

MORNING TELEGRAPH.

NEW YORK, SATURDAY MORNING, MARCH 7, 1840.

PRINCE ALBERT,

AS HE APPEARED ON HIS ARRIVAL IN LONDON TO MARRY QUEEN VICTORIA.



ONE O'CLOCK.

EXTRAORDINARY LATE NEWS. Forty-Nine Days Later.

ARRIVAL OF THE GREAT WESTERN.

Marriage of Queen Victoria of England and Prince Albert of Saxe-Gotha.

The Great Western arrived this morning at half past twelve o'clock, with 45 days later news from the old world, a circumstance that has not taken place, probably, during the present century.

The news is highly important, commercial, political, literary, nuptial and philosophical.

The beautiful Queen of England and Prince Albert are at length two in one flesh. The engraving we give is a faithful representation of the new sort of o'king and sort o'not a King of England.

Money matters are slowly reviving—interest is reduced to 5 per cent—circulation is increased—crops again to be short.

Marriage of the Queen to Prince Albert.

Queen Victoria was married to Prince Albert Feb. 10th. The following are some of the particulars:

WHITEHALL, Feb. 6.—The Queen has been pleased to declare and ordain, that his Serene Highness Francis Albert Augustus Charles Emmanuel Duke of Saxe, Prince of Saxe-Coburg and Gotha, Knight of the Most Noble Order of the Garter, shall henceforth, upon all occasions whatsoever, be styled and called "His Royal Highness," before his name and such titles as now do, or hereafter may, belong to him.

And to command, that the royal concession and declaration be registered in her Majesty's College of Arms.

ARRIVAL OF HIS ROYAL HIGHNESS PRINCE ALBERT.—At half past twelve precisely, the drums and trumpets sounding along the passages leading to the chapel announced the approach of the procession of the royal bridegroom.

The entrance of the Prince, after the music had ceased, was the signal for the whole assemblage rising; he came up the body of the chapel, accompanied right and left by his Serene Highness the Duke of Saxe-Coburg, his father, and his brother the hereditary duke.

ARRIVAL OF THE QUEEN.—The Queen's arrival was announced by the band, &c. playing the National Anthem. During the interval between the commencement of the music and her Majesty's arrival, the Prince frequently looked back to the Chapel entrance to watch the approach of his august bride.

Her Majesty on her entering the chapel was received by all within its walls standing.

Her Majesty having advanced to the *haut pas*, took her seat in the Eld-stool to the left hand of the bridegroom, and the service was commenced, the Archbishop of Canterbury leaving his seat and advancing to the front of the altar railing, with the book from which he read the service in his hands.

Of the ceremony itself it is only necessary to say that it differed in nothing, except the exalted rank of the principal persons, from that used at the marriage of any of her Majesty's subjects.

HER MAJESTY'S COSTUME.—Her Majesty's dress was of rich white satin, trimmed with orange flower blossoms. Head dress, a wreath of orange flower blossoms, and over this a beautiful veil of Houton lace, worn down. The bridesmaids or train-bearers were also dressed in white. The queen dowager wore a dress of violet-colored velvet, with train to correspond.

CONDUCT OF THE ROYAL PAIR.—The prince is described by an eye-witness of the ceremony as having answered all the questions in a firm tone of voice, and in a manner which plainly showed that her whole heart was interested.

While the services were proceeding, her majesty was observed to look frequently at Prince Albert, who was standing at her side. In fact, she scarcely ever took her eyes off him till she left the chapel.

RETURN TO BUCKINGHAM PALACE.—All being concluded within the Palace of St. James's, the procession to Buckingham Palace re-formed much in the same order in which it proceeded thither. Prince Albert took his place in the same carriage with her majesty; the Duchess of Sutherland in that with the Earl of Albemarle, who, on this occasion alone, waves his official right to be in the same carriage with her majesty. Her majesty occupied the back seat alone, and Prince Albert and the Duchess of Kent sat opposite.

displayed, under rich crimson drapery with a crown at the top, all the costly gold plate from Windsor Castle; the tables and serving tables at the sides evinced the well known taste of Mr. Elliott, her Majesty's table-decker. The banquet, of course, embraced every luxury; and a band of musicians were in attendance throughout the evening, the company being waited upon by the servants in royal liveries.

