INDEPENDENT LINE.—Through Tickets for California via Aspinwall and Panama. The new and splendid steamship UNCLE SAM, 2,000 tuns, W. A. Mills, Commander, will leave New-York for Aspinwall on Saturday, Feb. 19, at 3 P. M. precisely, from Pier No. 3, North River. The performance of this steamer on her first and second voyages warrants the assurance that the passengers will reach Aspinwall, in from 7 to 8 days, where she will connect with the new and splendid steamship SIERRA NEVADA, 2,000 tuns, J. D. Wilson, Commander, which will be in readiness at Panama to receive the passengers of the Uncle Sam, and sail immediately for San Francisco. These steamships are both new, and of the very first class. As to accommodation, speed, and ventilation the are unsurpassed by any vessel on the route. The tables will be supplied in the most liberal manner, both for Cabin and Steerage Passengers. Every exertion will be made, on the part of the officers and owners, to insure safety, speed, and comfort. Passengers will be landed on the wharf at Aspinwall, and take the Panama Railroad for the Pacific. A good surgeon is attached to each ship, whose services are free of charge to the Passengers. For freight or passage apply to E. MILLS, Agent No. 51 Courtlandt-st.

P. S.—A Mail-bag will be made up at this office, in accordance with the new law of Congress, for the accommodation of the public.

FOR SAN FRANCISCO. — The elegant Clipper Ship SIROCCO, Capt. John L. Sanford, is rapidly loading at Pier No. 26, East River. For balance of freight or passage, in cabins unsurpassed for extent and splendor, apply to J. S. OAKFORD, No. 92 Wall-st.

Steamboats and Railroads.

FALL RIVER LINE.—On and after MONDAY, Jan. 24, the rates of freight by the Fall River Line will be advanced to 20 cents per 100 lbs. on ordinary weight goods, and to 5 cents per foot on ordinary measurement goods. Other freight advanced in proportion.
TISDALE & BORDEN, Agents, Nos. 70 and 71 West-st.

FOR SHREWSBURY, HIGHLAND DOCK, OCEAN HOUSE, (Long Branch,) PORT WASHINGTON, MOUNT'S DOCK, BROWN'S DOCK, (Middletown,) and RED BANK.—The new and splendid steamboat THOMAS HUNT, Capt. A. H. Haggerty, will leave the New-Haven Pier, Peck-slip, East River, as follows:

FROM NEW-YORK.	FROM SHREWSBURY.
Friday, Jan. 14, 7½ A. M.	Friday, Jan. 14, 11 A. M.
Saturday, Jan. 15, 11½ A. M.	Monday, Jan. 17, 11½ A. M.
Tuesday, Jan. 18, 12½ P. M.	Wednesday, Jan. 19, 1 P.M.
Thursday, Jan. 20, 1 P. M.	Friday, Jan. 21, 2 P. M.
Saturday, Jan. 22, 2½ P. M.	Monday, Jan. 24, 7½ A. M.
Tuesday, Jan. 25, 7½ A. M.	Wednesday, Jan. 26, 8½ A. M.
Thursday, Jan. 27, 9 A. M.	Friday, Jan. 28, 9½ A. M.
Saturday, Jan. 29, 10 A. M.	Monday, Jan. 31, 10½ A. M.

The stages for Squam will run in connection with boat.—Stages to convey passengers to all parts of the country. All persons are forbid trusting the above boat on the account of the owners.

FOR ALBANY—WINTER ARRANGEMENT.—Three Daily Lines. Fare, $1 50. The trains leave City Hall Station, corner Tryon-row and Centre-st., daily, (Sundays excepted,) as follows:
1st Train, at 7.30 A. M. Mail Train stopping at all Way Stations.
2d Train at 9 A. M. Albany Express Train, stopping at Croton Falls, Dover Plains, Hillsdale and Chatham Four Corners, arriving 2.10 P. M., in time to connect with 2.30 Train from Albany West.
3d Train, 3.45 P. M. Albany Express Train, stopping at Croton Falls, Dover Plains, Millerton, Hillsdale and Chatham Four Corners, arriving 9.15 P. M., connecting at Albany with Express Train for Buffalo.
Returning, will leave East Albany at 8 A. M. Express Train arriving in New-York 12.45 P. M. 11.15 A. M., Mail Train, making all stops, and 4 P. M. Express Train arriving in New-York 9.15 P. M. M. SLOAT, Superintendent.

FOR BOSTON, via NEWPORT and FALL RIVER.—The splendid and superior steamers BAY STATE, Capt. Wm. Brown, and EMPIRE STATE, Capt. Benjamin Brayton, leave on alternate days, (Sundays excepted,) from Pier No. 3, N. R., near the Battery, at 4 P. M. For freight, apply on board, or at the office on Pier No. 3.
Freight to Boston is forwarded through with great dispatch, by an express freight train.
TISDALE & BORDEN, No 70 and 71 West-st.

