AUSTRALIAN PACKET—EXCELSIOR LINE—PIONEER SHIP.—The New-York clipper-ship HELENA, Capt. GAVE, will have immediate dispatch on her second voyage to Melbourne. Having made her last passage hence to Melbourne in 80 days, it is expected that she will again distance all competitors. The cabin accommodations (all single berths and state-rooms) are of the most superb and elegant description. No steerage passengers taken. For Freight or Passage apply on board, Pier No. 18 East River, or to JOHN NORTON, Jr., No. 90 Wall-st.

FIRST SHIP for AUSTRALIA.—The swift-sailing packet-ship NORMA, will leave in a few days for Port Phillip direct, and it is expected she will make her passage in eighty days, having made a run to Havana of eighteen hundred miles in little over six days. No between deck, and seventy passengers only will be taken. Her accommodations are superior to any vessel now in port for the same voyage, fitted up with elegance and taste, combining all the advantages and comforts of home. Most of her freight is engaged. Apply on board, pier 16 E. R., or to E. RICHARDSON & Co., No. 52 South-st.

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 tons) Richard Adams, Commander, will leave New-York for Aspinwall, (Navy Bay,) from Pier No. 4 North River, on MONDAY, June 6, at 3 o'clock P. M. precisely, connecting with the new and magnificent side-wheel double-engine steamship CORTES, (1,800 tons,) Thomas B. Cropper, Commander, which steamer will be in readiness at PANAMA to receive the UNION'S passengers, and will immediately for SAN FRANCISCO. The accommodations and construction 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 unexpassed.

Every exertion will be made on the part of the Company to insure comfort, expedition and safety. Passengers will be landed on the wharf at Aspinwall free, taking the Panama Railroad, and are cautioned that Steamer 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.

FOR LIVERPOOL.—United States Mail Steamship BALTIC, Capt. Joseph J. Comstock.—This steamship will depart with the U. S. Mails, for Europe, positively on SATURDAY, May 28, at 3 o'clock M., from her berth at foot of Canal-st. No berth secured until paid for. For freight or passage, having unequaled accommodations for elegance or comfort, apply to

EDWARD K. COLLINS & Co., No. 56 Wall-st.

Passengers are requested to be on board at 11½ A. M.

The steamship ATLANTIC will succeed the Baltic, and sail June 11

FOR BERMUDA and ST. THOMAS.—The Royal Mail steamer MERLIN, Capt. Cronan, will sail on TUESDAY June 7.

Passage money to Bermuda.....$50
Passage money to St. Thomas.....70

Apply to E. CUNARD, No. 4 Bowling-green.

WEEKLY LINE for CALIFORNIA.—UNITED STATES MAIL STEAMSHIP COMPANY, connecting with the Pacific Mail Steamship Company, carrying the great U. S Mail for CALIFORNIA and OREGON via ASPINWALL and PANAMA.

Also, a semi-monthly line between NEW-YORK, HAVANA and NEW-ORLEANS, sailing at 2 P. M. from Warren-st. Pier, North River.

The U. S Mail S. S Co intend to dispatch direct to Aspinwall during the month of May, the following Steamers, New-York and California Line:

May 5, GEORGIA, Capt. Porter, U. S. N.
May 13, EL DORADO, Capt. Davenport, U. S. N.
May 20, ILLINOIS, Capt. Hartstein, U. S. N.
May 28, CRESCENT CITY, Capt. McGowan,

connecting at Panama with the Pacific Mail Steamship Company.

Through tickets (except crossing the Isthmus) can always be obtained at lowest rates, on application at No. 177 West-st. to

C. A. WHITNEY.

NEW-YORK, HAVANA AND NEW-ORLEANS LINE:
May 12, EMPIRE CITY, Capt. Windle.
May 27, CHEROKEE, Capt. R. Mather.

Freight and passage can be secured on application at the office of the Company, No. 177 West-st., corner of Warren-st., N. Y, where additional information can be obtained, personally or by letter.

NEW-YORK and CHARLESTON STEAMSHIPS—SEMI-WEEKLY U. S. MAIL LINE.—The new and elegant steamships

MARION.....Captain M. Berry,
SOUTHERNER.....Captain W. Foster.
JAMES ADGER.....Captain J. Dickison.

