DRESS GOODS for CASH.—J. HOXIE, Jr., No. 37 Nassau-st, opposite the Post-Office, is now receiving and offers for sale, a large and attractive stock of Silks and Fancy Dress Goods, Printed Lawns and Jaconets, Barege De Laines, Plain and Printed Bareges, Plain and Striped Poplins, Prints, Linens, Ginghams, White Goods, &c, mostly from auction. Also, a full assortment of Domestics, for cash, at prices from 10 to 15 per cent lower than they can be bought on the usual credit.

Removal.

WM. H. BLASHFIELD, Importer and Jobber of SILK GOODS, LACES and EMBROIDERIES, has removed from No. 84 Cedar-st. to the New Store No 68 Liberty-st., (second door west from Broadway.) He invites the attention of purchasers to his Stock; great inducements will be offered to CASH BUYERS.

Clothing.

FASHIONABLE HATS.—Elegant French Silk Hats at $3—$1 less than Broadway prices. Neat Hats at $2 50. BROWN, No. 156 Canal-st., one door from Sullivan.

HATS for GENTLEMEN, of the spring style, are now ready for inspection; for lustre of finish and material will vie with any offered. We solicit the attention of those in want of a beautiful article, feeling confident our Hats will meet their approbation. J. H. MONARQUE, No. 228 Bowery.

METALLIC INDIA RUBBER GOODS.—UNION INDIA RUBBER Co., Warehouse No. 19 Nassau-st.—Exclusive manufacturers, under Goodyear's Patents, of

Coats,	Life Preservers,	Tarpaulins,
Cloaks,	Air Beds,	Horse Covers,
Capes,	Pillows,	Carriage Cloth,
Caps,	Cushions,	Surgical Articles, &c.

Goods made by this Company are warranted to stand any climate. D. M. WILSON, President. F. M. SHEPARD, Treas. and Secretary.

Copartnership.

COPARTNERSHIP NOTICE.—We have This Day admitted EDWARD D. JONES and AUGUSTUS WATERMAN as Partners in our House. New-York, Feb. 8, 1853. CYRUS W. FIELD & Co.

THE PARTNERSHIP heretofore existing between the undersigned is this day dissolved by mutual consent.—New-York, March 10, 1852. L. SOLOMON, C. E. JACOBS. Boston papers please copy.

Insurance Companies.

HAMILTON FIRE INSURANCE COMPANY.—Office No. 5 Tryon-row, Harlem Railroad Buildings. Capital $150,000 and a surplus. This Company, having all its capital well and securely invested, are prepared to issue Policies, on the most favorable terms, on Buildings, Merchandise, Furniture, and other personal property; also on Rents, Vessels in port and their Cargoes.

DIRECTORS.

John Bruce,	Simeon Draper,	Andrew Willits,
John C. Hull,	James S. Libby,	Caleb S. Woodhull,
Daniel D. Whitney	George R. Howell,	Robert McClellan,
Charles Jenkins,	Russell C. Root,	John Morrison,
Samuel S. Wycoff,	C. Wager Hull,	Andrew Simpson,
Alpheus Benning,	Cyrus H. Loutrel,	John J. Yelliott,
Calvin Condit,	William M. Dodge,	Abraham Wakeman,
Davis Collemore,	Walter Brady,	David Green,
Starkie Livesey,	Casper C. Childs,	Timothy H. Burger,
Isaac Kipp, Jr.,	A. P. Fonda,	John N. Olcott,
Ferdinand L. Nichols	John Hooper,	Solomon Jessurun,
Henry Major,	F. W. Waller,	Alfred Jones,
Josiah M. Whitney,	John P. Wake,	John W. Newson,

Nelson Sammis.

New-York, March 11, 1853. JOHN BRUCE, President. DANIEL BARNES, Secretary.

NEW-YORK CITY INSURANCE Co., Office, No. 289 Broadway.—Capital $500,000.—Insures Buildings, Merchandise, Furniture, Vessels in Port and their Cargoes, and other property against loss or damage by fire.

DIRECTORS.

Wm. W. Leland,	D. Van Wart,	Thomas Andrews,
Peter C. Baker,	Alex. Snyder,	Henry Pike,
Girard Bancker,	R. Stewart,	S. G. Southmayed,
Stephen Cromwell,	Peter R. Roach,	I. Smith Hobbie,
A. Q. Stebbins,	Stattes S. Bell,	Samuel B. Shaw,
Alsa Wadleigh,	John L. Deen,	L. C. Hall,
	James C. Gibbs.	

ROYAL CHAMBERLAIN, President. CHARLES L. CLARKE, Secretary. From May 1, office No. 9 Wall-st., corner of New.

REPUBLIC FIRE INSURANCE Co.—Insurance Buildings, corner of Wall and William-sts.; Offices Nos. 10 and 11, ground floor.

This Company, having their Capital of $150,000 paid in, in cash, and securely invested, are prepared to insure against loss and damage by fire on favorable terms.