REGULAR MAIL LINE, via Stonington, for BOSTON, PROVIDENCE, NEW-BEDFORD and TAUNTON.—The steamers MASSACHUSETTS and COMMODORE of this line, now run regularly as heretofore, alternately, leaving Pier No. 2 North River, first wharf above Battery-place, daily, Sundays excepted, at 4 P. M., and Stonington at 8 o'clock P. M., or on arrival of the mail train, which leaves Boston at 5 P. M.
The COMMODORE, from New-York—Monday, Wednesday and Friday. From Stonington—Tuesday, Thursday and Saturday.
The MASSACHUSETTS, from New-York—Tuesday, Thursday and Saturday. From Stonington—Monday, Wednesday and Friday.
The steamer FERRY leaves Providence for Newport daily, except Sundays, at 2 P. M.
For freight or passage, apply at the office, No. 10 Battery-place, or on board the boats

CENTRAL RAILROAD of NEW-JERSEY.—New-York to Easton, Pa. Fare $1 75.—Fall Arrangement, commencing November 15, 1852. Leave Pier No. 1 North River daily, for Easton and intermediate places at 8 A.M., 12 M., and 3.45 P.M., and for Somerville at 4.45 P.M. Returning, leave Phillipsburg at 6 and 9 A.M. and 3.15 P.M.

TOLEDO, NORWALK and CLEVELAND RAILROAD—Open for passengers between Toledo and Monroeville. Trains leave daily (except Sundays) as follows: Leave Toledo at 7 A. M.; leave Monroeville at 2½ P. M., forming a continuous line of railway, via Cleveland and Shelby, between New-York, Boston and Chicago.
The direct line from Cleveland to Monroeville, will be open about Jan. 20.—Office Toledo, Norwalk and Cleveland R. R., Norwalk, O., Jan., 1853.
E. B. PHILLIPS, Superintendent.

GREAT NORTHERN RAILROAD—NEW-YORK to VERMONT and CANADA.—Tickets are sold at the New-York and New-Haven Railroad Office, Broadway and Canal-st., N. Y. To Bellows-Falls, Rutland, Burlington, Windsor, White River Junction, Wells River, St. Johnsbury, St. Albans, Rouse's Point, Ogdensburgh and Montreal. Baggage checked through. Express Trains leave at 8 A.M. and 3½ P.M., in connection with the Northern Roads. Freight by New-Haven steamers from Peck-slip every day at 3 P.M., connecting with the Railroad to Burlington, St. Johnsbury, Ogdensburgh, Montreal, and all intermediate towns. The Companies forming the New-Haven Route are determined to make it the most comfortable and expeditious winter route to Vermont and Canada. F. HYDE, Railroad Agent, No. 152 South-st., N.Y.

HUDSON RIVER RAILROAD.—Winter Arrangement. Tra'ns leave Chambers-st. daily, for Albany and Troy.
Express Train 6 A. M. through in 4 hours, connecting with Trains reaching Buffalo or Montreal at 8 o'clock same evening.
Mail Train 8 A. M.—Through Way Train 1 P. M.
Express Train 5 P. M.—Accommodation Train 6 P. M.
For Tarrytown at 2 P.M., and an Evening Train at 11 o'clock.
For Po'keepsie at 10.30 A. M. and 4 P. M.—For Peekskill at 5.30 P. M.
The Tarrytown, Peekskill and Po'keepsie Trains stop at all Way Stations.
Passengers taken at Chambers, Canal, Christopher, 14th and 31st-sts.
SUNDAY TRAINS from Canal-st. at 7.30 A.M. for Poughkeepsie, and at 5 P.M. for Albany, stopping at all Way Stations. GEO. STARK, Superintendent.

WINTER ARRANGEMENT—CAMDEN and AMBOY RAILROAD for PHILADELPHIA. From Pier No. 1, North River, foot of Battery-place, at 12 o'clock, noon, by steamboat JOHN POTTER. Fare, 1st class cars, $3; 2d class, $2. Returning leave Philadelphia from foot of Walnut-st., at 2 P. M. Emigrant Line steamboat ATLAS, from Pier No. 1, at 1½ P. M. Fare, $1 50.

MICHIGAN SOUTHERN & NORTHERN INDIANA RAILROAD.—On and after January 1, 1853, until further notice, Passenger Trains will run between Chicago, Toledo and Monroe daily, except Sundays, as follows:
Chicago for Monroe and Toledo at 8½ A.M.
Toledo for Chicago at 8 A M.
Monroe for Chicago at 7½ A.M.
This Road, in conjunction with the Toledo and Norwalk, Lake Shore, New-York and Erie, Buffalo and Albany, and Hudson River Railroads, form the only Railroad communication between Chicago and New-York City.
Also, a Railroad communication is now opened between Chicago and Columbus, Cincinnati and Pittsburgh, via Toledo and Norwalk Road, which intersects the Mad River and Hamilton and Dayton Roads at Bellevue, the Mansfield Road at Monroeville, and the Cleveland, Columbus and Cincinnati, and Pittsburgh Roads, at Cleveland.
JOS. H. MOORE, Superintendent.
M. S. & N. I. R. R. Office, Adrian, Dec. 27, 1852.
JOHN F. PORTER, Agent, No. 109 Broad-st., N.Y.

