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
☞ All letters or communications, by mail, addressed to the establishment, must be post paid, or the postage will be deducted from the subscription money remitted
JAMES GORDON BENNETT,
Proprietor of the
NEW YORK HERALD ESTABLISHMENT,
Northwest corner of Fulton and Nassau streets

RALEIGH AND GASTON RAILROAD

FOR SALE.

ON MONDAY, the 29th day of December next, by virtue of a decree of the Court of Equity for Wake County, at its Autumn Session, 1845, in a suit of the Governor, for the use of the State of North Carolina, to foreclose a Mortgage heretofore executed by the Raleigh and Gaston Railroad Company, to indemnify the State against certain liabilities for said Company, I will sell at public Auction, at the Court House door in the city of Raleigh, to the highest bidder, the whole property of the Raleigh and Gaston Railroad Company aforesaid, (so far as the same is known to me,) consisting of 87 miles of Railroad, reaching from the City of Raleigh to Gaston on the North side of the Roanoke river, in the direct line of public conveyance to Petersburg, City Point, Richmond, Washington City, Baltimore, &c &c., together with all Bridges, Depots, Workshops and Tools, Warehouses, Water Stations, Engines, Cars, &c &c. Also, the stock of Iron, Lumber, and Fire Wood, which may then be on hand, and all other articles owned and used by the said Company for keeping up said Railroad, and transportation on the same. From the nature of the property it will be sold *en masse*.

The purchasers by the terms of the Decree, and the Act of the Legislature in relation to it, will become, *ipso facto*, a body corporate, by the name and style of the present Company, and will acquire all the franchise, privileges, rights and immunities now possessed by it, for the term of 80 years, which its charter has yet to run. These franchises and privileges are of the most advantageous kind to the Company, and may be found at large in their charter, contained in the 2d Volume of the Revised Statutes of North Carolina, page 299, which is to be seen at the Seats of Government, and in most of the Public Libraries of the States of the Union.

The whole purchase money must bear interest, at the rate of 6 per cent per annum, from the day of sale, and be paid as follows, to wit: $25,000 at the end of six months, and the residue in four instalments, at intervals of ten months each—say

1st, 29th June, 1846, $25,000
2d, 29th April, 1847, one-fourth of the remainder.
3d, 29th February, 1848, one-fourth of do.
4th, the 29th of December, 1848, one-fourth of do.
5th, the 29th of October, 1849, one-fourth of do.

The cost of this Railroad and its appurtenances, completed only five years since, was $1,600,000—one half of which we borrowed; creating a debt bearing interest, on failure to pay which, a sale has become necessary. The grading, bridges, depots, &c. are executed in an excellent style of workmanship. Cars run daily over it, carrying the Mail of the United States, (it being a part of the Southern Metropolitan route,) at a compensation of $100 per mile, or $8,700 per annum. And, traversing a fertile region of country through nearly its whole length, its freights for the transportation of Produce and Merchandize, independently of the receipts from Passengers, afford a considerable addition to the ordinary sources of profits on railroads. Though not, now, yielding a profit on the large sum expended in its construction, its income has been increasing for some time past, and it is confidently believed that it would produce a reasonable return upon a more moderate amount of capital invested in its purchase.

The sale will be made without reserve, at the time and place aforesaid, at which those inclined to purchase, are respectfully invited to attend.

The purchase money must be secured by bond with approved sureties.

CHARLES L. HINTON,
Public Treasurer of the State of North Carolina, and Special Commissioner of the Court of Equity, in this cause.

Raleigh, N. C., October 6, 1845.

☞ The following papers will insert the foregoing advertisement 60 days, and forward their bills for payment, with a paper containing the same, to the subscriber: Boston Atlas, New York Herald, Baltimore Patriot, Philadelphia U. States Gazette, Richmond Enquirer and Richmond Whig, Charleston Courier, Mobile Advertiser, New Orleans Picayune, and N.C Standard. C. L. H.
o13 2m m

LONG ISLAND RAILROAD COMPANY.

CHANGE OF HOURS
TRAINS RUN AS FOLLOWS,
Commencing on Monday, September 15th, 1845.

Leave Brooklyn—
At 8½ o'clock, A. M., Boston Train for Greenport, daily, Sundays excepted, stopping at Farmingdale and St. George's Manor.
At 8½ A. M., for Farmingdale and intermediate places, daily Sundays excepted, and on Tuesdays, Thursdays and Saturdays, through to Greenport and intermediate places.
At 4 P. M., for Farmingdale and intermediate places, daily, Sundays excepted, and on Saturdays to Suffolk Station.

Leave Greenport—
Boston Train, at 1 o'clock, P. M., or on the arrival of the steamer from Norwich, daily, Sundays excepted, stopping at St. George's Manor and Farmingdale.
At 9 o'clock, A. M.; Accommodation Train, on Mondays, Wednesdays and Fridays.

Leave Farmingdale—
For Brooklyn, at 6¾ o'clock, A. M., and 1 P. M., daily, Sundays excepted.

