FOR KEYPORT, MIDDLETOWN POINT and PORT HAMILTON, from the foot of Chambers-st.—Fare 12½ cents—The new and splendid steamboat KEYPORT, leaves New-York daily, (Sundays excepted,) at 4 o'clock, P. M., and Keyport at 7 o'clock, A. M. The steamboat JOHN HART leaves New-York daily, (Sundays and Sundays excepted,) at 9 o'clock, A. M., and at 5 o'clock, P. M. on Saturdays; returning, leave Keyport at 5 o'clock, P. M., except Saturdays and Sundays.

NEW-YORK to the WHITE MOUNTAINS by the ATLANTIC and ST. LAWRENCE RAILROAD, from Portland, the only route by which travelers can reach the base of the White Mountains by railroad. Summer arrangements, to commence June 27, 1853: Travelers for the White Mountains leaving New-York in the evening boat by the Stonington and Providence or Fall River route, reach Boston in time to take the 7 A. M. train for Portland, by the Boston and Maine or Eastern Railroad, arrive at Portland at 11.50 A. M., and at the station-house at Gorham, N. H. at 4.50 P. M. Travelers leaving Boston by the 7.45 P. M. train, leave at Portland, and after leaving Boston by the morning train from Portland. Travelers reach the station-house by the evening boat, arrive in Portland in time to take the 7 A. M. train from Portland. Fare $7 50 by this route.
S. T. CORSER, Supt. Atlantic and St. L. R. R.

SCHOOLEY'S MOUNTAIN, via Central Railroad of New-Jersey and New-Hampton, only 10 miles by stage over a good road. On and after June 2, leave twice daily at 8 A. M. and 12 M. by steamer RED JACKET, from Pier No. 1 North River, thence by Central Railroad to New-Hampton. Fare through $2 12½. Through in 5½ hours. For tickets, apply at HOPE'S Express Office, No. 74 Broadway, or on board the boat. HOPE'S Express runs in connection with this line.

HUDSON RIVER RAILROAD.—Summer 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 Trains 12 M. and 5.20 P. M.
Express Train 4 P. M.—Accommodation Train 7 P. M.
For Tarrytown at 11 P. M.
For Poughkeepsie, Way, Freight and Passenger Trains at 7 A. M. from Chambers-st., and at 1 P. M. from St.-st., and Passenger Train at 4 P. M. from Chambers-st.
For Peekskill at 10 A. M., 5 P. M. and 6 P. M.
The Tarrytown, Peekskill and Poughkeepsie Trains stop at all the Way Stations.
Passengers taken at Chambers, Canal, Christopher, 13th 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 to the WHITE MOUNTAINS DIRECT—SUMMER ARRANGEMENT.—The pleasure travel from the southern Cities and New-York can procure tickets at the Offices of the New-York and New-Haven Railroad, corner of Broadway and Canal-st., and 28th-st. and 4th-av. Express trains leave at 8 A. M. and 5 P. M. Baggage checked through. This is positively the only direct route from New-York to the White Mountains.
FRANCIS HYDE, Agent, No. 152 South-st.

FOR ALBANY.—Fare $1.—Intermediate places, 50 Cents.—The new and elegant steamer FRANCIS SKIDDY, will leave New-York from Pier, foot of Robinson-st. EVERY MORNING (Sundays excepted,) on and after Thursday, June 30, 1853, at 7 o'clock, and leaving at Catskill and Hudson landing at Cozzens's, Newburgh, Poughkeepsie, Catskill and Hudson.
J. McCULLOUGH, Jr.

FOR ALBANY.—Fare $1.—ALBANY and NEW YORK INLAND ROUTE RAILROAD.—Two daily express trains at 6 A. M. and 5 45 P. M., connecting at Albany with Central Line of Railroads North and West, from new Depot, corner of White, Elm and Green-sts. Passengers by these through tickets can be procured, and baggage checked to Schenectady, Utica, Syracuse, Rochester and Buffalo. Passengers can be received at Broome and Bowery and 8th-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.

