Insurance Companies.

BRANCH OFFICE of the HARTFORD LIFE INSURANCE COMPANY, of HARTFORD, CONNECTICUT. No. 162 Broadway, New-York, JAMES DIXON, President. HENRY L. MILLER, Secretary. W. F. PHOMPS, Vice-President. J. EDWARDS, Attorney for the Company in New-York. W. QUACKENBOSS, M. D., and DAVID S. DODGE, Medical Examiners, in attendance daily, between 12 and 1 o'clock.

The Company having complied with the requirements of the laws of the State of New-York, requiring one hundred thousand dollars deposit, have opened a Branch Office, No. 162 Broadway, corner of Johnstreet, in the Merchants' Bank Building, where they will be happy to receive and all who wish Life Insurance to a safe, reliable and responsible paying Company. The character of the Hartford Companies for prompt paying and liberality to the public where they are be found.

The Company insures on both the Stock and Mutual plans. The mutual rates are as low as any good and responsible Company. The capital, which policies are taken for life, loan one half the amount of premium, thus enabling those of limited means an opportunity of securing to their families, in case of death, a competency, and not be dependent upon friends and charity of a cold and not altogether unfeeling world.

Fire and Marine Risks taken at this office to any amount, in responsible Companies.

A. EDWARDS, } Agents.
A. K. EDWARDS, }

PEOPLE'S FIRE INSURANCE COMPANY of the CITY OF NEW-YORK.—Office: No. 173 Canal-st., (Peoples' Bank Building.)

Property generally insured against loss or damage by fire on favorable terms.

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RICHARD VARICK, President.

W. F. UNDERHILL, Secretary.

Applications by post promptly attended to.

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 assured 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. Mintern,
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Duncan P. Curry, Secretary.	George Curtis.	

ROBERT S. HONE, President.

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 $3,000,000.

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.

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PRESIDENT.
G. A. THOMSON, Fellow of the Institute of Actuaries, London.

JOSEPH BLUNT, Counsel.

MEDICAL ADVISERS.
JOHN F. METCALFE, M. D., and JOHN O. STONE, M. D.

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.

Professional Notices.

MOUNT, GRANT & BELKNAP, ATTORNEYS AND COUNSELLORS AT LAW, AND LAND AGENTS, San Francisco, California.

CHAS. E. MOUNT, GILBERT A. GRANT, DAVID P. BELKNAP.

SYLVESTER LAY, Attorney and Counsellor at Law and Commissioner for all the States except New-Jersey, Delaware, Maryland and Illinois. Office, No. 18 Wall-st., N. York.

Ocean Steamers, &c.

NEW-YORK and CALIFORNIA STEAMSHIP LINE via NICARAGUA.—The Accessory Transit Company of Nicaragua, Proprietors, through the influence of the Mail Only this great Thoroughfare, including the Isthmus Crossing. The New Double-Engine Steamship NORTHERN LIGHT, 2,500 tuns burthen, will leave from Pier No 3 N. R. at 3 o'clock P.M. precisely, for SAN JUAN DEL NORTE, on SATURDAY, Feb. 4, connecting with the new and favorite Steamship CORTES, 2,000 tuns burden, over the NICARAGUA TRANSIT ROUTE, having but twelve miles of land transportation. These steamers are unsurpassed in the 1 excellence and accommodations. For information or passage apply only to CHARLES MORGAN, Agent, No. 5 Bowling-green.

