The business of our Union is conducted on just and equi-table principles. We have but one price for the same article, and sell the best article we can possibly afford for the money. In conclusion, we would say to the lovers of art! the friends of enterprise! the votaries of fashion! the economist, and, in short, to all, Patronise the Hat-Finishers' Union, and rest assured that they will do all they promise and strive to falfill all your commands

Pixes for hats, \$3 and \$4.

HAT-FINISHERS' UNION, 11 Park Row;
Sign of the Golden Hat, opposite Astor House

EXCELSIOR FALL FASHION FOR 1851 .-BERRE & Co., Hatters, 156 Broadway, will introduce the Fall Fashion for Gentlemen's Hats on SATURDAY, August isth, at which time they will be fully prepared to serve hats, the model and finish of which will be, in every re spect, an advance upon all previous issues.

which will enable them to fulfil all orders at the shortest notice, at the same time lustring the production of an article they can always recommend as superior, and they are they have heretofore received.

BEERE & Co. would say to those who wish to favor them with a call, that while they present a hat which they design to be essentially The Fashion, they are ever ready to satisfy the taste and wishes of their customers, and will manufacture to order any desirable pattern of hat, which will be becoming to the wearer, both in shape and style. They also manufacture Cloth and fancy Caps of various patterns, and invite an examination of their goods in this line. [2011 2w] BEESE & Co., 156 Broadway.

PALMER & Co.'s great California Express will take Preight and Packages 10 per cent. lower than any other responsible Company. Through in thirty-five days or ne charge. PALMER & Co., 80 Broadway, authorised Agents of U.S. M., Steamship line.

1922 tf

sale of Boots and SHOES, THIS DAY, at 10 o'clock, by B MOONEY, Auctioneer, at the store o' A. D. GALE, 225 Low price does not constitute cheapness, as many find to their sorrow, who buy common shoe made of German patent leather, that often cracks to pieces

the first time wearing. Those who want really good Boots

We would call attention to the large

or Shoes had better go at once to WATKINS'S, 114 Fultonst., where they can be sure of getting first-rate articles at au9 3tSTu&Th ELEGANT SHIRTS .- An elegant fit is as desirable in a Shirt as in any other article of dress, and nothing can be more beautiful than the set and style of the Shirts made at CREEN's celebrated establishment, 1 Astor House. Every article that leaves the store is warranted

and gentlemen giving their orders may depend upon receiving the garments exactly at the time agreed upon, however Those cheap Summer Dress Goods, at Bopine's, in Grand-st , are the great excitement of the present day. Printed Lawns and Muslims, from 6d, to 1s, per yard: Barege Delaines, from is, to is, 6d, and 2s, per yard; lins, from 2s. 6d. to 3s. 6d. per yard; Summer Shawls, from 5s. to 7s.; Mantillas and Visettes, from \$2 to \$4; Parasols rom 2s, 6d, to 3e, 6d, per yard; Summer Shawls, from

from 8s. to 14s.; Men's and Boys' Summer Wear, from 1s to 1s. 6d. per yard All kinds of Domestic Goods, cheap auli 2t G. M. Bodine, 323 Grand-st., cor. Orchard. Housekeepers, and all others, in want of Bedding, Bedsteads, &c., would do well to call at M. WILLARD's old established Warersons, 159 Chatham-st. sortment of articles in his bine, ever offered to the public sensisting of Feathers, Beds, Mattresses, &c. Patent Screw Bedsteads and Cots, wholesale and retail. and imTuTh&S\*

NIBLO'S GARDEN. - Amusements for the week at this popular establishment by the wonderful Ra-12, Mr. Burton in Forty Winks and The Toodles. WED MESDAY, Aug. 13, Benefit of Antoine Ravel-Grand Divertwement, Tight Rope, and the last performance of The Green Monster. THURSDAY, Aug. 14, John Sefton's Benet-Ravel Family and Mr. Burton on the same evening FRIDAY, Aug. 15, an entire change of performance by th Ravel Family. SATURDAY, Aug. 16, Mr. Burton's Benefit. talent will appear. On Monday, Ravel Family. On Turspay Mrs Mowatt will make her first appearance i America since her return from Europe

To PRINTERS AND PUBLISHERS. - The NEWTON COMPANY respectfully call the attention of Printers and Publishers to their improved Type and Stereotype copper face, at about one-third additional cost, so that their durability is increased in direct properties to the superier tenacity of copper over type metal, which, according to corat once be personved that a thin face of copper mus give extraordinary endurance to printing surfaces, and ex-perience has fully proved such to be the case. The Company have accured letters patent for the improvement, and they are prepared to receive and execute orders at their esment, 8 North William-st., New-York. The following papers are printed in the copper-faced type: New-York Courier and Enquirer; New-York Duily Trib-ane; Boston Daily Journal; Boston Flag of Our Union; Roston Pictorial Drawing-Room Companion; New-York NEWTON COMPANY, 8 North William-st., N. Y.

