LIGNEOUS MARBLE.—Wareroom No. 534½ Broadway, New-York.. FREUND & Co., Manufacturers, are prepared to execute promptly all orders for this Marble on Wood, Iron, Stone, Terra-Cotta, &c. In excellence of imitation of more expensive marbles it is very superior, and in durability and cheapness is equal to any other kind. It is used for all purposes for which expensive marble is desirable—in Churches, Dwellings, Hotels, Stores and Ships' Cabins and is applied to Washstands, Bases, Columns, Decks, Casings and Counters, Mantles, Columns, Vases, Pedestals and Table-tops are kept on hand at the Wareroom. Designs for ornamenting Drug and Fancy Stores will be furnished on application at the Manufactory, corner of Franklin and Centre-sts., 4th story, room No. 11, where all persons interested are invited to call.

TO PLUMBERS.—Sealed proposals will be received by the Governors of the Alms-House at their office, Rotunda, Park, until 2 o'clock P. M. of the 16th inst., for the Plumbing work to the Hospital on Randall's Island. Specifications for the same can be seen at the above office.

TO PRINTERS.—The subscribers are Agents for the sale of superior PRINTING INKS, manufactured by Parsons, Fletcher & Co., London, and keep on hand the finer qualities of Wood-Cut and Colored Inks. R. HOE & Co., Nos. 29 and 31 Gold-st.

W. H. McDONALD'S Advertising Office, No. 192 Nassau-st., corner of Ann. The very best leading daily and weekly papers from every section of the Union and Canadas on file for examination. A note sent through any city post-office will meet prompt attention. Lists furnished and information in regard to advertising freely given.

YEAST POWDER.—B. T. BABBITT is the original inventor of the Chemical Yeast Power, which is prepared and sold by him at Nos. 68 and 70 Washington-st., New-York, in tin cans. Those who purchase should see that they get that with the above name on.

Insurance Companies.

THE COLONIAL LIFE INSURANCE COMPANY of SCOTLAND, established Aug. 2, 1846, registered and empowered under British Act of Parliament, 7o and 8o Vic., c. 110.
CAPITAL $5,000,000.
GOVERNOR.
THE RIGHT HON THE EARL OF ELGIN AND KINCARDINE, Governor-General of Canada.
HEAD OFFICE, No. 22 St. Andrew-square, Edinburgh.
LONDON OFFICE.....No. 4 A Lothbury.
DUBLIN OFFICE.....No. 66 Upper Sackville-st.
GLASGOW OFFICE.....No. 35 St. Vincent-place.
BELFAST OFFICE.....No. 1 Bank-st.
DUNDEE OFFICE.....No. 1 Bank-st.
With Agencies in all the principal towns in GREAT BRITAIN and IRELAND.
FOREIGN BRANCH OFFICES.
CANADA—Head-Office, No. 49 Great James-st. Montreal.
NEW-BRUNSWICK—Head-Office, St. John.
NOVA SCOTIA—Head-Office, Halifax.
NEWFOUNDLAND—Head-Office, St. Johns.
EAST INDIES—Branches in Calcutta and Madras, also in Colombo, Ceylon.
CHINA—Branch at Shanghai.
WEST INDIES—Branches in Demerara, Jamaica, Antigua, Trinidad, St. Kitts, Domingo, Demingo, Granada, St. Vincent.
Numerous Agencies are established in connection with the above Branches.

Established in the UNITED STATES OF AMERICA, By Registration and Deposit of Securities in accordance with the Laws of the Legislature of the State of New-York.

NEW-YORK:
Office, No. 257 Broadway.
BOARD OF DIRECTORS.
THE HON LUTHER BRADISH, Chairman.
WILLIAM C. PICKERSGILL, Esq.....Banker.
RICHARD IRVIN, Esq.....Merchant.
WATTS SHERMAN, Esq.....Banker.
THOMAS TILESTON, Esq.....Pres. Phœnix Bank.
HENRY A. COIT, Esq.....Merchant.
NATHANIEL THAYER, Esq.....Banker, Boston.
EZRA'TS CORNING, Esq.....Albany.
ROYAL PHELPS, Esq.....Merchant.
JAMES S. WADSWORTH, Esq., of Genesee, Livingston Co. N. Y.
PRESIDENT.
G. A. THOMSON, Fellow of the Institute of Actuaries, London.
JOSEPH BLUNT, Counsel.
MEDICAL ADVISERS.
JOHN F. METCALFE, M. D. JOHN O. STONE, M. D.

This Company was established in Scotland under the direction of persons who had been long practically acquainted with and connected with, the working of Life Assurance Institutions, the leading object of its promoters being to afford, as far as possible to parties insuring their lives in all parts of the world, the same facilities and advantages as are enjoyed in that respect by parties in Great Britain. Branch Establishments were first extended to the Colonies of Great Britain, and these have been abundant with complete success.

