Ocean Steamers, &c.

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 fall single berths and state-rooms) are of the most superior description. No steerage passengers taken. For Freight or Passage apply on board, Pier No. 18 East River, or to JOHN NOLTON, Jr. No. 90 Wall st.

AUSTRALIAN STEAMSHIP COMPANY—For MELBOURNE and SYDNEY, AUSTRALIA.—The magnificent new steamship GOLDEN AGE, 2,000 tons, commander, will be dispatched for the above ports on or about the 15th June. This steamship is of the size and strength and in every respect equal to the Collins Line of Steamers, and is believed will prove to be the finest steamship in the world. Her accommodations for first, second and third class of passengers are superior to any steamer ever built.

Rates of Passage:

First Class Ladies' Saloon	$375
First Class Upper Saloon	350
Second Class	275
Third Class	200

The books are now open. For freight or passage, apply to J. HOWARD & SON, Agents, No. 34 Broadway.

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 (1,850 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 fast steamer will be in readiness at PANAMA to receive the UNION'S passengers, and proceed 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 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 Tickets for this Line are sold only at No. 20 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 12 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 of 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

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 12, EL DORADO, Capt. Davenport, U. S. N.
May 20, ILLINOIS, Capt. Hartstene, 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, or

C. A. WHITNEY.

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

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

FOR CHARLESTON and FLORIDA—Semi-Weekly U. S. Mail Line.—The new and fast-going steamer MARION, M. Berry, Commander, will leave Pier No. 4 N. R., on SATURDAY, May 28, 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. 30 Broadway.

Through Tickets to Florida as follows: To Jacksonville, $31; to Pilatka, $33.

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. Dickinson,

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. 30 Broadway.

THE SHORTEST and CHEAPEST ROUTE—The VANDERBILT LINE for SAN FRANCISCO.—In the Accessory Transit Company of Nicaragua Proprietors, desirous of taking advantage of the Mail. Only Line giving through Tickets, including the Isthmus crossing. The fast-sailing, 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. Baldwin, U. S. N., Commander, over the Nicaragua Transit Route, having but 11 miles land transportation.

The 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.

OCEAN STEAM NAVIGATION COMPANY.—For BREMEN, via SOUTHAMPTON, the U. S. Mail Steamship WASHINGTON, E. G. Fish, Commander, will sail for Bremen direct, 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, SANDA & RIERA, Agents, No. 26 South-st.

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

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

Passage money to Bermuda.....$30
Passage money to St. Thomas.....70

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

THE BRITISH and NORTH AMERICAN ROYAL MAIL STEAMSHIPS from NEW-YORK to LIVERPOOL.—Chief Cabin Passage, $120; Second Cabin Passage, $60.

From BOSTON to LIVERPOOL.—Chief Cabin Passage, $100; Second Cabin Passage, $60. The ships from Boston call 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.

AFRICA, Harrison.....New-York.....Wednesday, 1st June.
EUROPA, Shannon.....Boston.....Wednesday, 8th 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.

STEAM BETWEEN NEW-YORK and GLASGOW.—The Glasgow and New-York Steamship Company's powerful new Steamship GLASGOW, 1,850 tons and 750 horse-power, Robert Craig, Commander, will sail from New-York, for Glasgow, on SATURDAY, 30th July next, at 12 o'clock noon, and on SATURDAY, 10th September next, at 12 o'clock, noon.

First Cabin (Saloon State Rooms)	$80
First Cabin (Midship State Rooms)	75
Second Cabin	50
Third Class	25

Steward's fee included.

Apply to J. MCSYMON, No. 33 Broadway.

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, $200; from Liverpool to New-York, $80 and $20. 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

EDWARD K. COLLINS & Co., No. 56 Wall-st., N. Y.
BROWN, SHIPLEY & Co., Liverpool.
E. G. ROBERTS & Co., No. 10 King's Arms Yard, London.
JOHN MUNROE & Co., Rue Notre Dame des Victoires, 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 LIVERPOOL and PHILADELPHIA STEAMSHIP Co. intend sailing the favorite steamships as follows:

CITY OF MANCHESTER, 2,125 tons.....Capt. Robert Leitch.
CITY OF GLASGOW, 1,600 tons.....Capt. William Wylie.