From the Sunday Dispatch, Aug. 10. REAL ESTATE EXCHANGE. - During the past year there has been a larger business done in real estate which materially differs from that of the period just re ferred to. White all was purely speculation in 1836—the operations of 1851 seem to have been almost exclusively composed of purchases for homesteads by people of moder ate means. Prominent among those who have devoted thomselves to this business is Mr. J. A. FLAMMER, whose office is at the corner of Broadway and Amity-st. Hi sales have given general satisfaction. Persons who have lands eligibly situated for rural valages, have found, through ann purchasers. We understand that he is now prepared to take the sale of any real estate that may be offered or reasonable terms, and transact all sorts of business connected with real estate that may be intrusted to him. His enterprise, and straightforward manner of doing business must give him a large amount of business in this line.

To Capitalists .- A party having \$1.000 and up ard, may hear of a most profitable method of employing the same, by addressing T. R., box 1,319, Post-Of-All communications treated as confidential.

One of the greatest enjoyments of the Summer season, is to make an occasional excursion from the city to some one of the many adjacent places; and more agreeable or affording more pleasure than an excursion to the beautiful village site of Strattonport, in company with John A. Flanmer, Esq. By reference to our advertisements, it will be observed that Mr. F. will make a grand Pio-Nic and Cotallon Excursion to the above-named lively place on WEDNESDAY next, August 13, with the steamboat NIMROD, Capt Edward J. Small. We have participated in a number of the excursions given by Mr. FLAMMER, and have invariably enjoyed them heartily. We advise every one who desires to pass a most delightful day in the full pleasures of the mazy dance or the in dulgence of the healthful, bracing air of the Sound, to g with Mr. PLAMMER on Wednesday next. Mr. FLAMMER office is at 683 Broadway, corner of Amity-st. Go to

A GOOD INVESTMENT.-To be sold the stock, fixtures and business of a first-class Family Grocery, for an enterprising man, will be found an investment rarely effered. Stock of the very best quality, and to be sold low.

coats, Zephyr Cloth, Mermo, Alpaca, and Luster do.; single mulled Cassimere, Mermo, Bombazine and Drilling Pantaloons with a large assertment of Lineu, Marseilles Pantaloons with a large assorting the prices.

and other Veets, at our usual moderate prices.

WM. T. JENNINGS & Co., 231 Broadway,

American Hetel.

GENTLEMEN'S SUMMER WEAR .- First

HANMOCKS!-LEARY & Co., leaders and introducers of fashiou for Gentlemen's Hata, 3, 4 and 5 Aster House, Broadway, will this day open several bales superior Mexican Grass Hammocks. jy2tf

All who are prepared for custom of other cities, or towns, can advertise in the best papers of the country, at V. B. PALMER's Advertising Agency, Tri-hune Buildings. FOR TENDER FEET, the only posi-

tive remedy is BUSH'S CREAM LINIMENT; it never fails. Principal depot 319 Greenwich, corner of Duanest, also of E. M. Guion, cor. Grand-st, and Bowers; Kendall & Co., 442 Broadway; in Brooklyn, of Mrs. Hays. 175 Fulton-at., and Doct. Palmer, 159 Myrtle-av. Price 25

A LYRIC-NOT BY HALLECK. At mishight, in his bed, not tent, Old Burke essayed, with all his power. To sleep, while bed-bugs came and went.

His body to devour Next morning, ere his bed was made.

He dusted where the insects strayed.

And tilled the hateful band. Depot for Lyon's Magnetic Powder and Pills, 424 Broad

FOWLERS & WELLS, Phrenologists and Publishers, Clinton Hall 131 Nassau-et, near the Park.

FATHER RITCHIR .- It turns out, after all, that this editorial veteran is ineligible for Governor, (under the new Constitution of Virginia,) for which his ever-partial friends in Augusta County had named him. He became ineligible by his not residing in the Commonwealth for the last five years. Strict constructionism and the principles of '98 in this eligibility movement, have received a "fatal stab." What will the 'Old Dominion' do! She is certainly 'de teriorating' when such patriotic men as Father Ritchie are thus oversloughed,

## NEW-YORK TRIBUNE.

NEW-YORK, TUESDAY, AUGUST 12, 1851.