The charter of this Company provides that, after paying interest to the stockholders at the rate of 7 per cent. per annum, four-fifths of the remaining profits are to be divided among the assured in scrip, bearing interest, which scrip is to be redeemable in cash whenever the accumulated profits and capital shall amount to $1,000,000.

TRUSTEES:

Jos. Gaillard, Jr.,	John A. Stephens,	S. S. Howland,
Jas. M. Waterbury,	James Warren,	Stephen Whitney,
George Curtis,	Arthur Leary,	Dan. B. Fearing,
George T. Adee,	M. W. Hamilton,	Wm. H. Russell,
D. S. Kennedy,	Denning Duer,	Ang. C. Downing,
John J. Aster, Jr.,	John Steward, Jr.,	G. B. Lamar,
Fred. A. Delano,	Robert B. Minturn,	Wm. H. Aspinwall,
James C. Bell,	Reuben Withers,	Wm. B. Duncan,
Dan'l Drake Smith,	Edward C. Center,	Chas. H. Russell,
Fred. G. Foster,	Josiah Oakes,	Isaac Townsend,
Peleg Hall,	Robert S. Hone,	

ROBERT S. HONE, President. DUNCAN F. CURRY, Secretary.

THE HOME INSURANCE COMPANY of the CITY of NEW-YORK.

CASH CAPITAL $500,000.

Under the presidency of SIMEON L. LOOMIS, late of the Ætna Co., of Hartford, Conn.

This Company will be prepared at the expiration of the necessary legal notice to insure against loss or damage by Fire in this City and throughout the country. Also to take risks of Inland Navigation on favorable terms.

DIRECTORS:

Simeon L. Loomis,
Jasper Corning, firm of Corning & Co.
Theodore McNamee, firm of Bowen & McNamee.
Richard Bigelow, firm of Doane, King & Co.
William H. Mellen, firm of Claflen, Mellen & Co.
Geo. Bliss, firm of Geo. Bliss & Co.
Amos R. Eno, firm of Eno, Mahony & Co.
Oliver E. Wood, firm of Willard & Wood.
Levi P. Stone, firm of Stone & Starr.
Henry G. Ely, firm of Ely, Clapp & Bowen.
James Low, firm of Jas. Low & Co.
Charles B. Hatch, firm of C. B. Hatch & Co.
John B. Hutchinson, firm of J. C. Howe & Co.
William G. Lambert, firm of A. & A. Lawrence & Co.
Charles A. Bulkley, firm of Bulkley & Co.
Lewis Atterbury, Jr., firm of Lewis Atterbury, Jr. & Co.
Levi P. Morton, firm of J. M. Beebe, Morgan & Co.
Amos T. Dwight, firm of Trowbridge, Dwight & Co.
John G. Nelson, firm of Nelson & Co.
Charles P. Baldwin, firm of Baldwin, Starr & Co.
George C. Collins.
George D. Morgan, firm of E. D. Morgan & Co.
Lucius D. Cotnan.
Thomas Messenger, firm of T. & H. Messenger.
David Sandford.
Cephas H. Norton, firm of Norton, Butler & Hoyt.
Charles Ely.
Stephen Paul, firm of Boyd & Paul.
Buckland W. Bull, firm of Haskell, Merrick & Bull.
Alfred S. Barnes, firm of A. S. Barnes & Co.
Roe Lockwood, firm of R. Lockwood & Son.
Lucius Hopkins, firm of Hopkins, Allen & Co.
Lyman Cooke.
James A. Dwight, firm of Brown, Palmer & Dwight.
Isaac H. Frothingham, firm of Frothingham, Newell & Co.
John H. Swift, firm of Swift, Hurlbart & Co.
Curtis Noble.
Ward A. Work, firm of Work & Drake.
Nathan H. Stockwell, firm of Gibson, Stockwell & Co.
James Humphrey.
William T. Hooker, Cashier Continental Bank.
Danforth N. Barney, firm of Wells, Fargo & Co.
Homer Morgan.
George Pearce, firm of George Pearce & Co.

Ocean Steamers, &c.

AUSTRALIA—CLIPPER LINE.—The A 1 packet ship ROCKLAND, 1,509 tuns burthen, Vinal, master, will succeed the CANTON as tenth ship of the line, and sail for MELBOURNE, PORT PHILIP, on 25th March. The unsurpassed accommodations of this noble ship is a sufficient inducement for parties to examine her, and the established reputation of this regular line for dispatch over all others, is a guarantee for intending emigrants to engage by her in preference to any other vessel bound to that port. For freight or passage, early application should be made to WM. T. DUGAN, No. 43 Front-st., or to ARKELL & ELLIOTT, No. 146 Pearl st.

