

The Ill Faced Lexington.

No particulars have reached the city respecting the recent awful catastrophe, further than what we gave yesterday. We have taken all possible pains to get every additional name that could be procured, and present the following as the only correct list of those who were on board the Lexington when she was burned:—

- Passengers in the Steamer Lexington. Henry J. Fin, of Newport. Robert Blane, President of the Bank of Wrentham, Wrentham, W. A. Green, Providence. Samuel Henry, of the firm of John Henry, Manchester, England. Charles H. Phelps, Director of the Transportation Co., and Andrew, Stonington. Richard W. Dow of the firm of Dow & Co, New York. — rowler. Nathaniel Hobart, Boston. C. W. Woolsey, and six children. — Philps, of New York. S. Waterbury, of the firm of Mead & Waterbury, N. York. J. H. Leach, Boston. J. F. Felt, Jr, Salem. — Bullard. — Abraham Howard, of the firm of Howard & Merry, Boston. A. E. Harding, of the firm of Harding & Co., New York. John Booth, Royalton, Vt. Henry C. Geis, of the firm of Mainland, Kennedy & Co. New York. Mrs. Russell Davis, two children. — Philps, of New York. Thomas J. Taylor, of the firm of James & Taylor, N. York. J. D. Hoyt, New Hampshire. Charles J. Carter, Boston. T. H. Church, Baltimore. John Brown, Boston. P. McKinney, New York. A. Mason, Gloucester. — Phillips, of New York. James S. Brown, lady & child, New Orleans. — Cray, New York. Isaac Davis, Boston. John W. Dow, of New York. John Corey, Foxboro', Mass. J. Lyndon, Stoughton, Mass. Dr. Follen, Boston. Charles Lee, Boston. John Lee, Boston. Capt Child, brother of Capt C. of the steamer. Thomas Burt, (with \$1000 in his possession), New York. — Phillips, of New York. George Child, captain, crew. Jesse Comstock, clerk. S. Manchester, pilot. — Martis, wheelman. F. Thoburn, first mate. David Gray, second do. C. Hempted, first engineer. Wm Quinby, second do. H. P. Newman, steward. — Walker, barkeeper.

And of these only three are saved. The Wall street papers are endeavoring already to bolster up the monopoly Transportation Company, and to excuse the Directors before the ink is dry with which they recorded the destruction of human life. The public have been so stunned by this blow that they have not yet recovered from the shock.

[Correspondence of the Herald.] ALBANY, JAN. 14, 1840.

Ex-Governor Marcy called upon Gen. Root yesterday, at Congress Hall.

"General," said the Ex-Governor, "I did myself the honor to call upon you last week, but I was not so fortunate as to find you in."

"I am very happy to see you," said the General. "Where are you now, Governor?"

"O, over here in a three walled house," was the reply.

"With a patch in the rear, as usual, I suppose," said the General.

Whether the colloquy was further prolonged, the historian saith not.

The old General is the lion of the place. He attracts more interest and attention than any other man here. He is in good health, fine spirits, and is ready to do battle with radicalism in any and every shape. He holds the small fry of the Senate in bodily terror. He has a strong retentive memory, and abounds in facts and statistics of every sort. As a cloud as dense as that of the locusts which overshadowed Egypt. They fill every hot, and infest every avenue to the Capitol. I had occasion to go into the executive chamber this morning, but the rush of hungry applicants was so great, that ingress was out of the question; and after waiting half an hour, and being hustled and crowded until the breath was nearly squeezed out of my body, I gave up the attempt in despair.

A report from the Comptroller was presented in the Senate this morning, containing a statistical table, showing the population and also the aggregate valuation of the real and personal estate in the several cities and counties of this State, in each year since 1815. The report is made pursuant to a resolution adopted in the Senate on the 19th of May last. The Comptroller says the statement has been prepared with as much accuracy as possible from the books and documents in his office, and other means in his power. From a very hasty and superficial examination of the report, I should think that a vast amount of important information was communicated in it. The table exhibits the progressive increase of the population, and of the aggregate value of the real and personal property in every city and county in the State for twenty-four years. It is necessarily very voluminous.

The population of the city of New York, in 1816, was 95,519—Real and personal estate, \$82,074,200; in 1838, the population was upwards of 300,000—Real and personal estate, \$266,882,430.