NEW-YORK and NEW-HAVEN RAILROAD.—WINTER ARRANGEMENT.—December 13, 1852.—Trains out of New-York—Accommodation and Special—at 7 and 11½ A. M., 4 and 5 P. M., through to New-Haven.
At 9.10 A. M. and 6½ P. M., for Port Chester.
The 11½ A. M. runs in connection with train from New-Haven to Hartford and Springfield, and with train over the Canal Road.
EXPRESS TRAINS at 8 A. M. and 3½ P. M. for New-Haven, Hartford, Springfield, Worcester and Boston, Connecticut River and Vermont Railroads. The 8 A.M. train connects at New-Haven with train of the New-London Road, to New-London, Norwich, Stonington and Providence. The 3.30 P. M. to New-London only.
The 8 A. M., stops at Stamford and Bridgeport, connecting with Housatonic and Naugatuck Railroads at Bridgeport. The 3½ P. M., stops at Stamford, Norwalk and Bridgeport, connecting with Danbury Railroad at Norwalk, and with Housatonic and Naugatuck Railroads at Bridgeport.
Trains into New-York—Accommodation and Special—at 6½, 7 and 9.35 A. M., and 2 P. M., through from New-Haven.
At 5½ A. M. and 3.45 P. M., from Port Chester.
The 9.35 A. M. receives passengers from Springfield and Hartford, New-London and Canal Railroads, at New-Haven. The 4 P. M. receives passengers from Hartford and Springfield and Northern Railroads.
EXPRESS TRAINS leave New-Haven on arrival of trains from Boston at 11 and 3.50 P. M., (stopping at Bridgeport, Norwalk and Stamford;) leaving Boston at 8 A. M. and 3½ P. M. Trains of the New-London Road run in connection.
See large bill of advertisement at the Station-House and principal hotels. GEO. W. WHISTLER, Jr., Sup't.
New-Haven, December, 1852.

PENNSYLVANIA RAILROAD.—This Road will be completed to Pittsburgh by December 1st, after which all goods consigned to their Agent at Philadelphia will go through, without transhipment, within Seventy Hours, at the rates below published; offering to Merchants shipping to points on the Ohio River, or any of the Western waters, facilities not to be received on any other route. Their arrangements with connecting roads are complete, by which Goods can be forwarded to the Interior of the Western States by Railroad, at the lowest rates, and in all cases without detention.
WINTER FREIGHT TARIFF
from Philadelphia to Pittsburgh.
1st Class—Dry Goods, Boots & Shoes, &c. ..... $1 per 100 lbs.
2d Class—Hardware, Machinery, Bales, Brown Sheeting, Wool, &c. ..65 cts. per 100 lbs.
3d Class—Coffee, Queensware, Heavy Castings, &c. ..... 75 cts. per 100 lbs.
4th Class—Bacon, Lard, Fish, &c. ..... 65 cts. per 100 lbs.
No Commission charged for forwarding at Philadelphia or Pittsburgh.
For further information or Bills of Lading, apply to
J. L. ELLIOTT, Agent, No. 7 West-st., N. Y.
H. H. HOUSTON, Gen. Freight Agent, Philadelphia.

NEW-JERSEY RAILROADS.—On and after the 27th of December a train will leave New-York at 8 o'clock, A. M., from foot of Courtlandt-st., arriving in Philadelphia at 12 noon, at the Kensington Station. This line will be a Relief Express Train to the 9 A. M. Express Train, which will also run through in four hours. Through Tickets for Baltimore, Washington, Norfolk and Charleston sold by both lines. Tickets sold to passengers for way stations in New-Jersey in the 8 A. M. train only, at reduced prices. The Trenton Accommodation Train will, on and after the 27th December, leave Trenton at 9 A. M., arriving in New-York at 12 noon, returning from New-York at 4 P. M., by which passengers will also be carried at reduced prices, relieving the 5½ P. M. Philadelphia train of way passengers. These arrangements will make more certain the connection of the Mails, and through passengers with the continuous train leaving Philadelphia at 2 and 10½ P. M.

NEW-YORK and ERIE RAILROAD.—Trains leave pier foot of Duane-st. as follows:
EXPRESS TRAIN at 7 A. M. for Dunkirk and Buffalo.
MAIL TRAIN at 9 A.M. for all stations.
WAY TRAIN at 3 30 P.M., for Piermont and Suffern.
WAY TRAIN at 3 30 P.M. for Delaware, via Jersey City.
EXPRESS TRAIN at 5 P.M., every day for Dunkirk and Buffalo.
Both Express Trains connect at Dunkirk with the Lake Shore Railroads for Cleveland, and thence direct to Cincinnati; also to Sandusky, Toledo, Monroe, Detroit and Chicago. CHAS. MINOT, Superintendent.