The sales of cotton, in Liverpool, on the 19th Feb. amounted to 2,500 bags, chiefly American.

In Manchester, 14th Feb. prices of cotton were as low as they were six months ago.

THE NEWPORT CHARTISTS.—Frost, Williams and Jones have been found guilty and sentenced to transportation or labor at the hulks, at the Queen's pleasure. They reached the hulks at Portsmouth Feb. 15th.

The packet ship Stephen Whitney has arrived at Liverpool.

The packet ship Havre was burnt off the coast of Cork, Feb. 10th; she had 1664 bales of cotton on board. Twenty souls were saved; the rest lost.—She was from New Orleans.

The Duke of Wellington has had two or three alarming fits of illness; so much so as to be considered hopeless.—Daily bulletins are issued from Apsley House.

The steamship Liverpool, arrived out safely Jan. 10th.

Parliament met Jan. 10th, and was still sitting on the 19th February.

The packet ship New-York left Liverpool Jan. 8th, and put back into Cork for stress of weather.

The packet ship Sheridan arrived out on Feb. 12th, a passage of 18 days.

The latest dates from China, in Liverpool, on the 18th of February, were up to Nov. 21st, from Singapore.

Prince Albert was appointed a Field Marshal of the British Army. His commission was dated Feb. 8, 1840.

Dr. Ruffet's celebrated chapel at Liverpool, has been burnt down.

The Britannia, the first of the Royal Mail Steam Ships from England to North America, was launched Feb. 6th.

The circu' ion in the bank for the quarter ending on the 4th February, had increased to £140,000—the bullion had increased £510,000.

CHINA.—The fighting between the English and Chinese continues. The Canton Press of Dec. 2, reports that accounts have been received from the west coast of an affair between opium smugglers and the Mandarin boats, in which one of the latter was sunk, and seven of the survivors sent back with their tails cut off!

INDIA.—The fighting here between the British and natives waxes hotter and hotter. The British stores-Khetal Nov. 13th, took it, killed Mehrab Khan, the chief, all of whose principal Sardars were killed or taken, and hundreds of other prisoners.

ANTICIPATED CHANGES.—Lord Melbourne retires from office with Lord Lansdowne. Lord J. Russell is to be first lord of the treasury, and Lord Durham joins the cabinet, with Mr. Ward and Mr. C. Haller in office. Parliament will be dissolved, and the repeal of the corn-laws and ballot will be made cabinet questions.

On the last Monday in January, the Ministry were defeated on the question of the allowance to Prince Albert. Lord John Russell moved that the allowance be £50,000 per annum, to which Col. Sibthorp moved, as an amendment, to make it £50,000. The amendment was carried by 104.

STRENGTH OF MINISTERS.—On certain divisions in parliament the ministerial majority after the Queen's marriage had increased considerably.

U. S. Bank shares were sold at £18 to £18 10, equal to 70 per cent American currency.

The Board of Trade has decided that ten tons taken from China in foreign ships and put aboard British any where will be considered as having been imported in British bottoms.

Wm Davison, Amo Legoux, Edo Collinsard, Henry Glauard, Chas Miller, Wm Politz, Wm Shaw, Mrs C Shaw, Mrs M Freeman, B Howell, H Alban, Geo Hurst, Jas Hyatt, Saml Iyer, Saml Brown, Henry Shaw, Robert Brown, Wm Brownell, Chas Lowther, Wm Kaldor, Richd Lowndes, Geo Ives, Thos Dewing, Henry Collman, Fredk Lennis, Geo Uabors, Wm Bell, Wm Bell, Wm Livingston, Wm Crossman, Dominic Pope, Thos Crangon, Wm Cammell, Edw Whitney.	Wm Davison, Amo Legoux, Edo Collinsard, Henry Glauard, Chas Miller, Wm Politz, Wm Shaw, Mrs C Shaw, Mrs M Freeman, B Howell, H Alban, Geo Hurst, Jas Hyatt, Saml Iyer, Saml Brown, Henry Shaw, Robert Brown, Wm Brownell, Chas Lowther, Wm Kaldor, Richd Lowndes, Geo Ives, Thos Dewing, Henry Collman, Fredk Lennis, Geo Uabors, Wm Bell, Wm Bell, Wm Livingston, Wm Crossman, Dominic Pope, Thos Crangon, Wm Cammell, Edw Whitney.
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WHIG DELEGATES TO THE MAJORITY CONVENTION.