Leave Jamaica—
For Brooklyn, at 8 o'clock, A. M. and 2¼ P. M., daily, Sundays excepted.

Bedford	8	Deer Park	69
East New York	12½	Thompson	88
Race Course	18¾	Suffolk Station	1 00
Trotting Course	18¾	Lake Road Station	1 18½
Jamaica	25	Medford Station	1 18½
Brushville	31½	Milleville	1 50
Hyde Park, 17 miles	37½	St. George's Manor	1 62
Clowsville, (during session Court,)	37½	Riverhead	1 62½
Hempstead	37½	Jamesport	1 62½
Branch	37½	Mattituck	1 62½
Carle Place	44	Cutchogue	1 62½
Westbury	44	Southold	1 62½
Hicksville	44	Greenport, Acc'n. train	1 75
Farmingdale	62½	Boston Train	2 00

Stages are in readiness on the arrival of Trains at the several Stations, to take passengers at very low Fares, to all parts of the Island.

Baggage Crates will be in readiness at the foot of Whitehall street, to receive Baggage for the several Trains, 30 minutes before the hour of starting from the Brooklyn side.

☞ Rockaway Baggage taken in separate Crates.

The Steamer Statesman leaves Greenport for Sag Harbor twice each day on the arrival of the Trains from Brooklyn.
s11 rc

MAIL LINE FOR BOSTON.

DAILY OVER THE LONG ISLAND RAILROAD, VIA
NEW LONDON, NORWICH & WORCESTER.
At 8 o'clock in the Morning, from the Foot of Whitehall street, South Ferry—Sundays excepted.
Way Crates are in readiness to receive baggage for New London, Norwich and Worcester. Baggage for Boston goes through under lock. ju16 tf rc

CHEAP NIGHT ROUTE TO BOSTON AND PROVIDENCE.
ONE of the most agreeable routes to the above places, has been established by the Long Island Railroad Company. Passengers can be now taken three times a week from the Depot at Brooklyn, at 5 P.M. passing direct from Greenport to Providence in the steamer New Haven, and arriving at Providence in time to take the early train to Boston.
Fare 50 cents to Providence, and $1 75 to Boston o11 tf rrc

TO WESTERN TRAVELLERS.

EXPRESS AND PIONEER PACKET LINE,
From Philadelphia to Pittsburgh via the Pennsylvania Railroads and Canal—through in 3½ days. The above line is now in full operation and offers great inducements to persons who wish a pleasant mode of travelling to the west.
The cars are built in the most approved modern style, the boats are fitted up in a superior manner, and every effort is made by the proprietors to conduce to the comfort and convenience of travellers. The scenery on this route is unrivalled, and the great chain of Pennsylvania internal improvements is well worthy of being seen.
By this route passengers avoid all the fatigues and dangers attendant upon stage travelling, and at the same time make an expeditious trip.
The cars leave every morning at 7 o'clock. Passengers are advised to engage their places at Philadelphia. Office in Philadelphia N. E. corner of Chesnut and Fourth streets, and at Nos 13 and 15 South Third sts. A. CUMMINGS, Agent.
Philadelphia, May 17, 1845.
For information, in the city of New York, apply to
B. H. KNISELL, Agent for
my17 6m*rrc D. LEECH & CO.'s Line, 7 West st. N R

CENTRAL RAIL ROAD FROM SAVANNAH TO MACON.

DISTANCE 190 MILES.
THIS ROAD is open for the transportation of Passengers and Freight.
Rates of Passage..... $8 00
Rates of Freight viz;
On weight goods generally..... 50 cents per hundred.
On measurement goods ..... 13 cents per cubic foot
On barrels wet (except molasses and oil)..... $1 50 per barrel.
On barrels dry (except lime)..... 30 cents per barrel.
On iron in pigs or bars, castings for mills and unboxed machinery... 40 cents per hundred.
On hhds and pipes of liquor not over 120 gallons..... $5 00 per hhd.
On hhds molasses and oil..... 6 00 " "
Goods addressed to F. Winter, Agent, forwarded free of commission.
THOMAS PURSE,
s11 3m rc Gen'l Sup't. Transportation.

DRAFTS ON GREAT BRITAIN AND IRELAND—Persons wishing to remit money to their friends in any part of England Ireland, Scotland or Wales, can be supplied with drafts payable at sight, without discount, for any amount, from £1 upwards, at the following places, viz:
IN ENGLAND—The National and Provincial Bank of England; Messrs. J. Barned & Co, Exchange and Discount Bank, Liverpool; Messrs. James Batt & Son, London, and branches throughout England and Wales.
IN IRELAND.—The National Bank of Ireland, and Provincial Bank and branches throughout Ireland.
IN SCOTLAND—The Eastern Bank of Scotland, National Bank of Scotland, Greenock Banking Company, and branches throughout Scotland.
The steamship Cambria, sails from Boston on the 16th August, by which all drafts can be forwarded free. Apply to
au2 3m W. & J. T. TAPSCOTT,
jy19 rc 76 South st. cor. Maiden lane.