CANANDAIGUA & ELMIRA RAILROAD—WINTER ARRANGEMENT.—On and after Monday, Dec. 20, and until further notice, trains leave Elmira for Canandaigua, as follows:
Mail Train at 7 A. M., or on arrival of Night Express Train from New-York, connecting at Canandaigua with trains on the Albany and Buffalo Road for Rochester, Buffalo and Niagara Falls.
Day Express at 6.10 P.M., or on arrival of Day Express from New-York. The time of leaving New-York may be seen by reference to the advertisement of the New-York and Erie Railroad. WILLIAM G. LAPHAM, Sup't.
New-York, Dec. 18, 1852.

NEW ROUTE.—BUFFALO and NEW YORK CITY RAILROAD.—Extension of the Six-Foot Track to Buffalo.—This road, extending from Buffalo to Hornellsville on the New-York and Erie Railroad, is now completed and in full operation, forming, in connection with that road, the shortest, cheapest and most direct route between New-York City and Buffalo. It is of the six-foot gauge, and built in the most substantial manner; and the greater portion of it having been in operation some months, it is entirely free from the roughness usual on new roads.
Fare from New-York to Buffalo $7 50
Through tickets and baggage checks can be procured at the Dépôt of the New-York and Erie Railroad, foot of Duane-st., N. Y.
The times for leaving New-York may be learned by reference to the advertisements of the New-York and Erie Railroad. The trains will leave Hornellsville for Buffalo on the arrival of the Erie Railroad trains.—Buffalo, Nov. 20, 1852.
J. G. HOYT, Supt. Buffalo and N. Y. City R. R.

NEW-JERSEY RAILROAD.—NEW-YORK and PHILADELPHIA, direct.—U. S. MAIL EXPRESS LINES.—Through in 4½ hours—New-Jersey Railroad, via Jersey City, leaving New-York at 8 and 9 A. M., and 5½ P. M., from foot of Courtlandt-st. Leaves Philadelphia same hours, foot of Walnut-st. Fare reduced to $3 for first-class and $2 50 for second-class.
BALTIMORE, WASHINGTON and CHARLESTON through tickets sold in the above lines, and through baggage carried in the 5½ P. M. lines from New-York, with through Conductors. Passengers with baggage cross the ferry 15 minutes before the trains leave.

ROCHESTER, LOCKPORT and NIAGARA FALLS RAILROAD open to BUFFALO.—The most direct, quickest and cheapest route to Toronto, Hamilton and Canada West.—On and after TUESDAY, Jan. 18, 1853, trains will leave Rochester for Buffalo and Niagara Falls as follows: 7.20 A M. and 2.15 P.M. Returning trains will leave Buffalo and Niagara Falls for Rochester at 7.50 A.M. and 4 40 P.M. Passengers for Buffalo will find this route superior in point of comfort to any other. The road is thoroughly built and equipped with entirely new cars and locomotives. The present terminus of the Road in Buffalo is on the Terrace—the most central portion of the city.
WARREN COLBURN, Sup't.

Medical.

A TUMOR in the NECK CURED by HOLLOWAY'S OINTMENT and PILLS.—Thomas Marlow, residing on Welsh Back, Bristol, had been in ill health for years, and always complained of a soreness in the neck. He was seen by several medical gentlemen, but none were successful in affording him the least relief; however, after some time, a large tumor formed under his left ear, from which he suffered intensely, and tried remedy after remedy without obtaining any benefit, until he made use of HOLLOWAY'S OINTMENT and PILLS, and these wonderful medicines soon reduced the tumor, and effectually cured it, and he is now in the enjoyment of the most robust health.
Sold by all vendors of medicines in the United States, in pots and boxes, at 37½ cents, 87½ cents, and $1 50 each; and wholesale by the principal drug houses in the United States, and by Messrs. A. B. & D. SANDS, New-York, and by the proprietor, No. 244 Strand, London.

BE NOT DECEIVED!—Remember, SETH W. FOWLE, Boston, Mass., is the sole proprietor of the original receipt for the manufacture of the original and only genuine
WISTAR'S BALSAM OF WILD CHERRY.
This article was originally prepared by Williams & Co., of Philadelphia. Now that this preparation is so well known, there will be, and now are, found those so villainously wicked as to concoct a spurious, and perhaps poisonous mixture, and try to palm it off as the genuine Balsam. We raise no false alarms. We advise the public of the schemes, that their health may not be trifled with, nor ourselves plundered of our just rights.
A very important disease over which this Balsam exerts a very powerful influence, is that of a
DISEASED LIVER.
In this complaint it has undoubtedly proved more efficacious than any remedy hitherto employed, and in numerous instances when patients had endured long and severe suffering from the disease, without receiving the least benefit from various remedies, and when Mercury has been resorted to in vain, the use of this Balsam has restored the liver to a healthy action, and in many instances effected
PERMANENT CURES!
after every known remedy had failed to produce this desired effect.
Be careful, and see that what you buy has the signature of I. BUTTS.
For sale, at wholesale and retail, by A. B. & D. Sands, General Agents, No. 100 Fulton-st.; Thomas & Maxwell, No. 56 William-st.; John Milhan, No. 183 Broadway; Astor and Irving House Drug Stores, and No. 110 Broadway.