The Report of the Seventh Annual General Meeting of the Company, held at Edinburgh, on Tuesday, the 1st of November, is printed in the Company's Prospectus, which can be obtained at the Company's Office.

The First Division of Profits, being for a term of seven years, falls to be made in 1854, and all Policies taken out in the Participation Class on or before the 25th of May, have right to participate in that Division.

The Company is now an American as well as a British institution, having conformed to the laws of the State of New-York in relation to Life Assurance Companies. Securities to the amount of $100,000 have been deposited with the Controller of the State and in addition to the security thus afforded parties effecting Assurances with the Company in America have the advantage of the large subscribed Capital in Great Britain.

Detailed prospectuses, forms of proposal and every information may be obtained on application at the Company's office.

By order of the Board of Directors
G. A. THOMSON, President of the Co. in New-York.

ARE YOU INSURED?
RUTGER'S FIRE INSURANCE COMPANY,
NEW-YORK.
CASH CAPITAL, $200,000.
All paid in and securely invested. Office No. 176 Chatham-square, corner of Mott-st.

This Company insures Buildings, Merchandise, Furniture and other property, against loss or damage by Fire. All losses paid within THIRTY DAYS after ascertained.

DARIUS PERRY, Surveyor. ISAAC O. BARKER, President.
E. B. FELLOWS, Secretary. JNO. W. KETCHAM, Vice-Pres't

REPUBLIC FIRE INSURANCE COMPANY, No 61 Wall-st.

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

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

TRUSTEES.

Stephen Whitney,	Reuben Withers,	Robert E. Minturn,
John A. C. Gray,	James Warren,	George T. Adee,
Daniel S. Fearing,	Arthur Leary,	Samuel V. Hoffman.
William H. Russell,	Mortimer W. Hamilton,	John J. Astor, Jr.,
Augustus C. Downing,	Deming Durfee,	Frederick A. Delano,
Gerardus B. Lansing,	John Steward, Jr.,	James C. Bell,
George W. Riggs,	Edward C. Center,	Daniel Drake Smith,
Wm. Butler Duncan,	Josiah Oakes,	Frederick G. Foster,
Charles H. Russell,	Joseph Gaillard, Jr.	Peleg Hall,
Isaac Townsend,	James M. Waterbury,	Robert S. Hone,
J. P. Giraud Foster,	George Curtis.	

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

Fire-Proof Safes.

SILAS C. HERRING to STEARNS & MARVIN:

I renew my fair and impartial challenge. I might say more than that, we have given you the choice of three propositions, to test Safes of equal thickness, and given you the privilege of selecting two of the three gentlemen to superintend the filling of the same, in accordance with our relative letters patent to be furnished them by us.

Should you decline this challenge, I have done with you henceforth and forever in regard to the testing of Safes.

And should you at any time hereafter challenge me, or in any way propose to test Safes, I shall not accept it, nor notice it or regard it in any way.

You have once deceived me and led me into a long, expensive controversy, by *professing* (in some of your published articles and in conversation with me) a spirit of fairness, by your *sly, smooth, sleek, silvery, sweet, sugary, soft, sounding,* insidious declamation.

But after playing this game for two months, when brought up to the *tribunal*, you backed down and acknowledged that you had made no double-flange Safes previous to my challenge of 14th September, and were unwilling to test your single-flange against my patent single Safe, with double flange, thus *confessing* that the Safe you make and sell to be inferior to those made and sold by me—*therefore pleading guilty rather than stand trial.*

THE FOLLOWING IS MY LAST AND FINAL CHALLENGE TO STEARNS & MARVIN, RESPECTING SAFES:

I propose to furnish you with patterns of my double-flange Safe for you to make a Safe, and fill the same according to Wilder's Patent, with Rich's Improvement; you and your foreman to make oath that it contains that composition, and no other. I further propose to make for myself a precisely similar Safe from the same pattern, to be filled with my composition, as applied in Herring's Patent Fire-Proof Champion Safe; I and my foreman to make oath that it contains the said composition, and nothing else. The filling in the two Safes to be of equal thickness. Should my pattern be selected to, I will adopt your single-flange; or you may select any Safe maker in the city to make two skeleton Safes, you to fill one, I the other, under the conditions above stated.

I would further propose for the satisfaction of the public, that a Committee of three, one of whom at least, shall be a chemist, be selected to superintend the filling of the Safes. We to place our respective letters patent in the hands of said Committee that they may see and testify that the Safes were filled in accordance therewith.

Of the Committee of three you are at liberty to choose two members.

The Safes to be tested publicly by fire, under the direction of a Committee appointed by us equally, and for that purpose only; the successful competitor to have the burnt Safes, and the other party to pay the expenses attending the trial by fire.