HACKLED HEMP—150 bales hackled dew rot hemp, prepared with great care and free from slivers and tow, for sale by E. K. COLLINS & CO. 56 South st.

1845. TRANSPORTATION. 1845.
JOHN ALLEN'S
CLINTON LINE.
JOHN ALLEN wishes to inform his old and tried friends, that he is afloat once more, under a new organization. His present line consists of twenty first class Canal Boats, fitted up in superior style, for the comfort of passengers and the safety of freight. Each boat of this line is commanded by her owner, (and for the public safety, is fully insured,) and placed entirely under his management and control. This line is connected as formerly, with the Eckford Line of Tow Boats on the Hudson River, and C. M. Reed's Steamboats on the Lakes, and he can with confidence say to his friends, that at no time has he ever been placed in a better situation to serve the public more effectually than with the present organization, and would therefore respectfully solicit a continuance of patronage.
AGENTS
Hugh Allen 19 South street, New York.
Robert Allen, Quay, Albany.
John Allen, Exchange street Rochester.
George Davis, Reed's Wharf Buffalo.
E. N. Parks & Co., Cleveland.
Ludlow, Babcock & Brownless, Toledo.
J. A. Armstrong, Detroit.
J. E. McClure, Milwaukie.
Bristol & Porter, Chicago.
JOHN ALLEN,
Of Rochester, General Agent.
☞ Merchants shipping in New York, will please mark Packages, "John Allen's Clinton Line," and ship by Eckford Tow Boat, which leave Pier 4, East Broad street, daily, at 5 o'clock, P. M. s26 1m*rc

NOTICE—HOUR CHANGED.
THE U. S MAIL LINE FOR ALBANY and the Interm-diate Landings, on and after Wednesday, Oct. 22d, will leave the foot of Barclay street for Albany, Daily, at 4 P. M. instead of five, as heretofore. o22

NOTICE.
STATEN ISLAND FERRY,
FOOT OF WHITEHALL STREET
On and after Monday, October 20th, only one boat will run on this Ferry, and the trips will be as follows:—

Leave Staten Island.		Leave New York.	
8	A. M.	9	A. M.
10	do	11	do
12	M.	1½	P. M.
2½	P. M.	3½	do
5	do	6	do

o15 rc

PEOPLE'S LINE OF STEAMBOATS FOR ALBANY—Daily, Sundays Excepted—Through Direct.—At 6 o'clock P. M. from the pier between Courtlandt and Liberty streets.
Steamboat KNICKERBOCKER, Capt A. Houghton, will leave on Monday, Wednesday and Friday evenings, at 6 o'clock.
Steamboat HENDRIK HUDSON, Capt. R. G. Crutten den, will leave on Tuesday, Thursday and Saturday evenings, at 6 o'clock.
At 4 o'clock P. M., Landing at Intermediate Places—From the foot of Barclay street—
Steamboat SOUTH AMERICA, Capt. L. W. Brainard, will leave on Monday, Wednesday, Friday and Sunday afternoons, at 4 o'clock.
Steamboat NORTH AMERICA, Capt. R. H. Furry, will leave on Tuesday, Thursday and Saturday afternoons, at 4 o'clock.
Passengers taking either of the above Lines will arrive in Albany 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
o28 rc P. C. SCHULTZ, at the Office on the Wharf.

REGULAR U. S. MAIL LINES BETWEEN CINCINNATI AND LOUISVILLE.
MORNING LINE at 10 o'clock A. M.
BEN FRANKLIN No. 7, J. B. Summons, master.
PIKE No. 5, J. Armstrong, master.
EVENING LINE at 6 o'clock P. M.
SIMON KENTON, W. McClain, master.
BEN FRANKLIN No. 6, W. McClellan, master.
These boats, forming two daily lines, will run regularly, leaving punctually at the hour, and will take freight and passengers to and from intermediate landings, at the usual rates.
Freight will be received for these lines at the Mail Wharf Boat, foot of Broadway.
Every effort will be used to accommodate shippers and passengers.
STRADER & GORMAN, } Agents.
o1 1m*rrc ROGERS & SHERLOCK, }

FOR SAUGERTIES AND CATSKIL.
THE Splendid Steamboat JAMES MADISON, Capt. F. J. Copperly, will leave the foot of Cedar street, every Monday, Wednesday, and Saturday at 6 o'clock, P.M. For freight or passage, apply on board, or to O. F. Wainwright, Agent, on the wharf.
s29 1m*mc

NEW YORK, ALBANY AND TROY LINE.
FOR ALBANY AND TROY DIRECT, from the pier at the foot of Courtlandt street.
Passengers taking this boat will arrive in time to take the Morning Train of Cars from Troy west to Buffalo, and to Saratoga and Lake George.
The low pressure steamboat EMPIRE, Captain R. B. May, every Tuesday, Thursday and Saturday at 5 o'clock.
The steamboat COLUMBIA, Captain Wm. H. Peck, every Monday, Wednesday and Friday afternoon, at 6 o'clock.
For Passage or Freight apply on board, or to C. Clark, at the office on the wharf.
Freight taken on the most reasonable terms. Freight must be put in charge of the Freight Agent, or the company will not be responsible for loss. No freight taken after 5 o'clock.