FIVE O'CLOCK LINE for HUDSON and INTERMEDIATE LANDINGS.—The splendid steamer SOUTH AMERICA and COLUMBIA will leave foot of Harrison-st. every afternoon at 5 o'clock, connecting with Wagons from Newburgh. Kingston and Catskill and Hudson and Berkshire Railroad.

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 Philadelphia, opposite Kensington, at 6 and 10 A. M., and 3.15 P. M. Philadelphia, 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 Bethlehem; at Somerville, 3.45 P. M. daily, for Pleasant and Pequest; 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 Read ing, Pa.

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 4 and 5½ P. M. Leave Philadelphia, foot of Walnut-st. at 6, 8 and 9 A. M., and 4 and 5½ P. M. Leave Philadelphia, foot of Walnut-st., via Kensington, 7 and 9 A. M., and 4½ and 6½ P. M. Fare $3; $2 50 for second class, in the 8 A. M. from New-York and 4 P. M. from Philadelphia. Through tickets sold and passengers and through baggage carried for Baltimore, Washington, Norfolk and Charleston, in the 7 and 9 A. M., and 4½ and 6½ P. M. trains, and connections made with extra trains if behind time. Passengers with baggage cross the ferry 15 minutes before the trains leave.

STEAMERS NORWALK and CROTON for Whitestone, New Rochelle, Glen Cove, Oyster Bay, Lloyd's Dock, Cold Spring and Northport.—Steamer NORWALK will leave Fulton Market Slip daily (Sundays excepted) at 3½ P. M. for Slates Dock, Whitestone, New-Rochelle, Huntington, Oyster Bay; and on Mondays, Wednesdays and Fridays for Cold Spring. On Tuesdays, Thursdays and Saturdays for Northport, returning next morning at 9½ A. M.—Steamer CROTON two daily trips, (Sundays and the 9½ trip on Thursdays excepted) will leave Fulton Market Slip at 9½ A. M. for Whitestone and Glen Cove, or 4½ P. M. for Whitestone, Glen Cove, Glen Wood and Roslyn, returning next morning at 9 A. M. Pleasure Parties rates on moderate terms.

NEW-YORK and ERIE RAILROAD.—Passenger Trains leave pier foot of Duane-st. as follows:
DAY EXPRESS at 6 A. M., for Buffalo direct, over the N. Y. & E. R. R., and the N. & New-York City R. R., without change of baggage cars, and also for Dunkirk.
MAIL at 8 A. M., for Dunkirk and Buffalo, and all intermediate stations. Passengers by this train will remain over night at any station between Susquehanna and Corning, and proceed the next morning.
ACCOMMODATION at 12 30 P. M., for Delaware 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 P. M., for Dunkirk and all intermediate stations.
On Sundays only one express train, at 6 P. M.
The express trains connect at Dunkirk with the Lake Shore Railroad for Cleveland, Cincinnati, Chicago, &c., and at Buffalo with first-class splendid steamers for Cleveland, Sandusky, Toledo, Detroit and Chicago.
CHARLES MINOT, Superintendent.

BUFFALO and NEW-YORK CITY RAILROAD via New-York and Erie Railroad to HORNELLSVILLE, thence to BUFFALO direct—Trains leave from foot of Duane-st. as follows:
6 A. M. BUFFALO EXPRESS—Through in 19 hours 30 minutes, without change of cars or baggage.
8 A. M. MAIL TRAIN—Stopping at all stations.
6 P. M. EXPRESS TRAIN—Arrive at Buffalo at 9.12 A. M.
Tickets at No. 1 Courtlandt-st. and at foot of Duane-st.
J. G. HOYT, Superintendent.
W. C. TALLMADGE, Agent, No. 1 Courtlandt-st.

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

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. Both touching at Newport each way. The steamer STATE OF MAINE, Capt. Thos. G. Jewett, for Newport, on Tuesdays, Thursdays and Saturdays, at 9 o'clock in the morning. Returning she will leave Newport on alternate days, at 7 A. 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.