Forming a regular semi weekly line between New-York and Charleston, will make their trips as follows:

JAMES ADGER.....Saturday, May 21.
SOUTHERNER.....Wednesday, May 25.
MARION.....Saturday, May 28.
JAMES ADGER.....Saturday, June 4.
SOUTHERNER.....Wednesday, June 8.
MARION.....Saturday, June 11.
JAMES ADGER.....Saturday, June 18.
SOUTHERNER.....Wednesday, June 22.
MARION.....Saturday, June 25.

These steamers leave Pier No 4 North River, at 3 o'clock P. M., precisely. For freight apply on board, and for passage at the counting-room of SPOFFORD, TILESTON & Co., No. 50 Broadway.

OCEAN STEAM NAVIGATION COMPANY.—For BREMEN, via SOUTHAMPTON, the U. S. Mail Steamship WASHINGTON, E. M. Fitch, Commander, will sail for Bremen, touching at Southampton, to land the mails and passengers for ENGLAND and FRANCE, on SATURDAY, June 18, at 3 o'clock, P. M., from Pier No. 3, North River.

PRICE OF PASSAGE FROM NEW-YORK TO SOUTHAMPTON OR BREMEN.
In First Cabin, Main Saloon.....$120
In First Cabin, Lower Saloon.....100
In Second Cabin.....60

An experienced Surgeon is attached to each steamer.

All letters must pass through the Post-Office.

Specie delivered in Havre and London.

For passage or freight, apply to

MOLLER, SAND & RIERA, Agents, No. 26 South-st.

The steamship Hermann will succeed the Washington, and sail July 16.

THE SHORTEST and CHEAPEST ROUTE—The 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, new steamship STAR OF THE WEST, Capt Tinklepaugh, will leave from Pier 2, North River, at 3 o'clock P. M., precisely, for San Juan del Norte, on SATURDAY, June 4, connecting with the popular steamship BROTHER JONATHAN, Lieut. Edwin, U. S. N., Commander, over the Nicaragua Transit Route, having but 12 miles 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 by this line. A mail bag will be made up at the office.

THE NEW-YORK and LIVERPOOL UNITED STATES MAIL STEAMERS.—The Ships composing this line are the following:

ATLANTIC, Capt. West. PACIFIC, Capt. Nye.
ARCTIC, Capt. Luce. BALTIC, Capt. Comstock.
ADRIATIC, Capt. Grafton.

These ships have been built by contract, expressly for Government service. Every care has been taken in their construction, as also in their Engines, to insure strength and speed, and their accommodations for passengers are unequaled for elegance and comfort. Price of passage from New-York to Liverpool in first-class cabin, $120; in second do, $70; exclusive use of extra-size state rooms, $300; from Liverpool to New-York, $100 and $120. An experienced surgeon attached to each ship. No berth secured until paid for.

PROPOSED DATES OF SAILING.

FROM NEW-YORK.		FROM LIVERPOOL.	
Saturday	May 14, 1853	Wednesday	May 18, 1853
Saturday	May 28, 1853	Wednesday	June 1, 1853
Saturday	June 11, 1853	Wednesday	June 15, 1853
Saturday	June 25, 1853	Wednesday	June 29, 1853
Saturday	July 9, 1853	Wednesday	July 13, 1853
Saturday	July 23, 1853	Wednesday	July 27, 1853
Saturday	Aug. 6, 1853	Wednesday	Aug. 10, 1853
Saturday	Aug. 20, 1853	Wednesday	Aug. 24, 1853
Saturday	Sept. 3, 1853	Wednesday	Sept. 7, 1853
Saturday	Sept. 17, 1853	Wednesday	Sept. 21, 1853
Saturday	Oct. 1, 1853	Wednesday	Oct. 5, 1853
Saturday	Oct. 15, 1853	Wednesday	Oct. 19, 1853
Saturday	Oct. 29, 1853	Wednesday	Nov. 2, 1853
Saturday	Nov. 12, 1853	Wednesday	Nov. 16, 1853
Saturday	Nov. 26, 1853	Wednesday	Nov. 30, 1853
Saturday	Dec. 10, 1853	Wednesday	Dec. 14, 1853
Saturday	Dec. 24, 1853	Wednesday	Dec. 28, 1853