Now, Messrs. Stearns & Marvin, the controversy has reached a point to which I hope to nail you. The challenge meets you on your own ground. You have all along professed to desire a trial of Safes of equal size and equal thickness, and have striven to make the public believe that I wanted something else. You have talked of my putting a double-flange against your single—knowing that I make double-flanges exclusively—and have dodged to every point of the compass; but I think I have cornered you at last. Curses, they say, come home to roost; and here your own proposition has come home to you. Will you accept it or reject it? Let us have no more backing and filling. Come up to the test, or haul down your flag to the Champion Safe, and consent to play second fiddle for the rest of your lives.

SILAS C. HERRING.

THE SAFE CONTROVERSY.—We, the undersigned Committee, appointed by Messrs. STEARNS & MARVIN to arrange with Mr. HERRING for a trial of their Safes by fire, have been much surprised to see in the newspapers an ex-parte statement from Mr. Herring, incorrect in its details, and at variance with the facts, and in violation of a pledge given by each party not to publish anything until the Committee made their report. That report cannot be made until an answer is received from Mr. Herring to the challenge sent him by Messrs. Stearns & Marvin.

HENRY C. BOWEN, Chairman. H. B. CLAFLIN,
JOHN B. PALMER, ROBERT NEWELL,
New-York, Nov. 17, 1853. JOS. G. GILBERT.

Replating.

REPLATING OF OLD PLATED WARE, viz.: Spoons, Forks, Castors, Cake Baskets, Trays, Stale-rods, &c. equal to new, and at the lowest prices. Send goods to the Plating Factory, No. 217 Centre near Grand-st., or to the office No. 2 at 15 John-st., up stairs.

Coal.

COAL.—I still sell the best quality of Coal at reduced prices, from my yards 25th-st. and 9th-av., and corner of King and Greenwich. Weight warranted. PETER CLINTON.

COAL.—Peach Orchard, Red Ash, Nut, $5 25; Egg and Stove, $6 25; White Ash Furnace, Egg and Stove, $6 25. Cannel, Liverpool and Cumberland at the lowest market price.
JACOB WEEKS, Jr.,
No. 313 Bowery and No. 211 Greene-st., near Amity.

COAL.—The subscriber offers for sale, in quantities to suit, at the lowest market price, a full assortment of the best Anthracite and Bituminous Coals. J. L. WORTH,
Corner 4th and Thompson-sts and cor. Albany and Washington sts.

LACKAWANNA COAL.—Furnace and Steamer Lump, and Grate Coal, for sale by the cargo. Apply to
ISAAC N. SEYMOUR, Treasurer,
Of the Delaware and Hudson Canal Co., No. 34 Wall-st.

FOR CHARLESTON and FLORIDA—U. S. MAIL LINE.—The new and splendid steamship UNION, Capt. Richard Adams, will leave Pier No. 4, North River, for the above port, on WEDNESDAY, Jan. 11, at 3 o'clock P. M. precisely. For freight apply on board where all Bills of Lading will be signed, and for passage to SPOFFORD, TILESTON & Co., No. 30 Broadway.
Through tickets to Florida as follows: Jacksonville $31. Pilatka and Picolata, $34.

Ocean Steamers, &c.

ROYAL MAIL STEAMSHIP AFRICA, for LIVERPOOL.—The AFRICA, W. Harrison, commander, will sail from the Company's Dock, at Jersey City, with the mails and passengers for Europe, on Wednesday, the 11th inst., at 1 o'clock precisely. Passengers are requested to be on board by 12½ o'clock. The EUROPA will sail on the 25th January.

FOR LIVERPOOL.—Steamship ALPS, Geo. Little, Commander. This new and powerful steamer will sail from the British and North American Royal Mail Steam Packet Company's Dock, at Jersey City, on SATURDAY next, the 14th inst.

Passage money for first-class passengers only for whom there is excellent accommodation, $80, including previisions and Steward's fee, but without wines or liquors, which can be obtained on board. Freight taken at reasonable rates. Apply to
E. CUNARD, No. 4 Bowling-green.

The ALPS will sail at 10½ A. M. precisely. Passengers are requested to be on board by 10 A. M.

NOTICE—STEAMSHIP UNION for CHARLESTON.—In consequence of the U. S. Government having required the steamship Union to go in search of the steamship San Francisco, disabled at sea, there will be no vessel for Charleston until Jan. 14, when the steamship JAMES ADGER will leave at her regular hour, 3 o'clock P. M.

NEW-YORK AND HAVRE STEAM NAVIGATION COMPANY.—The new ocean steamer NASHVILLE, J. W. Berry, Commander, of 1,100 tuns burden, will leave for Havre, via Southampton, in place of the Humboldt, on SATURDAY, the 14th inst., at 12 o'clock, from Pier No. 4 North River. For passage, having superior accommodations, apply at the Office of the Company, No. 58 Broadway. MORTIMER LIVINGSTON, Agent.