For Europe. The next number of The Tribune for European Circulation will be issued TO-MORROW MORN-ING at 9 o'clock. It will contain all the latest news up to the time of going to press. The Niagara

sails from this port To-Morrow at 12 o'clock. Those who support the reappointment of Mr. Matsell as Chief of Police, represent themselves, with a modesty which can easily be appreciated, as monopolizing all the virtue and patriotism in town, and their opponents as mere political gamesters and party hacks. This being established, of course the inference is plain. The Common Council ought to follow their advice and reject ours. Besides, our opinions are still more worthy of suspicion and avoidance, from the fact that they are shared by all the rascals and gallows-birds in the City, all of whom pray that Matsell may be rejected, and the metropolis given over to them to rob and riot in.

To arguments of this sort we have no time to reply, and we presume the Common Council will need no assistance in order to appreciate them at their full value. It is enough for us that we are conscious of no other end in urging the dismissal of Matsell than the desire to have the control of the Police pass out of hands in which we are convinced that it has been vilely managed, and the welfare of the City culpably neg-

If Matsell be such a paragon, how is it that the numerous gangs of ruffians thrive and commit their outrages with such impunity? It is his business to put them down.

How is it that unlicensed drinking-shops work undisturbed, to ruin the people and corrupt the morals of the City, on Sundays and week-days? It is his business to stop them.

How is it that gambling-houses of all kinds enjoyed such license and increased so in numbers, until the passage of the recent | that the United States has never had any law? It was his business to shut them up.

How is it that crime so increases, and

that alarm is so universally felt by grave and reflecting men at the progress of offenses against life and property? It is his duty to prevent such a state of things. But ever since he allowed the Astor-place riots to grow into bloody magnitude, when, but for his disposition to temporize and make friends with the blackguards and miscreants therein engaged, it might have been suppressed with triffing difficulty at the beginning, this evil has been growing fearfully upon us. If it is to be otherwise, we must have a new Chief of Police.

-Why was not Matsell regularly renominated when his time expired, so that the Common Council might pass upon his claims, according to the Charter? And how great is the obligation which the Common Council are under to gratify the Mayor personally, when that functionary exhibited the grossest lack of confidence in them and the utmost contempt of their official prerogative, and in fact never would have made any nomination at all, had he not been compelled!

The fact is, that Matsell was originally appointed by an intrigue; he has been kept in office in despite of the law, and in defiance of its spirit; and now the most desperate intrigues are resorted to to keep him' in a place where it is easy to feather one's nest, and which is therefore pleasant to occupy. No doubt many honest men are led into supporting his reappointment; but so much the worse for them if they are so deluded, when the state of the Police, which is in this man's control, is so glaringly bad. So much the worse for the City, should the Common Council be led to confirm his nomi-

The Supremacy of the Seas. The enactment of the British Navigation Laws was an era in the history of Great Britain. Their repeal is another. The Navigation Laws and the Colonial System go together. Mr. Burke declared that the former was the foundation-stone of the latter; and that to repeal the Navigation Laws was to overthrow the Colonial System. But after a hard struggle, the free traders carried their point and have accomplished this object. The foundation-stone has been removed. Hardly two years have elasped since the repeal was effected; and England is now trying the experiment of maintaining her maritime supremacy without the aid of an extensive monopoly of the carrying trade.

Let us see what her condition was before the repeal of her restrictive commercial system. At the time she entered upon free trade in pavigation in 1849, she was the owner of about four millions of tuns of ship-The United States owned about three millions, and all the rest of the world about three millions more, the aggregate tunnage of the globe being at that period, and now, not far from ten millions of tuns. British shipping had been increasing steadily, and at some periods rapidly, ever since the passage of the Navigation Laws in Cromwell's time. At the period of their enactment. she owned no ships. Holland was the great maritime nation, and owned a very large proportion of the shipping of the world. According to Sir Walter Raleigh, Holland built 1,000 ships per annum when in her glory. The operation of those laws occasioned an immediate decline in Dutch shipping, and Holland has now fallen to the fifth rank as a maritime State. Her aggregate tunnage to-day is not over onetenth of that of the United States. But while British shipping has rapidly increased, its relativ augmentation has not been so

great as that of the United States. The United States came out of the Revolution sixty odd years ago with a handful of ships. The European wars that followed, gave our navigation interest a start, but it was | ship. prostrated again by the embargo and subsequent war of 1812. At the general pacification in 1815, we had to begin again, and take our chance with the rest of the world. At this time, and up to the time of the repeal of her Navigation Laws, in 1849, England had the exclusive carriage by sea to her own dominions (she being the greatest commercial country of the globe, and her Capital the largest city of the world) of the products of the East and West-Indies, China, British North-America, South-America, Africa, Australia, several of the principal ports on the Baltic, Black and Mediterranean Seas, and various other less important points all over the world. There is no data by which to ascertain the proportion of British shipping engaged in the foreign and the coasting trade of Great Britain, as her navigation returns make no distinction between them; but it is fair to presume that about one-half is engaged in each. Supposing this to be the case, and supposing British ships in the foreign trade | the time another World's Fair is held, the to be of the average burden of 500 tuns | United States will be able to go there, not each, we have about fire thousand ships so employed. Of this number, about seven hundred were occupied by the traffic between the United Kingdom and British North-America and the British West Indies, and about five hundred in the East In-