The population and the value of property, it will be seen, has more than trebled, in New York in 24 years.

I will send you a copy of this interesting report, at the earliest opportunity. It is to be printed immediately.

There was a small flare up in the Senate to-day. The law passed yesterday provides, that at 12 o'clock today the two tiers of the Assembly shall proceed openly to nominate a Senator in Congress, and that immediately thereafter they shall meet in the Assembly Chamber, and compare their nominations, &c.

When the clock in the Senate Chamber was on the stroke of 12, the President told the clerk to call the names of the Senators in alphabetical order, and they were desired, as their several names were called, to rise and nominate their candidate.

Things went on harmoniously until Mr. Senator Samuel Young's name was pronounced by the clerk, when that gentleman rose, cocked and aimed for a speech.

The President informed Mr. Young, in pretty decided terms, that his debate was out of order. Mr. Y. appealed. The President then informed Mr. Y. that more dead men's names than he would entertain in the appeal. Some three or four of Mr. Young's political friends came to his rescue, but they were successively floored, and silenced with great dispatch, by the President's little banisher—having barely time to utter something about "gag law," "Cesar," "despotic power," and "the will of the majority."

U. S. SENATOR.—Mr. N. P. Talmadge has been elected to the Senate of the United States, for the term of six years, by the legislature of this state.—He received sixty-nine votes.

LATER FROM RIO DE JANEIRO AND MONTEVIDEO. By the way of Rio de Janeiro, we have advices from Montevideo, to the 2d of November, inclusive. Nothing important had transpired. The armies of Echague and Rivera, continued in the same position as before reported. Only a few skirmishes had taken place.

Car paper from Rio are to the 16th of Nov. There had been several movements in religion in that city. Some excitement had been produced in consequence of a publication in the "Despertador," respecting a visit to the "Catacombs." The author was accused of being a blasphemer, for having attempted to turn the christian religion into ridicule. He certainly had a right to visit the catacombs if he wished.

Operations in Florida.—Intelligence to the 2d inst has reached us from St. Augustine. Gen. Taylor, has commenced operations in Middle Florida. He advances from Tallahassee eastward in three columns. The 22d, the first column advancing towards Deadman's Bay, after marching 20 miles, sent a part of the baggage train back, which was intercepted by Indians, and the teamster killed. There is evidence that the Indians have crossed the Savannee. This is a good beginning.—The Americans having only lost a part of their baggage.

Fire at Pensacola.—A destructive fire occurred at Pensacola, on the morning of the 25th ult. destroying five buildings, and the progress of which was only stayed by pulling down two others. The buildings destroyed were occupied by L. Rogers, John Campbell, E. S. Wortson's clothing store; J. O. Smith, drug store; Jenison & Foster, Sierra & La Rue, and S. Barrios. No estimate of the loss.

All Ready for a Grab.—The Hon Isaac Hill is an applicant for the expected vacancy of Postmaster, at Portsmouth, N. H.

Frozen Over.—The Ohio river is frozen over from Pittsburgh to Louisville. Great quantities of ice in the Mississippi.

More Factories Destroyed.—The Venitian Blind factory of Mr. G. Smith, of Baltimore, was destroyed by fire on Tuesday morning. The same night, Fulton's Cotton Factory, in French street, near Potter, was entirely burned up.

Victoria Snagged.—The steamer Victoria, from New Orleans for Arkansas, Little Rock, sunk a week or two ago below the town of Commerce.

United States Circuit Court.

Before Judge Betts.

George Robson vs Jesse Hoyt.—This action was brought against the Custom House authorities, to recover an excess of duties which had been paid by the plaintiff's agent in this country. It appeared that Mr. Robson was a manufacturer of lace goods, residing at Glasgow, Scotland, and that a quantity of lace capes were consigned to his agent, in this city, in October last, which were charged with the duties usually paid on millinery articles. This impost was resisted by his agent, George Cripps, of the firm of Cripps & White, and the amount of \$350.39 paid under protest.

Mr. White was examined at great length on the part of the plaintiff. He stated that he termed the articles produced in court "unfinished lace capes," subject to a duty of 12 1/2 per cent. As millinery they would be subject to 25 per cent, which, with the usual deduction, would make them payable at the rate of 22 1/2 per cent. In reply to a question from the District Attorney, he stated that if a duty of 25 per cent was permanently imposed, it would drive his house out of the trade. They were sold when finished as articles of ladies dress. They might require a ribbon to finish them, but with that exception they were complete.