NEW-YORK and NEW-HAVEN RAILROAD—NEW SUMMER ARRANGEMENT.—July 18, 1853.
TRAINS FROM NEW-YORK—For New-Haven—Accommodation, at 7 and 11 30 A. M.; 4 and 5 10 P. M. The 4 P. M. train is Expressed to Greenwich. Express at 8 A. M., 3 and 5 P. M. The 8 A. M. train stops at Stamford and Bridgeport; the 3 P. M. at Stamford, Norwalk and Bridgeport; the 5 P. M. at Norwalk and Bridgeport.
For Port Chester and Rye—Accommodation trains at 7 45 A. M. and 6 15 P. M. for Norwalk; and at 1.30 and 4 19 P. M. for Port Chester.
For Boston, via Hartford, Springfield and Worcester—Express at 8 A. M. and 5 P. M. The 8 A. M. stops on Hartford Railroad at Meriden, Berlin and Middletown, Hartford and Springfield. The 5 P. M. at Hartford only.
For Connecticut River and Vermont Railroad—Express at 8 A. M. for White Mountains and Montreal.
For Accommodation trains of the New-Haven, Hartford, and Springfield Railroad—At 11.30 A. M. and 3 P. M.
For Canal Railroad—At 8 and 11.30 A. M. Accommodation to New-Haven.
For New-Haven and New London Railroad—At 8 A. M. to Norwich, Stonington and Providence, and 3 P. M. to New-London only.
For Housatonic and Nanatuck Railroad—At 8 A. M. and 3 P. M. Express to Bridgeport.
For Danbury and Norwalk Railroad—Accommodation at 7 and 8 45 A. M. and 4 P. M. Express.
TRAINS TO NEW-YORK.—From New-Haven—Accommodation at 5, 6 45, 7 30 and 9 30 A. M. and 4 P. M. Express at 1.10 and 9.30 P. M.
From Norwalk and Port Chester—Special Accommodation trains from Norwalk at 5 45 and 11 20 A. M.; from Port Chester at 5.50 A. M. and 4 P. M.
See large bill of advertisement at the Station Houses and principal Hotels.—New-Haven July, 1853. GEO. W. WHISPLER, Jr., Sup't.

60 MILES DISTANCE SAVED—Only 36½ Hours to Chicago.—MICHIGAN SOUTHERN RAILROAD LINE, carrying the Great Western U. S. Through Mail for Chicago and St. Louis, Milwaukee, Racine, Kenosha, and all ports on Lake Michigan. Through from Buffalo to Monroe in 14 hours, without landing.
The following magnificent and unequaled Steamers form the line between Buffalo and Monroe:
EMPIRE STATE, J. Wilson, commander, leaves Buffalo MONDAYS and THURSDAYS.
SOUTHERN MICHIGAN, A. D. Perkins, commander, leaves Buffalo TUESDAYS and FRIDAYS.
NORTHERN INDIANA, L. T. Pheatt, commander, leaves Buffalo WEDNESDAYS and SATURDAYS.
One of the above splendid steamers will leave the M. S. R. R. Line dock at 4 o'clock P. M. every day, (except Sundays) and run direct through to Monroe without landing, in 14 hours, where the Lightning Express Train will be in waiting to take passengers direct to Chicago in 24 hours, arriving next evening after leaving Buffalo—connecting at Chicago with a fine line of low pressure steamboats to all places north of Chicago, by Green Bay; also with Chicago and Galena Railroad; also with Chicago and Rock Island Railroad to Rock Island, and there connect with Illinois River Road, Steamboats, making the cheapest and most direct route to St. Louis and the South-West.
Passengers can have their baggage taken to the best free, by delivering their checks to the baggage agents of the line, who will be either on the cars or at the depot on arrival of trains. The boats of the line will run up Toledo city, for putting their through passengers onto the train at Monroe, and there connect with packet-boats for La Fayette and other points on the Wabash and Erie Canal.
The Michigan Southern Railroad is built in the most substantial manner and laid with a heavy T rail; but a very few curves or grades on the whole line to Chicago. It runs through the best part of Michigan, passing along the beautiful valley of the St. Joseph's River, through the splendid prairies of Northern Indiana, which are so much admired by travelers.
Straight travel by railroad through New-York or Michigan by this route. 12 hours saved, and unequaled for comfort. Time and money saved by taking this line.
For through tickets by New-York and Erie and Buffalo and New-York City Railroad via Buffalo, or by the People's line of Steamboats, Hudson River Railroad via Albany and Buffalo, apply to
JOHN E. PORTER, Agent, No. 189 Broadway, cor. Dey-st., N. Y.
CAUTION.—Passengers buying tickets should get them at the office, No. 189 Broadway, corner of Dey-st., and be careful to get "Michigan Southern," or they will be disappointed.