For freight or passage apply to

EDWD. K. COLLINS & Co., No. 56 Wall-st., N. Y.
BROWN, SHIPLEY & Co., Liverpool.
E. G. ROBERTS & Co., No. 13 King's Arms Yard, London.
JOHN MUNROE & Co., Rue Notre Dame des Victories, Paris; or, GEO. H. DRAPER, Havre.

The owners of these ships will not be accountable for gold, silver, bullion, specie, jewelry, precious stones or metals, unless bills of lading are signed therefor, and the value thereof therein expressed.

THE BRITISH and NORTH AMERICAN ROYAL MAIL STEAMSHIPS from NEW-YORK to LIVERPOOL.—Chief Cabin Passage, $120; Second Cabin Passage, $70.

From BOSTON to LIVERPOOL.—Chief Cabin Passage, $100; Second Cabin Passage, $65. The ships from Boston touch at Halifax.

ARABIA, Capt. Judkins, AMERICA, Capt. Leitch.
PERSIA, Capt. Ryrie, EUROPA, Capt. Shannon.
ASIA, Capt. E. G. Lott, CANADA, Capt. Stone.
AFRICA, Capt. Harrison. NIAGARA, Capt. Lang.

These vessels carry a clear white light at mast-head, green on starboard bow, red on port bow.

NIAGARA, Lang	Boston	Wednesday, 18th April.
EUROPA, Shannon	New-York	Wednesday, 20th April.
AMERICA, Leitch	Boston	Wednesday, 27th April.
ARABIA, Judkins	New-York	Wednesday, 4th May.
CANADA, Stone	Boston	Wednesday, 11th May.
ASIA, Lott	New-York	Wednesday, 18th May.
CAMBRIA, Douglas	Boston	Wednesday, 25th May.
EUROPA, Shannon	New-York	Wednesday, 1st June.
AFRICA, Harrison	New-York	Wednesday, 1st June.
ARABIA, Judkins	New-York	Wednesday, 15th June.
CANADA, Stone	Boston	Wednesday, 22d June.

Berths not secured until paid for.

An experienced Surgeon on board.

The owners of these ships will not be accountable for gold, silver, bullion, specie, jewelry, precious stones or metals, unless bills of lading are signed therefor, and the value thereof therein expressed.

For freight or passage apply to E. CUNARD, No. 4 Bowling-green

THE LIVERPOOL and PHILADELPHIA STEAMSHIP Co. Intend sailing the favorite steamships as follows:

CITY OF MANCHESTER, 2,125 tons.....Capt. Robert Lelkh.
CITY OF GLASGOW, 1,610 tons.....Capt. William Wyne.

FROM PHILADELPHIA.	
CITY OF MANCHESTER	Saturday, June 14, 1853
CITY OF GLASGOW	Saturday, July 2, 1853
CITY OF MANCHESTER	Saturday, July 30, 1853
CITY OF GLASGOW	Saturday, Aug. 20, 1853
CITY OF MANCHESTER	Saturday, Sept. 17, 1853
CITY OF GLASGOW	Saturday, Oct. 8, 1853

FROM LIVERPOOL.	
CITY OF GLASGOW	Wednesday, June 8, 1853
CITY OF MANCHESTER	Wednesday, July 6, 1853
CITY OF GLASGOW	Wednesday, July 27, 1853
CITY OF MANCHESTER	Wednesday, Aug. 24, 1853

RATES OF PASSAGE.

FROM PHILADELPHIA.		FROM LIVERPOOL.	
Saloon after Staterooms	$80	Saloon after Staterooms	20 gns.
midship "	65	midship "	15 "
forward "	60	forward "	15 "

Including Steward's fees.

THIRD-CLASS PASSENGERS.

A limited number of third-class passengers will be taken from Philadelphia and Liverpool, and found in cooked provisions.