1st Ward. H. C. Westervelt, J. C. Feltz, George Wetzel, W. L. Stone, John A. Underwood, John Lyons.	2d Ward. M. B. Edgar, Henry B. Cook, Charles J. Howell.	3d Ward. Conrad Sweetser, Thomas Carley, Hiram Ketchum.	4th Ward. S. A. Cunningham, Robert Milliken, Zadock Lewis.	5th Ward. Thomas B. Stillman, James Cheahire, D. L. Scott.	6th Ward. Obadiah Newcomb, Jr., Charles M. Simonsen, John Wright.	7th Ward. Jedediah B. Lester, Chauley Starr, Philetus H. Woodruff.	8th Ward. Beni. R. Withrop, James Gardner, Meigs D. Benjamin.
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WHIG DELEGATES TO SELECT CANDIDATES FOR CHARTER OFFICES.

1st Ward. Aron Clark, Edward Prime, Stephen Whipple, Geo. W. Holland, Edmund Griffin, James L. Allen, John N. Sharpe, James Kelly, Martin A. Wood, Revo C. Hance, Isaac M. Hyatt, Wm. L. Stone, Thomas C. Barine, James Van Nostrand, Andrew H. Wood, Joseph Ireland, John F. Stage, William Ward, Simon Draper, Jr., 4th Ward. Richard E. Mount, Samuel Barstow, James Styles, Peter Radall, Isaac Caryle, Jr., James Ward, Wm. Hopper Mott, Eli B. Budge, Raymond B. Wain, Wm. Holmes, Jr., Alpheus Sherman, Robert H. Young, 18th Ward. Isaac B. Merritt, John L. Shary, Obadiah Newcomb, Jr., E. D. Cobb, David Easton, David Tappan, Thomas Valentine, 14th Ward. J. Hodgkin, Isaac O. Baker, R. Craghead, C. L. Sidel, John T. Allen, Le Knapp, J. Canneville, C. C. Hatch, Benjamin Leder, S. A. Vanderlip, George Cripps, Heman Wooded, S. J. Sherwood, 15th Ward. Henry Lott, Philip Beccanoni, James H. Mulford, Shepherd Knapp, David J. Taylor, Henry E. Davies, J. W. Denny Cook, Benjamin Birdall, Chauley Starr, Charles Robinson, Wm. D. Murphy, Wm. H. Barnes, 16th Ward. Ottis Pullard, Daniel Adee, Edward L. Loring, Harvey Hart, Theodore Drake, John Byrd, James S. Anderson, Joseph N. Barnes, Benjamin Licker, 17th Ward. Reuben Smith, Devin Norton, William Wallace, J. C. Hayes, Hamilton Knapp, Samuel Gaulton, Marcus Alden, O. T. Wardwell, Calvin Griswold, 18th Ward. John Rensick.	2d Ward. A. O. Thompson, J. J. Cook, Colonel Carpenter, Alfred Ashfield, Thos. A. Lawrence, Rufus Howe.	3d Ward. John Gray, Jacob S. Barker, Henry W. Merritt, Robert C. Wetmore, Levy Hart, James G. Moffat.	4th Ward. George H. Wood, Charles Baker, E. K. Duignane.	5th Ward. Garret H. Stryker, Charles M. Graham, Jr., Marcellus Ellis.	6th Ward. Isaac P. Withhead, Jacob P. Bunting, Edward Minton.	7th Ward. Edward D. West, D. A. Cushman, George B. Thorpe.
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OLD LINE LIVERPOOL PACKETS.

From New York.	From Liverpool.
THE NEW YORK (new), W. C. Barstow, March 19	September 7
THE CAMBRIDGE, 800 tons, W. C. Barstow, August 14	September 19
THE NORTH AMERICA, 810 tons, W. E. Hosie, August 19	October 7
THE EUROPE, 610 tons, E. G. Marshall, September 19	October 19
THE OXFORD, 800 tons, J. Rathbone, October 19	November 7
THE COLUMBUS, 700 tons, T. B. Erapper, November 19	December 7
THE SOUTH AMERICA, 810 tons, W. C. Bailey, December 19	January 7
THE ENGLAND, 790 tons, B. L. Waite, January 19	February 7

These ships are not surpassed in point of elegance, comfort, and their 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 date of sailing, will be observed as heretofore.

