THE NEW YORK HERALD.

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THE NEW YORK HERALD.

JAMES GORDON BENNETT, Proprietor.

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DAILY HERALD—Every day. Price 2 cents per copy—$7 25 per annum—payable in advance.

WEEKLY HERALD—Every Saturday—Price 6¼ cents per copy—$3 12½ cents per annum—payable in advance.

ADVERTISEMENTS at the usual prices—always cash in advance.

PRINTING of all kinds executed with beauty and despatch.

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JAMES GORDON BENNETT,
PROPRIETOR OF THE NEW YORK HERALD ESTABLISHMENT
Northwest corner of Fulton and Nassau streets

NEW LINE OF PACKETS
LIVERPOOL TO NEW YORK.

Ship.	Captain.	Register. tons.	Burthen. tons.
SEA	W. Edward	857	1400
LIBERTY	P. P. Norton	632	1200
CORNELIA	F. M. French	1040	1700
MEMPHIS	C. H. Coffin	798	1400
OHIO	H. Lyon	783	1370
TAROLINTA	J. G. Smith	604	1100
REPUBLIC	J. C. Luce	676	1275
GEN. PARKHILL	A. M'Kown	574	1150

They are all first class New York built ships, of the choicest and best materials, and well known as remarkably fast sailers. Their commanders are men of long experience and nautical judgment, and well acquainted in the trade. The cabins are fitted up handsomely and commodiously for cabin passengers, who are found with every thing except liquors and wines, and the rates are fixed at sixteen guineas each. The second cabins and steerages are lofty and airy, and every way adapted to promote the comfort and health of passengers at a cheap rate, finding their own provisions, except breadstuffs.

The appointed days of sailing will be strictly adhered to.—Freight of fine goods by this line 20s. per ton. Apply to

C. GRIMSHAW & CO.,
12 Goree Piazzas, Liverpool.

Persons who may wish to have their friends come out by any of the above named favorite ships, can secure their passage by applying to

SAMUEL THOMPSON,
Old Established Passage Office,
273 Pearl street.

a10 1m*rc

UNITED STATES MAIL LINES FROM
PHILADELPHIA TO BALTIMORE.
MORNING LINE.

By steamer ROBERT MORRIS, which leaves Dock street wharf daily, (except Sunday,) at 6 o'clock, A. M., for New Castle, and thence by Railroad to Frenchtown, and steamer CONSTITUTION to Baltimore. The above is the only line that connects with the Lines for the South or West the same afternoon. Fare $2.

AFTERNOON AND NIGHT LINES.
Through by Rail Road in Six Hours.
Fare $3.

The Cars leave the Depot corner of 11th and Market streets, daily at 4 o'clock, P. M., and daily, (except Sunday) at half-past 10 P. M., or on the arrival of the Train from New York. Passengers leaving New York at 4¾ P. M., for Philadelphia, can reach Baltimore next morning in ample time for any Line leaving for the South or West.

Tickets can be procured at the Depot or on board the boat, at Dock street wharf, Philadelphia. Fare to Wheeling, $13—to Pittsburgh, $12.

A Passenger Car will be attached to the Freight Train, which leaves the Depot daily, (except Sunday) at 4¼ o'clock, P. M., and arrive in Baltimore early next morning. Fare 50 cents.

For further particulars, apply to

GEO. P. FISHER, Agent,
No. 7 Wall street, or 6 West street.

N. B.—Freight taken at 5 cents per 100 lbs. my10 1mre

NOTICE.
STATEN ISLAND FERRY,
FOOT OF WHITEHALL STREET.
FARE REDUCED TO 6¼ CENTS.

The Steamboats SYLPH and STATEN ISLANDER will leave as follows until further notice:—

LEAVE NEW YORK:
8, 9, 10, 11 and 12, A. M.; 1, 2, 3¼, 5 and 6, P. M.
LEAVE STATEN ISLAND:
6, 9, 10, 11 and 12, A. M.; 1, 2, 4, 5, and 6 P. M.

my9m

ALBANY AND BUFFALO RAILROAD OFFICE,
No. 59 COURTLANDT STREET.
NOTICE TO IMMIGRANTS.

The Subscribers, Sole Agents in New York, for forwarding passengers by second class cars from Albany to Buffalo, are enabled to send them per People's Line Steamboats to Albany, and thence, per Railroad, to Utica, for $2 06; Syracuse, $2 92; Auburn, $3 36; Rochester, $4 61; Buffalo, $5 50. Children from 2 to 12 years old, at half price; under 2 years free; and after the 15th instant, all baggage on the Railroad is entirely free.

All information as to different routes given gratis, and passengers forwarded to every port on Lake Ontario and upper Lakes at the lowest rates. The subscribers would call particular attention to the fact that THEIR TICKETS ONLY are recognized at the office at Albany. WOLF & RICKERS,
No. 59 Courtlandt street,
Sole Agents Albany & Buffalo Railroad, 2d class cars.
New York, 8th April, 1845. a9 1m*ec

FOR HALIFAX AND LIVERPOOL.