SANDS'S HOARHOUND COUGH SYRUP—Only 12½ cents. A delightful and sure remedy for Cough, Hoarseness, Consumption, &c., Wholesale and Retail, at Sands's Mammoth Drug Store, No. 71 James-st.

YOUR WHISKERS are thin and weak, are they? Serve you right. Why don't you use GRAHAM'S ONGUENT? and in six weeks your Whiskers and Moustache will grow strong and thick. It will not stain or injure the skin in any way. Price $1 per bottle. Sent to any part of the country. R. G. GRAHAM, No. 32 Ann-st., Fowler's Buildings.

Water Cure.

HYDROPATHIC and HYGIENIC INSTITUTE, No. 15 Laight-st. Special department for female diseases. R. T. TRALL, M. D., Proprietor.
DR. J. L. HOSFORD, Assistant.

THE N. Y. CITY WATER CURE, No. 184 12th-st., cor. University-pl. Ample accommodations for patients and boarders. O. H. WELLINGTON, M.D.
GEO. H. TAYLOR, M.D.

Legal Notices.

IN PURSUANCE of an order of the Surrogate of the County of New-York, notice is hereby given to all persons having claims against WILLIAM WILLIS, late of the City of New-York, deceased, to present the same with vouchers thereof to the subscriber, at the office of William Bloomfield, Esq. No. 20 Nassau-st., in the City of New-York, on or before the 9th day of April next.—Dated, New-York, the 22 day of October, 1852.
o5 1awfmTu* AMELIA WILLIS, Executrix, &c.

IN PURSUANCE of an order of the Surrogate of the County of New-York, notice is hereby given to all persons having claims against CLEMENS FREY, (late of the firm of Frey & Sands,) late of the City of New-York, deceased, to present the same, with vouchers thereof, to the subscriber, at his office, No. 236 Greenwich-st., in the City of New-York, on or before the thirteenth day of May next.—Dated, New-York, the thirteenth day of November, 1852. [n30 1awfmTu] JOHN FREY.

IN PURSUANCE of an order of the Surrogate of the County of New-York, notice is hereby given to all persons having claims against JOHN BRODIE, late of the City of New-York, deceased, to present the same with vouchers thereof to the subscriber, at the office of Wm. C. Freeman, No. 6 City Hall-place, in the City of New-York, on or before the first day of June next.—Dated, New-York, the 29th day of November, 1852.
n30 1awfmTu* JOHN BRODIE, Administrator.

IN PURSUANCE of an order of the Surrogate of the County of New-York, notice is hereby given to all persons having claims against CASPER THALER, late of the City of New-York, soap and candle maker, deceased, to present the same with vouchers thereof to the subscriber, at the office of Daniel Fanshaw, No. 55 Ann-st., in the City of New-York, on or before the twenty-fifth day of June next.—Dated New-York, the 20th day of December, 1852. PHILIPPINA THALER, Administratrix.
d21 1awfmTu*

IN PURSUANCE of an order of the Surrogate of the County of New-York, notice is hereby given to all persons having claims against the estate of JOHN ROGERS, late of the City of New-York, deceased, to present the same, with vouchers thereof, to the subscriber, at his counting room, No. 80 Wallst., in the City of New-York, on or before the twentieth (20th) day of July next.—Dated, New-York, the 10th day of January, 1853.
j11 1awfmTu* CHAS. N. ROGERS, Executor.

IN PURSUANCE of an order of the Surrogate of the County of New-York, notice is hereby given to all persons having claims against NATHAN RAYNOR, late of the City of New-York, baker, deceased, to present the same with vouchers thereof to the subscriber, at her residence, No. 410 Grand-st., in the City of New-York, on or before the 27th day of May next.—Dated, New-York, the 23d day of November, 1852.
n23 1awfmTu* JANE RAYNOR, Administratrix.

NEW-YORK SUPREME COURT.—Edwin R. Kirk against Susan Tompkins.—Summons for a money demand on contract. To the DEFENDANT: You are hereby summoned to answer the complaint in this action, of which a copy is herewith served upon you, and serve a copy of your answer on me, at No. 187 Greenwich-street, in the City of New-York, within twenty days after the service hereof, exclusive of the day of such service; and if you fail to answer the complaint as aforesaid, the plaintiff will take judgment for the sum of two hundred dollars, with interest from the seventeenth day of April, one thousand eight hundred and fifty-two, besides the costs of this action.—Dated, 15th December, 1852.
j4 1awTuTu R. TEN BROECK, Plaintiff's Attorney.