From Philadelphia.....$30 | From Liverpool.....$35

Certificates of passage will be issued here to parties who are desirous of bringing out their friends at corresponding rates.

Freight 60 per ton; coarse goods, hardware, &c., will be taken subject to agreement.

An experienced Surgeon will be carried on each ship.

Small drafts drawn at sight on England and Ireland.

For freight or passage apply to THOMAS RICHARDSON, No. 15 Broadway, N. Y., and No. 9 Walnut-st., Philadelphia.

RICHARDSON, BROTHERS & Co., Liverpool.

Steamboats and Railroads.

FOR BOSTON, via 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. WM BORDEN, Agent, 70 and 71 West-st.

REGULAR MAIL LINE, via Stonington, for BOSTON, PROVIDENCE, NEW-BEDFORD TAUNTON and NEWPORT.—Inland Route carrying the great Eastern U. S. Mail, without change of cars or detention.

The steamers C. VANDERBILT, Capt. Joel Stone, and COMMODORE, Capt. J. M. Lewis, in connection with the Stonington and Providence, and Boston and Providence Railroads, leaving New-York daily, Sundays excepted, from Pier No. 2 North River, first wharf above Battery-place, at 5 o'clock P. M., and Stonington at 8 o'clock P. M., or on arrival of the mail train, which leaves Boston at 5½ P. M.

These steamers are unsurpassed for strength, safety, speed, comfort and elegance. The officers are experienced and attentive.

The natural advantages of this route are superior to any other, being shorter and more direct; the trip is more pleasantly and expeditiously performed while passengers can always rely on reaching their destination in advance of those by either of the other routes.

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.

N. B.—Passengers on arriving at Stonington proceed immediately per cars to Providence, Dedham, Taunton and New-Bedford.

A Baggage Master accompanies the steamer and train through each way.

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

For passage, berths, state-rooms or freight, application may be made at Pier No. 2 North River, or at the office, No. 10 Sanders-st.

NEW-YORK and NEW-HAVEN RAILROAD—SUMMER ARRANGEMENT.—May 9, 1853.

TRAINS OUT OF NEW-YORK—Accommodation and Special at 7.00 and 11.30 A. M., 4.00 and 5.45 P. M., through to New-Haven.

At 9.10 A. M. and 6.30 P. M. for Port Chester.

The 7 A. M. and 4 P. M. connect with the Danbury and Norwalk Road, at Norwalk; and the 11.30 A. M. with the Canal Railroad at New-Haven.

Express Train at 8 A. M. for New-Haven, Hartford, Springfield, Worcester, and Boston; Connecticut River and Vermont Railroads, connecting with Housatonic and Nauguatuck Railroads at Bridgeport; with New-London Road, for New-London, Norwich, Stonington, and Providence, at New-Haven; and with Canal Railroad at New-Haven.

Express Train at 3 P. M. for New-Haven, connecting with the Housatonic and Naugatuck Railroads at Bridgeport; with the Accommodation Train of the Hartford and Springfield, and Connecticut River Roads to Northampton; and with the New-London Road at New-Haven.

4 P. M Express Train for Boston, stopping at New Haven, Hartford, Springfield, and Worcester.

TRAINS INTO NEW-YORK—Accommodation and Special Trains at 8.00, 6.15 and 8.15 A. M. and 4 P. M., through from New-Haven.

At 5.30 A. M. and 4 P. M., from Port Chester.

Express Train at 9.55 A. M. receives passengers from Springfield and Hartford, New-London and Canal Railroads at New-Haven.

Boston Express Train leaves New-Haven on arrival of trains from the East, at 1.07 and 9.30 P. M. (stopping at Bridgeport, Norwalk and Stamford,) leaving Boston at 8 A. M. and 4.30 P. M. Trains of the New-London road run in connection.

See large bill of advertisement at the Station Houses and principal Hotels.—New-Haven, May, 1853. GEO. W. WHISTLER, Jr., Sup't.

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 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. 32 Warren-st

NEW-YORK and KINGSTON.—The steamboat ALIDA, Capt. William Masten, will leave NEW-YORK, foot of Robinson-st., for KINGSTON, EVERY AFTERNOON at 4 o'clock, landing at Cozzens's, Cornwall, Newburgh, Milton and Poughkeepsie

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.