THE Royal Mail Steam Ships HIBERNIA and BRITANNIA, will leave Boston for the above ports, as follows:—

Hibernia, A. Ryrie, Esq., Commander.....Friday, May 16th.
Britannia, Jno. Hewitt, Esq., " .....Sunday, June 1st.
Passage to Liverpool.....$120.
Passage to Halifax.....20.
Apply to D. BINGHAM, Jr., Agent, 6 Wall st.

P. S.—Persons wishing to embark are requested, in all cases, to apply to the Agent before giving credit to any report that "all berths are engaged." m10rc

NEWARK AND NEW YORK,
FARE ONLY 12½ CENTS.

The favorite steamboat PASSAIC, Captain John Gaffy, will commence her trips for the season on Thursday, April 24, 1845, and run as follows, daily, Sundays included, until further notice, viz:—

LEAVE NEWARK Foot of Centre street. 7½ A. M.
LEAVE NEW YORK. Foot of Barclay street. 4 P. M.

The Passaic has been lengthened 55 feet, and is now two hundred and twenty feet long. She has a new boiler, and a new, commodious and elegantly furnished deck saloon, 60 feet in length, and is in complete order. Her accommodations for freight and passengers have been very much improved.

Freight carried at reduced rates. a26 1m*m

FARE $1 50.—Regular Opposition Line between Philadelphia and Baltimore, from the lower side of Chesnut street Wharf, every Morning, Sundays excepted, at 7 o'clock, through in 9 hours, via Chesapeake and Delaware Canal, and connect with all the lines south and west from Baltimore.

On the Delaware, Steamer PORTSMOUTH, Capt. J. Devoe. On Chesapeake Bay, Steamer THOS. JEFFERSON, Capt. Phillips.

And through the Canal, a distance of 13 miles only, are first rate packet boats.

In fact the accommodation by this line, both for speed and comfort, is equal to any other line between the two cities.

Philadelphia, April 17, 1845.
MORRIS BUCKMAN, Agent,
a17 1m*m Office No. 30 South Wharves.

THE MOST DELIGHTFUL OF ALL EXCURSIONS.—A sail across the Hudson River to Hoboken, and then a walk to the Elysian Fields, along the exceedingly beautiful and picturesque shores of the place, will prove the most easily accomplished and attractive of all rural excursions that can be made from the city.

The Grounds now present a charming aspect, the trees being in leaf and the soil covered with a rich turf.

The Walks are in excellent order, having been considerably embellished the present spring.

The Ferry Boats from Barclay, Canal and Christopher streets, are completely fitted up with Awnings and seats.

Night Boats run from Hoboken to Barclay street, until 11 o'clock.

Ferriage, 6¼ cents. my11 2wis*rh

PEOPLE'S LINE OF STEAMBOATS FOR ALBANY

DAILY—Sundays Excepted—Through Direct, at 7 o'clock P. M., from the Pier between Courtlandt and Liberty streets.

Steamboat ROCHESTER, Captain R. G. Cruttenden, will leave on Monday, Wednesday and Friday Evenings, at 7 o'clock.

Steamboat KNICKERBOCKER, Captain A. Houghton, will leave on Tuesday, Thursday and Saturday evenings, at 7 o'clock.

At 5 o'clock P. M., landing at intermediate place, from the foot of Barclay street.

Steamboat NORTH AMERICA, Captain L. W. Brainard, will leave on Monday, Wednesday, Friday and Sunday Afternoons, at 5 o'clock.

Steamboat COLUMBIA, Capt. W. H. Peck, will leave on Tuesday, Thursday and Saturday Afternoons, at 5 o'clock.

Passengers taking either of the above Lines will arrive in ample time for the Morning Train of Cars for the east or west.

The Boats are new and substantial, are furnished with new and elegant state rooms, and for speed and accommodations are unrivalled on the Hudson.

Freight taken at moderate rates.

All persons are forbid trusting any of the Boats of this Line, without a written order from the Captains or Agents.

For passage or freight, apply on board the boats, or to P. C. Schultz, at the office on the wharf. m12rc

LONDON PACKET—Packet of the 10th May—The splendid and fast sailing Packet Ship NORTHUMBERLAND, Capt. Griswold, will positively sail as above, her regular day.

Persons about to embark for the old country should not fail to make early application to W. & J. T. TAPSCOTT,
a26 m 76 South street, corner of Maiden Lane.

WANTED—Good and suitable vessels to freight Coal from Philadelphia and Bristol to Boston, Providence, Saco, Norwich, Allen's Point, Greenport, Hartford, New Haven, Middleton, Albany, Troy and other parts. The highest price will be paid and constant employment given.

Apply to FREDERICK TYLER & CO.,
6 Wall street, or
E. SAFFORD & CO.,
a26 1m*rc 81 Dock street, Philadelphia.

LIVERPOOL LINE OF PACKETS—Packet of the 6th June—The splendid and favorite packet ship PATRICK HENRY, J. C. Delano master, will positively sail as above, her regular day.

