Insurance Companies.

BUILDING ASSOCIATIONS' FIRE INSURANCE Co.—All persons holding stock in the above Institution, are requested to have their certificates changed for those of the HAMILTON FIRE INSURANCE COMPANY, by presenting them at this office, No 5 Tryon-row, corner Chatham-st, the name having been altered.
By order, DANIEL BARNES, Secretary.

HOWARD LIFE INSURANCE COMPANY, No. 192 Broadway.—This Company makes Insurance against Life Risks upon the Mutual System, either for the whole term of life or a limited period, the insured participating in profits to the extent of 87½ per cent. California and Australia risks taken upon the usual terms.
JACOB REESE, President.
WM. V. PORTER, Sec'y. R. G. H. HUNTINGTON, Actuary.
JOHN T. METCALFE, M D., EDWARD FIELDS, M.D., Medical Examiners; S. CAMBRELENG, Counsel. mwf

NEW-YORK CITY INSURANCE Co., Office, No. 239 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. Southmayd,
Stephen Cromwell,	Peter R. Rosch,	I. Smith Hobble,
A. G. Stebbins,	Staten S. Bell,	Samuel B. Shaw,
Albin 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. 16 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. Stevens,	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,
Sam'l V. Hoffman,	Denning Duer,	Aug. C. Downing,
John J. Astor, Jr.,	John Steward, Jr.,	G. B. Lamar,
Fred. A. Delano,	Robert B. Minturn,	George W. Riggs,
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.

STATEMENT of the AFFAIRS of the MUTUAL LIFE INSURANCE COMPANY of NEW-YORK, for the five years ending January 31, 1853:

Assets on 1st February, 1848		$563,968 37
Deduct losses by death, advised of but not paid, due Agents for Commissions, and balance of Annuity Fund		13,089 81
Total		$550,878 56
RECEIPTS, SINCE 1st FEBRUARY, 1848.		
Cash received for Premiums	$2,181,713 46	
Cash received for Interest	330,714 36	
Interest accrued on Bonds and Mortgages to Feb. 1, 1853, not yet due	21,092 20	
Interest due on do., not paid	90 00	
Profits on sale of Stocks of U. S., State and Corporation of New-York	24,260 76	
Annuity account for balance	7,577 95	
Suspense account—various items in course of settlement	710 04	
Third Dividend account—being premiums paid in advance	1,573 66	
		$2,573,732 43
Total		$3,124,610 99
DISBURSEMENTS, FOR FIVE YEARS.		
Losses by death paid	$750,190 00	
Policies surrendered, paid	58,910 79	
Dividends on Policies terminated by death, paid	24,386 91	
EXPENSES—Rent of Offices, Salaries, Medical Examinations, Exchanges, State Taxes, Postages, Advertising, &c	131,672 34	
Commissions paid Agents	89,901 45	
		$1,053,061 69
Total		$2,060,649 30
ASSETS.		
Cash on hand and in Bank		$25,406 35
Bonds and Mortgages on real estate in the State of New-York, principally in the Cities of New York and Brooklyn, worth double the amount loaned		1,907,381 22
Interest accrued on do. to 1st Feb., 1853		21,092 20
Interest due on do. not paid		90 00
Loans on Policies		17,577 70
Semi-annual and quarterly Premiums on Policies issued previous to 1st Feb., 1853, due subsequent thereto		67,730 21
Amount due from Agents		20,371 62
Total		$2,060,649 30
Accumulated fund, per statement		$2,060,649 30
Deduct losses, unpaid	$40,300 00	
Deduct Premiums belonging to third Dividend account	1,573 66	
		$41,873 66
Net accumulated fund, Feb. 1, 1853		$2,018,775 64
THUS DISPOSED OF:		
Reserved for reinsurance	$1,193,286 70	
Reserved for extra climate risk	53,029 50	
Reserved for annuities	5,973 48	
Present value of first dividend	154,746 04	
Dividend as per statement	576,556 45	
Undivided surplus	5,384 50	
		$2,018,775 64

And the Board of Trustees have this day declared the following dividend:
3¾ per cent. on $1,551,555 16, being so much of the premiums, at the table rates, received on existing Life Policies, since Feb. 1, 1848, as covers the risks to Feb. 1, 1853,* $517,155 05
3¾ per cent. on $169,659 17, being so much of the premiums, at the table rates, received on existing Term Policies, since Feb. 1, 1848, and issued prior to Feb. 1, 1851, as covers the risks to Feb. 1, 1853 ..... 56,353 06
16¼ per cent. on $16,910 06, being so much of the premiums, at the table rates, received on existing Term Policies, issued since Feb. 1, 1851, as is necessary to cover the risks to Feb. 1, 1853 ..... 2,818 34
Undivided surplus 5,384 50
Total $581,740 95

JOSEPH B. COLLINS, President.
CHARLES GILL, Actuary.
ISAAC ABBATT, Secretary.
HORACE WEBSTER, ELIAS LOOMIS, } Auditors.