AUSTRALIAN PACKET—Excelsior Line.—For Melbourne, Port Phillip—The entirely new and beautiful real clipper GEM OF THE SEA, Bowen, commander, succeeds the clipper Panama, and sails as above. A large part of her cargo is engaged. No steerage or second cabin passengers taken. From the faultless model of this beautiful clipper, and the long experience of Capt. Bowen in passages to the Indian and Pacific Oceans, it is confidently predicted she will distance all competitors, and make the passage inside of 70 days. For cabin passage or freight apply to RUSSELL & NORTON, No. 31 Old-slip.

AUSTRALIAN PACKET LINE.—The beautiful clipper ship THEOXINA will be dispatched on her regular day early in March. The proprietors of this line call attention to this splendid vessel, and refer to the prompt manner in which their former ships (the Albus and Peytona) have sailed from this port. To persons intending to visit Australia this line offers the advantages of fast vessels, elegance of accommodation and every comfort to render the voyage agreeable—being commanded by tried and experienced captains, and provisions furnished on the most liberal scale. An early application is important. Apply on board, or to ANTONIO PELLETIER, No. 98 Wall-st., or OVERMANN & GRUNER, No. 23 South-st.

INDEPENDENT OPPOSITION LINE for CALIFORNIA—At a Great Reduction in Price.—The new, splendid and fast sailing steamship UNCLE SAM, (2,000 tuns) William A. Mills, Commander, will sail for Aspinwall on MONDAY, March 21, at 2 P. M., from Pier No. 3, N. R. The Uncle Sam has established the character of being the fastest steamer on the route, having on her two former voyages beat all of her competitors from two to five days. Her good qualities as a sea-boat and accommodations for passengers, are as much superior to other steamers as her speed. No efforts will be spared on the part of her owners or officers, to send the passengers through with expedition, comfort and safety. For freight or passage, at extremely low rates, apply to E. MILLS, Agent, No. 51 Courtlandt-st.

STEAMER for AUSTRALIA, viâ the ISTHMUS of PANAMA.—The substantial steamship UNICORN, Capt. W. F. Lafridge, having beautiful accommodations, will be dispatched from Panama in the early part of April, for Sydney, New-South-Wales, under steam and canvas. She will take a limited number of First and Second Cabin Passengers, who can leave New-York as late as by steamer of 1st March, for Aspinwall. The attention of persons wishing to avoid the voyage around the Cape is invited to this opportunity. Apply to HOWLAND & ASPINWALL, No. 54 South-st., New-York.

THE SHORTEST and CHEAPEST ROUTE—VANDERBILT LINE for SAN FRANCISCO.—The Accessory Transit Co. of Nicaragua proprietors—Through in advance of the Mail.—Only Line giving Through Tickets, including the Isthmus crossing. The favorite Double Engine Steamship PROMETHEUS, 2,000 tuns burden, will leave from pier No. 2, North River, at 3 o'clock, precisely, for San Juan del Norte, on SATURDAY, March 19, connecting with the popular steamship PACIFIC, 1,800 tuns burden, over the Nicaragua Transit Route, having but 12 miles of land transportation. These steamers are unsurpassed in their ventilation and accommodations. For information, or passage at the lowest rates, apply only at the Agency of the Company, No 9 Battery-place, upstairs. C. VANDERBILT, Agent.

Passengers are cautioned against the representations of hired runners of other lines. None are employed for this line. A mail bag is made up at the office.

UNITED STATES MAIL STEAMSHIP COMPANY—Connecting with the Pacific Mail Steamship Company, carrying the great United States Mail. Only through United States Mail Line for California and Oregon, via Aspinwall and Panama. Greatly reduced prices.—The splendid new and double engine U. S. Mail Steamship ILLINOIS, 2,500 tuns burden, H. J. Hartstene, U. S. Navy, commander, will sail on MONDAY, March 21, at 2 o'clock P. M. precisely, from pier at foot of Warren-st., North River. The Pacific Mail Steamship Company's magnificent steamer GOLDEN GATE, will be in readiness at Panama to receive the Illinois' mails and passengers, and sail immediately for San Francisco. The Golden Gate performs her trips from Panama to San Francisco inside of 12 days, beating all other steamers on the Pacific from 2 to 2½ days, and her accommodations are only equaled by her consort the Jno. L. Stephens. No efforts will be spared on the part of the Companies to send their passengers through with expedition, comfort and safety. Passengers will be landed at the railroad wharf, at Aspinwall, free. Transit of the Isthmus at the passengers' expense. Persons securing through passage by the United States Mail Steamers from New-York, have preference of accommodation on board the Pacific Mail Steamers. Rates of Fare from Panama to San Francisco on the most favorable terms. For Freight or Passage apply to CHARLES A. WHITNEY, at the office of the Companies, No. 177 West-st., corner of Warren, N.Y.

UNITED STATES MAIL STEAMSHIP COMPANY.—FOR NEW-ORLEANS, via HAVANA.—The splendid steamship EMPIRE CITY, H. Windle, Commander, will sail from the pier at foot of Warren-st., N. R., on SATURDAY, March 12, at 2 o'clock, P. M., precisely.