Having very superior accommodations for cabin, second cabin and steerage passengers, persons desirious to embark by this superior packet, should make early application on board, foot of Maiden Lane, or to the subscriber,

JOSEPH McMURRAY,
100 Pine street corner of South street.

The packet ship Independence, F. P. Allen, master, will succeed the Patrick Henry, and sail on the 6th of July. m8rc

BLACK BALL OR OLD LINE OF LIVERPOOL PACKETS—For Liverpool—Only Regular Packet of the 16th of May.—The new, magnificent and celebrated fast sailing favorite packet ship YORKSHIRE, burthen 1150 tons, D. G. Bailey commander, will sail positively on Friday, the 16th of May.

For terms of passage and to secure the best berths, early application should be made on board, foot of Beekman street, or to the subscribers,

ROCHE, BROTHERS & CO.,
my11 ec 35 Fulton street, next to the Fulton Bank, N. Y.

A DOLLAR SAVED
IS A DOLLAR EARNED.

GENTLEMEN who make it a rule to lay out their money to the best advantage, are respectfully notified that they can purchase Hats and Caps at

ROBERTSON'S PHŒNIX HAT AND CAP ESTABLISHMENT,

No. 103 Fulton street, between William and Nassau streets, much cheaper than at any other establishment in the city. An inflexible adherence to the system of large sales, small profits, and cash on delivery, enables the proprietor to offer the different articles in his line at the following reduced rates:—

HATS.

First quality Nutria Fur	$3 50
Second do	3 00
Moleskin	2 50

CAPS.

First quality man's and boy's	$1 50
Second do do	1 00
Third do do	75

These articles are not only quite equal, but in some respects (especially in the style of trimming) superior to any in the city. A comparison of the qualities and prices, with those of other establishments, will show a deduction of $1 to $1 50 on customary prices. All Hats warranted of the most fashionable Broadway patterns.

N. B.—The proprietor's extensive arrangements enable him to offer very advantageous bargains to wholesale dealers and country merchants. a10 1m*m

MILLS, HATTER, 178 BROADWAY,
(HOWARDS' HOTEL,)

INDUCED by the flattering success he has met with in the manufacture of Silk Hats, in imitation of the French, to call the attention of the public thereto, does so in the full confidence of rendering perfect satisfaction to all who may honor him with a call.

First quality French Moleskin	$4 50
Second " " "	4 00
First " Nutria	4 50
Second " "	3 50

In addition to the above, there may be had at this establishment an elegant article of Nutria Hat at $4, which for elegance will rival many that are sold at $5, and to which the attention of the public is respectfully invited.

A few cases of Cassimere and Silk Hats, manufactured for the country trade, on hand, and for sale low.

J. D. Totten, (late of the firm of Alvord & Co.,) and R. J. Tiffany, (late of Albany,) would be pleased to see their friends at the above place. a27 1m*ec

GENIN'S
WELL KNOWN HAT AND CAP ESTABLISHMENT,
214 BROADWAY, OPPOSITE ST. PAUL'S.

THE SUBSCRIBER, being desirous of maintaining a reputation for the superior quality and style of his Hats, rather than for the ostentatious and costly magnificence of his store, has diligently confined his attention to improving the material qualities of the article in which he deals, considering such a course much more conducive to the interests of his patrons, than labored attempts to dazzle their eyes with expensive ornaments to the store he occupies. By these means he is enabled to offer the following articles, viz:—

First Quality of Nutria Hats	$4 50
Second " " "	3 50
First " Moleskin "	4 50
Second " " "	4 00
Third " " "	3 00

The subscriber recommends with peculiar confidence a very superior quality of Silk Hat, manufactured by him for city custom, with minute attention to style and durability, equaling in texture and beauty the finest Parisian Hats.

JOHN N. GENIN,
214 Broadway.

N. B.—Just received per ship Utica, a lot of French Hats, assorted sizes, to which the attention of fashionable gentlemen is solicited.

Gentlemen's, Youth's, Infants, United States Navy and Army Caps constantly on hand and made to order.

a25 1m*rc

WATCHES!—WATCHES AND JEWELRY.—Those who wish to purchase Gold or Silver Watches, Gold Chains, Gold Pencils, Keys, &c., will find it greatly to their advantage to call on the subscriber, who is selling all descriptions of the above at retail much lower than any other house in the city. Gold Watches as low as $20 and $25 each. Watches and Jewelry exchanged or bought. All Watches warranted to keep good time or the money refunded. Watches and Jewelry repaired in the best manner and warranted, at much less than the usual price.

O. C. ALLEN, Importer of Watches and Jewelry,
a13 1m*es Wholesale and Retail, 30 Wall st., up stairs.

NEW FLOWER AND VEGETABLE SEEDS.

TROPEOLUM PEREGRINUM, Canary Bird flower, a native of Peru, well adapted for covering trellis of various forms.

Calandrina Grandiflora, a native of Chili—well adapted for rock work, it requires a warm, dry soil.

Agrostemma Coeli Rosea, Rose of Heaven, a native of Sicily—sow in clumps, in a moist situation.