STEAM
BETWEEN NEW YORK AND LIVERPOOL
THE Great Western Steam Ship Company's Steam Ships,
The GREAT WESTERN, 1700 tons, 450 horse power, B. R. Mathews, Esq., Commander.
The GREAT BRITAIN, 3,500 tons, 1000 horse power, Lieutenant James Hosken, R. N., Commander—are intended to sail as follows:—

GREAT WESTERN.

From Liverpool.		From New York.	
Saturday	October 11.	Thursday	Nov. 6

GREAT BRITAIN.

From Liverpool.		From New York.	
Saturday	Sept. 27.	Saturday	Oct. 25

Fare per Great Western, $100, and $5 Stewards' Fees.
Fare per Great Britain, from $80 to $120, (and $5 Steward's fee,) according to the size and position of the State Rooms.
For freight or passage, or other information, apply to
RICHARD IRVIN,
au7 2aw4m*rc 98 Front street.

BOSTON STEAMERS
FOR HALIFAX AND LIVERPOOL.
THE Royal Mail Steam Ships HIBERNIA and CALEDONIA will leave Boston for the above ports, as follows, viz:—
Hibernia, Alex. Ryrie, Esq., Commander, ... Nov. 1, 1845
Caledonia, E. G. Lott, Commander, ... Nov. 16, 1845
Passage to Liverpool ..... $120.
Passage to Halifax ..... 20.
For freight or passage, apply to
D. BRIGHAM, Jr., Agent, 6 Wall st.
No Berth secured until paid for. o30 rc

FOR CHARLESTON, HAVANA KEY WEST, NEW ORLEANS AND GALVESTON, (Texas.)—The elegant new steamship GALVESTON, of 600 tons burthen, John T. Wright, commander, will sail for the above ports on the 1st November. This steamship is built expressly for a sea vessel, and is pronounced to be as strong as any vessel ever built in this country—has a powerful engine and boiler, which were put in her by T. F. Secor & Co. and no expense spared to make everything perfect, and of great strength. Her accommodations for passengers are not surpassed, having large and airy state rooms, elegantly fitted up. The above offers a favorable opportunity for passengers going South, and viewing the above places. This steamer takes sufficient fuel for the whole trip, and will stop at each place only time to load her passengers.
For freight or passage apply to Capt. Wright on board, at T. F. Secor & Co's Foundry, foot of 9th street, E. R.
o20 2w*m

FOR KEY WEST AND APALACHICOLA, to sail on the 30th Oct.—The steamer FLORIDA, Capt. Cliff, will sail as above. She can accommodate a limited number of cabin and steerage passengers in the most comfortable manner, on moderate terms. Persons intending to embark for either of the above ports, should embrace this very favorable opportunity, by making immediate application on board, foot of Beekman street, or to
JOSEPH McMURRAY, corner of Pine and South streets.
o23 rc

FOR LIVERPOOL—Regular Packet of 6th Nov—The well known fast sailing packet ship INDEPENDENCE, Captain Allen, will sail as above, being her regular day.
Having superior accommodations for cabin, second cabin and steerage passengers, persons wishing to embark should make immediate application on board, foot of Maiden lane, or to
JOSEPH McMURRAY.

FOR GLASGOW—Regular Packet—The well known fast sailing Br. barque ANN HARLEY, Robert Scott, master, 450 tons, daily expected, will meet with quick despatch.
For freight or passage, having excellent accommodations, apply to WOODHULL & MINTURN,
o22 me 87 South street.

LONDON LINE OF PACKETS.—Regular Packet of the 16th of November—The first class fast sailing Packet Ship WELLINGTON, Captain Chadwick, will sail as above, her regular day.
The accommodations for Cabin, Second Cabin, and Steerage passengers in this very superior vessel, are too well known to require comment. Persons intending to embark should make immediate application on board, foot of Maiden lane, or to
JOSEPH McMURRAY,
Corner of Pine and South streets, New York.
The new and splendid Packet Ship PRINCE ALBERT, Captain Sebor, will succeed the Wellington, and sail on the first December. o30 rc

FOR NEW ORLEANS—With immediate Despatch—The splendid and very fast sailing packet ship Warsaw will positively sail as above.
She has very superior accommodations for second cabin and steerage passengers, with state rooms at steerage rates. For balance of freight or passage, which will be taken much lower than by any other vessel, please apply on board, foot of Wall street, or to
o20 rc JOHN HERDMAN & CO 61 South street.

FOR NEW ORLEANS—New York and New Orleans Line—First Packet With Despatch—The first class fast sailing packet ship JAMES H. SHEPARD, Redman, master, will positively sail as above.
The accommodations for cabin, second cabin and steerage passengers are unsurpassed by any vessel in port. Persons intending to embark should make immediate application on board, Pine street wharf, or to
o28 rc JOSEPH McMURRAY, cor Pine and South sts.