STONINGTON LINE, for BOSTON, PROVIDENCE, NEW-BEDFORD, TAUNTON and NEWPORT.—Inside Route without change of cars or detention.
The steamers C. VANDERBILT, Capt. Jos. 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 N. R., first above Battery-place, at 5 o'clock P. M., and Stonington at 5 o'clock P. M. on the arrival of the train, which leaves Boston at 5 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 VANDERBILT, from New-York—Tuesday, Thursday and Saturday. From Stonington—Monday, Wednesday and Friday.
N. B.—Passengers arriving at Stonington proceed immediately on Steamboat train to Providence, Boston, Taunton and New-Bedford, by accommodation trains from Stonington at 6 30 A. M.
A Baggage Master accompanies the steamer and trains through each way.
THE steamer FERRY leaves Providence for Newport at 9 A. M. and 4 P. M., daily, except Sundays.
For passage, berths, staterooms or freight, application may be made at Pier No. 2, N. R., or at the office, No. 10 Battery-place.

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 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.

NEW-YORK and MONTREAL RAILROAD—To BELLOWS FALLS, RUTLAND, BURLINGTON, ST. JOHNSBURY, MONTPELIER, ST. ALBANS, OGDENSBURGH MONTREAL and intermediate towns. Tickets can be procured at the Offices of the New-York and New-Haven Railroad, corner of Broadway and Canal-st., and 28th-st. and 4th-av. 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.

CANANDAIGUA and NIAGARA FALLS RAILROAD
1853. CHANGE OF TIME. 1853.
PRICES REDUCED.—Five Trains daily, except Sundays. Tickets sold through to New-York via Canandaigua and Elmira and the New-York and Erie Railroads. This route being the BROAD GAUGE, the cars are more roomy and pleasant than any other route.
EASTWARD.
Express Trains leave Batavia at 7.15 A. M. and 3.20 P. M. The A. M. Train connects with Express Trains to New-York at Canandaigua via the Canandaigua and Elmira and New-York and Erie Railroads. The P. M. Train connects with Trains over the Canandaigua and Elmira and New-York and Erie Railroads to New-York, and with Trains on the Central Railroad to Albany and New-York.
WESTWARD.
Express Train leaves Canandaigua at 11 A. M. and 3.20 P. M., connecting with Express Trains to Buffalo. Accommodation Train leaves Canandaigua at 12.15 P. M., on Mondays, Wednesdays and Fridays; and Batavia at 10 A. M., on Tuesdays, Thursdays and Saturdays.
This is the most direct and pleasant route to Lima and Avon Springs.
Passengers leave Buffalo by the Central Railroad at 6 o'clock A. M., and 2 P. M. Daily, and by the Steamboat Express at 3 o'clock A. M., on Tuesdays, Thursdays and Saturdays, and connect with this Road at Batavia.
SAM. BROWN, Superintendent.
Superintendent's Office, C. & N. F. R. R.
Canandaigua, June 10, 1853.

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 5 15 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. PHILLIPS, Supt.

Water Cure.

A REPORT of Two Hundred Interesting Cases, treated with Water, by EDWARD FELLERER, M. D., Resident Physician of the Orange Mountain Water Cure Institution, will be furnished (without charge) to any applicant enclosing in a *postpaid* order, one U. S. letter stamp. Address C. C. SELLERS & BROTHER, South Orange, New-Jersey. Visitors to the above-named Institution take the Morris and Essex Railway, foot of Courtlandt-st., at 4 A. M. or 4 and 6 P. M.

DR. SHEW, of New-York, earliest American Practitioner of Water Cure, and author of various works on the subject, still receives patients during the Summer season, in connection with Mr. D. CAMPBELL at Lebanon Springs, Columbia County, N. Y.