HUDSON RIVER RAILROAD.—Spring 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 Trains 10 30 A. M. and 1 P. M.

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

For Tarrytown at 3 P. M. and 11 P M.

For Po'keepsie at 7 A. M., Way, Freight and Passenger Train, and 6 P M. Passenger Train.

For Peekskill at 5 20 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.

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

BUFFALO EXPRESS at 6 A. M. for Buffalo direct, over the N. Y. & Erie Railroad and the Buffalo & N. Y. City Railroad, without change of baggage or cars.

CHICAGO EXPRESS at 6 A. M. for Dunkirk.

DAY EXPRESS at 7 A. M. for Dunkirk.

MAIL at 9 A. M. for Dunkirk and all intermediate stations.

WAY at 5 30 P. M. for Delaware and all intermediate stations.

NIGHT EXPRESS at 6 P. M. for Dunkirk and Buffalo.

FREIGHT at 7 45 P. M. for Dunkirk and all intermediate stations.

The Express Trains connect at Dunkirk with the Lake Shore Railroad for Cleveland, and thence direct to Cincinnati; also to Sandusky, Toledo, Monroe, Chicago and St. Louis; also, with first class steamers for Cleveland, Toledo and Detroit. CHAS. MINOT, Superintend't.

BUFFALO and NEW-YORK CITY RAILROAD via New-York and Erie Railroad to HORNELLSVILLE.—Trains leave from foot of Duane-st. as follows:

6 A. M. BUFFALO EXPRESS—Through in about 14 hours 20 minutes, without change of cars or baggage.

9 A. M. MAIL TRAIN—Stopping at all stations.

6 P. M. EXPRESS TRAIN—Arrive at Buffalo at 10 A. M.

Tickets at No. 25 Courtlandt-st. and at foot of Duane-st.

J. G. HOYT, Superintendent.

W. C. TALLMADGE, Agent, No. 25 Courtlandt-st

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 7.50 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.

CANANDAIGUA and NIAGARA FALLS RAILROAD.

1853. CHANGE OF TIME. 1853.

PRICES REDUCED!—Four Trains daily, except Sundays. Tickets sold through to New-York via Canandaigua and Elmira and the New-York and Erie Railroads. This road being the BROAD GAUGE, the cars are more roomy and pleasant than any other route.

EASTWARD.

Express Trains leave Batavia at.....5.50 A. M.
Accommodation Trains leave Batavia at.....2.40 P. M.

Both connecting with Express Trains on the Canandaigua and Elmira and New-York and Erie Railroads, and reaching Canandaigua in time to take the first Express Train East on the Albany and Buffalo Railroads.

WESTWARD.

Express Train leaves Canandaigua at.....7.25 A. M.
Accommodation Train leaves Canandaigua at..3.20 P. M.

Connecting with Trains to Buffalo at Batavia. The standard of time on this Road is 15 minutes faster than the local time. This is the most direct and pleasant route to Avon Springs.

SAM. BROWN, Superintendent.

Superintendent's Office, C. & N. F. R. R., Canandaigua, May 2, 1853

NEW-YORK and MONTREAL RAILROAD.—To Bellows Falls, Rutland, Burlington, St. Johnsbury, Montpelier, St. Albans, Rouse's Point, Ogdensburgh, Montreal, and intermediate towns. Tickets can be procured at the New-York and New-Haven Railroad Office, No. 412 Broadway. Express trains leave at 8 A. M. and 5 P. M. Baggage checked through. Freight with dispatch and reduced prices. Apply to FRANCIS HYDE, Agent, No. 152 South-st.