Rates of passage to Havana and New-Orleans—New Arrangement:

Ladies' and after Saloon Berths	$50
Lower Forward Saloon Berths	50
Steerage	25

No freight taken to Havana but Specie.

Freight taken to New-Orleans at 50 cents per Cubic Foot. Shippers of freight are requested to supply themselves with the Company's bills of lading, which may be had on application at the office. No other form will be signed.

No bills of lading signed after 12 o'clock on the day of sailing. For freight or passage, apply to M. O. ROBERTS, No. 177 West-st., cor. of Warren-st.

N. Y. AND SAN FRANCISCO STEAMSHIP LINE, through to SAN FRANCISCO via ASPINWALL and PANAMA. At greatly reduced rates. No detention on the Isthmus. The new and fast side-wheel steamship UNION, (1,500 tuns,) Richard Adams, Commander, will leave New-York for Aspinwall, (Navy Bay,) from Pier No. 4 North River, on TUESDAY, April 5, at 3 o'clock P.M. precisely, connecting with the new and magnificent side-wheel double-engine steamship CORTES, (1,800 tuns,) Thomas B. Cropper, Commander, which steamer will be in readiness at PANAMA to receive the UNION'S passengers, and sail immediately for SAN FRANCISCO. The accommodations and ventilation of the Cortes are all that can be desired. Her speed (established on the voyage between New-York and Panama, and while on the Pacific coast,) is unsurpassed.

Every exertion will be made on the part of the line to insure comfort, expedition and safety. Passengers will be landed on the wharf at Aspinwall free, taking the Panama Railroad, and are cautioned that Tickets for this Line are sold only at No. 26 Broadway. DAVIS, BROOKS & Co., General Agents.

A Mail Bag is made up at the above Office, under the new United States Postage Law, for the convenience of the public.

STEAM BETWEEN NEW-YORK and GLASGOW.—The Glasgow and New-York Steamship Company's powerful new Steamship GLASGOW, 1,952 tuns and 400 horse-power, Robert Craig, Commander, will sail from New-York for Glasgow on SATURDAY, 26th March, at 12 o'clock, noon.

First Cabin (Saloon State Rooms)	$90
First Cabin (Midship State Rooms)	75
Second Cabin	50
Third Class	20

Steward's fee included.

Apply to J. McSYMON, No. 53 Broadway.

Remittances—Passages.

BOWMAN, GRINNELL & Co., No. 83 South-st., New-York, sole and only authorized Agents for the SWALLOW-TAIL LINE of PACKET-SHIPS.

LIVERPOOL PACKETS sail 6th and 21st of every month.	LONDON PACKETS sail every alternate Thursday.
LIVERPOOL,	LONDON,
CONSTITUTION,	SIR R. PEEL,
NEW WORLD,	CORNELIUS GRINNELL,
QUEEN OF THE WEST,	INDEPENDENCE,
CONSTANTINE,	AMERICAN CONGRESS,
ALBERT GALLATIN,	PRINCE ALBERT,
ASHBURTON,	YORKTOWN,
AMERICAN UNION.	PATRICK HENRY.

Persons wishing to send for their friends, and desirous of bringing them out by any of the above magnificent ships, are informed that Messrs. BOWMAN, GRINNELL & Co. are the only Agents for the above ships in this city.

They also issue Drafts from £1 and upward, which are payable at sight in any town throughout Ireland and Great Britain. BOWMAN, GRINNELL & Co., No. 83 South-st., N. Y., and No. 5 Regent's road, Liverpool.

Liverpool packets leave New-York 6th and 21st of every month.

London Packets leave New-York every alternate Thursday. For passage apply as above.

Steamboats and Railroads.

FOUR O'CLOCK LINE for HUDSON and INTERMEDIATE LANDINGS.—The splendid steamer SOUTH AMERICA and COLUMBIA will leave foot of Harrison-st. every afternoon at 4 o'clock, connecting with Stages from Newburgh, Kingston and Catskill and Hudson and Birkshire Railroad.

CENTRAL RAILROAD of NEW-JERSEY.—New-York to Easton, Pa., Fare $1 75.—Fall Arrangement, commencing Nov. 15, 1852. Leave Pier No. 1 North River daily, for Easton and intermediate places at 8 A.M., 12 M., and 3.45 P.M., and for Somerville at 4.45 P.M. Returning, leaves Phillipsburgh at 6 and 9 A. M., and 3.15 P.M.

FOR ALBANY—Fare $1.—ALBANY and NEW-YORK INLAND ROUTE RAILROAD.—Two daily express trains at 9 A. M. and 3.45 P. M., connecting at Albany with Central Line of Railroads North and West, from new Depôt, corner of White, Elm and Centre-sts., where through tickets can be procured, and baggage checked for Schenectady, Utica, Syracuse, Rochester and Buffalo. Passengers also received at Broome and Bowery and 26th-st., and 4th-av. stations. The above trains will land passengers at Croton Falls and Chatham Four Corners only. All other trains will start from City Hall station, corner of Tryon-row and Centre-st., as heretofore.