In addition to this, the traffic with Russia and South-America required between one hundred and two hundred ships. Thus, of the whole British fleet of four thousand ships engaged in the foreign trade in 1848-9. about one-third part were engaged in transportation, of which she had an entire monopoly. Yet, notwithstanding this immense advantage over every other maritime country, and notwithstanding the fact monopoly whatever of any foreign trade. the increase of British tunnage in the last twenty years has been but little over fifty per cent., while the increase of ours has been one hundred and fifty per cent.

British tannage in 1830 amounted to two million and a half of tuns. In 1850 it had got up to four millions. American tunnage in 1830 was less than a million and a quarter of tuns. In 1850 it exceeded three millions of tuns. To-day it is hard upon three millions and a half; while England has not gone much beyond four millions.

This is the state of the case as we enter upon the new era of free trade in shipping The statistics we have given denote very clearly that, without the abrogation of British restrictive laws, the United States were destined very soon to shove Great Britain aside from the eminence she has so long and proudly boasted on the seas. But with the overthrow of her great monopoly of sea transportation, this fact is rendered doubly certain. Into the extensive carrying trade between all her colonies and the United Kingdom, into the East-India, the South-American, the Baltic and the Mediterranean trade, hitherto exclusively reserved to British bottoms, and which we have seen employs some fifteen hundred ships, the ships of this country are now fully ad-

Already we witness the effects of opening this great new field to American enterprise. A new and magnificent class of ships is already being constructed especially for that trade. Our clipper ships are already the admiration of nautical men, and almost rival the speed of the ocean steamers. The long voyages round Cape Horn into the Northern Pacific, but recently occupying five and six months, are already reduced to between ninety and a hundred days, while the great stretch from London around the Cape of Good Hope to Canton is accomplished in little more than the same time. American clipper ships are already in Hong-Kong, Calcutta, Ceylon, Madras, Bombay and other Asiatic ports, competing with British vessels in freights, which the latter have long been used to consider exclusively their own. In the long voyage, the fastest ship is the best fellow, and commands the favorite freight and the highest price. In the matter of the speed of their ships, the Americans have never been behind hitherto, and the indications thus far are that in the new class of clipper ships they will still continue to keep ahead. A late trial of speed from London to Hong-Kong took place between the British clipper ship Reindeer and the American clipper ship Oriental. The American ship made the run in 117 days, and beat the British by thirteen days. But we are not only to have the advantage of speed in the India voyages. Our approach to Asia is now by the way of California, to which our ships go freighted. We have then only to make the run from San Francisco across the Pacific, which is done in thirty or forty days. European ships have no such advantage as this, and the whole of the East-India carrying trade must thus soon

fall into our hands. But elsewhere, as well as in the India trade, the: Americans are taking advantage of the overthrow of British monopoly in eea transportation. They are already carrying their competition directly upon those points where are the cheapest bidders and the cheapest carriers of the British Empire; to wit: the North-American Provinces. Large numbers of American ships have been laden, and are now loading, in the various shipping ports of British North-America, for England, and at lower rates of freight than have ever been obtained before. We see in this a striking indication of the

ability of the American ship as a cheap carrier, and to what degree competition is likely to be pushed in this quarter, than which none is more favorable to the British

If we turn to our steam ocean navigation, we see the great strides the United States are now making in that department. After several years of abortive attempts, growing out of our national habit of doing everything in the cheapest and quickest manner, we have finally got the best and fleetest Atlantic steamships affoat. We have already connected New-York with England, Germany, France, the principal points on the Gulf of Mexico, the Isthmus and California, by our steamships. Philadelphia and Boston have each established a line of their own to Europe, and the vessels are already taking. their places therein; and but a brief period will elapse before a line will be established between San Francisco and China.

It is too early yet for the statistical tables to show the rapid advances of the United States in these particulars. Five years hence will show with more significance where we stand under the new dispensation, as compared with Great Britain. By only as the "Great Republic," but as the greatest maritime nation of the earth, and the greatest the world has ever seen. And no part of this distinction will have been carned by "emigration." Let John Bull stick a pin in there. It may abate his spirit of arrogance to note the sure auguries of the fast-coming decline of British preëminence on the high seas. And they may intimate unwelcome results in other branches of enterprise and industry on the part of the wiry and athletic Yankees.