Mr. W. Latimer deposed that he was acquainted with the goods produced in court, and they were exclusively composed of cotton.

The District Attorney appeared for the defence, and said he should rely on the act of Congress passed on the 14th of July, 1832, first clause, third subdivision, second section, which imposed a duty of 25 per cent on all articles of millinery. The learned gentleman shied a ca. tom house appraiser, who deposed that he had been acquainted with dry goods for 25 years, and the articles produced in court, he called cotton lace capes, and to his knowledge they were never imported as "laces alone." They were "a finished article," and could be worn, with the aid of a pin, the same as a shawl. They only require a pin to secure them, although ribbons were used, which now have become obsolete. In the opinion of the witness millinery appertain "to a lady's head gear." Opinion and decision to the contrary he knew had been made by those who were learned in the mysteries of the beings that wear petticoats, but that did not affect his views.

This testimony was supported by that of two or three importers of French laces, one of whom said that all his lace capes came trimmed with ribbon.

The Court charged the jury on the law of the case, and directed a verdict to be brought in at the opening of the court on Friday.

U. S. Marshal's Office.

George Scott, John Johns, John Murphy, John Smith and Robert Smith, were brought up charged with making a revolt on board the brig Saratoga. It appeared that the Saratoga was bound to Florida with a detachment of Dragoons, and that the prisoners shipped as forecastle hands for the voyage. They went on board on Tuesday, and were permitted to come on shore again. Of course, being sailors, they got drunk, and were not very sober when they returned to the ship. When off the Quarantine station, some difficulty occurred about dinner, and the prisoners and the commanding officers of the Dragoons got to fighting, and the tars got the worst of the skirmish, and were ultimately taken on board the Revenue Cutter Washington, and sent in irons up to city.

They were all fully committed for trial.

General Sessions.

Jan. 16.—The trial of Dr. Thomas E. Gage occupied the Court throughout the day. As all the facts of this case might be put in a nutshell, and were reported in this paper when Gage and Davis were arrested, we shall not republish them until it has gone to the jury.

Police Office.

Jan. 16.—Tricking a Fence.—It is generally supposed that these species of sharpers are generally "pretty wide awake," but they do sometimes get caught napping, although they generally contrive to creep through the meshes of the law. John Reed, an old offender, and who once narrowly escaped the state prison, was arrested by Bowyer, in consequence of a description given by Gil Hays, charged with receiving a lot of goods, which a well known thief, named Croly, and three accomplices, had taken from the store of Paul G. Simpson & Co. Reed was completely identified, the property found in his possession, and he fully committed.

Smuggling is a systematic trade.—A gang of swindlers, completely organized, who have been victimizing some of the tradesmen in the city, pretty extensively, has just been broken up by the arrest of two of the ringleaders, through "the indefatigability" of officer Madan. The heads of this gang were two foreigners, named R. B. Cook and Archibald Andrews. The way they went to work was as follows: Andrews took a house in Le Roy place, where Cook's name was affixed. Cook took another place at 34 Old Slip, where he put up the name of G. Andrews & Co. Cook then goes to different store-keepers, and gives them extensive orders for carpeting, crockery, ware, cut glass, dinner service, articles of dress, &c. &c., and in short, nothing appeared to be either too expensive or too recherche for the house in Le Roy place. For payment he referred them to the house of business, in Old Slip, of which firm of course he was the mounted partner.

The deluded ones were most assuredly proud and happy of the honor of Mr. Cook's patronage; and

In due course the articles were delivered at the mansion of the merchant, in the aristocratic part of the town, and the bills presented at Old Slip; but, hard to say, Mr. Cook's avocations were such that he could not be found there; and when the victimized ones called at Le Roy place, they always were politely informed by Mr. Andrews that Cook was his tenant—unfortunately somewhat in arrears for rent, and that consequently none of the carpeting crockery ware or glass could be permitted to be taken back again. In this dilemma Madan was appealed to, and after a considerable degree of manœuvring, the parties were traced to a house on the other side of the East River, near the Wallabout, and which they are named, said they then got back from Le Roy Place, and Cook (and Andrews both committed for conspiring to defraud.