U. S. MAIL LINE for CALIFORNIA, via ASPINWALL and PANAMA.—Lowest Prices. Superior Steamers. Extension of the Panama Railroad. Arrangements for the sale in this city of Tickets for the Transit of the Isthmus, forming the most accessible and safe route through in advance of all other lines. The U. S. Mail Steamship Company intend to dispatch to Aspinwall, on MONDAY, February 6, at 3 o'clock P. M., from pier foot of Warren-st., the fast sailing steamship GEORGIA, Lieut. J. P. McKinney, U. S. N., to connect at Panama with the Pacific Mail Steamship Company's steamer CALIFORNIA, Capt. A. V. H. Leroy. The extension of the Railroad makes the passage across the Isthmus practicable in one day, a consideration that will induce all who value their health and comfort to select this route. Mr. Hinkley, late forwarder for Adams & Co. on the Isthmus, has perfected his arrangements for the transit of passengers and their baggage from Aspinwall to Panama. Tickets can be obtained for this transit from J. W. CARRINGTON at Adams & Co's. No. 59 Broadway. The accommodations for passengers of all classes are unsurpassed, and particular attention is paid to the cleanliness of the steerage. For freight or passage, apply at the office of the Company, No. 177 West-st., to C. A. WHITNEY.

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.

INDEPENDENT LINE for CALIFORNIA.—JAMES M. CROSS, Proprietor of the Atlantic steamer; EDWARD MILLS, Proprietor of the Pacific steamers. Two celebrated new and double engine steamship NORTH STAR, 2,500 tuns burden (having on her recent European excursion, proved herself a superior vessel in every respect, will leave for Aspinwall on MONDAY, February 20, at 3 o'clock, P. M., precisely, to connect with the new and favorite steamship UNCLE SAM. The unrivaled speed and superior accommodations of these steamers, warrant the belief that the line will excel all others. For passage or freight apply to JAMES M. CROSS, No. 9 Battery-place, up stairs.

FOR CHARLESTON and FLORIDA—U. S. MAIL SEMI-WEEKLY LINE.—The new and favorite steamship MARION, Capt. Wm. P. Foster, will leave for the above port on SATURDAY, Feb. 4, at 3 o'clock P. M. precisely, for freight apply on board, where all bills of lading will be signed; and for passage to STOFFORD, TILESTON & Co., No. 96 Broadway.

Through tickets to Florida as follows: Jacksonville $81. Pilatka and Picolata, $33.

The steamship SOUTHERNER will succeed the Union, and sail WEDNESDAY, Feb. 8.

SAVANNAH STEAMSHIPS—U. S. MAIL LINE.—Great Southern Route from New-York to Mobile and New-Orleans, via Savannah, Macon and Columbus, and Montgomery, Ala. Only 36 hrs. important points in Florida. The first-class steamships AUGUSTA, 1,800 tuns, Capt. Thomas Lyon; ALABAMA, 1,800 tons, Capt. George B. Schenck; FLORIDA, 1,800 tuns, Capt. M. S. Woodhull, will leave every SATURDAY, and alternate WEDNESDAYS, at 3 o'clock P. M., as follows:

FLORIDA, Capt. Woodhull,	Saturday, February 4
ALABAMA, Capt. Schenck,	Wednesday, February 8
AUGUSTA, Capt. Lyon,	Saturday, February 11
FLORIDA, Capt. Woodhull,	Saturday, February 18
ALABAMA, Capt. Schenck,	Wednesday, February 22
AUGUSTA, Capt. Lyon,	Saturday, February 25

And in same order until further notice.

FOR THE INTERIOR.—Two trains leave daily for Macon, &c—morning and evening. In case of delay in the arrival of the steamships, an Express Train of passenger cars will leave Savannah every TUESDAY and SATURDAY, after the arrival at 3½ o'clock P. M., taking passengers into Columbus the next morning at 7 o'clock, and into Montgomery the same day at 7½ o'clock P. M.—only 28 hours from Savannah to Montgomery—making 15 hours less land travel than by any other route.

FOR FLORIDA.—The new steamer ST. JOHNS, Capt. James Freeborn; steamer WELAKA, Capt. N. King; and WILLIAM GASTON, Capt. Thomas S. Shaw, form a regular line, connecting with these steamships, leaving Savannah every TUESDAY, THURSDAY and SATURDAY mornings, at 10 o'clock, for Pilatka, Florida, touching at Darien and St. Mary's, Georgia; Jacksonville, Middleburg, Palatka and St. Augustine, Florida. These boats, having unsurpassed accommodations for passengers, and taking the inland route, offer superior inducements for invalids and others.