G. H. TAYLOR, M. D., No. 2 11th-st., cor. 4th-av., attends to the Water-Cure and Physiological treatment of disease in the domestic application. Also office consultation.

HYDROPATHIC and HYGIENIC INSTITUTE, No. 15 Laight-st.—Accommodations for one hundred patients. Departments for Female Diseases. R. T. TRALL, Proprietor; Dr. J. L. HOSFORD, Assistant.

NEWPORT WATER CURE, opened April 1, has been fitted up with particular regard to comfort and convenience. The well-known healthfulness of Newport climate renders it a most desirable one. Terms $10 per week, payable weekly. Address Dr. REH, Newport, R. I.

Medical.

CURE for SUMMER DISEASES.—DURAND & TOURTELOT'S ESSENCE of JAMAICA GINGER.—The best article of the kind in use for the alleviation and cure of Cholera Morbus, Asiatic Cholera, Diarrhœa, Flatulent Colic, Nausea, Sea Sickness, Dyspepsia, Cramps in the Stomach and Limbs, Debility of the Muscular System, Gout, Rheumatism, Lumbago, &c. Prepared only by DURAND & TOURTELOT, Philadelphia. For sale in New-York by the following Druggists—C. H. Ring, No. 192 Broadway; John Milhau, No. 148 Broadway; J. Meakim, No. 402 Broadway; Dellac & Co., No. 561 Broadway, 276 4th-av. Boston—Brewer, Stevens & Cushing, No. 32 Washington-st.

F. M. BUTLER'S PATENT TRUSS and SUPPORTER PADS, for Hernia (rupture) and Prolapsus Uteri (falling womb) owing to their new and distinctive features, induce radical cures, and consequently are now fast superceding all others in use. Office No. 2 Vesey-st., New-York. A female in attendance. Infants Trussed at two weeks age.

GOURAUD'S LIQUID HAIR DYE is positively, without exception or reservation the very best ever invented. Dr. GOURAUD'S established reputation as a Chemical Philosopher is a guarantee that it is so. This Dye never stains the skin, requires no drying in the sun, no trouble, and moreover possesses the singular property of nourishing the hair, making it soft and nice. Equally renowned is GOURAUD'S ITALIAN MEDICATED SOAP, for curing tan, pimples, freckles, sallowness, chaps, cracks, chafes, and all skin defaults. POUDRE SUBTILE uproots hair from low foreheads, upper lips, or any part of the body. LIQUID ROUGE for pale cheeks and lips. HAIR GLOSS RESTORATIVE and LILY WHITE. Found only at Dr. GOURAUD'S old established Laboratory, 67 Walker-st., near Broadway.

MEDICAL SURGERY WITHOUT the KNIFE.—SAMUEL GILBERT, M. D., after a long and extensive experience in Memphis, Tennessee, and more recently in New-Orleans, has removed to New-York, and taken rooms at No. 483 Broadway, where he invites patients to call and test his skill in the radical cure of the following diseases, many of which are deemed incurable by his brethren of the faculty, without instruments of any kind, viz:
1. Ulcers and Tumors, called cancerous.
2. Scrofula in all its forms.
3. White Swellings and Cronic Diseases of the Joints.
4. Tumors, Wens, Carbuncles, Tetters, Scald Head, and all eruptions on the skin.
5. Chronic Diseases of the Eyes, &c.
6. Female Diseases, of however long standing.
DR. GILBERT invites Physicians to send patients they deem incurable, and witness for themselves the power of his new remedies. Office hours from 9 A. M. till 3 P. M.

SAND'S SYRUP of HOARHOUND and VEGETABLE EXPECTORANTS.—12½, 25 and 50 cents.—A delightful and sure remedy for Coughs, Colds and Consumption. Sold, wholesale and retail, at the SANDS'S Mammoth Drug Store, No. 71 James-st.

THOSE PURE WILD CHERRY BITTERS, prepared by CURTIS & PERKINS, positively cure all Jaundice and Bilious complaints, purify the blood, and give new life and energy to the whole system. Price only 37½ cents, in pint bottles. Sold by C. H. King, corner of John-st. and Broadway; Boyd & Paul, No. 40 Cortlandt-st. and W. D. Crumbie, No. 318 Bowery, N. Y.; Mrs. Hays, No. 175 Fulton-st. and No. 148 Atlantic-st., Brooklyn.