PACKETS FOR HAVRE—SECOND LINE.

The ships of this line will continue their departure from New York on the 1st, and will sail from Havre on the 24th of each month, during the year, thus:—

Table with columns for ship names (Ship UTICA, Ship CHAS. CARROLL, Ship ERIE, Ship BALTIMORE) and dates (24th Feb, 24th March, 24th April, 24th May, 24th June, 24th July, 24th August, 24th September, 24th October, 24th November, 24th December).

The accommodations of these Ships are not surpassed, combining all that may be required for comfort. The price of cabin passage is \$100. Passengers will be supplied with every requisite with the exception of wines and liquors.

Goods intended for these vessels to be forwarded by the subscriber, free from any other than the expenses actually incurred on them. For freight or passage, apply to BOYD & HICKEN, Agents, No. 9 Tontine Building.

LONDON LINE OF PACKETS.

To sail on the 1st, 10th, and 20th of every month. This line of packets will hereafter be composed of the following ships, which will succeed each other in the order in which they are named, sailing successively from New York at Portsmouth on the 1st, 10th, 20th, and from London on the 7th, 17th, and 27th of every month throughout the year, viz:—

Table with columns for ship names (ST. JAMES, MONTREAL, GLADIATOR, MEDIATOR, WELLINGTON, QUEBEC, PHILADELPHIA, SAMSON, PRESIDENT, ONTARIO, TORONTO, WESTMINSTER) and dates (1st Jan, 10th Jan, 20th Jan, 1st Feb, 10th Feb, 20th Feb, 1st Mar, 10th Mar, 20th Mar, 1st Apr, 10th Apr, 20th Apr, 1st May, 10th May, 20th May, 1st Jun, 10th Jun, 20th Jun, 1st Jul, 10th Jul, 20th Jul, 1st Aug, 10th Aug, 20th Aug, 1st Sep, 10th Sep, 20th Sep, 1st Oct, 10th Oct, 20th Oct, 1st Nov, 10th Nov, 20th Nov, 1st Dec, 10th Dec, 20th Dec).

These ships are all of the first class, about 700 tons burthen and are commanded by able and experienced navigators. Great care has been made use of in the selection of furniture, bed-rooms, and the price of cabin passage, is now fixed at \$100 outboard, for each adult, and children half price, without wines or liquors of any description. Neither the captains nor owners of the above packets will be responsible for any letters, parcels or packages sent on them, unless regular bills of lading are signed thereon. Apply to GRINNELL, MINTURN & CO. 134 Front st; or to JOHN GRISWOLD, 70 South street, New York.

OLD LINE LIVERPOOL PACKETS.

The Old Line of Packets for Liverpool, will hereafter be despatched in the following order, excepting that when the sailing day falls on Sunday, the ship will sail on the succeeding day, viz:—

Table with columns for ship names (THE NEW YORK, THE CAMBRIDGE, THE IRA BURLY, THE NORTH AMERICA, THE EUROPE, THE COLUMBUS, THE SOUTH AMERICA, THE ENGLAND) and dates (July, August, September, October, November, December).

These ships are not surpassed in point of elegance or comfort, in their cabin accommodations, or in their fast sailing qualities, by any vessels in the trade. The commanders are well known as men of character and experience, and the strictest attention will always be paid to promote the comfort and convenience of passengers. Punctuality, as regards the day of sailing, will be observed as heretofore.

The price of passage outward is now fixed at \$100, for which ample stores of every description will be provided, with the exception of wines and liquors, which will be furnished by the stewards, if required.

Neither the captains nor owners of these ships will be responsible for any letters, parcels, or packages sent by them, unless regular bills of lading are signed thereon. For freight or passage apply to GOODHUE & CO. or to C. H. MARSHALL, 64, South st. N. Y. and to BARRING, BROTHERS & Co. Liverpool.

NEW LINE LIVERPOOL PACKETS.

To sail from New York on the 25th, and Liverpool on the 13th of each month.

Table with columns for ship names (Ship SHERIDAN, Ship SHERIDAN, Ship SHERIDAN) and dates (25th January, 13th February, 13th March, 13th April, 13th May, 13th June, 13th July, 13th August, 13th September, 13th October, 13th November, 13th December).