* This will give a corresponding addition to the policies of from 48 to 100 per cent., or a diminution of the future premiums of from 1 86 100 to 8 72 100 per cent. of the premium as above.
New-York, March 7, 1853.

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. Coman.
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, Hurlburt & 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.

THE ASTOR FIRE INSURANCE COMPANY, office Chatham Bank Building, No. 67 Chatham-st., continues to insure dwellings, warehouses, stores, ships and cargoes in port, and household furniture, merchandise and property of all kinds, on the most favorable terms.—Losses paid as soon as ascertained.
WM. T. PINKNEY, President.
ROBERT D. HART, Secretary.

Furniture, &c.

CABINET FURNITURE—HENRY W. KINGMAN, late partner of Phelps & Kingman, having opened the store No. 434 Pearl-st., near Madison, with a large assortment of warranted-made Cabinet Furniture at wholesale and retail, he would invite his former customers and the public to give him a call before purchasing.

NEW PAPER HANGINGS.—FRANCIS PARES & Co., IMPORTERS and MANUFACTURERS, No. 59 Chambers st., next but one to Stewart's, corner of Broadway, are receiving from Delicourt, Zuber, and other most eminent manufacturers of Paris, all the new designs of the richest styles of Decorative
FRENCH PAPER HANGINGS,
Which they offer to Dealers, Merchants and others, at the very lowest prices. Their customers may rely on having every style of Decorative Paper Hanging done by the most skillful workmen.

GREAT BARGAINS in FEATHERS, BEDS, MATTRESSES, &c., at CRAWBUCK'S, No. 358 Grand-st., second door east of Essex-st., New-York.—CHEAP UPHOLSTERY and FEATHER STORE.—The attention of families about purchasing is respectfully invited to the large and beautiful assortment of Beds, Mattresses, Paillasses, Bedsteads, Cots, &c., all of which have been purchased at low cash prices, and will be sold at such prices as to make it an inducement for all to call and examine the above stock previous to making their purchases. Goodsent to any part of the city, Brooklyn and Williamsburgh free of cartage. Old Beds and Mattresses renovated and made over.
W. CRAWBUCK, No. 358 Grand-st.,
2d door east of Essex-st.

HOUSE FURNISHING and FANCY BASKET WAREHOUSE.—SIMPSON & Co's new store, No. 98 Canal-st., between Greene and Wooster Hardware, Plated and Britannia Ware Plantished Tinware, Fancy Baskets, Woodware, Brushes, Tubs, Step Ladders, Mats, &c., at low prices.

SHOW CASES.—A large assortment constantly on hand, and made to order in the neatest style. N. B. Particular attention paid to orders received for the World's Fair, by B. K. PEEBLES, No. 124 Grand-st., N.Y., three doors east of Broadway.

Professional Notices.

COLLECTIONS.—WM. H. HARVEY, No. 120 Water-st., up stairs, collects accounts, rents, &c., and makes prompt returns. Refers to Messrs. Kermit & Carow, No. 76 South-st.; John T. Johnson, No. 5 Wall-st.; Rich & Lontrel, No. 61 William-st.; Francis & Loutrel, No. 77 Maiden-lane; Henry J. Sandford, No. 159 Maiden lane; Wm. James Stewart, No. 156 South-st; Rutzen Suckley, No. 103 St. Marks-place; Albert Van Winkle, No. 205 West-st; Thomas Savage, No. 5 Gold-st.

Carpetings, Oil Cloths, &c.

CARPETINGS and OIL CLOTHS.—Cheap for Cash.—WM. McGRORTY wishes to call the attention of families about furnishing, to his present stock of Carpets and Oil Cloths, which have been carefully selected, and consists of the richest Goods for the spring trade, all of which he will dispose of at prices not to be undersold.
Having purchased the balance of the Thompsonville Company's Stock, he is enabled to offer Carpets under the present market prices. Particular attention paid to the furnishing of Offices and Steamboats.
No. 142 Broadway,
Three doors from Liberty-st.
An experienced Upholsterer to measure and fit Carpets.