NEW-YORK and PHILADELPHIA DIRECT, via NEW-JERSEY RAILROAD.—U. S. MAIL and EXPRESS LINES.—Through in Four Hours.—Leave New-York, foot of Courtlandt-st. at 6, 8 and 9 A. M., and 4½ and 5½ P. M. Leave Philadelphia, at 1½ A. M., via Kensington, 7 and 9 A. M., and 4½ and 5½ P. M., foot of Walnut-st. Fare, $3; $2 50 for second class, in the 8 A. M. from N. York and 4½ P. M. from Philadelphia. Through tickets sold and passengers and through baggage carried for Baltimore, Washington, Norfolk and Charleston, in the 8 and 9 A. M., and 4½ and 5½ P. M. trains, and connections certain with extra trains if behind time. Passengers with baggage cross the ferry 15 minutes before the trains leave

FOR the WEST and SOUTH-WEST.—BALTIMORE and OHIO RAILROAD, for Wheeling, Zanesville, Cincinnati, Louisville, St. Louis, &c. This great road was first opened for through travel in January last. The tunnels then unfinished are now completed. The entire road is in fine order, and presents one of the most pleasant and picturesque routes in the world. The express mail train leaves Baltimore daily at 7 P. M., and runs to Wheeling (350 miles) in 18 or 19 hours, arriving at 2 or 3 P. M. next day; or passengers may leave Baltimore at 8 A. M., lodge in Cumberland, (170 miles) and proceed thence in the morning, making the entire trip by daylight. Passengers leaving New-York at 9 A. M. or Philadelphia at 2 P. M., arrive in Baltimore at 6, and by taking the mail train at 7, reach Wheeling in twenty-nine hours from New-York and twenty-four from Philadelphia. To connect with the Western trains, the cars leave Washington at 6 A. M. and 5 P. M., meeting them at the Washington Junction, (Relay House,) 15 miles out from Baltimore. At Wheeling, the splendid large, new and splendid steamers of the Union line, (built for this route,) with really unsurpassed accommodations, wait daily for the cars, and convey the passengers down the Ohio to Cincinnati and Louisville, where the St. Louis and New-Orleans packets may be taken by those going further on. Passengers for Cincinnati, (by land route,) Columbus, or other parts of Ohio and the West, may also be proceed from Wheeling by excellent coaches (in ten hours) to Zanesville and thence by railroad N B.—Baggage checked through to Wheeling, and no charge for transfer of either passengers or baggage. Fare by through ticket, (with right to lie over anywhere on the route,) from Philadelphia to Wheeling, $10; to Cincinnati, $11; to Louisville, $12; from Washington to Wheeling, $9 50; to Cincinnati, $11; to Louisville, $12. For the tickets apply at Philadelphia, Baltimore and Washington, to the railroad agent, or ticket clerk at the stations. Also, at No. 1 Wall-st., N. Y. WM. PARKER, Gen'l Superintendent.

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 6½ 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. 2 Courtlandt-st., corner of Broadway, N. Y

TOLEDO, NORWALK and CLEVELAND RAILROAD—Forming, in connection with the Michigan Southern and Northern Indiana, the Lake Shore, and Cleveland and Pittsburgh Railroads, the only entire Railroad Line between the East and West—The best and most expeditious route between Eastern cities, Chicago and St. Louis.

SUMMER ARRANGEMENT.

On and after MONDAY, May 16, Passenger Trains will leave daily (Sundays excepted) as follows:

LEAVE TOLEDO.

Accommodation at 9 10 A. M., stopping at all stations.

Day Express at 3 15 P. M., stopping only at Fremont, Bellevue, Monroeville and Norwalk.

Night Express at 11 15 P. M., stopping only at Fremont, Bellevue, Monroeville, Norwalk and Oberlin.

LEAVE CLEVELAND.

Day Express at 7 10 A. M., stopping only at Norwalk, Monroeville, Bellevue and Fremont.

Accommodation at 10 A. M., stopping at all stations.

Night Express at 8 15 P. M., stopping only at Oberlin, Norwalk, Monroeville, Bellevue and Fremont.

CONNECTING DIRECTLY,

At Toledo with trains of Michigan Southern and Northern Indiana Railroad for Chicago and way stations, and through Chicago and Rock Island Railroad and steamers on Illinois River, forming a line to St. Louis.

At Bellevue with trains of Mad River and Lake Erie Railroad for Sandusky City, Springfield, Dayton, Cincinnati, Indianapolis, &c.