YOUNG MEN WITHOUT WHISKERS—I inform you that if you want Whiskers and Mustaches to grow in six weeks, without staining or injuring the skin, you must use my ONGUENT. It acts like magic on the beard or hair, forcing it to grow strong and luxuriant. $1 per bottle; sent to any part of the country. R. G. GRAHAM, No. 56 Ann-st., and all druggists.

Legal Notices.

IN PURSUANCE of an order of the Surrogate of the County of New-York, notice is hereby given to all persons having claims against ARTHUR E. S. SEGUIN, late of the City of New-York, Vocalist, deceased, to present the same with vouchers thereof to the subscriber, at her residence, No. 64 White-st., in the City of New-York, on or before the 11th day of January next. Dated New-York, the 6th day of July, 1853.
ANNE SEGUIN, Administratrix.
[jy7 lawsim Th]

IN PURSUANCE of an order of the Surrogate of the County of New-York, Notice is hereby given to all persons having claims against HENRY C. ADAMS, late of the City of New-York, Clerk, deceased, to present the same with vouchers thereof to the subscriber, at the store of C. B. HATCH & Co., No. 97 William-street, in the City of New-York, on or before the twentieth day of December next.—Dated New-York, the fifteenth day of June, 1853.
EBENEZER ADAMS, Administrator.
je16 law6mTh*

IN PURSUANCE of an order of the Surrogate of the County of New-York, notice is hereby given to all persons having claims against JACINTO TEXIDOR, Senior, late of Guayama, in the Island of Porto Rico, deceased, to present the same, with vouchers thereof, to the subscriber, at the office of Messrs. Balestier & Lane, No. 11 Sussex-st., in the City of New-York, on or before the fifteenth day of November next.—Dated, New-York, May 12, 1853.
JOSE DE RIVERA ST. JURJO, Administrator, &c.
m12 1awfm Th

IN PURSUANCE of an order of the Surrogate of the County of New-York, notice is hereby given to all persons having claims against ADOLPHUS MENKE, late of the City of New-York, deceased, to present the same, with vouchers thereof, to James Grinter, Esq., at his office, No. 16 Nassau-st., in the City of New-York, on or before the first day of August next.—Dated, New-York, the 16th day of January, 1853.
DOROTHY MENKE, HENRY MENKE, } Administrators, &c.
j17 law6mTh

IN PURSUANCE of an order of the Surrogate of the County of New-York, notice is hereby given to all persons having claims against THOMAS G. COOPER, late of the City of New-York, deceased, to present the same with vouchers thereof to the Subscribers at the office of James S. Cooper, No. 50 East 2d-st., in the City of New-York, on or before the twenty-seventh day of August next.—Dated New-York, the twenty-third day of January, 1853.
THOMAS P. COOPER, JAMES S. COOPER, } Executors.
j24 law6mTh*

IN PURSUANCE of an order of the Surrogate of the County of New-York, notice is hereby given to all persons having claims against ALFRED RIGGS, late of the City of New-York, deceased, to present the same with vouchers thereof to the subscribers, at the residence of ESTHER RIGGS, No. 278 Washington-street, in the City of New-York, on or before the sixth day of August next.—Dated New-York, the second of February, 1853.
ESTHER RIGGS, Administratrix, HENRY ROMER, Administrator.
2t law6mTh*

NEW-YORK SUPREME COURT.—City and County of New-York.—SAMUEL NEWMAN against JOHN WHITBECK and WILLIAM F. WHITBECK.—Summons for relief.—To the Defendants: You are hereby summoned and required to answer the complaint in this action, which was filed in the office of the Clerk of the City and County of New-York, at the City Hall, in said city, on the 23d day of June, 1853, and to serve a copy of your answer to the said complaint on the subscriber, at his office, No. 128 Nassau-st., in said city, within twenty days after the service of this summons on you, exclusive of the day of such service; and if you fail to answer the said complaint within the time aforesaid, the plaintiff in this action will apply to the Court for the relief demanded in the complaint.—Dated New-York, July 12, 1853.
JONATHAN NATHAN, Plaintiff's Attorney.
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NOTICE of DISTRIBUTION.—Notice is hereby given that the proceeds of the sale of the real estate of Frederick Molton, late of the City of New-York, deceased, lately made by Silas Davis, under the order of the Surrogate of the County of New-York, will be distributed according to law at the Surrogate Office, in the City of New-York, on the second day of August next, at ten o'clock in the forenoon of that day, when all persons having claims or demands against said estate will present them to the undersigned, with their proofs or vouchers.
A. W. BRADFORD, Surrogate.