Millinery, &c.

RIBBONS, SILKS, and MILLINERY GOODS.—The undersigned is now prepared to exhibit the largest, the cheapest, and most desirable stock of the above goods in the city. Suitable for first-class Merchants and Milliners of every section of the Union, being all his own importations, for the Spring Trade, which he will offer on the most favorable terms. M. H. LICHTENSTEIN, No. 90 Bowery, corner of Hester-st.

Ocean Steamers, &c.

FOR SAN FRANCISCO viâ VERA CRUZ and ACAPULCO.—The new and fast steamship ALBATROSS, 1,100 tuns burden, will leave this port on THURSDAY, the 31st March, at 3 o'clock for Vera Cruz direct.
This is the shortest, cheapest and most healthy route for passengers bound to California.
For freight or passage apply to
SIMEON DRAPER, No. 46 Pine, cor. of William.

FOR CHARLESTON and FLORIDA.—Semi-weekly U. S. Mail Line.—The new and fast-going steamer JAMES ADGER, J. Dickenson commander, will leave Pier No 4, North River, on SATURDAY, March 26, at 4 o'clock P. M. precisely.
For Freight apply on board, where all bills of lading will be signed, and for passage at the office of
SPOFFORD, TILESTON & Co., No. 43 South-st.
Through Tickets for Florida as follows: To Jacksonville, $31; to Pilatka, $33.

HEAVY FREIGHT for CHARLESTON.—200 tuns heavy freight for the above port may be had by immediate application to
SPOFFORD, TILESTON & Co., No. 43 South-st.

AUSTRALIAN PACKET—EXCELSIOR LINE.—FOR MELBOURNE, PORT PHILIP.—The entirely new and real clipper, GEM OF THE SEA, Bowen, Commander—only 400 tuns register—successor the clipper PANAMA, and will sail on MONDAY, 4th of April. The most of her cargo is engaged. Only first 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. She is now loading at Pier No. 13 East River.
N. B—This vessel is to be fitted with lightning-rods, and takes boats sufficient to carry with safety every soul to be on board. She has one new Surf Boat and a full supply of improved Patent Life-Preservers. For freight or passage, apply to RUSSELL & NORTON, No. 31 Old slip.

AUSTRALIA.—Clipper Line.—The A 1 packet ship ROCKLAND, 1,500 tuns burden, Vinal, master, now loading at Pier 8, E. R., will succeed the Canton, as tenth ship of the Line, and sail for MELBOURNE, PORT PHILIP, on 30th March. The unsurpassed accommodations of this noble ship are a sufficient inducement for persons to examine her; and the established reputation of this first 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 those ports. For freight or passage, early application should be made to WM. T. DUGAN, No. 43 Front-st., or to ARKELL & ELLIOT, 146 Pearl-st.

AUSTRALIAN PACKET LINE.—For Port Phillip, Melbourne, &c.—The new A 1 clipper bark THEOXENA, Joseph Webster, Commander, to sail March 25, positively. This vessel is fitted out in a most superior manner, expressly for passengers; the accommodations for comfort and convenience being unsurpassed by any ship now in port. Bath-rooms, &c., combined with which the well known experience of her commander, who has been long and favorably known in the passenger trade, will insure for those who may sail in her, every possible facility. No expense will be spared to make her equal to those which have proceeded her in this line, viz: ALBUS and PEYTONA, the superiority of which are already known to the public. For freight or passage apply to ANTONIO PELLETIER, proprietor, No. 98 Wall-st., or OVERMANN & GRUNER, consignees, No. 28 South-st, or on board, Pier 17, E. R., foot of Pine-st.

AUSTRALIA PIONEER LINE of MONTHLY PACKETS.—The ships of this line are fitted up with Emerson's Patent Ventilators, and carry Francis's Metallic Life Boat.—The nearly new and beautiful clipper ship NIMROD, Capt. James Nichols, will succeed the OREGON, as ninth ship of the above line, and sail from New-York for MELBOURNE, PORT PHILIP, on the 10th of April, punctually. By application to any of the Agents, will be seen a list of the provisions, ample quantities of which are provided for the use of passengers. The prices of passage are as follows:
Saloon, first cabin, $200 and $225; second cabin, $125.
Everything is provided for the passengers, except wines and liquors, soap and towels. The length of passage varies from 60 to 100 days. Fifteen cubic feet of luggage is allowed to each adult. No berths will be considered as secured till at least one-third the amount of passage has been paid as deposit. A portion of the second cabin is fitted up in a superior manner, for families and others, price $140 each; children under 14 years of age half-price. An experienced Surgeon accompanies each vessel; and every attendance requisite for the comfort of passengers, provided free of charge.
The NIMROD is a very fast sailer, and has superb accommodations for passengers. Her saloon is 55 feet in length. Her second cabin is roomy, light, and well ventilated. The proprietors of this, the first and only Regular Line, deem it necessary to state that none of their vessels have been obliged to stop at any port for supplies.
A first-class vessel will succeed the NIMROD, and sail on the 20th of May. R. W. CAMERON, 116 Wall-st., N. Y., or J. OGDEN.