FOR BOSTON, viâ NEWPORT and FALL RIVER.—The splendid and superior steamers BAY STATE, Capt. Wm. Brown, and EMPIRE STATE, Capt. Benjamin Brayton, leave on alternate days, (Sundays excepted,) from Pier No. 3, N. R., near the Battery, at 5 P. M. For freight, apply on board, or at the office on Pier No. 3.

Freight to Boston is forwarded through with great dispatch, by an express freight train. TISDALE & BORDEN, No. 70 and 71 West-st.

REGULAR MAIL LINE, viâ Stonington, for BOSTON, PROVIDENCE, NEW-BEDFORD and TAUNTON.—The steamers C. VANDERBILT and COMMODORE of this line, now run regularly as heretofore, alternately, leaving Pier No. 2 North River, first wharf above Battery-place, daily, Sundays excepted, at 5 P. M., and Stonington at 8 o'clock P. M., or on arrival of the mail train, which leaves Boston at 5 P. M.

The COMMODORE, from New-York—Monday, Wednesday and Friday. From Stonington—Tuesday, Thursday and Saturday.

The C. VANDERBILT, from New-York—Tuesday, Thursday and Saturday. From Stonington—Monday, Wednesday and Friday.

The steamer PERRY leaves Providence for Newport daily, except Sundays, at 2 P. M.

For freight or passage, apply at the office, No. 19 Battery-place, or on board the boats.

HUDSON RIVER RAILROAD.—Winter Arrangement.—Trains leave Chambers-st. daily, for Albany and Troy.

Express Train 6 A.M. through in 4 hours, connecting with Trains reaching Buffalo or Montreal at 8 o'clock same evening.

Mail Train 8 A.M.—Through Way Train 1 P.M.

Express Train 5 P.M.—Accommodation Train 6 P.M.

For Tarrytown at 2 P.M.

For Po'keepsie at 10 30 A.M., Way, Freight and Passenger Train, and 4 P.M. Passenger Train.—For Peekskill at 5 30 P.M.

The Tarrytown, Peekskill and Po'keepsie Trains stop at all Way Stations.

Passengers taken at Chambers, Canal, Christopher, 14th and 31st-sts.

SUNDAY TRAINS from Canal-st. at 7 30 A.M. for Poughkeepsie, and at 5 P. M. for Albany, stopping at all Way Stations. EDMUND FRENCH, Superintendent.

JOHNSON'S NEWARK and NEW-YORK TRANSPORTATION COMPANY.—Two Trips Daily.—Steamers EDWARD PAYSON and JAMAICA.—Steamer Edward Payson leaves Newark, foot of Division-st., at 9 A.M.; Commercial Dock at 10 A. M.; and Pier No. 19, N. R., between Courtlandt and Dey-sts., N. Y., at 5 P. M. Steamer Jamaica leaves Commercial Dock at 8 o'clock A. M., and Pier No. 19, North River, at 2 o'clock P. M. For freight and towing vessels apply to W. H. WOODRUFF, Agent, on the Pier.

CANANDAIGUA & ELMIRA RAILROAD—WINTER ARRANGEMENT.—On and after Monday, Dec. 20, and until further notice, trains leave Elmira for Canandaigua, as follows:

Mail Train at 7 A. M., or on arrival of Night Express Train from New-York, connecting at Canandaigua with trains on the Albany and Buffalo Road for Rochester, Buffalo and Niagara Falls.

Day Express at 6.10 P.M., or on arrival of Day Express from New-York. The time of leaving New-York may be seen by reference to the advertisement of the New-York and Erie Railroad. WILLIAM G. LAPHAM, Sup't.

New-York, Dec. 16, 1852.

NEW-YORK and NEW-HAVEN RAILROAD—WINTER ARRANGEMENT.—December 13, 1852.—Trains out of New-York—Accommodation and Special at 7 and 11½ A. M., 4 and 5 P. M., through to New-Haven.

At 9.10 A. M. and 6½ P. M., through to Port Chester.

The 11½ A. M. runs in connection with train from New-Haven to Hartford and Springfield, and with train over the Canal Road.

EXPRESS TRAINS at 8 A. M. and 3½ P. M. for New-Haven, Hartford, Springfield, Worcester and Boston, Connecticut River and Vermont Railroads. The 8 A. M. train connects at New-Haven with train of the New-London Road, to New-London, Norwich, Stonington and Providence. The 3.30 P. M. to New-London only.

The 8 A. M. stops at Stamford and Bridgeport, connecting with Housatonic and Naugatuck Railroads at Bridgeport. The 3½ P. M. stops at Stamford, Norwalk and Bridgeport, connecting with Danbury Railroad at Norwalk, and with Housatonic and Naugatuck Railroads at Bridgeport.

Trains into New-York—Accommodation and Special—at 5½, 7 and 9.35 A. M., and 4 P. M., through from New-Haven.

