilmington, 6d.; Maine, Arthur, from Providence, 4d.
At Grand Key, Turks Island, 28th ult., brig Sylph, (Br.) for Boston same day; A. Hayford, Short, (from St. Thomas) for do. do.
Cld. at St. John, N. B., 8th inst., ship Wm. Winsoree, Westcott, London.

Domestic Ports.

ALEXANDRIA, Sept. 11—Sld. brig Dannemeroer, Fink, Barbadoes; schr. Pampero, Kendrick, do.
ALBANY, Sept. 11—Arr. schrs. Sarah Matilda, Fiske, New York; Heroine, Freyn, Norwalk. Cld. schrs. Andrew Brown, Watt, Boston; Isaac Merritt, Wright, New-Haven; Pinta, Perrin, New London; Ferine, Ingraham, Providence; Elizabeth, Kenny, Bridgeport; Wm. H. Dewitt, Babcock, New Haven; Deamark, Potter, Providence; Cabot, Clarke, Sag Harbor; Exile, Wren, New Haven.
BANGOR, Sept. 9—Arr. brigs Model, Dow, Hoboken; Prest, Taylor, ——, of Belfast; Lilian, ——, Bucksport; scow Capitol, Higgins, Philadelphia. Cld. 10th, brig Lucy Ellen, Parker, Boston.
BOSTON, Sept. 11—Arr. schr. Hellespont, Elwell, St. John, NB. Cld. ship Plymouth, Timothy Young, of and for N. York; barks Kildar, Fessenden, San Francisco; Horace, Tucker, Pulo; Br. brigs Escape, Cumming, St. Johns, N.F.; Leader, Marshand, Pictou; Wm. Boothby, Cobb, Windsor; Margaret, Parker, Annapolis; Ohio, Churchill, Yarmouth; Mercy, Day, New-Edinburgh; brigs Sarah W. Cushing, Ames, Mobile; Mail, Baker, Philadelphia; schrs Martha Jane, Boynton, Nassau; El Dorado, Tibbs, Norfolk; Luther Child, Baker, Philadelphia; Samuel Bolton, Mershon, Albany; Corinna, Burlingame, do.; Lewis, Crowell, New-York; Victor, Crowell, do.; Homer, Parker, do.; Mystic, Reed, do.; Bay State, Burr, do. steamers St. John Harvey, True, Halifax; City of New York, (of this port, late of New-York) Baxter, Philad. Sept. 12—Arr. ships Mary Ann, Crosby, Calcutta; Northern Light, Loring, San Francisco; H. M., (Br.) Marsland, Pictou; barks Argyle, (Br) Burton, Ardrossan; Laconia, Howes, Philadelphia; brigs Humboldt, Gunn, Cuacao; Lady Sale, (Br.) Boudrot, Pictou (Good Intent, (Br.) McKenzie, Pictou; John Dawson, Dickey, Wilmington, NC.; Creole, Treworgy, Rondout; John Alfred, Ballard, Rondout; Vesta El-