SUPREME COURT.—Benjamin Chamberlain, Staley N. Clarke and William Gallaher against Albertus L. Lynde, Henry Haight and Richard Haight.—Summons.—To HENRY HAIGHT and RICHARD HAIGHT—Sirs: You are hereby summoned to answer the complaint in this action, and to serve a copy of your answer on me at Ellicottville, Cattaraugus County, New-York, within twenty days after the service hereof, exclusive of the day of such service; and if the defendants fail to answer the complaint as aforesaid, the plaintiffs will apply to the Court for the relief demanded in the said complaint. And you will take notice, that the complaint in this action was filed in the office of the Clerk of Allegany County, on the 17th day of November, 1852. A. G. RICE, Ellicott's Attorney.
d22 1awtw7.

IN PURSUANCE of an order of Jesse C. Smith, Esq., Surrogate of the County of Kings, notice is hereby given, according to law, to all persons having claims against CYNTHIA HAVENS, late of the City of Williamsburgh, deceased, that they are required to exhibit the same with the vouchers thereof, to the subscriber, at No. 13 Beekman-st., in the City of New-York, on or before the 8th day of August next.—Dated, January 24, 1853.
j25 1awfmTu STEPHEN H. THAYER, Executor.

NOTICE of DISTRIBUTION.—Notice is hereby given, that the proceeds of the sale of the Real Estate of PETER A. HORN, late of the City of New-York, deceased, intestate, lately made under the order of the Surrogate of the County of New-York, will be distributed according to law, at the Surrogate's Office, in the City of New-York, on the first day of February next, at ten o'clock in the forenoon of that day, when all persons having claims or demands against said estate will present them to said Surrogate, with their proofs or vouchers.
d16 6w A. W. BRADFORD, Surrogate.

TO JOHN T. WOLSEY—You are hereby commanded and required to answer the complaint in the Supreme Court of Elphalet Whitney and Solomon H. Ashley, plaintiffs, which was on the 22d day of January, 1853, filed in the office of the Clerk of the County of Monroe, and to serve a copy of your answer on me, Henry P. Norton, at the village of Rochester, in the County of Monroe, within twenty days after the service of this summons, exclusive of the day of the service thereof, and if you fail to answer the complaint, the plaintiffs will take judgment against you for $61 50, together with the interest thereon, from the 18th day of January, 1853, besides costs. Dated Jan. 19th, 1853.
j25 1awfmTu H. P. NORTON, Plaintiff's Attorney.

NEW-YORK TRIBUNE.

EUROPEAN POWER IN AMERICA.

CUBA AND CANADA.

Hale in Reply to Cass.

From the Debate in the Senate on Tuesday, Jan. 18, on Cass's Cuba Resolution.

Mr. HALE—Mr. President, as I introduced an amendment to this resolution, I intended at some fitting time, if it was the pleasure of the Senate to hear me, to address myself somewhat at length to the subject, and I should have waited until that fitting time had come, had not direct allusion been made to so humble an individual as myself both by the Honorable Senator from Michigan, (Mr. CASS,) and from South Carolina, (Mr. Butler.)

On the 5th of March, 1770, several citizens of Boston were shot down in the streets of that city by British soldiery. Of course, it sent a thrill of horror and indignation throughout the community, and when the fact was announced to a certain patriotic, warm blooded, and impulsive old gentleman, indignation stirred his heart and mantled his countenance, and the emphatic expression which he uttered deserves to be remembered—deserves to be painted in letters of light upon the wall of the Senate Chamber, in order that we may all remember it, because it seems to be a lesson that is so well practised upon now. Said the old man, "These soldiers must be talked to." That was the hight to which he was worked up when American citizens were slaughtered by British troops in the streets of Boston—"These soldiers must be talked to." Well, sir, they were talked to; but it did not amount to anything. I think that is one of our easily besetting sins—talking, everlasting talking. Talking, sir, might do some good, if, when the occasion indicated by the talk comes, we lived up to our words. I have a word or two to say upon this.

The Honorable Senators from Michigan [Mr. Cass] and from South Carolina [Mr. Butler] alluded to a remark which I made the other day, that when the time came for action we should back out. Now, Sir, I trust that I have as high an appreciation of American patriotism, of American bravery, and of American ability to defend their rights against Great Britain and against the world, as any Senator here. It was not in reference to any such contingency that I spoke, and whoever will read the debates that were then taking place in the Senate will see it. It was in reference to just exactly what the Honorable Senator from South Carolina [Mr Butler] denominated these long advertisements; and I believe it will be universally found to be the case, that the men who deal most in them deal least in action. But, Sir, I have not a doubt, and never had, that on any occasion that affected the interest and honor of this country, where American pride, American feeling, and American patriotism were touched, this country might bid proud defiance to the world, and that without a prefatory admonition to the world of any resolution about what we would do.