At 5½ A. M. and 3.45 P. M., from Port Chester.

The 9.35 A. M. receives passengers from Springfield and Hartford, New-London and Canal Railroads, at New-Haven. The 4 P. M. receives passengers from Hartford and Springfield and Northern Railroads.

EXPRESS TRAINS leave New-Haven on arrival of trains from Boston at 1½ and 3.50 P. M., (stopping at Bridgeport, Norwalk and Stamford,) leaving Boston at 8 A. M. and 3½ P. M. Trains of the New-London Road run in connection.

See large bill of advertisement at the Station-House and principal hotels. GEO. W. WHISTLER, Jr., Sup't. New-Haven, December, 1852.

NEW-YORK and ERIE RAILROAD.—Trains leave pier foot of Duane-st. as follows:

EXPRESS TRAIN at 7 A.M. for Dunkirk and Buffalo.
MAIL TRAIN at 9 A.M. for all stations.
WAY TRAIN at 3 30 P.M. for Piermont and Suffern.
WAY TRAIN at 3 30 P.M. for Delaware, via Jersey City.
EXPRESS TRAIN at 5 P.M. every day for Dunkirk and Buffalo.

Both Express Trains connect at Dunkirk with the Lake Shore Railroads for Cleveland, and thence direct to Cincinnati; also to Sandusky, Toledo, Monroe, Detroit and Chicago. CHAS. MINOT, Superintendent.

CAMDEN and AMBOY RAILROAD to PHILADELPHIA. From Pier No. 1, North River, foot of Battery-place. Two Lines daily, at 7 A. M. and 2 P. M. Accommodation Line at 7 A. M., by steamboat JOHN POTTER to South Amboy, thence by cars to Bordentown, and steamboat R. STOCKTON to Philadelphia. Fare, $2. Express Line at 2 P. M. by steamboat JOHN POTTER to Amboy, thence direct to Camden by cars. Through in 4 hours. Fare, $3. Returning, leave Philadelphia at 7 A. M. and 2 P. M.

NEW-JERSEY RAILROAD.—NEW-YORK and PHILADELPHIA Direct.—U. S. MAIL EXPRESS LINES.—Through in 4 hours.—New-Jersey Railroad via Jersey City, leaving New-York at 8 and 9 A. M., 4 and 5½ P. M., from foot of Courtlandt-st. Leaves Philadelphia same hours, foot of Walnut-st. Fare reduced to $3 for first class and $2 50 for second class.

One line leaves New-York at 8 and 9 A. M. and 4 and 5½ P. M. Fare in 8 and 4 P. M. is $2 75; in the 9 A. M. and 5½ P. M. $3. Second-class, in 8 and 9 A. M. and 4 P. M., $2 50.

BALTIMORE, WASHINGTON and CHARLESTON through tickets sold in the above lines, and through baggage carried in 8 and 9 A. M., 4 and 5½ P. M. lines from New-York. Passengers with baggage cross the ferry 15 minutes before the trains leave.

NEW-YORK and MONTREAL RAILROAD—NEW-YORK to BURLINGTON, ST. JOHNSBURY, OGDENSBURGH and MONTREAL.—Tickets can be procured at the New-York and New-Haven Railroad Office, No. 412 Broadway, New-York, to Bellows Falls, Rutland, Burlington, Windsor, White River Junction, Wells River, St. Johnsbury, St. Albans, Rouse's Point, Ogdensburgh and Montreal. Express Trains leave at 8 A. M. and 3.30 P. M. Baggage checked through. Freight by the Railroad steamers from Peck-slip every day at 5 P. M. with dispatch, at reduced rates, to Burlington, St. Johnsbury, Ogdensburgh, Montreal, and all intermediate towns. F. HYDE, Agent, No. 152 South-st., New-York.

TOLEDO, NORWALK and CLEVELAND RAILROAD—Open through, completing the last link in the chain of Railroads between New-York, Boston, Philadelphia, Baltimore, and Washington City and Chicago.

On and after MONDAY, Feb 2, 1853, Passenger Trains will run daily (Sundays excepted,) as follows:

Leave Toledo, 9 A.M. and 10 P.M.
Leave Cleveland 9 20 A.M. and 9 P.M.

Connecting at Toledo with trains of Michigan Southern Railroad for Chicago and the West.

At Bellevue with trains of Mad River Road for Sandusky City, Dayton, Indianapolis, Cincinnati, &c.

At Monroeville with Mansfield and Sandusky City Road, for Sandusky City, Shelby Junction, Columbus, Newark and Zanesville.

At Grafton, with Cleveland, Columbus and Cincinnati Road, Shelby Junction, Columbus and Cincinnati.

At Cleveland, with Lake Shore Road, via Dunkirk, for New-York and Boston, and via Buffalo for New-York and Albany, and for Western Road and Boston, with Cleveland and Pittsburgh Road for Pittsburgh, Wheeling, Philadelphia, Baltimore, and Washington City.