At Monroeville with trains of Mansfield and Sandusky Railroad for Sandusky, Shelby Junction, Columbus, Zanesville, Newark, &c.

At Grafton with trains of Cleveland, Columbus and Cincinnati Railroad for Columbus, Cincinnati and way stations.

At Cleveland with trains of Lake Shore Railroad for New-York and Boston, via Buffalo and Albany, and for New-York via Dunkirk; with trains of Cleveland and Pittsburgh Railroad for Pittsburgh, Philadelphia, Baltimore and Washington City. E. B. PHITT, Sup't. Sept.

CENTRAL RAILROAD of NEW-JERSEY.—New-York, Somerville and Easton—commencing May 2, 1853.—Leave Pier No. 1 North River, foot of Cortlandt-st., at 6 A. M., 12 M., and 3.45 P. M. and for Somerville at 6 P. M. Returning, leave Phillipsburgh, opposite Easton, at 6 and 10 A. M., and 3.15 P. M. This line connects at Elizabethtown with trains by the N. J. Railroad, foot of Courtlandt-st.

Stage routes run in connection with trains from New-York as follows, viz: At Plainfield 12 M. on Wednesdays, and 3.45 P. M. on Saturdays for Baskenridge; at Somerville 3 45 P. M. daily for Pluckamin and Peapack; at White House, 8 A. M. daily, for Flemington; at New-Hampton, 8 A. M. daily, for Belvidere, &c., and at Phillipsburgh, daily, for Wilkesbarre, Bethlehem, Allentown, Mauch-Chunk and Reading, Pa.

CAMDEN and AMBOY RAILROAD to PHILADELPHIA. From Pier No. 1, North River, foot of Battery-place. Two Lines daily, at 8 A. M. and 2 P. M. Accommodation Line at 10 A.M., by steamboat TRENTON to South Amboy to connect 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 4½ hours. Fare, $3. Returning, leave Philadelphia at 10 A. M and 2 P. M.

MAY, 1853.—The popular steamboat EDWIN LEWIS, Capt. J. P Corlies, for SHREWSBURY, &c., Highland Dock, Port Washington, Mount's Dock, Brown's Dock, Middletown and Red Bank. Fare 12½ cents. Will leave Peck-slip Pier, East River, as follows:

LEAVE NEW-YORK.		LEAVE SHREWSBURY.	
Thursday, May 19	3 P. M.	Wednesday, May 18	2 P. M.
Saturday, May 21	8½ P. M.	Friday, May 20	8 P. M.
Tuesday, May 24	8 A. M.	Monday, May 23	7 A. M.
Thursday, May 26	9 A. M.	Wednesday, May 25	9 A. M.
Saturday, May 28	11 A. M.	Friday, May 27	10 A. M.
Tuesday, May 31	1 P. M.	Monday, May 30	1 P. M.

N. B.—Spirits of Turpentine, Camphene, Gunpowder, Oil of Vitriol, and loose Hemp cannot be carried as freight.

Stages will be in readiness to convey passengers to all parts of the country.

Steamer Edwin Lewis for sale.

BESSON & BROUWER, Agents, No. 151 West-st.

Medical.

F. M. BUTLER'S PATENT TRUSS and SUPPORTER PADS for Hernia (rupture) and Prolapsus Uteri, (falling womb,) owing to their new and distinctive forms, induce radical cures, and consequently are now fast superceding all others in use. Office No. 4 Vesey st., New-York. A female in attendance. Infants Trussed at two weeks age.

HEALTH RESTORED and LIFE LENGTHENED, by Dr. MORSE'S INVIGORATING ELIXIR and CORDIAL.—For centuries, Medical Science has been ransacking the vegetable and mineral kingdoms, in search of something that should restore the lost or decaying energies of the nervous and muscular systems without the drawback of subsequent prostration, which all stimulants, tonics, and narcotics had heretofore entailed. That something has been found. It is a vegetable production, brought from the sterile deserts of Arabia the Stony, by the celebrated Professor M. Morse, well known as a distinguished member of the leading scientific societies of the Old World, and equally distinguished as a physician, a chemist and a traveler. The juices of this herb, concentrated and combined with other vegetable medicinal extracts, are now producing results hitherto unheard of, in this or any other country. At first the properties attributed to Prof. MORSE'S INVIGORATING ELIXIR AND CORDIAL were deemed fabulous. The public, often deceived, could not believe the simple and sublime truths announced by the discoverer. But facts, undeniable facts, attested by witnesses of the highest class and character, are now triumphing over all doubts.