These ships are all of the first class, upwards of 1000 tons, built in the city of New York with such improvements as combine great speed with unusual comfort for passengers. Every care has been taken in the arrangement of their accommodations. The price of passage outward is \$140, for which ample stores of every description will be provided. These ships are commanded by experienced masters, who will make every exertion to give general satisfaction.

Neither the captains nor owners of these ships will be responsible for any letters, parcels, or packages sent by them, unless regular bills of lading are signed thereon. For freight or passage, apply to E. K. COLLINS & CO., 56 South st. N. York, or to E. K. COLLINS & CO., Liverpool.

Letters by the packets will be charged 15c cents per single sheet, 20c cents per ounce, and outwards one cent each. For LONDON.—The British Brig Harlequin, Capt. Hubbard, having the greater part of her cargo engaged, will have immediate despatch. For remainder of freight, apply on board, at Jones' wharf, or to E. K. COLLINS & CO., 56 South st.

WANTED.—A man that understands the Tanning and Currying business, to apply to One Onondaga, taking charge of that business, to No. 261 Pearl-st.

FOR NEW ORLEANS.

LOUISIANA AND NEW YORK LINE OF PACKETS. (To sail every other Monday.) Ship LOUISVILLE, Capt. Allen, on Monday, 27th Jan. SHAKESPEARE, Capt. Cornell, 10th Feb. HUNTSVILLE, Ca. J. Eldredge, 24th Feb. SARATOGA, Capt. W. Hathaway, 7th March. YAZOO Capt. Trask, 23d March. MISSISSIPPI, Capt. —, 6th April.

The above ships are all of the first class, coppered and copper fastened, of a light draft of water, and built in this city, expressly for the trade, with elegant accommodations for passengers, and commanded by able and experienced masters. The price of passage from New York to New Orleans is fixed at \$85, and from New Orleans to New York at \$90, without including the freight of passengers from the above ports to New Orleans. They will at all times be stored up and down the Mississippi by steamboats, and the strictest punctuality observed in their time of sailing. Neither the owners or captains of these ships will be responsible for jewelry, bullion, precious stones, silver or plated ware, or for any letters, parcel or package, sent by or put on board of them, unless regular bills of lading are taken for the same, and the value therein expressed. All goods sent to the subscriber, will be forwarded free of commission. For freight or passage, apply to E. K. COLLINS & CO., 56 South st. Agents in New Orleans, FORDICK & BASINE, 69 South st.

No goods received after Saturday evening, previous to the day of sailing.

PASSAGE FROM LONDON AND LIVERPOOL.

The subscribers have made arrangements to supply the following passengers from the above ports, by the regular packets, sailing from London, 1st, 10th, and 20th of each month. Liverpool, 1st, 10th, 15th, 19th, and 25th of each month. This presents a favorable opportunity to people in this country who are desirous of sending for their relations or friends to come from England, Ireland, or Scotland. In every case where passengers do not embark, the passage money will be promptly returned.

Those desirous of remitting money can have drafts payable on demand in any part of these kingdoms, on applying to the subscribers. J. GLOVER & MCMURRAY, 69 South street, corner of Pine.

BRITISH AND AMERICAN STEAM NAVIGATION COMPANY.

The Steamship BRITISH QUEEN, 2010 tons, 500 horse power, Lieut. Richard Robert, R. N., commander, will sail as follows:—

Table with columns for ship names (From New York, From London) and dates (1st Dec, 1st Jan, 1st Feb, 1st Mar, 1st Apr, 1st May, 1st Jun, 1st Jul, 1st Aug, 1st Sep, 1st Oct, 1st Nov, 1st Dec).

No second class passengers taken. No goods will be received on board without an order from the Agents.

An experienced Surgeon is attached to the ship, &c.

TRANSATLANTIC STEAM SHIP CO.

NEW YORK AND LIVERPOOL. The steam ship LIVERPOOL, 1150 tons burthen and 408 horse power, R. J. FAYERS, R. N., commander, is appointed to sail as follows:—

Table with columns for ship names (From New York, From Liverpool) and dates (14th Dec, 14th Jan, 14th Feb, 14th Mar, 14th Apr, 14th May, 14th Jun, 14th Jul, 14th Aug, 14th Sep, 14th Oct, 14th Nov, 14th Dec).

For passage or freight, apply personally or by letter to J. G. FOLLOWS, Liverpool; or to J. G. FOLLOWS, Agents, 117 Fulton st., N. Y.