PANAMA TRANSIT TICKETS.—A. M. HINKLEY, late forwarder for Adams & Co's California Express, is now prepared to furnish Transit Tickets from Aspinwall to Panama. Passenger Tickets for sale in New-York. Apply to
JOHN W. CARRINGTON, Adams & Co's No. 59 Broadway.

PASSAGE TICKET AGENCY.—FOR AUSTRALIA, CALIFORNIA and EUROPE.—The undersigned beg to inform persons at a distance that they act as Agents for the purchase of Passage Tickets, by all the steamers, clippers and packet ships leaving New-York for the above places, or any part of the world. The advantages to those availing themselves of their services are very great. The trouble and expense of visiting the city before the day of sailing, and the risk of disappointment in procuring passage by the desired vessels are avoided, while their arrangements are such as to insure the best possible accommodations.

Full information given, by letter, gratis, and orders for passages, accompanied by a remittance or city reference, promptly attended to. Charge, $5 per ticket, but special arrangements will be made with either clubs or families. Address, post-paid,
H. FOTHERINGHAM, No. 102 Wall-st., New-York.
N. B.—Consignments of vessels and merchandise solicited.
REFERENCES.—Messrs. Barclay & Livingston; Ross, Falconer & Co.; Hussey, Bond & Hale; Eagle & Hazard; T. B. Satterthwaite, Esq., President N. Y. Mutual Insurance Co.; J. B. Dickinson, Esq.

NEW-YORK and CALIFORNIA STEAMSHIP LINE via NICARAGUA—The Accessory Transit Company of Nicaragua, Proprietors. Through in advance of the Mail. Only line giving Through Tickets, including the Isthmus Crossing. The New Double-Engine Steamship STAR OF THE WEST, 2,000 tuns burden, will leave from Pier No. 3 N. R. at 3 o'clock P. M., precisely, for SAN JUAN DEL NORTE, on FRIDAY, Jan. 20, connecting with the new and favorite Steamship SIERRA NEVADA, 2,000 tuns burden, over the NICARAGUA TRANSIT ROUTE, having but twelve miles of land transportation. These steamers are unsurpassed in their ventilation and accommodations. For information or passage apply only to CHARLES MORGAN, Agent, No. 5 Bowling-green.

FOR SAVANNAH.—FARE REDUCED.—The new and splendid side-wheel steamship KEYSTONE STATE, Capt. R. Hardie, carrying the United States Mail, will leave Philadelphia for Savannah, on WEDNESDAY, Jan 11, at 10 o'clock A. M., from the wharf above Pine-st. This ship is entirely new, and in speed and strength, and every arrangement for the comfort and convenience of passengers, is unsurpassed. Fare from Philadelphia, $20; Steerage, $12. The STATE OF GEORGIA leaves as above the following WEDNESDAY. Agents in Philadelphia, HERON & MARTIN, No. 57½ North-wharves; in Savannah, C. A. L. LAMAR.

UNITED STATES MAIL LINE for CALIFORNIA.—REDUCTION in PRICE of PASSAGE.—United States Mail Steamship Company, connecting with the Pacific Mail Steamship Company, carrying the great United States Mail for California and Oregon via Aspinwall and Panama.

The United States Mail Steamship Company intend to dispatch for Aspinwall on FRIDAY, Jan. 20, at 2 o'clock P. M., from pier foot of Warren-st., the fast sailing steamer GEORGE LAW, Capt. J. McGowan, to connect at Panama with the Pacific Mail Steamship Company's steamer JOHN L. STEPHENS, Capt. R. L. Pierson.

Through tickets to California by these favorite steamers can now be purchased at very low prices.

The transit of the Isthmus (at the expense of the passenger) is now made in part by railroad, and the facilities for crossing the Isthmus are such as cannot be found on any other route to California. For passage, apply to C. A. WHITNEY, at the office, No. 177 West-st., corner of Warren-st.

U. S. MAIL STEAMSHIP COMPANY for NEW ORLEANS via HAVANA—Sailing at 2 o'clock, P. M., from Pier foot of Warren-st., carrying the Government Mails.

This Company intend to dispatch, on THURSDAY, Jan. 12, the steamer PHILADELPHIA, Capt. Thomas A. Budd. Freight taken to New-Orleans at 40 cents per cubic foot. Specie only taken on freight to Havana.

Shippers will be furnished with the blank form of bill of lading, signed by this Company, on application. No bills of lading signed after the sailing of the vessel.

For freight or passage, apply at the office of the Company, No. 177 West-st. M. O. ROBERTS.