Lathyrus Odoratus, Sweet Pea, a native of Sicily—sow in good loam, placing stakes 4 feet high in the form of a cone, to support them.

Nolana Atriplicifolia, Artiplex leaved Nolana, a native of Peru—sow in patches, in rich sandy loam, its large and handsome flowers of light blue, clear white and yellow will repay any little care bestowed upon it.

Convolvulus Alba and Tricolor, white and three colored Convolvulus, a native of Spain—sow in patches in rich sandy loam, these beautiful and varied colored flowers grown on mounds has the sweetest effect.

Phlox Drummondi, Drummonds Phlox, a native of Mexico—sow in clumps or patches, the variety of colors displayed in a bed of these pretty little flowers exceeds any description we can give.

Septosiphon Androsaceus, Androsace like Septosiphon, a native of California—sow in a cool situation in masses or clumps—pretty little w*owers of lilac blue and white.

Astor Sinensis, China Asters, a native of China—sow in clumps, and transplant in moist or cloudy weather, to the distance of 6 or 8 inches in good rich loam, in rows or circles, their varied colored flowers have a beautiful effect and remain in bloom a long time.

Sanvitalia Procumbens, Trailing Sanvitalia, a native of Mexico—sow in good soil in patches, a pretty little plant with orange and purple flowers.

Lousa Nitipa and Placei, Chilian nettle plant, natives of Chili—sow in clumps, and place sticks in a conical form to attach the plants to as they progress in growth, produce beautiful yellow flowers, but must be handled cautiously as the sting is as severe as that of the common nettle.

Mathiola Annua, Ten Week Stock, a native of Europe—sow in clumps or rows and transplant one foot apart when three inches high, their various colored and fragrant flowers will amply reward your care.

The subscribers offer the above desirable collection of flower seeds for 4d, neatly put up in tin cases that they may be transported with the greatest safety to any distance, with directions for preparing ground, &c. They also offer 25 varieties of pretty flower seeds in cases, with directions, for 6s—50 varieties $1 50—100 varieties $3. They also offer one of the largest assortments of Vegetable Grass Seeds to be found in this city—all warranted genuine. Bulbous and Tuberous flower Seeds.—Choice Double Dahlia, with a choice assortment of Exotic and other Plants on the lowest terms. Bouquets composed of the most delicate and fragrant flowers, arranged to please the most fastidious. DUNLAP & CARMAN, 635 Broadway. m6 5t*m

FOR SALE.

A SMALL FARM—Situated six miles from Morristown, near Baskinridge, New Jersey, and within three and a half hours ride from the city, daily, containing twenty acres of land, in a high state of cultivation; and improvements, a handsome Two Story House and Kitchen, good Barn, &c.—There is also on the premises a good variety of Fruits. For information apply to James Barkley, corner Avenue C and Second st.; Harrison Price, No. 22 Coenties Slip; or to Robert Barkley, at the premises. a11 1m*ec

FOR SALE—A beautiful Country Residence, one mile from Rossville Landing, on Staten Island, a Farm of 22 acres of first-rate Land; a large House and good Barn, and other Buildings; good Garden, with plenty of Fruit Trees—will be sold reasonable and on good terms. Enquire of my7 1m*rc SAM'L. HALL, 369 Broome st

TO LET.—A Parlor and Bedroom, very neatly furnished, to gentlemen and their wives, or single gentlemen, at 117 Franklin street. a20 1m*ec

TO LET OR LEASE.

A PIECE OF LAND, on the Eighth Avenue and 23d street, containing about 12 acres of land. There is on the premises a Frame Dwelling, which would be repaired for a good tenant. Apply to ANTHONY CARROLL,
16 1m*ec 25 Nassau st.

TO RENT IN BROADWAY, near Franklin street, a Suite of Rooms on the ground floor, handsomely furnished. Also, sundry Furnished Rooms in said house, suitable for gentlemen and their wives, or single gentlemen. Apply at 305 Broadway. m8 4t rc

LIVERPOOL LINE OF PACKETS.—The favorite and fast sailing Packet Ship STEPHEN WHITNEY, W. C. Thomson, Master, will positively sail on 11th May, her regular day.

Having very superior accommodations for cabin, second cabin and steerage passengers, persons about embarking by this first class packet, should make early application on board, foot of Pine street, or to the subscriber,

JOSEPH McMURRAY,
m3 rc 100 Pine street, corner of South street.

FOR LIVERPOOL—New Line—Regular Packet of the 26th May—The elegant fast sailing Packet Ship SHERIDAN, Capt. A. F. De Peyster, of 1100 tons, will sail as above, her regular day.

For freight or passage, having accommodation unequalled for splendor and comfort, apply on board, at Orleans wharf, foot of Wall street, or

E. K. COLLINS & CO., 56 South street.

Price of passage $100.

Packet Ship Garrick, Capt. B. J. H. Trask, of 1100 tons, will succeed the Sheridan, and sail 26th June, her regular day.

a27 ec

FOR LONDON—To sail on the 14th May—The superior fast sailing American ship TIOGA, Captain Eldridge, will sail as above.