Freights forwarded promptly at fair rates. E. B. PHILLIPS, Superintendent. Supt's Office T. N. & C. R. R., Norwalk, Ohio, Feb 2 1853.

ROCHESTER, LOCKPORT and NIAGARA FALLS RAILROAD open to BUFFALO.—The most direct, quickest and cheapest route to Toronto, Hamilton and Canada West.—On and after TUESDAY, Jan 18, 1853, trains will leave Rochester for Buffalo and Niagara Falls as follows: 7.20 A.M. and 2.15 P.M. Returning train will leave Buffalo and Niagara Falls for Rochester at 7.30 A.M. and 4.40 P.M. Passengers for Buffalo will find this route superior in point of comfort to any other. The road is thoroughly built and equipped with entirely new cars and locomotives. The present terminus of the Road in Buffalo is on the Terrace the most central portion of the city. WARREN COLBURN, Sup't.

BUFFALO and NEW-YORK CITY RAILROAD—FROM NEW-YORK to BUFFALO—DIRECT—Passengers leave the Office of the New-York and Erie Railroad, foot of Duane-st., taking cars in Jersey City, proceed via New-York and Erie Railroad to Hornellsville, thence to Buffalo direct.

BAGGAGE CHECKED THROUGH.

Fare from New-York to Buffalo $7 50

Tickets can be procured at the Office of the New-York and Erie Railroad, foot of Duane-st., and No. 1 Courtlandt.

On and after MONDAY, March 7, trains will leave the foot of Duane-st., as follows:

MORNING EXPRESS—At 7 A. M., arrive at Hornellsville 6 45 P. M., and in Buffalo 11 45 same evening.

MAIL TRAIN—At 9 A. M., arrive in Buffalo 9.10 next morning, stopping at all stations.

EVENING EXPRESS—5 P. M., arrive at Hornellsville 6.23 A. M., and in Buffalo at 10 25 same morning.

On Sunday one train only—Evening Express at 5 P. M.

Express trains will not leave Hornellsville for Buffalo until after the arrival of the express trains from New-York. J. G. HOYT, Superintendent. W. C. TALLMADGE, Agent, No. 1 Courtlandt-st.

MICHIGAN SOUTHERN & NORTHERN INDIANA RAILROAD.—On and after Feb. 7, 1853, until further notice, Passenger Trains will run between Chicago, Toledo and Monroe daily, except Sundays, as follows:

Chicago for Monroe at 8½ A.M.
Chicago for Toledo at 8½ A.M. and 8 P.M.
Toledo for Chicago at 8 A.M. and 6 P.M.
Monroe for Chicago at 7½ A.M.

This Road, in conjunction with the Toledo and Norwalk, Lake Shore, New-York and Erie, Buffalo and Albany, and Hudson River Railroads, form the only Railroad communication between Chicago and New-York City.

Also, a Railroad communication is now opened between Chicago and Columbus, Cincinnati and Pittsburgh, via Toledo and Norwalk Road, which intersects the Mad River and Hamilton and Dayton Roads at Bellevue, the Mansfield Road at Monroeville, and the Cleveland, Columbus and Cincinnati, and Pittsburgh Roads, at Cleveland.

JOS. H. MOORE, Superintendent. M. S. & N. I. R. R. Office, Adrian, Dec. 27, 1852. JOHN F. PORTER, Agent, No. 109 Broad-st., N.Y.

Medical.

HOLLOWAY'S PILLS—The Best Medicine for Complaints incidental to Females.—Mrs. Talbot, of Mitcham, informs Professor Holloway that she considers it her bounden duty to acknowledge the astonishing benefit she has derived from taking his Pills. At the age of 45 she began to suffer from a general derangement of the system, languor, swollen legs, and other ailments incident to females, and notwithstanding the most careful attention to the advice of eminent physicians, her weakness and debility continued to increase until she adopted another course, and took Holloway's Pills, and this inestimable medicine has restored her to a soundness of health and buoyancy of spirits which she had not enjoyed for some years. Sold by all vendors of medicines in the United States, in pots and boxes, at 37½ cents, 67½ cents, and $1 50 each; and wholesale by the principal drug houses in the United States, and by Messrs. A. B. & D. SANDS, New-York, and by the proprietor, No. 244 Strand, London.

INVIGORATING CORDIAL.—Professor MORSE'S INVIGORATING ELIXIR or CORDIAL—THE EIGHTH WONDER of the BOTANIC WORLD—The invigorating Elixir and Cordial introduced into medical practice by the great chemist, physician and traveler, Dr. M. Morse, has for its basis an oriental herb, first brought from the stony deserts of Arabia Petræa by that eminent philosopher. The natives of that region are remarkable for their longevity, exemption from sickness and power of sustaining fatigue, all of which they attribute in a great degree to the use of the herb or plant referred to, which they universally chew, and sometimes smoke. On his return to Europe, after a long residence in the East, Professor Morse commenced experimenting with this wonderful natural production, and the result of his labors is the Invigorating Elixir, which has been indorsed by the Medical Colleges of all the great cities of Europe as the best preparation extant for life.

