Y POMrIGAL

From the New York Tribune.
SHIP YARDS ANI) SIIIP BUILDING. It is a remarkable fict, not generally,
known, that there is not a sailing repsel
on the stocks in this city. with the excep be an anprecedented circumstance. The
present nppenrs to to a sort of transition
period with na cigation. Oid Eolosen amid.
the revolutionary storins which have af. Fected other potentates has not escaped.
He has beenn deposed from his omlimited
despotism and the Genii of Hot Water have usturped his dominion. Our naviga-
tors are no longer disposed to fepend up.
on the propulvion of the cariathe and of
ten adverse winds, but confining in the bowels of thrir noble ships, a groaning
struggling monster, feeding on coals and
belching flames, they force it to lator un-
ceasingly, and thus outstrip the fleetest of
the fleet. The tall the fleet. The tall. graceful spars, the
delicate tracery of rigging, and the white the most benutiful objects ol art are to be
displaced for the stunted masts, the black belching chimney and the huge paddle.
houses of a steamer. The dulce has yield.
ed to the utile, but although the imagina. tive lover of the beautiful may regret the
loss of such a charming object as a ship at the progress which brings the nations
of the world into a nearer brotherhood.
There are now steamers on the stocks There are now steamers on the stocks
injour ship yards. which will compete in
every quality with the cruck hoats every quality with the crack boats of the
Cunrad Line, the Niagara, the America
nnd the Europa, and yet it is but a few
jears since there was an American sea going steamship afloat. Our progress in
hhise enterprise has been exceedingly ra
pid. until we have excelled pid, until we have excelled the models we
had in the English steamships, as we long
ngo excelled the English in sailing ves. ngo excelled the English in sailing ves.
sels. It is but a few years since the Sirus
entered our harbor, setting the much moot.
ed question, "Can stenmships cross the Alantie. Ani nirendy we have a week-
ly arrivil from the other side of the water
of English stramers, and quite a feet o o
sea steamers of our own. The Washing. oan, the Hermann, the United Statse, he
CrescentCiy, the Falcon, the Northerner
Cad Southerner, all tostify to the facility new wavenue to wealth, and the skill with guccess. In addition to the above nameted
boats, which are all afloat, the capitalists the patronage of the Post Office D-part.
ment, have projiected lines of ste nlmost every quarter or the Globe, and are
cartying out these projects with the ener.
gy and go ahead ativeness whiche terisps our countrymen. Such is the ra.
pid advance of the steam mania, that in $n$ few years it will probably be considered
as prepasterusus for passengers to go to
nay part o the world in a sailing vessel,
as it would be now to go to Albany in a as it would he now to go to Albany in
Hudson River sloop. A Arrat revolution ities for travel, and the tand has too tong
monopolised the improvements in sperd. Farther advance in the art of building
both hulls and engines will probably re. Aliantic to a week, when the tourist or
the man of business may almust circum-
navigate the globe in merly occupied by an European soynge.
The most gigantic enterprise for lishing ast asteamsthip enterppise for estab. which has yet
been broached in this country, is that preas the builder and owner of the Dramatic
Line of Liverpool Packets, and as one of our most energetic and successtul mer.
chants. His project involves the building
of five immense ships of 2900 . den each; costing when ready for sea an
ngregnte of two millions five hundred
ihousand dollars. Thislisive
 yard and one at Jacoo Berlis. H. The shins
nre to be named Atlantic. Paticic, Adri.
atic. Aretic and Baltic. The two which
are on the stocks will probue Summer. These boats will seast late nexe net
 other steamships. in having less floors from
being sharper. The frames are as strong
as wood, iron and coaper and asill make them. The timbers and ske bound and and
nterloek the racking occasioned by the immense
wright and power of the engines. Beside heing eoaged with locust throughout, iro
bars five inches wide and one inch thic
are placerd obliquely, at intervals of iour tem, crussing eact other diagonally. net work of iron. Fify, tons of these bat
are uasid up for each ship. Mr. Collins are ascd upp rore ench ship. ment
bolied edg, whig
kne
of avates are 9h inehes thiok and jogged
inte the thmbers 14 inches. These ships
are the largest frane steam vessesis ever
built. It is a curious fact as illustrating


For President of the United Stutes,
GEN. ZACHARY TAYLOR.
For Vice President of the United States,
MILLARD FILLMORE.


WHOLESALE \& RETAIL
Splendid Fu
er, known as he shoals,
00 ACRES OF LAND


High Shoals Iron Works!

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