SUPREME COURT, Rockland County.—JACOB ALLISON against JAMES A. WEIANT.—Summons for money demanded on contract.—(Com. not ser.)—To the above-named defendant: You are hereby summoned and required to answer the complaint in this action, which will be filed in the office of the Clerk of the County of Rockland, at Clarkstown, on the 8th day of July, 1853, and to serve a copy of your answer to the said complaint on the subscriber, at his office, Haverstraw, Rockland County, within twenty days after the service of this summons on you, exclusive of the day of such service; and if you fail to answer the said complaint within the time aforesaid, the plaintiff in this action will take judgment against you for the sum of seventy-five dollars, with interest from the second day of October, one thousand eight hundred and fifty-two, besides the costs of this action.—Dated July 5, 1853.
EDWARD FYE, Plaintiff's Attorney, Haverstraw, N. Y.
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SUPREME COURT, Oneida County.—OLIVER N. BOSTWICK and EDWARD STAPLETON, against WILLIAM N. LAREBEE.—Summons for a money demand on Contract.—To the above defendant: Sir: You are hereby summoned to answer the complaint in this action, which was filed in the office of the Clerk of Oneida County on the 8th day of May, 1853, and serve a copy of your answer on us at the City of Utica, Oneida County, within twenty days after the service hereof, exclusive of the day of such service; and if you fail to answer, the complaint so aforesaid, the plaintiffs will take judgment for the sum of $127 80, with interest from the 25th day of May, one thousand eight hundred and fifty two, besides the costs of the action.—Dated May 9th, 1853.
MATTESON & FOWLER, Plaintiffs' Attorneys, Utica, N. Y.
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New-York Daily Tribune.

LETTERS FROM THE PEOPLE.

PUBLIC HONORS TO ART AND INDUSTRY.

To the Editor of The N. Y. Tribune.

SIR: The admirable and stinging articles which have appeared in your paper in reference to the contemptible course pursued by those who controlled the opening of the Crystal Palace, commends itself to the heart of every honest and generous man, as well as every lover of Art and Industry in the land. I was present on that day, and, among a large gathering of feathers and dignitaries of all sorts, I looked round in vain for the men whose creative genius had caused this glorious edifice to take its stand amid the realities of life. My object in writing this is to propose that a public dinner be given by our private, unofficial fellow citizens to the architects and exhibitors of the Crystal Palace, to be denominated a "Dinner or Testimony to *Genius and Labor*." By the way, does Genius and Labor not pay for the dinner at the Metropolitan at which they were not admitted to partake, or even to be spectators? Your obedient servt, A CITIZEN.

July 19, 1853.

To the Editor of The N. Y. Tribune.

SIR: The noble sentiments uttered in your paper of the 18th on the honor due to Art and Industry have awakened a response in unnumbered hearts, and caused them to bless God that there is at least one journal in our City, occupying an important and influential position, which not only sees the right and true, but has the moral courage to assert and defend them. Like many others, I was painfully impressed, at the opening of the Crystal Palace Exhibition, with the incompleteness of the ceremonial, which in such a place, and on such an occasion, utterly ignored the claims of such men as Carstensen and Gildemeister, and their coadjutors, to public gratitude and public honor. It is all very well for those who choose it to shower upon our public functionaries that popular applause on which they subsist, and without which these great men of a day would be indistinguishable from the common herd. For one, however, I confess the spectacle of all that civic and military and clerical dignity was borne by me without one startled throb or one quickened pulsation. The honors that were blushing thick around us on that occasion were to a great extent of home manufacture, put on at party dictation, and liable to be stripped off again by the same rude hands—