For freight or passage, apply to SAMUEL L. MITCHELL, No. 12 Broadway, N. Y.

FOR SAVANNAH—FARE REDUCED.—The new and splendid side-wheel steamship KEYSTONE STATE, Capt. S. Hancie, carrying the United States Mail, will leave Philadelphia for Savannah on WEDNESDAY, Feb. 8, at 10 o'clock A. M., from the wharf above Vine-st. Its speed and strength, and every arrangement for the comfort and convenience of passengers, this ship is unsurpassed. Fare from Philadelphia, $20; Steerage, $8. The STATE OF GEORGIA will succeed the KEYSTONE WEDNESDAY. Agents in Philadelphia, JOHN MORGAN, No. 84 North Wharves; in Savannah.

FOR BERMUDA.—THE ROYAL MAIL STEAMERS.—The Royal Mail Steamer CURLEW, W. ..... Master, ... day, ... 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.

THE LIVERPOOL and PHILADELPHIA STEAMSHIP Co. intend sailing their favorite steamships as follows:

CITY OF GLASGOW, 1,600 tuns,	Capt. William Wylie
CITY OF MANCHESTER, 2,125 tuns,	Capt. Robert Leitch
CITY OF PHILADELPHIA, 2,000 tuns (new ship)	
CITY OF BALTIMORE, 2,500 tuns (new ship)	

FROM PHILADELPHIA.

CITY OF GLASGOW	Saturday, Dec. 10, 1853
CITY OF MANCHESTER	Saturday, Jan. 7, 1854

FROM LIVERPOOL.

CITY OF GLASGOW	Wednesday, Nov. 9, 1853
CITY OF MANCHESTER	Wednesday, Dec. 7, 1853
CITY OF GLASGOW	Wednesday, Jan. 4, 1854

RATES OF PASSAGE.

FROM PHILADELPHIA.
Saloon, $75; Staterooms ..... $90. Saloon after Staterooms ..... 22 gns.
" midship ..... 65 " midship 17
" forward ..... 60 " forward 15
Including Stewarde's fees.

THIRD-CLASS PASSENGERS.
A limited number of third-class passengers will be taken from Philadelphia and Liverpool, and found in provisions.
From Philadelphia ..... $25 | From Liverpool $30

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

An experienced surgeon will be carried on each ship.

Small bills drawn in sight on England.

For freight or passage apply to
SAMUEL L. MITCHELL, No. 12 Broadway, N. Y.
JOHN MORGAN, No. 84 North-st., Philadelphia.
JOHN G. DALE and GEORGE G. DALE, Liverpool.

THE BRITISH and NORTH AMERICAN ROYAL MAIL STEAMSHIPS.

FROM NEW-YORK TO LIVERPOOL.
Chief Cabin Passage $120
Second Cabin Passage 70

FROM BOSTON TO LIVERPOOL.
Chief Cabin Passage $100
Second Cabin Passage 65

The ships from Boston call at Halifax.

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

These vessels carry a clear White Light at mast-head; Green on starboard bow; Red on port bow.

CANADA, Stone	Boston	Wednesday, 18th Jan.
EUROPA, Shannon	New-York	Wednesday, 25th Jan.
NIAGARA, Leitch	Boston	Wednesday, 1st Feb.
ASIA, E. G. Lott	New-York	Wednesday, 8th Feb.
ARABIA, Judkins	Boston	Wednesday, 15th Feb.
AFRICA, Harrison	New-York	Wednesday, 22d Feb.

Bertha not secured until paid for.

An experienced surgeon on board.

The owners of these vessels will not be accountable for Gold, Silver Bullion, Specie, Jewelry, Precious Stones or Metals, unless bills of lading are signed therefor, and the value thereof therein expressed.