INCREDULITY IS OVERTHROWN

by a mass of testimony which is perfectly irresistible.

The Elixir remedies, in all cases, the deplorable evils arising from a misuse or abuse of the various organs which make up the wonderful machine called Man. To persons of feeble muscular frame, or deficient in vital power, it is recommended as the only means of communicating that energy which is necessary to the proper enjoyment of all the natural appetites, as well as of the higher mental attributes. Its beneficial effects are not confined to either sex or to any age. The feeble girl, the ailing wife, the listless, enervated youth, the overworn man of business, the victim of nervous depression, or the individual suffering from general debility, will all find immediate and permanent relief from the use of this incomparable renovator. To those who have a predisposition to paralysis, it will prove a complete and unfailing safeguard against that terrible malady. There are many, perhaps, who have so trifled with their constitutions, that they think themselves beyond the reach of medicine. Let not even these despair. The Elixir deals with disease as it exists, without reference to causes, and will not only remove the disorder itself, but

REBUILD THE BROKEN CONSTITUTION.

Brought from a vast distance, the principal ingredient of the Elixir can only be procured at a heavy expense, and the process of manufacture is also costly. Hence, the price, to be at all remunerative, must necessarily be higher than that of the trashy, charlatan compounded nostrum, of which the only expense consists in advertising. But, if health is indeed a "priceless blessing," then is the INVIGORATING ELIXIR and CORDIAL the cheapest medicine in the known world.

The derangement of the system, leading to nervous diseases, and the forms of nervous disease itself, are so numerous, that it would require a column to enumerate the maladies for which this preparation is a specific. A few, however, may be enumerated, viz: neuralgia, tic doloreaux, headache, incipient paralysis, hysteria, dyspepsia, palpitation of the heart, spinal affections, muscular debility, tremors, flatulence, a pricking sensation in the flesh, rumbness, torpidity of the liver, mental depression, weakness of the will, indisposition to move, faintness after exercise, broken sleep and terrifying dreams, inability to remain in one place or position, weakness, melancholy, monomania, sinking at the stomach, and all complaints that do not proceed from organic causes beyond the reach of medicine.

Whenever the organs to be acted upon are free from malformation or disease, it is averred that MORSE'S INVIGORATING ELIXIR will replace weakness with strength, incapacity with efficiency, irregularity with uniform and natural activity, and this not only without any reaction, but with a happy effect on the general organization. Bear in mind that all maladies, wherever they begin, finish with the nervous system, and that the paralyzation of the nerves of motion and sensation is physical death. Bear in mind, also, that for every kind of nervous disease, the Elixir and Cordial is the only reliable preparation known.

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 invigorants concocted, all purporting to be specific in 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 glow of delusive joy to the mind, 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 organization, and finally to destroy the unhappy patient. But in MORSE'S INVIGORATING ELIXIR is presented as a phenomenon in the materia medica hitherto unheard of, a stimulant without a reaction.

The herb which forms its main ingredient has been admitted by all the great medical and pharmaceutical institutions of Europe to be in this respect sui generis. Dr. Morse, whose name is an undisputed authority in science, discovered the production in Arabia, where his attention was excited by the wonderfully invigorating effects it produced upon the natives. In fact, the wonderful power of endurance, the exhaustless vigor exhibited by the Arabs of both sexes in their desert pilgrimages, is attributed to the use of this vitalizing herb.

A 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.

Married persons, or others, will find this Cordial, after they use a bottle or two, a thorough regenerator of the system.

For sale by CHAS. H. RING, General Agent, No. 192 Broadway, New-York, to whom all orders must be addressed.

AGENTS—Boston, W. V. Spencer, No 128 Washington-st., and Fotridge & Co.; Springfield, Bliss