Now, I regret that so distinguished a parliamentarian as the honorable senator from Michigan, [Mr. Cass] should have made the long and able speech which he did make—to which I listened with so much pleasure—without coming to the real question which was pending before the Senate. The question which was announced by the Chair I understood to be upon the amendment which I had the honor to propose, and that amendment was not whether we should tell Spain that she should not sell Cuba. Why, Spain has told us that she will not sell it; and what good will it do for us to say "you shall not," when Spain says she "will not," and when she has given the best evidence that she is sincere in their determination, in the fact that she has refused a pretty liberal price which we offered her for it? And I think in that she has made her acts vindicate her words. She says she will not sell it. You have offered her a hundred millions of dollars, and she says she will not take it; and now you propose to fortify your position by announcing to the world that she shall not sell it to anybody else.

And the Honorable Senator thinks we ought to repeat this declaration, because the peculiar circumstances of Cuba are such that she commands the Gulf of Mexico, commands the outlet of the Mississippi River, and she is in a commanding position to obstruct all our commerce and navigation that comes into the Gulf of Mexico, and seeks the mouth of the Mississippi River. Well, Sir, I suppose the people of this country are not so low, their patriotism is not of that doubtful character, nor their bravery of that spurious kind, that they will take a position before a weak nation that they will not assume before a strong one. I use the words weak and strong in a comparative sense, because I look upon Great Britain as a much stronger nation than Spain. Now, I ask if the local position of Canada, in any aspect in which you may view it, either in relation to the interest of peace or war, is not of a thousand-fold more consequence than Cuba? Why, Sir, during the exciting political canvass of 1848—I am speaking historically now—the candidate of the great Democratic party of the nation, which has now swept the country, did not go to bed a single night when he was not within the reach of a British shell that might have been fired into his dwelling from a British mortar. [Laughter.]

Mr. CASS—I slept very comfortably, though. [Laughter.]

Mr. HALE—He slept very comfortably; for I suppose he had two consoling reflections. One was that he was safe for election, and the other that he was safe from British bombs. [Laughter.] With these convictions, I do not wonder he slept well.

Well, Sir, Canada and the British possessions in the North extend from the Atlantic to the Pacific Ocean. They border on our inland lakes, and the commerce that finds its way to the Atlantic Coast over these lakes, and through the New-York Canals, taking the whole of it, will be found, I think, equal to at least half of all our foreign commerce.

Mr. SEWARD and others—More than all.

Mr. HALE—More than all, I am told by several Senators around me. The commerce of these lakes and these canals—the internal commerce that is carried on side by side with Great Britain, liable to be interrupted, liable to be destroyed at any moment—exceeds, I am told by Senators, to whose superior wisdom I always bow with great deference, all the foreign commerce of this country.

Mr. MANGUM—It is a great mistake.

Mr. HALE—While, therefore, we are looking with such anxious eyes at Cuba, while we are speculating upon possible and remote contingencies of how that portion of our commerce is to be affected which finds its way to the Gulf of Mexico and the mouth of the Mississippi River—I say, while we are looking at these possible and remote contingencies in relation to the Island of Cuba, I ask those gentlemen who live on the northern coast—those gentlemen who are liable to be waked up in the night by the sound of British cannon on British shores—if it is not worth while for us to turn our attention to our northern borders, to see how the naval and military resources of Canada, in case we have a collision with the British Government, may affect the position, and the safety and the prosperity of that vast community which borders those lakes and those waters which lie between us and Canada? Is it not as well to intimate to Great Britain that she shall not sell Canada? She may say she has no idea of it. I do not know that. She has never been offered a hundred millions of dollars for it, and it will be time enough, I think, to sit down in safety and security under the impression that Great Britain will upon no consideration part with Canada, when she has refused a hundred million dollars for it. At least, would it not be well, while we are serving notices on all the world of what we mean and what we intend, to pick out somebody that, in the event anticipated, will be very likely to be our antagonist?

I have not time, Mr. President, to go into the details and statistics of these measures, by showing what the intimate and exact state of our commercial relations with these people is, but it is very great and very vast: and I think that while we are declaring to Spain what we will and what we will not submit to in relation to Cuba, it is time to look North a little, and ask the citizens of New-York, Pennsylvania, Ohio, Indiana, Illinois, Wisconsin, and all those States—and Michigan, yes, I like to have forgotten Michigan, [laughter]—I appeal to the citizens of all those States, and ask them if it is not worth while to turn a little of that watchful vigilance towards the north? Why, Sir, the Honorable Senator from Michigan is in favor of extension and annexation. So am I. But, Sir, I am in favor of having a *little* extension northward.

It is a very remarkable fact in our history, Mr. President, that whenever we have made a treaty that related to our northern boundaries, we have always cut off, and when we have negotiated a treaty relative to our southern boundaries we have taken on. Now, that may be accidental—probably it is entirely so. [Laughter.] But, Sir, there is one thing that must be said of it—it is a remarkable coincidence, very. [Laughter.]