The Louisville Courier charges us with hostility to Hon. HUMPHREY MARSHALL, because, on the very eve of the election, and when at this distance we thought it could have no influence whatever on the result, we expressed the opinion, which we had derived from the best sources of information at our command, that he was pretty sure not to be elected. This we did as a matter of news merely, and we beg to say that The Courier's interpretation is forced and incorrect. Though probably we differ from Mr. Marshall on some points, on the great question which now divides the country, and is daily rising in prominence—that of protection to home industry-we agree with him; and certainly we should a thousand times prefer his election to that of Mr. Breckenridge, his opponent in the present canvass. The Courier cannot feel a heartier satisfaction than ourselves at the non-fulfillment of

Arrival of the St. Lawrence.

The United States Frigate St. Lawrence Capt. Joshua R. Sands commandant, arrived at this port last night, in forty-two days from Lisbon. She brings as passenger, Geraldo F. Santor, Attaché to the Portuguese Embassy at Washington. Capt J. R. Sands brings home the Treaty between the United States Government and Portugal, which has been ratified. List of officers-Joshua R. Sands, Commander; Chas. L. Boggs, 1st Lieut.; E. G. Parrott, 2d do.; L. B. Avery, 3d do.; G. H. Preble, 4th do.; J. K. Duer, 5th do., L. B. Hunter, Surgeon; James F. Harrison, Assistant do.: S. P. Todd, Purser: R. C. Caldwell, 1st Lieut. Marines : B. N. Westcott, Master; A. F. Monroe, Passed Midshipman; J. G. Sproston, K. R. Breese, J. P. Fyffe, W. F. Glassell J. Bruce, H. Wilson, H. Erben, Midshipmen; C. S. Livingston, Captain's Clerk; J. Todd. Purser's do., J. Bales, Boatswain; Wm. Arnold, Gunner; Daniel Jones, Carpenter: Robert Hunter, Sailmaker. Off cers and crew all well.

CITY ITEMS.

THE COUNCIL. - The bill to increase the salaries of policemen passed the Aldermen last night unanimously, and was the only business worth notice. There were amendments which make captains' salaries \$800, assistant ?captains' \$700, sergeants and patrolmen. \$600.

PASSAGE OF THE BALTIC.-Capt. Comstock writes home, that, allowing for difference o time, the Baltic performed the trip from wharf to

wharf in nine days, twenty-two and a half hours

The Assistants did nothing of consequence.

THE OPERA. - In spite of the dark and windy evening, whose threat of rain was completely fulfilled before the close of the Opera, between three and four thousand persons attended Castle Garden to hear the first representation of Don Pasquale. It was of course a success, as any Opera must be, the weight of which is borne by such artists as Badiali, Bosio, Salvi and Marini-albeit the acting of the latter sometimes ran so near the borders of buffoonery, that it was impossible to tell on which side he was, and albeit Bosio was the most lady-like, amiable and refined shrew that ever scolded or flourished her fan in the face of a superannuated lover. Salvi and Badiali gave their parts with that careful study and intelligent appreciation of the music which always marks these true artists. The chorus, in the little it had to do, was well drilled; the opening precision quite unusual in a chorus. The rows of arms actually made gestures in different directions, and the rows of faces looked different ways and put on different expressions! There is hope for the chorus, after this. Marini made a sufficiently ludicrous appearance, with an extra quantity of abdomen and two enormous watch-guards and seals. But we should advise him to give up imitating Burton, in the inimitable drunken scene of The Toodles. His endeavors to pick up the latter provoked anything but favorable comparisons.

Bosio sang deliciously, and her acting, though subdued, was very arch and graceful. The opera was received with great enthusiasm; besides numercus encores, the vocalists were called out after every act and greeted with showers of bouquets. For our part, we found Don Pasquale a great relief and refreshment, after so many weeks of monotonous Donizettian tragedy, and we are glad to see by the bills that it is to be repeated to-morrow night.

THE MARSHALL BENEFIT .- The great dramatic, lyrical, musical, comical, tragical, Terpsichorean, necromantic, acrobatic, polyglot and pyrotechnic exhibition, for the benefit of Mr. E. A. Mar shall, comes off at Castle Garden to-day-all day and night. That is, it commences at 10 o'clock this morning, and is supposed to end at 11 o'clock to night. Those who intend seeing and hearing the whole of it had better get their lives insured first. Such another bill of fare for \$1 apiece we never saw before. It makes a pamphlet of fourteen pages When the spectator is half-way through the performance, he will feel somewhat as the countryman did on his first trial of an Astor House bill of fare Why. I have only got down to beefsteak, and feel already as if I should bust!"

THE MARSHALL FESTIVAL .- A specia train from Philadelphia will arrive this morning with a large party from that city.