This superior ship has elegant state room accommodation for cabin passengers, who will be taken at a very moderate rate; second cabin passengers can also be accommodated at the usual steerage rates. Those desirous of securing berths would require to make early application on board the ship, at Murray's wharf, foot of Wall street, or to JOHN HERDMAN,
m rc 61 South street.

FOR LIVERPOOL—The New Line—Regular Packet 21st May—The superior fast sailing Packet Ship QUEEN OF THE WEST, 1020 tons burthen, Capt. Philip Woodhouse, will sail as above, her regular day.

For freight or passage, having splendid, large and comfortable state rooms and cabin, apply to the Captain on board, west side Burling Slip, or to WOODHULL & MINTURNS,
m7 South street.

Price of passage $100.

The Packet Ship Rochester, 800 tons, Captain John Britton, will succeed the Queen of the West, and sail on her regular day, the 21st of June. a21 ec

LONDON LINE OF PACKETS—The splendid and fast sailing packet ship NORTHUMBERLAND, R. H. Griswold, master, will sail on the 19th May, her regular day.

Having superior accommodations for cabin, second cabin and steerage passengers, persons about to embark should make early application to the subscriber,

JOSEPH M'MURRAY,
100 Pine street corner of South.

P. S.—The favorite packet ship Gladiator, Captain Bunting, master, will succeed the above, and sail on the 29th of May, her regular day. r14 rc

PACKET FOR MARSEILLES.—The new ship PRINCE DE JOINVILLE, Captain Lawrence, will sail on the 1st proximo. The accommodations for passengers will be equal to those of any of the Packets of the port. For freight or passage, cabin or steerage, apply to

CHAMBERLAIN & PHELPS, or to
my11 ec BOYD & HINCKEN, Agents.

FOR HAVRE.—The French Brig OTHILIA, Captain Cadne, has the major part of her cargo going on board, and will be despatched on or about the 22d inst. For freight of light goods, apply to

my11 ec BOYD & HINCKEN, Agents.

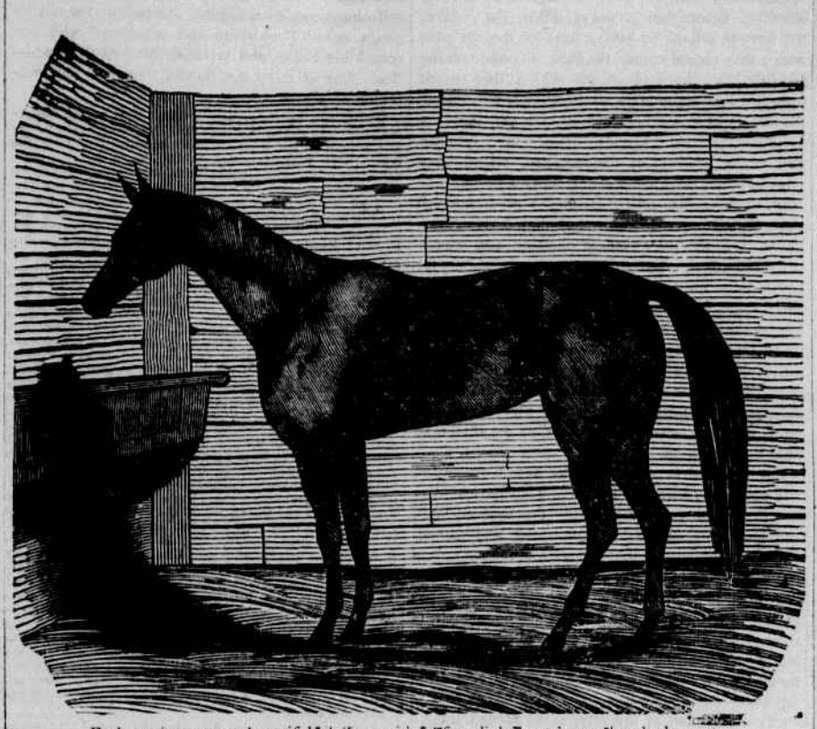
FOR GLASGOW—Regular Packet—The well known fast sailing, British Barque ADAM CARR, Scott, Master, daily expected, will meet with quick despatch. For freight, apply to WOODHULL & MINTURNS,
m9 m 67 South street.

FOR LIVERPOOL—First Packet Ship—The splendid fast sailing packet ship YORKSHIRE, Captain Bailey, will positively sail on the 16th May.

For passage, having unsurpassed accommodations, in cabin and steerage, apply to JOHN HERDMAN,
m4rc 61 South street.

WANTED—A Ship to load for a southern port—Apply to E. K. COLLINS & CO.,
m8m 56 South street.

FASHION.



Fashion is a most beautiful ch. m. with a few light spots, over her body, got by imported Trustee, out of Bonnetts o' Blue, by Sir Charles, aged seven years.

PEYTONA.

Peytona is a most powerful light ch. m. 17 hands, got by imported Glencoe, out of Giantess, by Leviathan; five years old. Some would call her a sorrel, standing near

SPORTING INTELLIGENCE.