len, Whitmore, New York; schr. E. L. B. Wales, Little, Wilmington, N.C. Sld. Saturday, steamers Sir John Harvey, and City of New York. Sunday, brig Margaret; and from the Roads, where they anchored previously, barks Lady Suffolk; Juniata; Isabella, and Justice Ship.
CHARLESTON, Sept. 8—Arr. schr. Zephyr, Byers, Havana; 9th, ship Chase, White, New York; bark Jasper, Bennett, New York; Chas. Keshaw, Bishop, Portland, Conn.; brigs Telegraph, Laurens, Philadelphia; Seguin, Dubell, Baltimore. Cld. ship Camden, Sherwood, New-York. Went to sea, schrs. Chatham, Middleton, Key West and Havana; Jno. Taylor, Harper, Philadelphia.
ELIZABETH CITY, N. C.—Arr. previous to Sept. 11, schr. Good Hope, Everton, New-York.
JACKSONVILLE, Sept. 2—Arr. brigs L. W. Maxwell, Burt, Fall River; Ed. Forrest, Gallaton, Boston. Cld. Aug. 30, brig Russia, Miller, Chagres; Sept. 1, brig Fremont, Church, New York; schrs. Jersey Oak, Rogers, do.; St. Geo. M. Robinson, Clagett, Baltimore.
NEW-ORLEANS, Sept. 5—Arr. at the South West Pass, bark Emily Miner, Metzger, New-York.
MOBILE, Sept. 4—Arr. brig New World, Cartman, Philadelphia.
PHILADELPHIA, Sept. 13—Arr. barks Robert Morris, Horner, Matanzas; Louisa, Lindsay, Carteret; Gov. Von Ostholm, Davis, New York; brig Adele, Lewis, St. Barts; schrs. Catharine, Collins, Boston; Thos. Sumner, Nickerson, Salem; Jacob Raymond, Bourne, Nantucket; Cape May, Ross, Newport; Sydney Price, Gandy, Wilmington, N. C.; Minerva, Baker, New-York; Seaport, Price, do. Cld. 13th, brig Gen. Taylor, Shute, Boston.
RICHMOND, Sept. 10—Arr. schr. Rainbow, Rogers, Boston. Sld. schr. Hill Carrier, Nelson, New-York.
SAVANNAH, Sept. 9—Cld. Br. bark John, Buchanan, St. Johns, N. B.; schr. Matanzas, Canary, Dobey Island, Ga.
ST. MARKS—Cld. Sept. 3, bark R. H. Gamble, Joselyn, New-York via Manatee.
WILMINGTON, N. C., Sept. 10—Arr. schr. Harvest, Williams, Boston. Cld. schr. E. H. Rowley, Rogers, Philadelphia.

Financial.

OFFICE NEW-YORK AND ERIE RAILROAD COMPANY, NEW-YORK, Sept. 10, 1852.

NOTICE.—The Stockholders of the New-York and Erie Railroad Company are hereby notified that the annual election for Directors will be held at the Office of the Company, in Erie-place, on TUESDAY, the 12th day of October next, from 11 o'clock A. M. to 2 o'clock P. M.
The transfer books will be closed from Oct. 24, till the day after the election. By order of the Directors.
NATHANIEL MARSH, Sec'y.

OFFICE OF JEFFERSON INSURANCE CO., New-York, Sept. 6, 1852.

THE BOARD of DIRECTORS have this day declared a dividend of three dollars per share, payable to the stockholders, or their legal representatives, on demand. GEO. T. HOPE, Secretary.

THE BOARD of DIRECTORS of the AMERICAN MINING COMPANY have ordered an assessment of Twenty Cents on each share of stock of the Buena Esperanza Mine, numbered from No. One to No. Twenty Thousand inclusive, payable on or before the 20th day of September next—Dated August 30, 1852.
WARREN CURRIER, Sec'y American Mining Co.

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.

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 $421,554 38. Amount subscribed and not paid in is $86,595 96. Total, $508,150 34. The amount expended for construction and equipment up to August 1, 1852, is $603,456 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) 56 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 unlimited 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.