FOR CHARLESTON.—The steamship JAMES ADGER, J. Dickenson, commander, will leave Pier No. 4 North River, on SATURDAY, January 14, at 3 o'clock P. M., precisely. All bills of lading signed by the Purser on board.

For freight apply on board, and for passage, apply to
SPOFFORD, TILESTON & Co., No. 30 Broadway.
Through tickets to Jacksonville, $31; Picolata and Pilatka, $33.

DISPATCH LINE for SAN FRANCISCO in 93 DAYS.—The famous clipper ship JOHN GILPIN, at pier No. 23, East River, foot of Beekman-st., is expected to finish her loading on or before the 13th of January inst., and can handsomely accommodate a few cabin passengers. This magnificent first-class clipper made her last passage to San Francisco in ninety-three days twenty-one hours. Passengers desirous of a fast clipper have an opportunity of securing the remaining berths on immediate application to
SUTTON & Co., No. 84 Wall-st.

FOR BERMUDA and ST. THOMAS.—The Royal Mail Steamer CURLEW, W. Sampson, Commander.—This fine new steamship will sail for the above Islands on TUESDAY, 7th February, 1854; TUESDAY, 7th March, 1854; and FRIDAY, April 7.

The Curlew has just been built on the Clyde, expressly for the service between New-York and St. Thomas. She has a lofty poop deck, and great care has been taken to give her good ventilation.

PASSAGE MONEY.
To Bermuda.....$30 | To St. Thomas.....$70
For freight or passage apply to
E. CUNARD, No. 4 Bowling Green, N. Y.

PATRIOTIC LINE.—New Line of New-York and Liverpool Packets. This line will be composed of the following new and splendid ships, viz:

CALIFORNIA	2,000 tuns burden	Captain D. H. Truman.
HUNTSMAN	1,500 tuns burden	Captain David Caulkins.
WEBSTER	2,000 tuns burden	Captain J. J. Lawrence.
ORIENT	2,000 tuns burden	Captain George S. Hill.

The above vessels have been recently built, and are the largest and most substantial in the trade.

They are commanded by men of experience and ability. Her accommodations are very superior, and every exertion will be made to promote the comfort of passengers and the convenience of shippers. For freight or passage apply to
SPOFFORD, TILESTON & Co., No. 30 Broadway.
Agents in Liverpool—T. GRIMSHAW & Co., No. 10 Goree Piazza.

STEAM BETWEEN NEW-YORK AND GLASGOW.—The GLASGOW and NEW-YORK STEAMSHIP COMPANY'S powerful new steamship GLASGOW, 1,962 tuns and 400 horse power, Robert Craig, Commander, will sail from New-York for Glasgow on WEDNESDAY, January 18, at 12 o'clock noon.

First Cabin (Midship Rooms)	$90
First Cabin	75
Second Cabin	50
Third Class	25

Stewards fee included.
Apply to J. McSYMON, No. 33 Broadway.

SAVANNAH STEAMSHIPS—U. S. MAIL LINE.—These first-class ships will leave New-York for Savannah, as follows: At 3 o'clock P. M., from Pier No. 4 North River:

FLORIDA, Capt. Woodhull	Saturday,	January 7.
ALABAMA, Capt. Schenck	Wednesday,	January 11.
AUGUSTA, Capt. Lyon	Saturday,	January 14.
FLORIDA, Capt. Woodhull	Saturday,	January 21.
ALABAMA, Capt. Schenck	Wednesday,	January 25.
AUGUSTA, Capt. Lyon	Saturday,	January 28.

Thenceforward in same order until further notice.
For freight, apply on board, and for passage to
SAMUEL L. MITCHELL, No. 13 Broadway.

Steamboats and Railroads.

LONG ISLAND RAILROAD.—Leave Brooklyn daily, except Sundays, for Greenport at 10 A. M.; for Farmingdale 3.45 P. M.; for Hempstead, 12 M. and 5 P. M.; for Jamaica, 6.45 P. M. For Brooklyn: leave Greenport 10 A. M.; Farmingdale, 7.30 A. M. and 12.50 P. M.; Hempstead, 6.50 and 7.50 A. M., 1.15 and 3.50 P. M.; Jamaica, 5.40, 7.35 and 8.45 A. M., and 2.15 and 4.35 P. M. On Saturday, the Farmingdale train will run to Yaphank and leave there on Monday at 6.30 A. M. for Brooklyn.

CAMDEN and AMBOY RAILROAD to PHILADELPHIA, from Pier No. 1, North River. Two lines daily, at 7 A.M. and 2 P.M. Accommodation Line at 7 A. M. by steamboat John Potter to South Amboy, thence by railway to way places and Camden. Express Line at 2 P. M. by John Potter to Amboy, thence direct to Camden by cars, through in 5 hours. Fare $3.