FOR AUSTRALIA.—The A 1 New-York built clipper packet ship TEXAS, 800 tuns capacity, is now ready to receive cargo and passengers of first and second class, and will sail from New-York on the 12th April. The TEXAS was built in the most thorough manner for a regular Packet Ship from New-York, her accommodations for Passengers being constructed upon an improved plan, and without regard to expense, well ventilated, spacious and elegant, fitted with but two tiers of berths nearly all single in the same hight of Cabin (say 7 feet) where other ships have three tiers of double berths. The berths in the Second Cabin are built so as to leave an airy and light passage way next the sides of the ship, thus avoiding the hanging knees of the ship in the berths, also the dangerous and unhealthy stench arising from bilge water at the air streaks when at sea. The ship will be commanded by an experienced and efficient Captain and Officers, and provided with a skillful Physician. Our provisions will be selected with care and be of the best quality. One fourth of passage money remitted will secure a passage, for which apply to JOHN B. SARDY, No. 58 South-st., corner of Wall, or THOMAS H. SANFORD, No. 50 South-st.

INDEPENDENT OPPOSITION LINE for CALIFORNIA, at a great reduction in price. The new and splendid steamship UNCLE SAM, 2,000 tuns, Wm. A. Mills, Commander, will leave New-York for Aspinwall, on TUESDAY, April 5, at 3 P. M., from Pier No. 3 North River, connecting with a first-class steamship to be provided by Messrs. Garrison & Fretz, at Panama, to carry the Passengers to San Francisco.
The Uncle Sam has established the character of being decidedly the fastest steamer on the route, having on her three former trips beat all her competitors from two to five days. Her good qualities as a sea boat and her 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. Passengers wishing to procure tickets at extremely low rates, are invited to examine the steamer now in port, and to call at the office before purchasing elsewhere. A good surgeon is attached to this ship, whose services are free of charge. For Freight or Passage apply only to
E. MILLS, Agent, No. 51 Courtlandt st.
N.B.—A mail will be made up and sent by this steamer in accordance with the new United States Postage law, for the accommodation of the public, and it is confidently believed that it will anticipate the regular mail from 3 to 5 days as usual.

FOR NEW-ORLEANS DIRECT.—The new and splendid steamship UNITED STATES, (1,500 tuns burden,) Wm. C. Berry, Commander, will leave pier No. 4, North River, on FRIDAY, March 25, at 4 P.M. The qualities of this vessel for comfort, speed and safety, are well known.

RATES OF FARE.

First Cabin	$60
Steerage	25

Freight, 30 cents per cubic foot. For freight or passage apply at the office of the New-York and California Steamship Company. DAVIS, BROOKS & Co.,
General Agents, No. 26 Broadway.
No Bills of Lading signed after 1 o'clock on day of sailing.

THE SHORTEST and CHEAPEST ROUTE—VANDERBILT LINE, for SAN FRANCISCO—The Accessory Transit Company of Nicaragua Proprietors.—Through in advance of the mail—Only line giving through tickets, including the Isthmus crossing.—The favorite double-engine steamship STAR OF THE WEST, 2,200 tuns burden, will leave from Pier No. 2 North River, at 3 o'clock P. M., precisely, for San Juan del Norte on TUESDAY, April 5, connecting with the popular steamship BROTHER JONATHAN, 2,200 tuns burden over the Nicaragua Transit Route, having but twelve 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, up stairs. C. VANDERBILT, Agent.
Passengers are cautioned against the representations of hired runners for other lines. None are employed for this line.
A mail bag will be made up at the office.