PROPOSALS for LOAN.—$100,000 DAYTON AND MICHIGAN RAILROAD SEVEN PER CENT. FIRST MORTGAGE CONVERTIBLE BONDS.
The Dayton and Michigan Railroad Company offer for sale $100,000 of their Mortgage Bonds, with Coupons.
They are in sums of $1,000 each, payable the 1st July, 1867, with interest at 7 per cent semi-annually, in the City of New-York, on the 1st January and the 1st July of each year, where the principal sum is also payable. They are secured by a first and only Mortgage, or Deed of Trust, to Joseph B. Varnum, of the City of New-York, in trust for the bondholders. They are issued under acts of the Legislature of Ohio, authorizing them and the mortgage to secure their payment. The amount of bonds thus to be issued under the mortgage is one million of dollars. They are convertible into the capital stock of the Company at the option of the holder.
The amount of Bonds at present to be issued under the mortgage is $300,000, of which only $100,000 will now be offered for sale.
The mortgage covers the entire line of the Company, their property real and personal, commencing at the termination of the Cincinnati and Dayton Railroad, at the City of Dayton, Ohio; thence by Troy Piqua, Sidney, Lima, Perrysburgh, Maumee City and Toledo, to the Michigan State line, in the direction of Detroit, 140 miles long.
The mortgage provides that the Company shall only issue, and the Trustee certify under it, $30,000 of bonds until after the Road is finished and in operation to Sidney, 38 miles, $200,000 more after the same is finished and in operation to Lima, 65 miles, and so on as the Road is completed from point to point, and the money needed to purchase iron rails, &c.
Is the first and only lien thereon and the only debt of the Company.
That part of the line lying between Dayton and Sidney is nearly graded and bridged, the rails have been purchased and now in the course of arrival—will be completed and in operation by the first of June next.
An arrangement has been made with the Cincinnati and Dayton Road to run it for the present.
The entire line from Dayton to the Michigan State line, equipped for one year, is estimated to cost $2,500,000. That part lying between Dayton and Sidney $650,000.
It is the purpose of the Company to complete the line to Sidney first, the residue from point to point continuously as the means of the Company will permit.
To complete the Road to Sidney the Company has an available stock subscription of about $400,000, which has been mostly collected and expended on the line. To raise the remaining means this loan is resorted to.
Active measures are in progress by the Company to raise the necessary stock subscriptions to complete the entire line. A considerable sum has already been subscribed. The entire line, it is expected, will be placed under contract for graduation and masonry early next year, and completed within the year following.
The Mortgage gives full power to the Trustee to take possession of the Road, its personal effects, franchises, depôt grounds, &c., and to sell the same to the highest bidder, to raise money to pay either interest or principal in case of default.
The country through which the Road passes, with its connecting link to Cincinnati, is not only unsurpassed but unrivaled by any other of equal extent in the Union, in fertility of soil, capability of sustaining a dense population, and in all the elements of wealth and prosperity.
The report of the Auditor of the State of Ohio for 1851, shows that about one-fourth of the entire taxable property of that State was found in the twelve counties through which this line passes from Toledo to Cincinnati.
The Southern portion of the line passes through the most populous and fertile portions of the United States; half a century ago it was an unbroken forest.
At Sidney this line crosses the Bellefontaine and Indiana Railway; at Lima, the Ohio and Indiana, which will prove a valuable tributary, opening to it the immense trade of the region around Fort Wayne, and that west and north of it.
At Toledo it connects with the Michigan Southern and Lake Shore Roads. The line will soon be extended to Detroit. At Dayton it connects with the road to Cincinnati south, and to Indianapolis west, and Columbus east.
This Road will probably pay its shareholders quite as well as the Cincinnati and Dayton Road, whose stock is now at or above par.
An examination of a map of this line will show that it occupies a most important position, nearly, if not quite, equal to any other in that State.
Sealed proposals will be received for any sums not less than $1,000 until Saturday, the 25th day of this month, at 3 o'clock P. M.
Proposals will be addressed to the Agents of the Company, Messrs. WINSLOW, LANIER & CO., No. 52 Wall-st., indorsed "Proposals for Dayton and Michigan Railroad Bonds."
Twenty-five per cent. of the purchase money will be required to be paid on accepting the bids, the remainder in equal monthly installments of 25 per cent. Any purchaser will be at liberty to pay in full at once. Interest on the Bonds will run from the day of payment.
The above $100,000 will be sold absolutely and without reserve to the highest bidder.
A printed exhibit, with a map and all necessary information in relation to these securities, can be had by calling at the office of the Company's Agents, No. 52 Wall-st., New-York.
JNO. G. WELFORD, President.
New-York, Sept 6, 1852.