FOR LIVERPOOL—New Line—Regular Packet of the 26th Nov.—The elegant fast sailing Packet Ship ROSCIUS, A. Eldridge, master, of 1100 tons, will sail as above, her regular day.
For freight or passage, having accommodations unequalled for splendor or comfort, apply on board, at Orleans wharf, foot of Wall street, or to
E. K. COLLINS & CO., 56 South street.
Price of passage $100.
The elegant fast sailing packet ship Siddons, E. B. Cobb, master, of 1100 tons, will succeed the Roscius and sail 26th Dec., her regular day. o30

J. HERDMAN'S OLD ESTABLISHED EMIGRANT PASSAGE OFFICE, 61 SOUTH STREET.
PASSAGE from Great Britain and Ireland, via Liverpool, can always be arranged at the lowest rate.
Drafts furnished for any amount, payable at all the principal Banks in England, Ireland, Scotland and Wales, on application to J. HERDMAN,
j6 rc 61 South street.

CHEAP AND FASHIONABLE CLOTHING.
W. H. DEGROOT & CO.,
No. 104 Fulton Street,
WOULD respectfully inform their Customers and the Public that they are prepared to furnish every article in their line at the following low prices, which are at least 30 per cent lower than can be had at any other establishment in this city. Overcoats of best material, made and trimmed in the latest style, from $3 50 to $20; Cloaks, of French and English Cloths, from $6 to $25. Fine Black, Blue, Olive and Brown Dress and Frock Coats, from $8 to $16. Pants of every shade and color, and best quality, from $1 50 to $7. Also, an endless assortment of Vests of excellent material and made up in the best manner, from $1 to $5. Likewise, an extensive variety of Cloths, Cassimeres, and Vestings, always on hand, which will be made to suit the most fastidious taste. A full suit will be furnished in 24 hours for from $15 to $30. Best of Cutters and Workmen employed. The plain man, as well as the most particular, can be suited at NO. 132 FULTON STREET.
o8 1m m

LEFT OFF WARDROBE AND FURNITURE WANTED.
GENTLEMEN and Families can obtain the full value for all kinds of superfluous effects they wish to dispose of, such as Ladies and Gentlemen's Wearing Apparel, Fire Arms, Furniture, &c. Gentlemen leaving or returning to the city will find it to their advantage to send for the subscriber, who pledges himself to give a fair price for all articles offered.
N. B.—A line through the Post Office will be promptly attended to. T. LEVENSTYN,
o27 1m*mc 466 Broadway, up stairs.

FALL GARMENTS.
WM. MATTHIESSEN, 127 Fulton st.—A choice stock of Cloths, Tweeds, Cassimeres and Vestings are now open, from which selections can be made at very moderate prices, for cash only.
The cutters of this establishment are equal to any in the city for their taste and skill in getting up garments, and customer can depend on satisfaction, punctuality and despatch.
Those furnishing their own materials, can have them made up on the above terms.
☞ OUTFITTING.—Every article necessary to complete a wardrobe, at
WM. MATTHIESSEN, 127 Fulton street,
s17 1m*m next door to Herald office.

TO TAILORS.
THOSE who desire to attain a correct knowledge of Fashionable Cutting, in all its various branches, would do well to obtain Stimetsets' Complete Work on the subject, which can be obtained of the author only, at 113 Broadway. Price, from $8 to $10 per book. o2 1m*mc

COAL.
I AM now delivering best Peach Orchard and Red Ash Coal screened and free of cartage from the yard at the following prices, (as usual the lowest in the city,) namely. Broken, Egg and Stove at $5 25; large nut $4 75; small nut $4 per ton, with 25 cents off if taken from the boats. Coal Yard corner of King and Greenwich streets. PETER CLINTON.
s11 1m*rc

SWORD EXERCISE TAUGHT IN TWELVE EASY LESSONS.
MR. HAMILTON having entered into an arrangement with Mr. Fuller for the use of his Gymnasium, No. 29 Ann street, third floor, he will commence teaching the French and American Broadsword also the Infantry Small sword and Musket Exercise. Mr. H. has been a teacher of the above for 8 years; and will not deviate from the method as at present taught at West Point Academy.
N. B.—Private Lessons taught in any part of the city.
o31 10t*r

EVENING AMUSEMENT.
IT has been a source of general regret that so few opportunities offer, that prove sufficiently attractive to young men, to draw them from the haunts of dissipation and vice into which many fall, from a want of more rational and instructive amusement. An excellent opportunity now offers, which possesses many attractions, also combining health, pleasure and information, where gentlemen may resort, and pass an agreeable hour, at Disbrow's Riding School, 418 Bowery. Terms for a course of twelve lessons, $9. Subscribers are not required to attend regularly, only as may suit their convenience. The school will be open every evening from 7 to 9½ o'clock (Sundays excepted)
The School is open daily for Ladies, from 9 A.M. to 3 P.M.
o31 1m*rc

TO THE PUBLIC.
GOODYEAR VS. DAY—ONCE MORE.