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

Neither the captains nor owners of these ships will be responsible for letters, parcels, or packages sent by them, unless regular bills of lading are signed therefor. For freight or passage, apply to GODDARD & CO., 84 South street, New York. Or to BARRING, BROTHERS & Co. Liverpool.

COUGHS AND COUGHS:—THE LITTLE'S COUGH LOZENGES are the best medicine known for coughs, colds, asthma, whooping cough, consumption, &c. They cure ordinary cases in one or two days, and the worst in less time than any other medicine. The Rev. Mr. Johnson used them in his family, and several of the members of his church have done so, and all speak of them as the best remedy ever discovered. For sale at 166 Nassau street, New York, and 108 Pall Mall, Broadway.

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 usually from New York and Portsmouth on the 1st, 10th, 20th, and from London on the 7th, 17th, and 27th of every month, throughout the year, viz:—

From New York, London, Portm th .	From London, New York, Portm th .
ST. JAMES, Sebor, May 1 June 17 June 30	June 1 July 17 July 30
MONTREAL, Griffin, May 10 June 27 July 1	June 10 July 27 Aug 1
GLADIATOR, Britton, May 20 July 7 July 10	July 20 Aug 7 Aug 10
MEDIATOR, Champlin, Feb. 1 March 17 March 30	March 1 April 17 April 30
WELLINGTON, Gladwick, June 10 July 27 Aug. 1	July 10 Aug 27 Sept. 1
QUEBEC, Hebard, Feb. 20 April 7 April 10	April 20 May 7 May 10
PHILADELPHIA, Morgan, March 10 April 27 May 1	April 10 May 27 June 1
SAMPSON, Sturges, March 20 May 7 May 10	May 20 June 7 June 10
PRESIDENT, Chadwick, July 30 Sept. 7 Sept. 10	Sept. 30 Nov. 7 Nov. 10
ONTARIO, Hutcheon, Dec. 1 Jan. 17 Jan. 30	Jan. 1 Feb 17 Feb 30
TORONTO, Griswold, Dec. 10 Jan. 27 Feb. 1	Jan. 10 Feb 27 Feb 1
WESTMINSTER, Moore, April 20 June 7 June 10	June 20 Aug 7 Aug 10

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

LIVERPOOL AND NEW YORK OLD ESTABLISHED LINE OF PACKETS.

Sailing to and from Liverpool, weekly. Office 61 South street.

The subscribers desire to inform persons intending to send for their friends, residing in G. Britain or Ireland, to come out in the spring of 1840, that Mr. Herdman, one of our firm, is now there, and will remain at Liverpool during the spring and summer, for the purpose of seeing all the persons whose passages have been engaged here, and also to see the small drafts given in their favor shall be paid with promptness. Orders from all parts of the country will be punctually attended to, and such attention will be given to the most advantageous arrangements for the emigrant, as to guarantee the further prolongation of those who will favor the underwritten with their orders—and in all cases where the passengers do not embark, the passage money will be refunded to the person from whom it was originally received. For further particulars, apply (if by letter, post paid) to STEPHEN MITCHELL, 74 South street, New York.

N. B. Mr. Herdman will attend in any capacity which may be entrusted to his care during his stay in Europe.

In addition to the regular passenger agents throughout the different parts of England, Ireland and Scotland, who give every facility to the emigrant whose passage may be engaged by us here, they can be furnished with drafts, large or small amounts, payable at sight, as follows:—

On the Provincial Bank of Ireland, and its branches—	On the National Bank and its branches—
Adelphi	Adelphi
Banbridge	Derry London
Belfast	Downpatrick
Ballymena	Monaghan
Bandon	Ennis
Ballyshannon	Enniskillen
Belfast	Stranorlar
Cloone	Tulsk
Cork	Killybegs
Cavan	Kilrush
Downpatrick	Limerick
Cootehill	Waterford
Ennis	Westford
Enniscorthy	Youghal
Fermoy	
Kilkeeny	
Killybegs	
Kilrush	
Limerick	
Monaghan	
Stranorlar	
Tulsk	
Waterford	
Westford	
Youghal	

NEW YORK AND LIVERPOOL PACKETS.