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.

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.

J. SCHULTZE & WOLDE, in Bremen, are prepared to make collections in all parts of Germany, and will reimburse promptly through their correspondents in the United States.
REFERENCES—Messrs Meyer & Stucken, New-York; L. Von Hoffman & Co., do.; A. Schumacher & Co., Baltimore; Oberteuffer & Freytag, Philadelphia; Thierman & Pringle, Charleston, S.C.; Meyer, Munzing & Co., New-Orleans; Schmidt & Co., do.; Ad. Meier & Co., St. Louis, Mo.; S. Foedick & Co., Cincinnati, Ohio; John Schmidt & Co., Louisville, Ky.; E. Kauffmann & Co., Galveston, Texas; H. Runge & Co., Indianola, Texas.

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.

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 $2,417,895.
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 in 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 cash 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 installments every 90 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. BACON, 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:
$50,000 OHIO and PENNSYLVANIA SEVEN PER CENT. RAILROAD CONVERTIBLE BONDS, Coupons payable in New-York, 1st July and 1st January. Principal due in 1865.
$50,000 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 falls due in 1861. Entire debt of the Company $250,000.
$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.
$50,000 WASHINGTON COUNTY, Pennsylvania, SEVEN PER CENTS, guaranteed by the Hempfield Railroad Company.
$50,000 OHIO COUNTY, Virginia, SEVEN PER CENTS, guaranteed by the Hempfield Railroad Company.
$10,000 CITY OF MADISON, Indiana SIX PER CENTS, guaranteed by the Madison Gas Light Company.
$20,000 VAN WERT COUNTY, Ohio, SEVEN PER CENT. BONDS, Coupons payable 1st July and 1st Jan.
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 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, Sept. 8, 1852.

THE AMERICAN EXCHANGE BANK of Georgetown, D. C., redeemed at ½ per cent by S. & J. S. DUNNING, No. 185 Greenwich-st

SAN FRANCISCO CITY TEN PER CENT. BONDS and CALIFORNIA STATE SEVEN PER CENT. BONDS. Principal and interest of latter payable in New-York. For sale by E. W. CLARK, DODGE & CO., No. 51 Wall-st., corner William-st.

TOLEDO, NORWALK and CLEVELAND RAILROAD BONDS.—$20,000 7 per cent. Second Mortgage and Income Bonds of the above Road for sale by DELANO, DUNLEVY & CO., No. 18 Wall-st., N.Y

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

LAND WARRANTS BOUGHT and SOLD on the most favorable terms, by COLEMAN & DRAKE, No. 63 Wall-st., near Hanover-st.
100, 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.

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. 5 Nassau-st 3 doors from Wall-st.

Dry Goods.

CORDOVA PLAINS.—Very superior all-wool Negro Plains, of American manufacture, for sale by NESMITH & CO., Nos. 52 Broad-st. and 50 New-st.

DRY GOODS.—New Goods daily arriving; De Laines, Cashmeres, Alpacas, Prints, Muslins, Linens, Table Cloths, Blankets, Flannels, Black Silks, Cloths, Cassimeres, &c., with a general assortment of seasonable Goods, for sale by W. MATHEWS & CO., Nos. 52 and 54 Catharine-st.

ELEGANT PRINTS.—Several new styles 9-8 French Prints, in dark, rich colors, including the robe pattern, just received. For sale by NESMITH & CO., Nos. 52 Broad-st. and 50 New-st.

Dry Goods.

I. O. WILSON & CO., No. 12 COURTLANDT-st, (opposite the National and Western Hotels) and Nos. 11 and 13 DEY-st., New-York, have now in store a full assortment of every description of FALL and WINTER GOODS, to which constant additions will be made by every arrival. Our stock will comprise a large variety of TAILOR'S GOODS, English, Bel