I HAVE a short answer to make to the long statement over H. H. Day's name. I affirm that the assertion that the suit is closed and dismissed from Court, is untrue. The suit is still pending, and, unless further put off by Day, will be brought to a hearing next term on its merits—a hearing which has not been had for want of time.

I have examined the original minutes of the Court, and have a copy of the order in the above cause, which fully sustains what I before stated, and state again—that the merits of said cause remain to be tried as soon as the same can be heard upon a motion to be renewed at the pleasure of the complainant.

This is not the place to try the cause, although Day has been aiming at this by his advertisements and handbills for a year past. As the question between Goodyear and Day will soon come before the Court, and probably before a jury for investigation, it is improper to put before the public such statements as Day is constantly making. They are calculated, if not intended, to prevent a fair trial, and encourage others to pirate upon Goodyear's rights.

The public may form some estimate of Day's anxiety to drive this case to a hearing, by the fact that, although the defendant had notice of the filing of this bill on or about the 16th of August last, he did not even enter his appearance therein until the 11th October inst.

I further state that, at the expiration of nearly a month's time permitted to Day to put in affidavits in answer to the motion for injunction, Day asked for and obtained ten days further for that purpose, and this alone prevented the plaintiff from bringing the motion to a hearing before the adjournment of court.—And for the purpose of setting this matter forever at rest, showing how much reliance is to be placed upon Day's contradiction of my former statements, and whether it was to Goodyear or Day that the ten days were allowed to file affidavits, and the cause thereby delayed, I subjoin a copy of the original order in the above cause:—

Caption of the order, dated Sept. 28, 1845.

Present, the Hon. Judges Nelson and Betts.

Charles Goodyear vs. Horace H. Day.—Ordered, that the defendant (Horace H. Day) have ten days from this date, within which to file all the affidavits he intends to use on the hearing of the motion for the injunction in this case.

A true copy from the minutes.
ALEX'R. GARDINER, Clerk.

The numerous other misstatements over Day's name, I do not in this place stop to mention.
WILLIAM JUDSON,
Solicitor for complainant Goodyear.

TO THE PUBLIC.—*Goodyear vs. Day.*—We at last have Day's confession that his statement that Goodyear's suit against Day had been closed and dismissed from the Court is untrue.

Day also now admits, so far as can be ascertained from his confused statements, that the motion for injunction has not been heard and decided upon its merits.

But the object of a part of Day's last communication seems to have been to show that the motion for injunction was actually made. This in one sense is true. But in the sense first insisted upon by Day—to wit, that the motion had been heard upon its merits, is untrue, as stated by me in answer to Day's former statements, in language which has afforded occasion for the most shallow quibbling. Day still asserts "that he did not desire or cause the trial to be put off, and that he was ready for trial when the cause was first called up." This is as false as his other statements.

Day, by his own admission, had from the 25th of August till the 26th of September, to put in affidavits in opposition to the motion; and when the motion was on the latter day brought up, Day desired to go to hearing upon his own affidavit, insisting that he had a right to read affidavits in reply to the affidavit of complaint.

But, after an intimation from the Court that the complainant would have the right to reply, Day requested and obtained from the Court ten further days to put in affidavits, thus taking more than forty days to put in his affidavits, and leaving the complainant but a week to go into different States to procure affidavits in reply.

It will be seen by reference to the minutes of the Court published by Day, that the whole time asked for by complainant previous to the expiration of the ten days extended time was from Friday till Monday, to examine the affidavit of defendant. It will, therefore, be perceived, that I am fully sustained in all my former statements, and that it was Day and not Goodyear that delayed and put off the cause and prevented the hearing of the motion before the adjournment of the Court. The public who have read Day's statements will no doubt agree with him, "that it has been hard for him to fight," but they will probably attribute that to the cause in which he is engaged, and the numbers against which he contends. The public, I am also convinced, have seen quite enough in this controversy to satisfy them that no reliance can be placed upon Day's statements in the newspapers.

I ought not, perhaps, to dismiss this matter without a caution to Day not to rely too much upon Goodyear's past forbearance, in his future statements in the newspapers, lest he provoke a feeling of indignation that may perhaps go beyond a mere public exposure. WILLIAM JUDSON,
o31* 1t r Solicitor for complainant Goodyear.

UNITED STATES COURT—Horace H. Day ads. Chas. Goodyear—Equity Suit—India Rubber Case.

For answer to the advertisement over the name of William Judson, solicitor complainant, the defendant refers the reader to facts, as published under his own name, exhibiting the truth in the matter, in the Tribune of Tuesday, Oct. 28th, and Express of Monday, 27th, and Wednesday, 29th, wherein appears both sides of the question, also the circumstances under which last year was delayed: and those who want to know the testimony in the case are referred to the affidavits on file in the United States Court, which will also clearly show that the patentee is not the inventor—but who is? Together with quite a full and amusing history of India Rubber improvements.