The Great Race between Fashion and Peytona, to-morrow, over the Union Course, Long Island.

By way of assisting fair and legitimate sport, we have compiled such information, from various sources, among which is the *Spirit of the Times*, as may be found useful on the occasion. Having no desire or interest to bias the judgment of parties either one way or the other, we have confined ourselves to mere facts, leaving our readers to form their own opinion of the two noble animals, &c. As respects the betting we from time to time give, it is such as has taken place immediately within our notice. The sketches of the animals here given are taken from paintings by Mr. Clark, which are generally looked upon as being about as correct as most extant.

The following gentlemen comprise the Executive Officers of the Jockey Club:

J. PRESCOTT HALL, Esq., President.
JOHN C. STEVENS, Esq. 1st Vice President.
WALTER LIVINGSTON, Esq. 2d " "
DENNING DUER, Esq. 3d " "
N. GOUVERNEUR KORTRIGHT, Esq. 4th " "
HENRY K. TOLER, Esq., Treasurer.
WM. T. PORTER, Esq., Secretary.

Stewards who will act as a Ladies Committee.

MESSRS. E. STEVENSON, HENRY COSTER, THEO. S. DRAPER, MESSRS. M. X. HARMONY, P. AUGUSTUS JAY, WM. T. PORTER.

This will make the fifth great match that has come off between the North and the South, but none of them have excited greater interest. These grand matches commenced with that of Eclipse and Henry in May, 1823, and was succeeded by those of Flirtilla and Ariel, Bascombe and Post Boy, Fashion and Boston; each in their turn, attracted thousands upon thousands to this city, and contributed greatly to the enthusiasm with which the sports of the turf are regarded throughout the country. If in large stakes, and matches of from $1,000 to $5,000, the North would seem to have "got the best of it;" the South has made "a drawn game" of the great events, having won with Flirtilla and Bascombe.

Both animals, as we before stated, are in fine condition, and in the hands of the most skilful trainers and jockeys in the country, who have had the entire control of them since they came on the turf. Fashion, now 8 yrs. old, will carry 123 lbs. Peytona, 6 yrs., 118 lbs. Fashion's weight is the same she took up last year, but Peytona carries 11 lbs. more than she ever did before; in her race with Blue Dick at New Orleans, in Dec. last, she carried 107 lbs. as a 5 yr. old. In the opinion of those well capable of judging, she is abundantly able to master this increased weight, in consequence of her prodigious size and strength.

FASHION'S PEDIGREE, CHARACTERISTICS AND PERFORMANCES.—Fashion was bred by William Gibbons, Esq., of Madison, Morris county, N. J., where she was foaled on the 26th April, 1837. She is descended from the most eminently distinguished racing families on the side of both sire and dam, that have figured on the turf for a hundred years. Fashion was got by Mr. Livingston's Imp. Trustee, out of the celebrated Bonnets o' Blue by Sir Charles, and she out of Reality—"the very best race-horse," says Col. Johnson, "I ever saw." Reality was got by Sir Archy, and her pedigree extends back through the imported horses Medley, Centinel, Janus, Monkey, Silver-Eye, and Spanker, to an imported Spanish mare. Trustee, the sire of Fashion, was a distinguished race-horse in England, and sold at 3 years old for 2,000 guineas, to the Duke of Cleveland, after running third in the race for the Derby of 101 subscribers. He was subsequently imported by Messrs. Ogden, Corbin, and Stockton. Trustee was foaled in 1829, and was got by Catton, out of Emma by Whisker, and combines the blood of Hermes, Pipator, and Sir Peter, on the dam's side, with that of Penelope by Trumpator, and Prunella by Highflyer, on the side of his sire. Trustee is not a chance horse; in addition to other winners of his family, in 1835, his own brother, Mundig, won the Derby of 128 subscribers; and his half brother, Cotherstone, won the Derby and the 2,000 guineas stakes last year.

Fashion is a rich, satin coated chesnut, with a star, and a ring of white above the coronet of her left hind foot; on her right quarter she is marked with three dark spots, like Plenipo, and other "terribly high-bred cattle." She is about 15½ hands high under the standard, rising high on the withers, with light head and neck, faultless legs, an oblique well shaped shoulder, and a roomy, deep and capacious chest. She has good length of barrel, which is well ribbed out, and her loins are well arched and supported by strong fillets. Though finely put up forehanded, her great excellence consists in the muscular developments of her quarters, thighs and gaskins. As in the greyhound and the hare, the seat of the propelling power in the horse, which enables him to move with a great degree of velocity, is centred in the hind quarters; necessarily in proportion to their strength, there will be the impulse which impels the whole mass forward. Fashion goes with a long rating stroke, gathers well, and moves with the utmost ease to herself; what is rather singular, she runs with a loose rein; she is true as steel, has a remarkable turn of speed, can be placed anywhere, and nothing can be finer than her disposition; a more blood-like, honest mare, was never brought to the post.

FASHION'S PERFORMANCES.