NEW-YORK to MONTREAL, Ogdensburgh, Burlington, St. Johnsbury, Bellows' Falls, Rutland, Windsor, White River, Wells River, Montpelier, St. Albans and Rouse's Point. Ticket Offices—New-Haven Railroad, corner Broadway and Canal, and 28th-st. and 4th-av. Express trains, 8 A. M. and 4 P. M. Baggage checked through. For freight, apply to
FRANCIS HYDE, Agent, 152 South-st.

TRAVELER! LOOK TO YOUR INTEREST, SAFETY and COMFORT.—CANANDAIGUA and NIAGARA FALLS RAILROAD.—This Road, connecting with the Canandaigua and Elmira and New York and Erie Railroads, forms the most direct and expeditious route between New-York City and Niagara Falls, and being on the broad or six feet gauge, the cars are more commodious and comfortable than on any other line of travel. In fact, forming a route between New-York City, Upper Canada and the Western States, unsurpassed for beauty and variety of scenery, and for the speed, safety and comfort of the traveling community.

On and after Dec. 19, trains leave as follows:

TORONTO EXPRESS TRAIN leaves Niagara Falls at 2.30 P.M., reaches Canandaigua at 7.10 P. M., connects with the Canandaigua and Elmira and New-York and Erie Railroad for New-York.

WAY EXPRESS TRAIN leaves Batavia at 7.45 A. M., arrives at Canandaigua 12 M., connects with the Mail Train on the Canandaigua and Elmira and New-York and Erie Railroads east.

TORONTO EXPRESS TRAIN leaves Canandaigua at 3.30 A. M., arrives at Niagara Falls 1.10 P. M. This train connects at Tonawanda with trains to Buffalo.

WAY EXPRESS TRAIN leaves Canandaigua at 8.30 P.M., arrives at Batavia at 10.50 P. M., connects with the Mail Train to Buffalo.

Freight forwarded from New-York to Canandaigua and Niagara Falls, with dispatch, and at very low rates. Also to all parts of Upper Canada.

Baggage checked through. No charge for handing.

Through Tickets to be had at the offices of the New-York and Erie Railroad Company, No. 186 Broadway, and at the foot of Duane-st., New-York.

N. B.—Passengers can be ticketed through to Buffalo via the Falls, by calling at the Broadway Office.
SAM BROWN, Superintendent.
Superintendent's Office C. & N. F. R. R.,
Canandaigua, Dec. 19, 1853.
WM. W. PALMER, Agent, No. 186 Broadway, New-York.

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

Day Express at 7 A. M., for Dunkirk and Buffalo.
Mail, at 3 A. M. for Dunkirk, Buffalo and intermediate stations. This train will remain over night at Elmira, and proceed the next morning.
Way Express at 12.30 P. M. for Dunkirk, and intermediate stations.
Way, at 4 P. M., for Otisville and all intermediate stations.
Night Express, at 5 P. M., for Dunkirk and Buffalo.
Emigrant, at 5 P. M., for Dunkirk and intermediate stations.
On SUNDAY, only one Express Train, at 5 P. M.
These Express Trains connect at Dunkirk with the Lake Shore Railroad for Cleveland, Cincinnati, Toledo, Detroit, Chicago, &c.
CHAS. MINOT, Superintendent.

STATEN ISLAND FERRY, foot of Whitehall-st.—Fare 6¼ cents to QUARANTINE, STAPLETON, VANDERBILT LANDING. The Boats will leave every hour as follows:

Leave Staten Island.	Leave New-York.
From 6 A.M. to 7 P.M.	From 7 A.M. to 8 P.M.

Night boat from the Island, 9 o'clock. Fare 6¼ cents.
Night boat from New-York, 11 o'clock. Fare 12½ cents, commutators included.
SUNDAY ARRANGEMENT.—Boats leave every half hour, after 9 A.M., until 6 P. M. Night boats, 9 o'clock from the Island, 11 o'clock from New-York.

N. Y. and ERIE R. R. to HORNELLSVILLE—BUFFALO and NEW-YORK CITY RAILROAD—Broad Gauge Completed to Jersey City.

Passengers proceed from foot of Duane-st., by the Express Trains of this route, with a certainty of connecting at Buffalo with Lightning Express of Lake Shore Railroad for Cleveland, Toledo, Chicago, St. Louis, Columbus, Cincinnati and Louisville; also with steamers for Detroit.

7 A. M. Express, arrives at Buffalo 9 P. M. Leaves for Cleveland 9.30 P. M.

8.15 A. M., Mail Train, arrives at Elmira 8.30 P. M., stopping over night, proceed at 9.25 A. M., and arrive at Buffalo 3 P. M.

12 M. Express, arrives at Buffalo 10 A. M. Leaves for Cleveland at 10.45 A. M.

Baggage checked through to Buffalo.