For the edification of the legal profession, I suppose my counsel will not object to my adding that the "answer" is not yet due. HORACE H. DAY, Soliciting for himself.
o30 1w*m

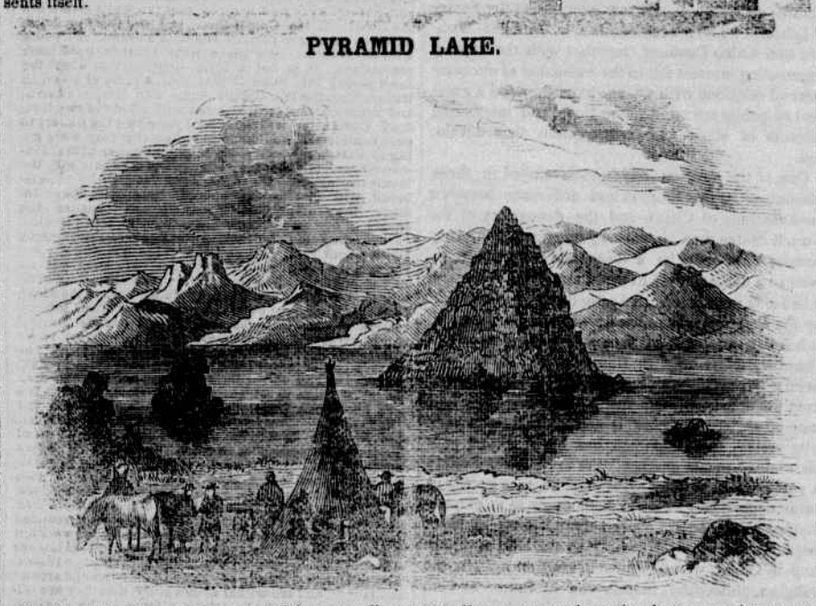
MR. GOODYEAR
WOULD respectfully call the attention of the public to the following statement of his Solicitor in regard to certain proceedings in the Court of Equity:—
Circuit Court of United States for Southern District of New York.—In Equity.—C. Goodyear vs. H. H. Day.—This bill was sworn to and filed August 12th, 1845, of which the defendant had due notice; but the defendant has not as yet put in any answer
On August 26th, a notice of motion for injunction was given to be heard on the first Monday of September. On Tuesday, the 30th of September, the defendant filed his affidavit against the motion, claiming the right to read other affidavits in reply to such affidavits the plaintiff should file. But the Court informed defendant that he was at liberty to file what affidavits he pleased, and might have time, if he wished, but that the plaintiff would have a right to reply.
Upon this intimation from the Court, the defendant requested, and the Court granted him ten days within which to file his affidavits with liberty to the plaintiff to reply.
The Court closed on Friday next after the expiration of the ten days so allowed to defendant, so that the plaintiff had not sufficient time to procure affidavits in reply, as the witnesses resided at a distance, and in different States; and as the Court was about to adjourn, they dismissed the motion for injunction without a hearing, with liberty to plaintiff to renew the same, which would allow the plaintiff time to procure the necessary affidavits—costs to abide the event. Accordingly the motion will be renewed again on the first day of the next term, (the 4th Monday of November next.)
It will thus be seen how erroneous is the statement made in many of the city papers, that Mr. Goodyear's case has been decided against him. These facts are stated at the request of Mr. Goodyear, and those acting under his patents.
o26 8t*rc WM. JUDSON Solicitor for Complainant.

MASTIC CEMENT
MESSRS. J. & H. FRANKLAND and THOS. HARRIS beg to recommend to the attention of all persons interested in buildings, their much approved Mastic, which for utmost durable and beautiful composition ever yet invented for covering the exterior of dwelling houses or public buildings, in imitation of marble or stone; no time or water enters into the composition of the mastic, which consists of boiled linseed oil, of a thick consistence, which, with the oxides and carbonate of lead, and other ingredients, forms a cement impervious to water, hard as a stone, and of great durability. Specimens may be seen and every information given on application to Mr. CHAS. H. MOUNTAIN, Architect, 17 Wall street, N. York.
s23 1m*r

THE NAVY.
WILEY & PUTNAM, 161 Broadway, have for sale, "Hints on the Re-organization of the Navy," and an examination of a "Reply to Hints on the re-organization of the Navy." Two neatly printed pamphlets. o15 eod6w*rc

COLUMNAR BASALT ON THE COLUMBIA RIVER.

PYRAMID LAKE.



Captain Fremont's Exploring Expedition to the Rocky Mountains.

On October 27th, the travellers reached Ney Percé, which is about 1000 miles from the South Pass and about the same distance from the Missouri river, at the mouth of the Kansas. The above is a sketch of a rock in this neighborhood, on the left bank of the Columbia. It shows the manner in which the basaltic rock, which constitutes the geological formation of the Columbia Valley, now presents itself.