1	1840	Oct. 21,	Camden, N. J.	S., 2 m. h. won	$ 800
2	——	Oct. 27,	Trenton, N. J.	S., 2 m. h. won	1,100
3	1841	May 6,	Union Course, L.I.	P., 3 m. h. won	500
4	——	May 19,	Camden, N. J.	P., 2 m. h. lost	
5	——	Oct. 7,	Union Course, L.I.	P., 2 m. h. won	200
6	——	Oct. 20,	Baltimore, Md.	P., 3 m. h. won	400
7	——	Oct. 28,	Camden, N. J.	P., 4 m. h. won	800
8	1842	May 10,	Union Course, L.I.	M., 4 m. h. won	20,000
9	——	Oct. 6,	Union Course, L.I.	P., 4 m. h. rec.	1,000
10	——	Oct. 29,	Camden, N. J.	P., 4 m. h. won	2,000
11	——	Nov. 4,	Trenton, N. J.	P., 4 m. h. won	800
12	1843	May 11,	Trenton, N. J.	P., 3 m. h. won	300
13	——	May 26,	Camden, N. J.	P., 4 m. h. won	700
14	——	June 1,	Union Course, L. I.	P., 4 m. h. rec	800
15	——	Oct. 6,	Alexandria, D. C.	P., 4 m. h. rec.	1,000
16	——	Oct. 13,	Washington, D. C.	P., 4 m. h. won	500
17	——	Oct. 20,	Baltimore, Md.	P., 4 m. h. won	800
18	——	Oct. 26,	Camden, N. J.	P., 4 m. h. won	700
19	1844	May 10,	Baltimore, Md.	P., 4 m. h. won	600
20	——	June 6,	Union Course, L. I.	P., 4 m. h. won	800
21	——	Oct. 1,	Union Course, L. I.	P., 3 m. h. won	400
22	——	Oct. 18,	Baltimore, Md.	P., 4 m. h. won	400
23	——	Oct. 24,	Beacon Course, N.J.	P., 3 m. h. won	600
24	——	Oct. 31,	Camden, N. J.	P.; 3 m. h. won	400

Starting twenty-four times and winning twenty-three—fourteen at four mile heats—winning the enormous amount of..... $35,600

In a fast four mile race, she has run a sixth mile in 1:47, while in four of her races she has run the first heats in 7:32½—7:35¼—7:36—7:38¾! She has been trained for all her engagements by Mr. Samuel Laird, of Colt's Neck, N. J., and ridden by his son Joseph, one of the best jockeys at the North; she yet remains in their hands, and is said to be as fast and fine as a 4 year old, but ere a second sun has set after this, the truth of this opinion will be established, barring any untoward circumstance.

PEYTONA'S PEDIGREE, CHARACTERISTICS AND PERFORMANCES.—Peytona was bred by the late James Jackson, Esq., in 1839, at the Forks of Cypress, near Florence, Ala. She was got by Imp. Glencoe—a renowned performer on the English turf—out of Giantess (also bred by Mr. Jackson,) by Imp. Leviathan, her dam by Sir Archy out of Virginia by Dare Devil—Lady Bolingbroke by Imp. Pantaloon—Cades by Wormley's King Herod—Primrose by Dove—Stella by Othello—Selima by the Godolphin Arabian.

Peytona is a light red chesnut, some call her a sorrel, with no other natural white than a star; like her dam she has prodigious size, being not less, probably, than sixteen hands three inches high under the standard; this arises, in a measure, however, from the unusual height of her withers. She has a long clean head, and a fine neck; her shoulder is rather upright than oblique, but not so broad as Fashion's. "Through the heart" Peytona is amazingly fine, and her barrel is so immense that, standing directly in front of her, one can see her ribs on each side. Her loins are supported by strong fillets, but are not arched like Fashion's; yet there is no indication of want of strength, either in her loins or quarters; indeed her dock is larger than that of any race-horse we can remember. Her flanks are full and well let down, as are her quarters; her thigh, stifle and gaskin, are of great size, while her knees and hocks are models of strength. She has in proportion as much length as Eclipse from the point of the hip to the back, and is still shorter than him from the latter point to the ground. Altogether she presents to the eye a most blood-like and game appearance; her coat is blooming in the highest degree, and her general air is unusually animated.

Peytona has been trained for all her engagements by Mr. Isaac Van Leer, so well known on the Northern Turf as the former trainer of John C. Stevens and Walter Livingston, Esqrs., of this city. Her jockey, the redoubtable "Barney," is a native of Connecticut—of all places in the world! How he got this new name in the South-west we are not aware; his real one is Francis C. Palmer. He has a fine seat in the saddle, and his presence of mind and coolness under trying circumstances are proverbial. Mr. Van Leer, in his system of training, follows the English principle more closely than any of his contemporaries on this side of the Atlantic; he clothes light, gives long work, does not regard the weather, and avoids keeping his horses in an artificial state; moreover, he never throws his stable quite out of training, and always exercises and runs his horses with a crupper, the want of which has lost hundreds of races from the slipping of the saddle.—Peytona is a comparatively sluggish mare, and is awkward in slow work; when extended, however, her action is "express and admirable." Her stride is said to be twenty-seven feet, when at the top of her rate; the stride of English Eclipse and Flying Childers is represented to have been but twenty-six feet, while the average of our fastest horses, like Boston, Fashion, and Blue Dick, is short of twenty-three feet. In action, Peytona looks really much larger than when standing quiet; she goes with velocity and precision; gathers with great apparent ease to herself, and in a stable comprising three or four of the speediest horses in the Union, can outfoot and outlast them all!