FROM PHILADELPHIA.	
CITY OF MANCHESTER	Saturday, June 11, 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 2, 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	$90	Saloon after Staterooms	20 gns.
" midship "	85	" midship "	18 "
" forward "	80	" 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.....$70 | From Liverpool.....$35

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

Freight 40c. 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. WORDEN, Agent, 21 and 23 Warren.

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 Nauagatuck 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.

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

TRAINS INTO NEW-YORK—Accommodation and Special Trains at 5.00, 6.15 and 8.15 A.M. and 1 P.M., through from New-Haven.

At 2.50 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 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.

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 12 A.M. for Dunkirk and all intermediate stations.

WAY at 3 30 P.M. for Delaware and all intermediate stations.

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

EMIGRANT 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 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. Express Train.—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.

CANANDAIGUA and NIAGARA FALLS RAILROAD.

1853. CHANGE OF TIME. 1853.

PRICES REDUCED!—Four Trains daily, except Sundays. Tickets sold through New-York to 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.....2.45 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 East 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.

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, 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 time 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—Sunday, 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 mail train to Providence, Boston, 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 Battery-place.

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 5 A.M. and 6 P.M.
Monroe for Chicago at 7½ A.M.

This Road, in connection with the Illinois 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 Lake Erie, 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

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: At 7.30 A.M. and 12.15 P.M. Returning trains 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 COLLIDER, Sup't.

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 on the 1st of November, 1852. The tunnels then unfinished are now completed. The entire road is in good order, and crowded as ever with the most pleasant and picturesque routes in the world. The express mail train leaves Baltimore daily at 7 P.M., and runs to Wheeling (380 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, (179 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 3 P.M., meeting them at the Washington Junction, (Relay House,) nine miles from Baltimore. At Wheeling, the seven large, new and splendid steamers of the Union line, (built for this route,) with ample and commodious 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 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 clerks at the stations. Also, at No. 1 Wall-st., N. Y. WM. PARKER, Gen'l Superintendent.

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, &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. PHILLIPS, Supt.

MAY, 1853.—The popular steamboat EDWIN LEWIS, Capt. J. P. Corliss, 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	3½ P.M.	Friday, May 20	3 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	9 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.

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

CENTRAL RAILROAD of NEW JERSEY.—New York, Somerville and Easton—commencing May 2, 1853.—Leave Pier No. 1 North River for Easton and intermediate places at 8 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 Beaver-brook; at Somerville 3 45 P. M. daily for Flemington and Pittsburgh; 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, Manch-Chunk and Reading, Pa.

CAMDEN and AMBOY RAILROAD to PHILADELPHIA. From Pier No. 1, North River, foot of Battery place. Two Lines daily, at 10 A. M. and 2 P. M. Accommodation Line at 10 A. M., by steamboat TRENTON 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 PORTER 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.

WM. A. SALT, Jr. E. S. STEPHENSON,
JAMES SMITH, HENRY A. CRAM,
S. T. CLARKE, HORATIO ALLEN,
New-York, May 4, 1853. J. C. BEALE.

Medical.

DR. GOURAUD is eminently skilled in the "art divine" of transforming a rough, dark, tanned, fr ckled, eruptive or sallow skin, into one of radiant whiteness, smoothness, beauty and transluscence! This wonder is performed solely with the aid of his marvelous ITALIAN MEDICATED SOAP, a compound which, from its delightfully soothing nature, is highly prized by all young and careful mothers. In the fall, when mosquitoes and other venomous insects most abound, no one who values his or her comfort should be without this delicious Soap, as it immediately allays the irritation and pain consequent on such bites. GOURAUD'S POUDRE SUBTILE is warranted to eradicate all superfluous hair to which it maybe applied. GOURAUD'S HAIR RESTORATIVE will positively force hair to grow on bald places, prevent its falling out and turning prematurely gray, and render stiff, wiry hair, soft, silky and glossy. GOURAUD'S HAIR DYE is the best in the world. GOURAUD'S LIQUID ROUGE and LILY WHITE gives a life-like redness to the complexion.