On the 14th January, the enterprising traveller states, "we encamped on the shore, opposite a very remarkable rock in the lake, which had attracted our attention for many miles. It rose, according to our estimate, 600 feet above the water; and from the point we viewed it, presented a pretty exact outline of the great pyramid of Cheops. The accompanying drawing presents it as we saw it. Like other rocks along the shore, it seems to be incrusted with calcarous cement. This striking feature suggested a name for the lake; and I called it Pyramid Lake; and though it may be deemed by some a fanciful resemblance, I can undertake to say that the future traveller will find a much more striking resemblance between this rock and the pyramids of Egypt than there is between them and the object from which they take their name.

The elevation of this lake above the sea is 4,890 feet, being nearly 700 feet higher than the Great Salt Lake, from which it lies nearly west, and distant about eight degrees of longitude. The position and elevation of this lake make it an object of geographical interest. It is the nearest lake to the western rim, as the Great Salt Lake is to the eastern rim, of the Great Basin which lies between the base of the Rocky Mountains and the Sierra Nevada; and the extent and character of which, its whole circumference and contents, it is so desirable to know."

Foreign Theatricals.

The new Manchester Theatre was opened on the 29th Sept. The Manchester papers speak of the event as one that will long be remembered in the dramatic annals of the town. The receipts could not have been much short of £260. The receipts on the second night were nearly £100. The "Court Ball in 1740" is described to be the most splendid ballet spectacle ever seen out of London.

Verdi's *Nabuchodonoso* is not to be produced as announced, because some obscure scribblers for the theatres of the Boulevard Saint Martin, having a melodrama on the subject, long since forgot en, have modestly put forth a claim to a share in the profits of the representations.

The new ballet of "The Marble Maiden" was produced at Drury-lane Theatre on the 1st inst. and excited a prodigious sensation. Dumelatre was the principal dancer.

A new opera, composed by Howard Glover, has been accepted by the manager of the Princess's Theatre. M'lle. Nau will make her appearance in the principal character.

An opera by Balfe, under the title of "Die ver Haymonkinder," has been several times performed at the principal theatre at Hamburg, and appears likely to become a favorite.

CAMILLO SIVORI.—The subject of our sketch was born at Genoa, the birth-place likewise of Paganini, on the 6th of June, 1817. We may mention as a remarkable circumstance, that on the evening of the night on which he was born, his mother, notwithstanding her delicate situation, was induced to go to a concert given by Paganini at the Teatro Santo Augustino in Genoa—when the performance of the great Maestro produced such an effect on her mind and nerves as to precipitate her accouchement, and the young Savori came into the world a little before his time. Hardly had he reached the age of eighteen months, when he gave evidence almost miraculous of that innate mental direction that urged him on in his peculiar path to subsequent fame. After an earnest entreaty, his father, who was an opulent citizen of Genoa, purchased him a child's fiddle. He began at three years of age to apply himself, morning noon and night, to practising on this instrument, and, without any assistance or instruction, he was able, in a short time, to play many airs he had heard his elder sisters execute on the guitar. The report of this spread all over Genoa, and the boy was called *prodigioso*. He was invited everywhere. The highest nobility in the city had him at their *soirées*. Even the King and Queen Dowager, when they heard such rumors of the child, invited him frequently to the palace, and showered presents on him.

In his sixth year, a new phase took place in his fortunes. Paganini arrived at his native city. He heard on every side miraculous accounts of the young Sivori. The father was one of his friends. He wrote to him next day, requesting him to bring the child with him that he might hear him. When he heard him play, he counselled the father to have the boy immediately instructed. "Leave the child to my teaching for a short time," said Paganini, "and I will truly tell you whether his time would or would not be thrown away in studying music and the violin." In short, such advances did he make in his practice and studies under Paganini, that in two months he played a concerto in public, written expressly for him by his great master, together with six short sonatas. All these pieces, composed for him and written with Paganini's own hand, he has preserved with love and respect, and carries every where with him.

After the departure of Paganini for Germany, he studied under Costa, the music of the Italian school, and afterwards with M. Dellepiane, with whom, in 1827, when between 10 and 11 years of age, he proceeded to Paris and London. At Paris, he played twice at the Conservatoire, where he obtained tremendous success. He played for the first time in London, for Madame Pasta's benefit, at her Majesty's theatre; and subsequently gave two concerts on his own account, as he had previously done at the French capital, at which his success was unparalleled. M. Dellepiane, who was first violin at the Theatre Carlo Felice, at Genoa, and master of the Conservatoire of the same city, was taken ill; and Sivori, to preserve his post and his salary, replaced him at the theatre and Conservatoire, giving M. Dellepiane the entire benefit of his services. After 10 years, Dellepiane died, and the young artist still held the two places, for the use of his master's widow, during the space of an entire year, until a situation was procured which enabled her to live without extraneous assistance.

Sivori, though still a mere youth, was retained in the directorship of the theatre as well as the Conservatori. The violin upon which he played, manufactured by Andree Guarnerious, though the best he could procure in