Through tickets at No. 229 Broadway, first corner above Astor House, and at the Station-House, foot of B. & N. Y. C. R. R.

W. C. TALLMADGE, Agent, No. 229 Broadway, cor. Barclay.

FOR BOSTON, via NEWPORT and FALL RIVER.—The splendid and superior steamers BAY STATE, Capt. Wm. Brown, and EMPIRE STATE, Captain Benjamin Brayton, leave on alternate days (Sundays excepted,) from pier No. 4, N. R., near the Battery, at 4 P. M. Passengers booking at New-port each way.

Freight to Boston is forwarded through with great dispatch, by an express freight train. WM. BORDEN, Agent, Nos. 70 and 71 West-st.

THE REGULAR MAIL LINE via STONINGTON for BOSTON, PROVIDENCE, NEW-BEDFORD, and TAUNTON.—Inland Route without change of cars or detention, carrying the Eastern Mail.

The steamers C. VANDERBILT, Capt. Joel Stone, and COMMODORE, Capt. John G. Bowne, 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 wharf above Battery-place, at 4 o'clock P. M., and Stonington at 8 o'clock P. M., or on the arrival of the Mail 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 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 steamboat train to Providence, Boston, Taunton and New-Bedford, or by accommodation trains from Stonington at 7 A. M.

A Baggage-Master accompanies the steamer and runs through each way.

For passage, berths, state-rooms, or freight, application may be made at Pier No. 2, N. R., or at the office, No. 16 Battery-place.

NEW-YORK and NEW-HAVEN RAILROAD.—1854. NEW WINTER ARRANGEMENT. 1854.
Commencing January 2, 1854.

TRAINS FROM NEW-YORK.—From New-Haven—Accommodation, at 7 A. M., 11.30 A. M., and at 4.10 P. M. Express at 8 A. M., 3 and 4 P. M. Express 8 A. M. train stops at Stamford and Bridgeport; the 3 P. M. at Stamford, Norwalk and Bridgeport; the 4 P. M. train at Stamford and Bridgeport.

For Port Chester and Bridgeport—Special Accommodation trains for Port Chester at 9.15 A. M. and 6.15 P. M.; for Bridgeport at 3 P. M.

For Boston, via Hartford, Springfield and Worcester—Express at 8 A. M. and 4 P. M. Dine and Depot Springfield.

For Connecticut River, Vermont Railroads, and Montreal—Express at 8 A. M. Dine at Springfield.

For Accommodation train of the New-Haven, Hartford, and Springfield Railroad—At 11.30 A. M.

For Canal Railroad—At 8 and 11.30 A. M.

For New-Haven and New-London Railroad—Express at 8 A. M. to New-London, Norwich, Stonington and Providence, and 3 P. M. to New-London only.

For Housatonic and Naugatuck Railroad—Express at 8 A. M. and 3 P. M.

For Danbury and Norwalk Railroad—Accommodation at 7 A. M. and Express at 3 P. M.

TRAINS TO NEW-YORK.—From New-Haven—Accommodation at 5.20, 6.45 and 9.35 A. M. and 4 P. M. Express at 1.10 and 9.25 P. M.

From Norwalk and Port Chester—Special Accommodation trains from Norwalk at 6 A. M.; from Port Chester at 5.30 A. M. and 3.50 P. M.

See large bill of advertisement at the Station-Houses and Hotels.
Vice Pres't, and Supt's Office, No. 37 Canal-st., New-York.
Ass't Supt's Office, Station-House, N. Haven.

1853. Arrangements for December. 1853.

ALBANY and NEW-YORK RAILROAD.—Two daily Express Trains, at 9 o'clock A. M. and 2.30 P. M., connecting at Albany with Central line of railroad West; also with lines North for Saratoga Springs, Whitehall and Montreal. The trains connect with Western and Hudson and Berkshire Railroads at Chatham four-Corners for Lebanon Springs. The above trains start from the foot of Deagrot, corner of White, Elm and Centre-sts. (where through tickets can be procured and baggage checked,) for Albany, Schenectady, Utica, Rome, Syracuse, Auburn, Geneva, Canandaigua, Rochester and Buffalo.

Passengers also received at Broome st. and Bowery, and 26th st. and 4th-av. Stations.

The above trains will land and receive passengers only at Croton Falls, Hillsdale, and Chatham Four-Corners.

All other trains will leave City Hall Station, corner of Tryon-row and Centre-st., as heretofore. W. K. HALL, Superintendent.