JENNY LIND .- We learn from good au thority that JENNY LIND will probably give a number of concerts in this country during the coming Winter. The ensuing three months she will devote to rest, after her fatiguing labors for a year past, and will not sing again until November. She has employed Mr. Bushnell, formerly one of Mr. Barnum's agents, and a gentleman well qualified to take charge of the business part of her concerts. This announcement will be welcome intelligence to the musical public. Jenny Lind will never lack auditors in this country, no matter how long her stay.

JENNY LIND-ANOTHER RUMOR. - The last rumor is, that Benedict and Belletti have gone to Europe to engage a sufficient number of singers to form a complete opera troupe, of which JENNY LIND will be the prima donna. Rumor does not say when we may expect to hear this troupe, nor what they will sing, nor where; nor, in fact, anything more than we have stated. For our part, we have no anticipation whatever of ever hearing such a troupe in this country, but we give the rumor as an item of gossip, coming to us from a most respectable

BANQUET ON BOARD THE PACKET-SHIP

GREAT WESTERN .- On the 29th, there was a magnificent banquet at Liverpool on board the new packet-ship Great Western, Capt. Shearman, built in this City to run as a regular Liverpool liner. About sixty of the merchants, traders and shipbrokers of the port partook of Capt. S.'s hospitality. Among those present were Col. Crittenden, American Consul; Harold Littledale, Esq.; H. C. Chapman, Esq. : - Baring, Jr., Esq. ; P. Challoner, Esq. ; W. Green, Esq. ; - Blain, Esq. : Mr. Hardy, of the firm of Anson & Hardy; and many other gentlemen. Ample justice having been done to the good things provided, the Chairman, Mr. Baring, Jr., rose and proposed the health of Capt. Shearman and, in doing so, took occasion to pass a high and merited eulogium upon his manly and gentlemanly character. The toast was drunk with great applause. Capt. Shearman having responded, proposed "The Town of Liverpool-May its commercial resources and trade continue to increase with the rapid, progressive age in which we live," and coupled with it the name of W. H. Littledale. Drunk with applause. The health of the "Messrs. Baring," "Col. Crittenden," the "Ship-builders of England and America," and other toasts were then proposed and responded to; after which the company separated, each delighted with the festivity of the day-FREAKS OF CHEAP POSTAGE.-Can you

throw any light on that feature of the new Postage law, which lays an absolute embargo on papers from the Pacific? I have been accustomed to take The Polynesian, published at the Sandwich Islands, and feel sufficient interest in that part of the world to be glad o get it even at 4 cents postage per copy, which was the old rate. But what a biessed change in the Postage law, and what an encouragement to the interchange of information with distant countries, to have The Polynesian come saddled by the new law with 20 cents postage per single t amounts to 20 cents, even under the new law, is not very clear. The weight, with wrapper, is a triff over an ounce, which would make the postage from San Francisco 10 cents, regarding it as a transient paper. But it comes regularly from the office of publication, and the United States and Sandwich slands have a postal treaty which, it is presumed has something to do with the matter. But I know not its provisions, and in my perplexity ask the peo ple of the United States, whose will is, or ought to be he law, whether it is their pleasure that knowledge should be taxed so outrageously! I know several other subscribers to the same paper in the same pro dicament with myself. Can you help us? CHEAP POSTAGE.

THE LIME-KILN MAN .- This singular individual is yet in the land of the living, apparently as hearty and stoical as ever, and as deeply profound in the visions of the future. We have had the honor of receiving a special communication from him, which we hasten to lay before the world; it will be found a sort of Orphic Saving or Sphynxian Riddle, undoubtedly full of important information, but very hard to get at. Here is the nut : who will crack it The three additions to the two Histories of world y Daniel can now be understood. He immediately inderstood them by extra experience as a statesman the writer of this as predicted by extra attention WILLIAM MACFARLAND.

FLAX vs. Cotton.—Dr. Leavitt, of Mays ville. Ky., the inventor of a new process for making linen from unrotted flax and hemp, yesterday showed us some samples of linen yarns of excellent quality, fine enough for shirt linen, which he says can be produced as cheap as cotton varns of the same fineness. He showed us also samples of the raw material in the various stages of preparation, and, so far as we can judge, he makes out a very clear case This process is entirely different from Claussen's

A NOVEL TRACT DISTRIBUTOR. - Some person broke a few nights since into the Temperance effice in Nassau-st., and stole a thousand temperance tracts. It is hoped he gave them a good cir-