PEYTONA'S PERFORMANCES.

1843	Oct 10. Nashville, Tenn. Won the Great Peyton Stake for four year olds, colts 100 lbs. fillies 97 lb., of Thirty subscribers at $5,000 each, $1,000 ft., Four mile heats, beating Col. Hampton's Herald, Hon. Mr. Barrow's Skylark colt, and Hon. B. Peyton's Great Western, in 8:52—8:50—8:33—8:52; the course extremely deep in mud. The stake realized above	$35,000
1844	Jan. 6. New Orleans, Louisiana Course. Won the Jockey Club Purse, still carrying 97 lbs. as a 4 yr old, beating Capt. Minor's Norma, same age and weight, in 7:45—7:48	1,000
——	Jan. 19. Mobile, Ala., Bascombe Course. Won the Jockey Club Purse, Three mile heats, carrying same weight as before, beating Major Meyer's St. Cloud, 3 yrs 86 lbs., in 6:00—5:58, course heavy	300
——	March 10. New Orleans, Eclipse Course. Won the Jockey Club Purse, Three mile heats, carrying same weight as before, beating Col. Bingaman's Ruffin, 3 yrs, 86 lbs., and Mr. Kenner's Blue Bonnet, 3 yrs., 83 lbs., in 5:50—5.54½, course rather heavy.	600
——	Dec. 24. New Orleans, Metairie Course. Won the Post Stake for all ages, of five subs. at $2,000 each, $500 ft. Four mile heats, beating Blue Dick, in 8:09—8:09 course rather heavy	5,500
Starting five times, and winning all her races without difficulty, realizing for her owner, the immense sum of		$42.400

On the week following his defeat by Peytona, Ruffin won a race at the same distance, in 5:40½—5:36!! beating Mr. Porter's Berenice and Mr. Cock's Sally Shannon. Norma, that Peytona beat in 7:45—7:48, subsequently run Anne Hays well up in 7:36½—7:42! Two years before the Peyton race, Peytona and Herald, (whom she beat on that occasion, though he won the 2d heat, she winning the 3d and 4th) were the prominent favorites, and six months before the race the two were backed against the field! In being reserved expressly for the Peyton stake—the largest one *ever run for* anywhere—Peytona threw away her chance of some pretty pickings in her three year old form, as well as in the spring of her four year old year. She has been singularly unfortunate thus far in the state of the courses over which she has run, not having had an opportunity of showing her capabilities for making fast time. Yet her friends have entire confidence in her speed as well as her bottom; her stable companions, almost uniformly, have proved "too fleet for the fast, and too stout for the strong," yet she can beat them all from four hundred yards to four mile heats!

The following table shows the time of each mile in the contest between Fashion and Boston in 1842, and the third column the time of Peytona at the Spring Meeting at New Orleans, against Norma—the second heat was in 7 48.

Mile.	Time. First Heat.	Time. Second Heat.	Time. First Heat.
1st	1 53	1 57	1 58
2nd	1 50½	1 57	1 56
3rd	1 54	1 53½	1 54
4th	1 55	1 57½	0 57
Total	7 32½	7 45	7 45
How won	Length.	30 yards.	Easy.

ARRANGEMENYS.—These, as far as present prospect goes, are most admirable, and do infinite credit to the spirit and ability of Mr. Toler, the treasurer, under whose direction they have been made.

A separate entrance has been opened for the carriages of members of the Club, and gentlemen accompanied by ladies. On driving down the principal avenue leading from the turnpike to the Club Stand and Ladies' Pavilion, they will direct their coachmen to drive on towards the railroad, beyond the entrance to the public stand, until opposite the ladies' pavilion, where they will find a new carriage road leading directly to its doors. No gentleman will be admitted to the enclosed space unless he be a member of the club, or a subscriber. The subscription for the week is $10; the annual subscription of the members of the Jockey Club is $20 and $50.

We would suggest to gentlemen who propose to go down in their own carriages, to send them across one of the ferries to Brooklyn or Williamsburg, at an early hour, else they may be detained. A very good place for those who do not care to pay $10 for the privilege of the enclosed space, is to club and engage a four-in-hand omnibus, and drive on the field in front of the stands, as from its top they can command a good view of the race.

The Long Island Railroad Company are making every arrangement for the conveyance of parties to and from the course. The tunnel in Atlantic street, just completed, half a mile in length, will be lighted up for this occasion for the first time, and will be used as a station from which to start the trains every fifteen minutes. The pleasant