Sailing from New York on the 13th, and from Liverpool on the 1st of every month.

February 13—THE STEPHEN MITCHELL, Capt. J. G. Fisher. March 13—THE VIRGINIAN, Capt. Lewis Higgins. April 13—THE SHEPHERD, Capt. F. P. Allen. May 13—THE STEPHEN WHITNEY (new) Capt. W. C. Thompson.

From LIVERPOOL. February 1—THE STEPHEN WHITNEY, 1800 tons. March 1—THE UNITED STATES, 600 tons. The quality and accommodations of these ships, and the reputation of their commanders, are well known. Every exertion will be made to promote the comfort of passengers and the interests of importers. The price of passage to Liverpool, in the cabin, as in the other lines, is fixed at \$140, with wine and stores of every description. The owners will not be responsible for any letters, parcels, or packages sent by the above ships for which a bill of lading is not taken. For freight or passage, apply to STEPHEN MITCHELL, 74 South street, New York.

ROBERT KERMIT, FOX & CO., 74 South street, New York.

NEW LINE LIVERPOOL PACKETS.

To sail from New York on the 26th, and Liverpool on the 10th of each month.

Ship GARRICK, Captain A. S. Palmer, 25th February. SHERRILL, Captain John Collins, 26th March. SHERRILL, Captain F. A. Depeyster, 26th April. SHERRILL, Captain F. A. Depeyster, 26th May.

From LIVERPOOL. Ship SIDDONS, Captain John Collins, 13th February. SHERRILL, Captain F. A. Depeyster, 13th March. GARRICK, Captain A. S. Palmer, 13th April. SHERRILL, Captain John Collins, 13th May.

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 the cabin accommodations. The price of passengers' berths is \$100 for single stores, including wine, &c., will be provided. These ships are commanded by experienced navigators, 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 therefor.

The ships of this line will hereafter go armed, and their peculiar construction gives them an accuracy not possessed by any other vessels of war. For freight or passage, apply to E. K. COLLINS & CO. 50 South street, New York, or to JOHN GRISWOLD, 70 South street, New York.

Letters by the packets will be charged 12 cents per single sheet, 50 cents per ounce, and newspapers one cent each. 1/10

FOR NEW ORLEANS.

LOUISIANA AND NEW YORK LINE OF PACKETS. (To sail every other Monday.) Ship SHARPSHAW, Capt. Corcoran, 10th Feb. HUNTSVILLE, Capt. H. H. Hodge, 20th Feb. SARATOGA, Capt. W. Hathaway, 30th March. YAZOO, Capt. Trask, 20th March. HUNTSVILLE, Capt. H. H. Hodge, 10th April. LOUISVILLE, Capt. Allen, on Monday, 20th May.

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 \$50, and from New Orleans to New York at \$30, without liquors. They will at all times be loaded 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, parcels or packages, 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 subscribers, will be forwarded free of commission. For freight or passage, apply to E. K. COLLINS & CO. 50 South st.

Agents in New Orleans, E. K. COLLINS & CO. 50 South st. No goods received after Saturday evening, previous to the day of sailing. 1/10

FOR LIVERPOOL.—The very superior copper fastened and coppered ship SAHAR & ARSILLA, 2000 tons, will sail on the 10th of March, and is intended to be dispatched on or before the 10th inst. For freight or passage, apply to Capt. J. L. Gardier, on board, at—where to.

BOYD & HINCKEN, 9 Tontine Building. DIANO FORTES FOR HIRE.—A variety of good of Piano Fortes may be seen at No. 46 West Front-street, between the Fifth and Sixth streets, on Monday or Tuesday, at 10 o'clock, and on every Monday or Tuesday, at 10 o'clock, for a single evening. Also, an assortment of new Piano Fortes, of various patterns, of rosewood and mahogany, which will be sold at the manufacturer's price, and warranted for one year. 1/10

PASSAGE TO AND FROM ENGLAND BY THE REGULAR PACKET SHIPS OF W. L. GILES.