TOTAL BEREAVEMENT.-Mrs. Green. who was drowned, with four of her children, on Thursday afternoon, in the Kills, near Staten Island, by being upset in a sail-boat, had a son, a lad of 16 years, residing in Newark, the last surviving member of the family, his mother being a widow. This afflicting calamity is indeed a sad and total bereavement to him, and is a case which must awaken he sympathies of all. The young man (says The Daily Advertiser) was taken suddenly and violently I about the time the fatal accident occurred, without, it is said, any previous manifestations or known

SUNDAY LIQUOR SHOPS .- We have serious complaints from the western portion of the IXth Ward in regard to the shameless conduct of rumsellers thereabout, in keeping their shops open on Sunday as on other days. On Sunday afternoon there were some twenty groggeries open in West-st., between Christopher and Hammond-sts., making drunkards by wholesale. Every sort of vulgarity, noise, profanity) and mischief was constantly perpetrated; a large crowd of women and children joined in the carousal at the foot of Amos-st., and was produced by the report that a woman had been stunned if not killed by a blow from an ax. After a while a policeman appeared and arrested somebody. These drunken carousals are said to be of quite frequent occurrence, and the respectable citizens in that vicinity have sufficient reason to demand relief from the nuisance.

THE CARS AT BROADWAY .- Yesterday morning the Harlem Railroad Company commenced running the cars down Park-row to the lower end of the Park at Broadway. They now run every other car, the intermediate ones stopping at the old place and yesterday nearly all the cars which passed up from the new station were filled with generally new riders-such as had heretofore taken the stages which go up the 3d and 4th-avs. No doubt the new arrangement will bring a large accession of City travel to the road.

TEMPERANCE AT CHATHAM HALL .- The friends of temperance connected with the East River Total Abstinence Society, met on Sunday night, at No. 5 Chatham-square, in large numbers, several hundred being unable to obtain seats. The meeting was addressed by Rev. M. E. Burleigh: Messrs. Wild, Brierson, Brown, Breckenridge and Riverhaugh. Eighty-three persons signed the pledge, and four poor families were relieved by subscriptions taken at the meeting. The Choir attached to the Society is composed of a large number of highly respectable young men and women, and the singing was effective. Meetings are held every

OBITUARY .- Rev'd. William M. Stilwell, whose death at Astoria on the afternoon of the 9th inst. is mentioned in the papers of the day, was born in this city. He was the eldest son of the late Stephen Stilwell, and brother of ex-U. S. Marshal Shas M. Stilwell. Rev'd. W. M. Stillwell was for many years a prominent and useful clergyman of the Methodist Episcopal Church in this city, and was subsequently for 27 years pastor of an Independent Methodist Congregation in Christie-st. In May last,

in consequence of advancing age, and that he might be more retired, he removed to Astona, on Long Island. His health had become impaired by a paralytic attack in October last, and a recurrence of the attack on Friday last deprived him of speech and

Police.-An advertisement appeared in one of the City papers yesterday, advising grocers, porter-house and junk-shop keepers, and hand-cartmen, in the VIth Ward, who have paid for licenses since December, 1849, and who have not received the same, that if they will apply at a cortain place during the present week, their money shall be re-

It appears, then, that somebody has been taking money from these persons on false pretenses, promising to get them licenses without any authority, or any intention so to do. In this connection we conv the following from The Sunday Dispatch :

It is rumored that some eight or ten affidavits have been laid before the Mayor, charging one of our Po. lice Captains with having taken money for Liquor Licenses which were never taken out. Most of these affidavits are said to refer to the present year, and some to last year. This is a serious charge, and we hope it will be investigated, whoever the offender may be. There are also a variety of other charges. such as borrowing money from the men and never paying it back, &c. &c.

-We trust that this matter will receive a thorough investigation, and that the party who shall prove to be guilty will not be screened from punishment. If the above invendoes are founded in fact. they argue a very corrupt state of things among those who are charged with protecting the peace in the VIth Ward. At any rate, the urgent necessity of a Chief of Police who will attend to his duties with energy and unswerving resolution, must be plain to those who will open their eyes to facts of constant occurrence in the City.