N. Y. AND CALIFORNIA STEAMSHIP COMPANY.—Through to SAN FRANCISCO via ASPINWALL and PANAMA. At greatly reduced rates. No detention on the Isthmus. The new and fast side-wheel double-engine steamship UNION (1,500 tuns) Rich'd Adams, Com'r, 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 double-engine side-wheel steamship CORTES, (1,800 tuns,) Thomas B. Crupper, 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. 298 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.

UNITED STATES MAIL STEAMSHIP COMPANY.—For NEW-ORLEANS, via HAVANA. The splendid steamship CHEROKEE, Rodney Baxter, Commander, will sail from the pier at the foot of Warren-st., North River, on MONDAY, March 28, at 2 o'clock, P. M., precisely.

RATES OF PASSAGE TO HAVANA AND NEW-ORLEANS.

Upper and After Saloon	$80
Lower Forward Saloon Berths	50
Steerage	25

No freight taken to Havana but Specie. Freight taken to New-Orleans at 30 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 twelve o'clock on the day of sailing. For freight or passage, apply to M. O. ROBERTS, No. 177 West-st., corner Warren-st.

UNITED STATES MAIL STEAMSHIP COMPANY connecting with the PACIFIC MAIL STEAMSHIP COMPANY carrying the great United States Mail. Only through weekly United States Mail Line for CALIFORNIA and OREGON, via ASPINWALL and PANAMA, leaving New-York on the 5th, 13th, 25th, and 29th of each month. Greatly reduced prices. The splendid United States mail steamship CRESCENT CITY, 2,500 tuns burden, John McGowan, Commander, will sail on MONDAY, March 28, at 2 o'clock, P. M., precisely, from pier at the foot of Warren-st., North River. The Pacific Mail Steamship Company's magnificent steamer OREGON will be in readiness at Panama to receive the Crescent City's mails and passengers, and sail immediately for San Francisco. The Crescent City will be followed, on the 5th of April, by the United States mail steamship GEORGIA, 3,100 tuns burden, D. D. Porter, U. S. N., Commander, connecting at Panama with the Pacific Mail Steamship Company's magnificent mail steamship TENNESSEE. The Pacific Mail Steamship Company always keep extra steamers at Panama, to insure immediate dispatch. For freight or passage, apply to CHARLES A. WHITNEY, at the office of the Companies, No. 177 West, corner of Warren, N.Y.

STEAM BETWEEN NEW-YORK and GLASGOW.—The Glasgow and New-York Steamship Company's powerful new Steamship GLASGOW, 1,002 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. McSTMON, No. 33 Broadway.

FOR LIVERPOOL—United States Mail steamship BALTIC, Capt. J. J. Comstock—This steamship will depart with the United States Mails for Europe, positively on SATURDAY, April 2, at 12 o'clock M., from her berth, at the foot of Canal-st. No berth secured until paid for. For freight or passage, having unequaled accommodations for elegance and comfort, apply to
EDW'D K. COLLINS & Co., No. 66 Wall-st.
Passengers are requested to be on board at 11½ A. M.
The steamship ATLANTIC will succeed the Baltic, and sail April 16.

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 Berkshire Railroad.

FOR ALBANY, DIRECT—The new and magnificent steamer FRANCIS SKIDDY, Capt. Thos. S. Knight, will leave the Steamboat Pier foot of Robinson-st. Tuesdays, Thursdays and Sundays at 6 o'clock P. M. Fare 50 cents. For freight or passage apply on board, or of JAMES McCULLOUGH, Jr., No. 92 Warren-st.

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.

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 8½, 7 and 9.55 A. M., and 4 P. M., through from New-Haven.
At 5½ A. M. and 3 45 P. M., from Port Chester.
The 9.55 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 11 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.

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 FERRY leaves Providence for Newport daily, except Sundays, at 2 P. M.
For freight or passage, apply at the office, No. 10 Battery-place, or on board the boats

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 5 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.

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. 18, 1852.

NEW-JERSEY RAILROAD.—NEW-YORK and PHILADELPHIA Direct.—U. S. MAIL EXPRESS LINES.—Through in 4 hours—New-Jersey Railroad viâ 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 to 8 and 4 P. M. is $2 75; to the 9 A. M. and 5½ P. M., $3. Second-class, to 8 and 9 A. A., 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.

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 7 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.

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 9 A.M.—Through Way Train 1 P.M.
Express Train 5 P.M.—Accommodation Train 6 P.M.
For Tarrytown at 2 P.M., and 6 30 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.

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 3.05 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 6.28 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.

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.

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.

CENTRAL RAILROAD of NEW-JERSEY.—New-