Can be obtained. Every attention, facility and information will be given to emigrants by our different agents throughout the various parts of Europe, and in Liverpool by Mr. Herdman, one of our firm, being now on the spot to attend to those passengers who may be engaged by their friends here, to prevent delay too often complained of.

Letters will be forwarded, and passages can be secured to Liverpool by the regular packet ship SAMPSON, on the 1st, 10th, 20th, and 30th of each month, throughout the year. Also to London, on the 1st, 10th, and 20th of each month, by applying by letter, (post-paid) to the HEIDMANN, 61 South.

N. B. Drafts can be obtained for one door from Wall et al. at sight, on the National Bank of Ireland, and its branches, or on the Provincial Bank of Ireland and its branches, by applying as above.

PACKETS FOR HAVRE—SECOND LINE.

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

From New York.	From Havre.
Ship UTICA, J. B. Pell, May 1 June 15 June 24th	June 15 July 15 July 24th
Ship CHAS. CARROLL, W. Lee, June 15 July 15 July 24th	July 15 August 15 August 24th
Ship ERIE, E. Fink, July 15 August 15 August 24th	August 15 September 15 September 24th
Ship BALTIMORE, Jas. Funck, August 15 September 15 September 24th	September 15 October 15 October 24th

The accommodations of these ships are not surpassed, combining all that may be required for comfort. The price of cabin passage is \$100 outward, and will be supplied with every requisite, with the exception of wine and liquors. Goods intended for these vessels will be forwarded by the subscribers, from any other than the expense actually incurred by the emigrant. BOYD & HINCKEN, Agents, No. 9 Tontine Building.

FOR LIVERPOOL.—Packet of the 7th of March. The last sailing first class packet ship PATRICK HENRY, Capt. J. C. DeLano, will sail as above, her regular day.

FOR LONDON.—Packet of the 10th of March.—The last sailing first class packet ship SAMPSON, Capt. R. Sturges, will sail as above, her regular day. Having very superior accommodations for cabin and stowage passengers, persons intending to embark, should make early application on board, foot of Maiden lane, or to GLOVER & McMURRAY, 69 South st.

FOR LIVERPOOL.—New Line.—Regular Packet Ship of 25th March. The last sailing packet ship ROSCIUS, Capt. John Collins, will sail as above. For freight or passage, having accommodations unequalled for speed or comfort, apply on board, foot of Wall street, or to E. K. COLLINS & CO. 50 South st.

The packet ship SIDDONS, Capt. N. E. Palmer, will succeed the Roscius, and sail on the 25th April. No alteration will be made in PRICE of passage or FARE by this line. Number of passengers limited. 1/10

FOR PEKESKILL AND INTERME DIATE PLACES, &c. as far as the ice will permit.—The steamboat ROSCIUSKO, Capt. D. Hayward, will leave the foot of Robinson street, (next above Barclay's) this (Friday) morning at 9 o'clock, Feb. 28, 1840.

Breakfast on board. The ship ROSCIUSKO will leave as above, daily, until further notice. For freight or passage, apply on board, or to HAWKINS & WILLIAMSON, 87 West st.

STEAM BETWEEN NEW YORK AND BRISTOL.

The steamship GREAT WESTERN, 1500 tons, 150 horse power, is appointed to sail for the year 1840, as follows:—

FROM BRISTOL.	FROM NEW YORK.
20th February,	18th March,
13th April,	8th May,
26th June,	21st July,
10th August,	1st September,
23rd September,	15th October,
7th November,	29th December,

The sleeping berths in the forward cabin being placed fore and aft, and the state rooms greatly enlarged. The rate of passage in all parts of the ship is reduced to \$100 (one tier \$5, including wine, &c.) and the accommodations are of the first quality. For freight or passage, or other information, apply personally or by letter, to RICHARD IRVIN, 36 Front st.

BRITISH AND AMERICAN STEAM NAVIGATION COMPANY.

NEW YORK TO LONDON. The steamship BRITISH QUEEN, 2000 tons, 500 horse power, is appointed to sail for the year 1840, as follows:—

From New York.	From London.
1st April,	1st March,
15th June,	15th April,
1st August,	1st July,
1st October,	1st September,

600 tons of cargo will be taken.—For freight or passage, apply to WADSWORTH & SMITH, 40