I was saying that it was a remarkable fact in regard to all our negotiations concerning territories, that whenever they related to Northern territory we gave up, and to Southern territory we took. And I will make another remark in reference to those who are so continually talking of the military aspects of these things. Sir, what did you sell out part of the State of Maine for? She did not want to colonize it. She only wanted a military road—only wanted the means of annoying this country in time of war, whenever there was a conflict between the two nations; and we, in the exercise of that Christian meekness, I suppose, which becomes a Christian people, sold out our own territory on this side of the St. Lawrence, to which every department of this Government was pledged to maintain that it was ours, and which was so palpably ours that we could not negotiate it away—sold it to Great Britain, who at the time she bought it told us she wanted it just for a military road between her provinces on the Atlantic and Canada. Now, Sir, if there had ever been a time to maintain the Monroe doctrine, I think that was a good one.

But that is not the whole history of the North. The North is a large country, Mr. President, although it does not make much noise on this floor, it is a large country. But how was it on the Oregon question? Our title to that territory, I suppose nobody will deny, unless he means to deny the Polk and Monroe doctrine. Our title to that was clear and indisputable. Well, what did we do? We gave Great Britain three hundred thousand square miles of our indisputable territory for the very purpose of colonization. Now, according to the doctrines we have had proclaimed this morning, if Mexico or any other country on earth that has possessions on this continent, had undertaken to sell 300,000 square miles of territory, it would have been a cause of war on the part of the United States against the country that bought it. But, Sir, we did not sell it; we are clear of that—we only gave it to Great Britain.

Then, once more, in reference to the Islands that lie off the coast—we just gave Great Britain Vancouver's Island, which commands the mouth of the Oregon River.

That is the history of the negotiations of this country, so far as the North is concerned, in reference to territory; and I say now to the people of the North and representatives of the North, that your commerce lies infinitely more at the mercy of Great Britain to-day than it would if Great Britain owned every one of the West India Islands, and was without her possessions in the North. And I wonder why those gentlemen who are so fond of looking out at our interests southward do not look to the Bahamas. I understand from those gentlemen who are conversant with the matter that these islands are situated in such a position as more effectually to command the commerce of the Caribbean Sea and the Gulf of Mexico than even Cuba itself, and that the course of navigation is such as to bring the commerce that goes into these seas through them more directly—that is, within the reach of the Bahama Islands—than the Island of Cuba. Why don't we notify Great Britain that she shall not sell the Bahamas?

A SENATOR—And Jamaica.

Mr. HALE—And Jamaica. Imagination can hardly conceive what this country would be—what an era of internal improvements, of progress, and of prosperity would open upon this continent—if the Canadas bordering the lakes upon the north were united to this country. Why, Sir, it would lessen the necessities of your preparations for war one-half if those lakes and that country belonged to us instead of belonging to Great Britain. And why not make some timely effort? Why not utter some word of warning? Why not give some notice in regard to that country, where we have a real and a vital interest, and where the danger is not remote and contingent, but where it is close at hand, and where we have felt it once in a war with Great Britain? We have felt something of the evils of the contiguity of Canada to the United States.

It is in this view that I want to call the attention of the Senate and the country and the people to our relations with Canada as well as Cuba. Why are we going off the continent—why are we going abroad—why are we going to the islands of the sea, when right here at our own doors, in our very midst, there is a country that possesses the means of annoying you infinitely more than Cuba ever can? I, Sir, will not put myself in a position by which I may be subjected to the suspicion of intimating that it is because Great Britain has more means and ability to defend her possessions than Spain has. It must be something else. We are not so much of the bully and braggart that we may presume upon the weakness of a nation to tell them that they shall not do a thing, when we dare not tell another nation stronger than that, that she shall not do a like thing which would injure us infinitely more.

Mr. President, the Honorable Senator from Michigan, says we have reached an epoch in our history. Well, Sir, I have heard of epochs before. Let me tell him an anecdote. I happened once to be present at a small party of gentlemen in the City of Boston. It was about the time of the removal of the deposits by Gen. Jackson; and a young man who was present at the party was full of indignation at the deed, and denounced it as at war with every principle of our Government, and one that would be likely to overthrow it. A sagacious old gentleman who was there threw cold water upon the subject. The young man said, "Sir, I consider this as the very crisis of our experiment." The old man replied, "I have been living in crises all my life." Well, Sir, that is just the way with this country. We have been living in epochs from the beginning of the Government, and I think we may be denominated as a people of epochs. [Laughter.] They come upon us every day and every hour. Why, Sir, the epoch of to-day will be succeeded by the epoch of to-morrow, and one will make about as much impression as the other.

The Honorable Senator from Michigan has found food for his remarks in some comments which he has seen in a Buffalo newspaper. I don't read newspapers, Sir, and that is the reason why I don't make so many of these visionary speeches as a great many people do. [Laughter.] That is the reason, too, why my remarks are always so practical. [Laughter.]

But there was one remark which fell from him that pained me. All the rest I was gratified at. He says there is no people on the globe that evinces such a want of patriotism as this people.

Mr. CASS