CENTRAL RAILROAD of NEW-JERSEY.—New York, Somerville and Easton—Winter arrangements—On and after Dec. 15, 1853, Passenger Trains will leave as follows—from Pier No. 2 North River, New-York: At 6 A. M., 12 M. and 4 P. M.; Newark, 7 A. M.; Somerville (way), at 5 P. M., by N. J. Railroad, foot of Courtlandt-st. Leave Phillipsburgh, opposite Easton, at 6½ and 9½ A. M., 3½ P. M. Leave Somerville (way) at 6.30 A. M. This line connects with trains by the N. J. Railroad Company, foot of Courtlandt-st.

Stages connect with trains from New-York as follows: from Plainfield for Raskenridge, &c.; from Somerville, for Peapack, &c.; from White House, for Flemington, &c.; from Easton for Belvidere, Wilkesbarre, Bethlehem, Allentown, Mauch Chunk, &c., &c.

GEO. H. PEGRAM, Superintendent.

HUDSON RIVER RAILROAD.—Fall Arrangement.—Trains leave Chambers-st. daily for Albany and Troy. New-York to and from Albany and Troy—On and after MONDAY Dec. 5, 1853, the Trains will run as follows:

Express Train 7 A. M., through in four hours, connecting with Northern and Western Trains.
Mail Train 9 A. M. Through Way Trains 12 M. and 3 P. M.
Express Trains 5 P. M. Accommodation Train at 6 P. M.
For Tarrytown at 10½ P. M.
For Poughkeepsie: Day Passenger Trains at 7.10 A. M. and 4 P. M., from Chambers-st.; and Way, Freight and Passenger Train at 10 A. M., from Chambers-st.
For Peekskill at 5½ 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 MAIL TRAINS at 3.40 P. M. from Canal-st. for Albany, stopping at all Way Stations.
EDMUND FRENCH, Superintendent.

NEW-YORK and PHILADELPHIA DIRECT via NEW-JERSEY RAILROAD—U. S. MAIL and EXPRESS LINES—Through in four hours—WINTER ARRANGEMENT, Dec. 15, 1853—Leave New-York foot of Courtlandt-st., at 7, 9 and 11 A. M., and 4 and 5½ P. M.

Leave Philadelphia at 7½, 8 and 9 A. M., and 4½ and 5½ P. M.

Fare from New-York $2 75 in 7 and 11 A. M. and 4 P. M. to Kensington; $2 50 for second class in 11 A. M. and 4 P. M. to Kensington; $3 in 9 A. M. and 5½ P. M. to Walnut-st., via Camden, and $2 with reduced Way prices in New-Jersey Accommodation Line, which leaves at 12 M. from foot of Courtlandt-st., via Camden to Walnut-st. in 6 hours. Omnibuses will run from the Kensington Depôt to the principal hotels and the central parts of Philadelphia for 12½ cents for each passenger, and with baggage for 25 cents.

Through tickets sold for Baltimore, Washington, Norfolk, Weldon, Wilmington and Charleston in all the above trains. Through baggage-agents and baggage continued in 9 and 5½ lines only. Passengers with baggage cross the ferry 15 minutes before the trains leave.

GREAT WESTERN MAIL ROUTE.—SIXTY MILES DISTANCE SAVED.—MICHIGAN SOUTHERN RAILROAD LINE.—The Railroad is now open to the Mississippi River. Running time to St. Louis 56½ hours.

Passengers can leave New-York by the NEW-YORK AND ERIE or HUDSON RIVER RAILROADS, at 7 o'clock A. M. and 3 o'clock P. M., arriving same evening at Dunkirk or Buffalo, and connecting with LIGHTNING EXPRESS TRAINS on the LAKE SHORE RAILROAD, and reach Chicago next evening at 9½ o'clock, where a comfortable night's rest may be obtained, and proceed at 8 o'clock next morning by the CHICAGO AND ROCK ISLAND RAILROAD, for La Salle, Bloomington, Springfield, Alton, and St. Louis, all the way by RAILROAD. Also connecting at Chicago with trains on the CHICAGO AND GALENA RAILROAD, for Rockford, Freeport, Galena and Dubuque.

Passengers by this line have the privilege of stopping at any point and resuming seats at pleasure. And they will not be subjected to the necessity of meals and vexatious delays occasioned by LOW WATER, as by other routes.

For Through Tickets, or any further information, apply at the Company's Office, No. 193 Broadway, corner of Dey-st., to
JOHN F. PORTER, General Agent.

CLEVELAND and TOLEDO RAILROAD.—WINTER ARRANGEMENT.

On and after MONDAY, Nov. 14, 1853, Passenger Trains will leave daily (Sundays excepted) as follows:

Southern Division via Norwalk:
Leave Cleveland at.....6.30 A. M., 3.00 and 7.45 P. M.
Leave Toledo at.....8.10 A. M., 3.30 P. M. and 1 A. M.
Forming in connection with Lake Shore and Michigan Southern and Northern Indiana Railroad. The Daily Trains between Buffalo, Dunkirk and Chicago, connecting also at Monroe