"A breath can make them, as a breath has made;"

and it is difficult to induce even the imagination to pay homage at such a shrine. But when I looked on the superb structure in which we were assembled, at the symmetry of its proportions, the grace and beauty of its decorations, and above all at that wondrous dome, seeming to float like a bubble in the air above us, my whole soul bowed down in reverence, before the genius and skill that planned and executed this glorious work. I would not for the wealth of worlds, relinquish this innate love of the beautiful, this instinctive veneration for its creators in art or literature, which seems to me next to the glorious gift of genius, the most enviable possession. Therefore it is, that I look upon it far more as a public injury and loss, than as a slight to any individual when those high in office or station, fail to recognise the claims of genius in any and every walk of life. The artist, the inventor, the sayan, the poet can well afford to do without us, but we cannot afford to do without them. The divine afflatus which inspires and breathes through all their productions, suffices to itself, and they can calmly wait the verdict of posterity, but meanwhile the hard spirit of worldliness, which it is the true mission of art, to soften and ennoble, is unrebuked, and maintains its bad supremacy over us.

Why is it, Sir, that we, as a nation, have always been so chary, and even niggardly, in our bestowment of empty honors on industry and art, while a very small modicum of political and military fame often ensures substantial reward to its possessor? The nations of Europe, with their monarchical and aristocratic institutions, have on various occasions paid splendid tributes to humble worth and genius, while Democratic America cannot even discern these qualities under a citizen's garb. Can it be that though John Bull, in the plenitude of his acknowledged greatness, may vouchsafe a word of courtesy to merit in obscurity, Brother Jonathan is afraid to follow his example, lest, in patronizing art and labor, he may be thought to be only acknowledging his *poor relations!*

Had the announcement been made officially from the platform of "three cheers for the architects of the Crystal Palace," it would have been received with a burst of enthusiasm, and this should have been followed by "three cheers for the workmen employed upon it"; for surely it is meet that a the "Coronation of Toil," as that occasion has been eloquently termed, the true and stalwart sons of toil should share in the honor and the applause. Let warriors and politicians meet together to glorify each other and the trades by which they live, but on the rare occasions in which an ovation is decreed to Art and Industry, let honor be given to those to whom emphatically "honor is due." S. T. M.

POST OFFICE.

To the Editor of The N. Y. Tribune.

SIR: You do less than justice to the letter agents of this concern at least, for where a penny or two can be *made*, they sometimes are very agile, and do more than their duty, as I can testify. For instance: It being very annoying to go *every day* to the Post Office, to a person who has letters only occasionally from a distance, my letters are frequently directed to the care of a friend in whose employ I am, who has a Post Office box. But here the officials are as wise as serpents, for having found my whereabouts, Mr. Letter-carrier is not slow in bringing the few letters I have sent me, to get his two pennies; notwithstanding they thus reach me some hours later than if deposited in my employer's box, from whence they would be regularly obtained early in the morning. QUOD.

POST-OFFICE REFORM.

To the Editor of the N. Y. Tribune.

SIR: I am most happy to see and read the different articles in your journal on the necessity of some new regulations respecting delivery of City Letters. I hope you will continue your notices until something is done to relieve us from this most irregular and seemingly neglected department. I have vainly endeavored to obtain a Box at the office, but want of room prevents the Postmaster from affording any additional accommodation in this respect, consequently to partially avoid waiting the leisurely movements of the Two Penny Postman, I have time and again given directions to have my letters retained at the office. This is partially attended to and I call regularly at the office, at the general delivery for my letters, always once and often two and three times each day. The result is this, on Saturday, 16th, I received three letters respectively, postmarked Boston, July 12, 14 and 15. To day, (Monday 18th) I have two letters postmarked Taunton, one July 13 and one July 16. These are the last two instances and being but the continuation of series. I feel warranted in adding my complaint of inefficiency and neglect in this "City delivery." Can you explain to me why the Penny Post has the right to charge two cents? LETTERS.

New-York, July 18, 1853.

POST-OFFICE REFORM.

To the Editor of The N. Y. Tribune.

SIR: I have read all your articles on this subject, but there is not any