N. B.—The company's new ship "NEW YORK," of 1400 tons burthen, will commence sailing early in the 1840—thus affording a departure on the 20th of each month, to and from New York and Liverpool.

FOR LONDON.—Packet of the 20th January.—The first class, fast sailing packet ship GLADIA, 200 tons, R. N. TOR, Capt. Thos. Britton, burthen 750 tons, will sail as above, her regular day.

Having very superior accommodations for cabin and steerage passengers, persons intending to embark should make immediate application on board, at foot of Maiden lane, or to ROBERT KERMIT, 74 South st.

FOR LIVERPOOL.—Packet of the 19th Jan.—A first class fast sailing packet ship will sail as above, her regular day.

Having very superior accommodations for cabin and steerage passengers, persons intending to embark should make immediate application on board, or to J. GLOVER & MCMURRAY, 69 South st.

FOR LIVERPOOL.—The superior, new, fast sailing Packet Ship Rochester, P. Woodhouse, Master, will be ready to receive freight, to be sent, and have immediate despatch. For passage in the cabin, having accommodations surpassed by no Packet out of the port, apply to the Captain on board, or to WOODHULL & MINTURN, 87 South st.

FOR LIVERPOOL.—New Line.—Regular Packet of 25th January. The packet ship SHERIDAN, 1000 tons, Capt. Depyster, of 90 tons, will sail as above, her regular day. For freight or passage, apply on board, or to E. K. COLLINS & CO., 56 South st.

FOR HAVRE.—The well known ship HAVRE, Captain McKean, will be promptly despatched. For freight or passage, apply on board, at Jones' wharf, or to E. K. COLLINS & CO., 56 South st.

FOR BRISTOL, Eng.—The British brig HARLEQUIN, Telford, Master, having the greater part of her cargo engaged, will have immediate despatch. For freight apply on board, at Jones' wharf, or to E. K. COLLINS & CO., 56 South st.

FOR TRIESTE.—The superior copper fastened, and coppered ship Florida, W. Moran, Master, has the principal part of her cargo engaged, and will be despatched as promptly as practicable. For freight or passage apply to BOYD & HICKEN, 9 Tontine Buildings.

FOR HAVANA AND BELIZE, (HONDURAS).—To sail 19th inst.—The fine, fast sailing, copper fastened and coppered brig PATSEY B. BLOUNT, Pederson, Master, will sail as above.

For passage only, for either port, having good accommodations, apply to the captain on board, at No. 25 E. R., or to J. B. BLANCO, 87 Front st.

FOR NEW ORLEANS.—Louisiana and New York Line of Packets.—The Regular Packet of Monday, 27th inst.—The fast sailing packet ship LOUISVILLE, Capt. Allen, will sail as above.

For freight or passage, having handsome furnished accommodations, apply on board, at Jones' wharf, or to E. K. COLLINS & CO., 56 South st.

TO LEASE.—THE FAVILION, AT SARATOGA SPRINGS.—The subscriber intends to lease the above establishment for a term of years. It embraces an extensive block of ground with every accommodation of out buildings and gardens, situated in one of the pleasantest localities in the village. The well known Flat Rock Spring is in the immediate vicinity, and its position is central between the other celebrated Mineral Fountains. The establishment will accommodate 350 persons, as has been demonstrated by the overflowing patronage of the past season. The house is also well supplied with furniture which will be sold to the tenant at a bargain. The rent will be moderate, affording to a person wishing to engage in the business the most certain prospect of realizing a competency. As it is presumed persons will examine the premises before leasing the same, a further description is unnecessary.

Application may be made to ALEX. L. McDONALD, No. 33 Lincolnton street, (3d story) ja6 1m

NEW ORLEANS. MOLLANES, OFFICE, RICHMOND. For new cap's, making in barrels and barrels; also Salt Donagoo, Java, and Maracaibo Coffee; English Coloreds, &c. in a general assortment Groceries, which are offered for sale cheap by J. OGDON, 224 Front, one door from Peck slip.

STAGES TO ALBANY.—The only direct, the cheapest, and most expeditious line of stages from New York to Albany, is the United States Mail and Accommodation Line, which starts from the Western Hotel, No. 9 Courtland street, every morning at 8 o'clock A. M., on both sides of the North River. These passengers who wish to sleep tight will take the west side, and those who wish to get up at second night at Catskill, arriving at Albany next day, at 13 o'clock, noon. For comfort and ease, the West Side Line can't be beat.