CURE OF NERVOUS DISEASES.

No language can convey an adequate idea of the immediate and almost miraculous change which it occasions in the diseased, debilitated and shattered nervous system. Whether broken down by excess, wrought by nature, or impaired by sickness, the unerring and relaxed organization is at once re-braced, re-vivified, and built up. The mental and physical symptoms of nervous disease vanish together under its influence. The stooping, trembling victim of depression and debility, becomes a new man. He stands erect, he moves with a firm step; his mind, which was previously sunk in gloom, of an almost idiotic apathy, becomes bright, buoyant and active; and he goes forth refreshed, regenerated, and conscious of new vigor, to his accustomed occupations. Nor is the effect temporary. On the contrary, the relief is permanent, for the cordial properties of the medicine reach the constitution itself and restore it to its normal condition. Well may the preparation be called the

MEDICINAL WONDER

of the nineteenth century. It is, as the first scientific men in the old world have admitted, that miracle of medicine heretofore supposed to have no existence.

A STIMULANT THAT ENTAILS NO REACTION.

Its force is never expended, as is the case with opium, alcoholic preparations, and all other excitants. The effect of these is brief, and it may well be said of him who takes them, "the last state of that man is worse than the first." But the Elixir is an exhilarant without a single drawback—safe in its operation, perpetual in its happy influence upon the nerves, the mind, and the entire organization.

It is the only infallible remedy yet discovered for Nervous, Head and Mind Complaints; it is the mental physic, long sought for, and never before found—the only natural agent that can "administer to a mind diseased." In cases of Neuralgia, Headache, Vertigo, Pain in the Nerves of the Face, and the various forms of Nervous Affections, it will produce a cure in an astonishing short period of time; and it will also remove Depression, Excitement, a Tendency to Blush, Restlessness, Sleeplessness, Fear of Society, Incapacity for Study or Business, Loss of Memory, Confusion, Giddiness, Blood to the Head, Melancholy, Mental Debility, Hysteria, Indecision, Wretchedness, Thoughts of Self-Destruction, Fear of Insanity, &c. It will increase and restore the appetite, strengthen the enfeebled, renew the health of those who have destroyed it, induce continual cheerfulness and equanimity of spirits, and prolong life.

A GREAT MEDICINE FOR FEMALES.

The unparalleled effects of this great restorative in all complaints incident to females mark a new era in the annals of medicine. Thousands of stimulants have been invented—thousands of inviorants concocted—all purporting to be specified to the various diseases and derangements to which the delicate conformation of woman render her liable. The result has heretofore been uniform. These nostrums have indeed imparted a momentary vivacity to the nervous system, a transient and delusive vigor to the muscles; but this flash of relief has been succeeded by a depression and prostration greater than before, and the end has too often been utterly to paralyze the recuperative power of the nerves and the vital organs—then, and finally to destroy the unhappy patient. But in

MORSE'S INVIGORATING ELIXIR

is presented—as a phenomena in the materia medica hitherto unheard of—a stimulant without a reaction.

An appeal is made to

EVERY WOMAN OF SENSE

who suffers from weakness, derangement, nervousness, tremors, pains in the back, or any other disorder, whether peculiar to her sex or common to both sexes, to give the Invigorating Cordial a trial.

LET FACTS SPEAK FOR THEMSELVES.

Hear what the celebrated and distinguished Dr. Wood, of Mass., says of it:

MASS. INSANE HOSPITAL, WORCESTER, June 1, 1848.

DEAR SIR: It gives me pleasure to inform you that one of my patients, while in Boston, procured some of your Cordial, which he tells me he has taken two weeks, and that he is entirely cured. He already looks like a new person, who a short time since looked so pale and thin, and was scarcely able to crawl around. I thought it hardly possible for him ever to regain his full strength and fleshes; his case was an extremely bad one. I prescribed the usual medicine used in such cases in the Hospital, but they were of no effect. In the meantime my patient had procured some of your Cordial, which effected a cure I am satisfied no other medicine could have done. I shall ever warmly recommend it whenever an opportunity occurs. The inventor, in my younger days I well remember, as being considered one of the most skillful physicians in the United States, and had heard his Cordial very highly spoken of, but was one of the incredulous as to its merits until I was so unexpectedly and satisfactorily convinced to the contrary. It must be a great consolation to you to think what a vast amount of human misery your Cordial is alleviating. With my warmest wishes for your health, happiness and continued success,

I remain very truly yours, H. A. WOOD, M. D.

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have not in a single instance that has been authenticated, given their sanction to any other preparation for the above complaints. It has in many violent and desperate cases effected radical cures after patients had been abandoned and their condition pronounced hopeless by medical practitioners of high professional character.

My office having been in a store where this Cordial was kept for sale for over three years, and my opportunities of judging of its effects somewhat numerous