THE BREAKING UP OF THE ENGLISH

FRIGATE HUSSAR .- Our cotemporary of The Westchester Gazette, who has been around those precincts, tells the following story of the doings of the company :- On the morning of Wednesday, 5th inst., we left our office to witness the operations of Messrs, Pratt, Howe & Co., who are engaged in breaking up the wreck of the English frigate Hussar, and searching for the treasures contained in her. She was sunk in seventy-five feet depth of water about 11 miles east of Hurl-gate, on the 14th of Nov., 1780, The wreck lies off Stoney Island, about 100 yards from the shore, which is very bold-the water at that distance being about 100 feet in depth. This company have chartered the schooner Harriet & Hannah, Capt. Cole, of New-York, which vessel now hes anchored over the wreck. We arrived on board of the schooner about 10 o'clock, A.M., in company with several other visitors. The tide not suiting to commence operations, a delay of an hour was occasioned. The time of diving is at slack tide of either high or low water-the current accomplish anything. About 11 o'clock operations were commenced by encasing the person intending to dive in the submarine armor. This is a complete suit of india-rubber, with a copper head-piece, with a glass in front to see through. This connects, by means of a pipe, with an air-pump, through which the air is forced in, and the impure air escapes by a valve at the bottom. Taking in one hard the signal line, and in the other the rope by which to make fast any object with which he might come in contact, the diver was hoisted over the side of the boat and let down to the bottom. After remaining there for about eight minutes, he made fast his rope. and gave notice of it by the signal line, when he was hoisted on board again, looking more like some sea monster than a human being. The object was immediately hauled upon, but making too strong resistance for the rope, the diver was obliged to descend with a larger one, and make it fast again. This time it was drawn to the surface, and found to be a portion of the old ship. The object being to break up the wreck, allow the current to pass over it, and wash away the mud with which it is filled, this was considered a successful dive. At three minutes before 12, the diver again descended, and remained at the bottom for 14 minutes. (This is not to be considered the longest time a person can stay under water, for with this apparatus a person can remain an hour or two with perfect case and safety.) When he again ascended, he had in his hands a bottle, a shoe-last of rather ancient style, and a small block used in rigging vessels. Upon drawing up what he had secured, it was found to be another portion of the wreck, and was placed in a scow alongside. The tide now changing, no more could be done till high water-an hour having been consumed in the operations. A few days since a diver recovered from the wreck a plate made of pewter, or some other metal, with the name of the owner, "J. Butler, 1778," legibly marked on the bottom of it; also, the English coat-of-arms, in two placeswith the name of "Thomas," and "Townsend, Church-st."-the rest we were unable to decipher. These are certainly curiosities, and have lain embedded in the bottom of the river for seventy-one years. We wish these enterprising gentlemen every success, and hope they will reap a goiden harvest;

A HARVEST HOME is to be held at Lambertville, Hunterdon Co., N. Y., on Saturday, the 23d inst. Several eminent speakers, and a Band of Music are engaged. The day will be ushered in by the firing of cannon, &c. All are invited to attend, and celebrate the ingathering of a fruitful harvest in becoming manner. The committee et arrangements consist of 43 citizens of the neighborhood.

and if perseverance and energy will secure this, they

are the ones to secure it.

RELICS FROM THE HUSSAR.-Jordan L. Mott, Esq., has forwarded to the Smithsonian Institute several muskets and a blunderbus, which have been recovered from the wreck of the English Frigate Hussar, in Hell-Gate Channel. Professor Henry has acknowledged the receipt of the relies.

VILLAGE CELEBRATION .- On Tuesday evening, at 8 o'clock, a meeting of the villagers was held at Morrisania Hall, to appoint a Committee for the purpose of making arrangements for the annual Village Celebration. A Committee of three was accordingly appointed, and ordered to report at the next meeting to be held in the same place, on Tuesday evening, (to-night.)

LESSONS IN ITALIAN .- With all due respect to his knowledge of Italian, we would suggest to our friend of The Boston Journal, that " The Proscribed" is a more elegant translation of Il Proscritto, (the name of the new Italian paper in this City,) than " The Postscript."

TRUE HEROISM .- On Friday last, as two brothers, one of them six and the other ten years of age, were gathering chip, at the foot of Market-st ... near the river, the younger lost his balance and fell in. The elder, without hesitation, although he could not swim, jumped into the water iramediately. and seized his brother round the neck, when both of them sank. After a brief space they rose to the surface, when they were discovered by a brave boy. about eleven years of age, named John Kelly, residing at No. 11 James-st., who plunged in as they were sinking for the second time, and seized them and pushed them on before him until he reached the side of the pier, where he succeeded in keeping their heads above the water till they were taken out by some persons who had witnessed the occurrence. A subscription was taken up on the spot for the brave fad, who seemed apparently unconscious that he had done anything particularly deserving of such attention and reward.

COLORED PEOPLE'S Pic-Nic. -On Wednesday last there was a grand Temperance Pic-Nio of the colored people in Parson's woods, at the heaf of Sandford-av., Flushing. Several hundred colored people went up from this City, on the Island City, in the morning. The African Division, No. 15, were also present in full regalia, and with their banner. The company were addressed by several colored geatlemen, among whom Rev. T. M. D. Ward, of New-Haven, was the principal speaker. The whole passed off in the most agreeable manner, and was highly creditable to the managers

THE GLOU hour law," at G ing. Miss Ella away acted as said, only 120 o the mills now i

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