We have extra drivers employed to travel on this route to see that the drivers do their duty. The public may rest assured that there never was a better line of stages than the present line. We challenge the world to beat us. Remember the No. 9 Courtland street. ja6 1m

TO LET.—The new fire proof building corner Nassau and Cedar st. It is arranged for a store on the ground floor; has a superior basement and an excellent range of vaults running under the entire building, suitable for a respectable wine dealer. The upper stories are in suites of well finished rooms, intended for lawyers and other offices, each having a privilege of view into the street. The building will be let entire or in parts, as may be required. For further information, apply to LABRON, IVES & CO. 35 Pine st.

J. B. IRWIN & Co., Members of the Royal College of Surgeons, London, continue to be consulted on delicate cases of all their various stages, at their office, 204 Fulton street, where from the constant arrangement of their agents, persons laboring under delicate complaints can be treated with secrecy and safety.

J. B. Irwin & Co. pledge themselves that in all cases of the most violent venereal, which have hitherto been considered incurable, their treatment without mercury has been successful and speedy. They need not by certificates, direct the public attention to their superior practice in those diseases, as their reputation in this city is well known and respected by all who had occasion to consult their honor. It is strongly recommended to females who are in the habit of using the Deobrustr Pills, that no more than two should be taken on any occasion, as more might produce effects which those who were not mothers are desirous to avoid. A preventative can be had in recent cases cured in two days. New instructions are issued themselves by a secret and destructive habit, can obtain relief. Solvent security is all that will be required until a cure shall be effected. Letters, post paid, detailing the nature of the complaint, and covering a suitable fee, will be immediately attended to, and medicines, with full directions, forwarded to the parties. ja6 1m

FOR THE LADIES.—Mrs. BIRD very respectfully informs the ladies of New York and females generally that she continues to give advice and prepare her popular and efficacious medicines for the various diseases peculiar to females. Mrs. B. is happy to announce that her treatment has given the fullest satisfaction to the very numerous patients who have relied on her professional abilities. Mrs. B. has felt herself warranted in undertaking the very responsible office of a Female Physician, from long experience and practice in the most celebrated hospitals of Europe, and that she has received the advice of eminent medical gentlemen, and from a scientific knowledge of the beautiful structure of the human frame, an ignorance of which must render the unwholesome pretensions and deceiving promises of necessary adventurers totally useless, if not highly injurious. Being and married, she can rely with confidence on her skill and maternal solicitude as a Female Physician. However distressing may be their complaints, her medical acquirements will be found adequate to the emergency of the case. In short, she grounds her title, to the Ladies on the successful results of a thorough medical education, and a just reliance on "the appointed means" of imparting health, vigor, and consequently happiness, to all those who may honor her with their confidence.

Dr. J. Morrison, who has practiced medicine some twenty years in Quebec, N. Y., says of it, "That it is the best medicine now in use. In case of retention or suppression of the menses, I think it will sustain the appellation of Specific. I have tried it in the most cases with admirable success, and I will not for the sake of suffering my friends, that all Physicians would introduce it into their practice, as I have found the Pills fully to answer their recommendation."

Physicians university (who have given it a fair trial) tell a similar story.

For testimonials of the highest character from Physicians and other respectable individuals, see pamphlet, which may be had gratis of all who sell the Medicine. See also advertise ment in the New York Tatler and Signal.

HUTCHINSON & PARMELY, Proprietors, Pittsford, Monroe Co., N. Y.

FOR SALE in this city at 79 Fulton street, corner of Gold; 100 Fulton, corner of William st., 644, 648 & 771 Broadway; 108 Sixth Avenue; 208 Greenwich st.; 114 Canal; 107 for Lewis st.; 208 Grand st.; corner of Lewis; 237 Hudson st., corner of Spring; 104 Cherry st.

FOR SALE in this city at 79 Fulton street, corner of Gold; 100 Fulton, corner of William st., 644, 648 & 771 Broadway; 108 Sixth Avenue; 208 Greenwich st.; 114 Canal; 107 for Lewis st.; 208 Grand st.; corner of Lewis; 237 Hudson st., corner of Spring; 104 Cherry st.

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