Remember! The toilet preparation of DR. FELIX GOURAUD can only be obtained genuine at 67 Walker-st., 1st store from Broadway

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.

HOLLOWAY'S OINTMENT and PILLS have Effected a Wonderful Cure of a Dreadful Swelling.—John Forfar, a farm laborer, of Newbro' near Hexham, had an enormous swelling on each side of one of his thighs; he was under the advice of three eminent Surgeons, and underwent an immoderate amount of suffering for altogether about two years, but the efforts of the Doctors proved useless, as he derived no benefit from their treatment. Hearing so much in praise of Holloway's Ointment and Pills he determined to give them a trial, and these valuable medicines effected a cure in about eight weeks, although he was working hard at hay making at the time. Afterwards he continued at work without pain or discomfort throughout the winter, and is now in excellent health.

Sold by all venders of medicine in the United States, in pots and boxes, at 37½ cents, 87½ 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.

LADIES wishing to be confined privately can find accommodations at the house of a physician, in a quiet neighborhood uptown, by addressing H. M., box No. 159 General Post-Office.

LYING-IN INSTITUTE, No. 291 West 30th-st., near 6th-av.—Mrs C. S. BAKER, M. D., graduate and practical physician, has opened at the above address an institution of Lying-in Women, where the best of medical care and nursing will be bestowed. She will consult daily with patients at her office, in the same building, or visit them at their homes.

MRS. ALLEN'S WORLD'S HAIR RESTORER is not a Hair Dye, and contains no deleterious ingredient. It never fails to restore the Hair, however gray, to its original color, and at the same time strengthens and renders the hair healthy, soft and pliable according to directions. The Hair will retain its original color during life. It operates by invigorating the skin, muscles, nerves, blood-vessels, and roots of the Hair; prevents the Hair from falling, cures baldness, removes and prevents dizziness, headache, perspiration of the head, dandruff, scald-head, or any eruption of the head. See New-York Chronicle for old and last advertisement. Price $1 per bottle.

For sale at the principal depôt, No. 355 Broome-st., cor. Elizabeth-st.; No. 199 Bowery; No. 279 Washington-st.; No. 10 Astor-House; Nos. 175 and 247 Fulton-st., Brooklyn; and No. 146 4th-st., Williamsburgh.

PLANETT'S BITTERS.—This article is offered to the public as a cure for Debility, Indigestion Liver Complaint, Sea Sickness, Dyspepsia and Nervous affections generally. They are highly pleasing to the taste, and wholly vegetable in their composition. For sale by W. M. T. HICKS & Co., No. 214 Pearl-st.

PROCRASTINATION is the THIEF of TIME.—Delay is dangerous—neglect that cold and cough a few weeks, and the hope of recovery will be lost to you forever. Let not any pecuniary consideration deter you from trying to cure your life and health while there is a chance. Consumption is annually sweeping off thousands to the tomb; no disease has baffled the skill of physicians like it; no disease, perhaps, has ever done more for this large class of suffering humanity, than Dr. Wister. An "ounce of preventive is worth a pound of cure;" therefore, before your lungs become ulcerated, and so diseased that no human means can save you from an early grave, try at once, a medicine which has been of such infinite value to thousands—obtain a bottle of Dr Wistar's Balsam of Wild Cherry, trie it, yet another if necessary, perservere in using it until you have removed the disease entirely, which if neglected will terminate your life

PULMONARY CONSUMPTION

Has until within a few years been generally considered incurable, although many medical men of the highest standing, among whom we might mention Laennec and Andral, of French celebrity, distinguished authors, have stated that this much dreaded disease may be cured, even in its advanced stages, when the lungs are not completely disorganized. The remedy which we now offer, WISTAR'S BALSAM OF WILD CHERRY, not only emenates from a regular physician, but has been well tested in all the complaints for which it is recommended.

BEWARE OF COUNTERFEITS.

Remember, the original and only genuine WISTAR'S BALSAM OF WILD CHERRY always bears the written signature of I. BUTTS on the outside wr