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

THE NEW-YORK, BREMEN and SOUHAMPTON UNITED STATES MAIL STEAMERS.—The ships composing this Line are the WASHINGTON, Capt. E. M. Fitch; HERMANN, Capt. E. Higgins. These steamers stop at Southampton, both going and returning.

PROPOSED DATES OF SAILING—1854.

	From New-York.	From Bremen.	From South'on for New-York.
WASHINGTON	Jan. 29	Feby 24	March 1
HERMANN	Feby 25	March 24	March 29
WASHINGTON	March 25	April 21	April 26
HERMANN	April 22	May 19	May 24
WASHINGTON	May 20	June 16	June 21
HERMANN	June 17	July 14	July 19
WASHINGTON	July 15	Aug. 11	Aug. 16
HERMANN	Aug. 12	Sept. 8	Sept. 13
WASHINGTON	Sept. 9	Oct. 6	Oct. 11
HERMANN	Oct. 7	Nov. 3	Nov. 8
WASHINGTON	Nov. 4	Dec. 1	Dec. 6
HERMANN	Dec. 2	Dec. 29	Jan. 3

PASSAGE FROM NEW-YORK TO SOUTHAMPTON AND BREMEN.
First Cabin, main Saloon, $120; First Cabin, lower Saloon, $100; Second do., $60.

All letters and newspapers must pass through the Post-Office.

No Bills of Lading will be signed on the day of sailing.

An experienced Surgeon is attached to each ship.

For freight or passage apply to
C. H. SAND, No. 36 South-st., New-York.
C. A. HEINEKEN & Co., Bremen.
MARTINEAU, CROSKEY & Co., Southampton.
WM. ISELIN, Havre.

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

CALHOUN	2,000 tuns burden	Captain D. H. Truman.
H. CLAY	1,800 tuns burden	Captain David Carkins.
WEBSTER	2,000 tuns burden	Captain J. J. Lawrence.
ORIENT	2,000 tuns burden	Captain George S. Ellis.

The above vessels have been recently built, and are the largest and most commodious 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

STOFFORD, TILESTON & Co., No. 96 Broadway.

Agents in Liverpool—T. GRIMSHAW & Co., No. 16 Green Place.

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.

These ships have been built by contract, expressly for Government service. Every care has been taken in their construction, as also in their Engines, to insure strength and speed, and their accommodations for passengers are unequaled for elegance and comfort. Price of passage from New-York to Liverpool in first-class cabin, $120; in second do., $70; exclusive use of extra size state rooms, $300. From Liverpool to New-York, $80 and $70. An experienced surgeon attached to each ship. No berth secured until paid for.

PROPOSED DATES OF SAILING.

FROM NEW-YORK.		FROM LIVERPOOL.	
Saturday	July 29, 1853	Wednesday	July 27, 1853
Saturday	Aug. 6, 1853	Wednesday	Aug. 24, 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	Dec. 30, 1853
Saturday	Dec. 10, 1853	Wednesday	Dec. 14, 1853
Saturday	Dec. 24, 1853	Wednesday	Dec. 28, 1853

For freight or passage apply to
EDWD K. COLLINS & Co., No. 56 Wall-st., N. Y.
GROWN, SHIPLEY & Co., Liverpool.
JOHN MUNROE & Co. Rue Norte 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.

Steamboats and Railroads.

LONG ISLAND RAILROAD—Leave Brooklyn for Greenport at 10 A. M.; for Hempstead, 10 A. M., 12 M. and 3 45 and 5 P. M.; for Farmingdale, 10 A. M. and 3 45 P. M.; for Jamaica, 10 A. M., 12 M. and 3 45, 5 and 6.40 P. M. For Brooklyn leave Greenport 10 A. M.; Farmingdale, 7.30 A. M. and 12 55 P. M.; Hempstead, 6 50 and 7 55 A. M., 1 10 and 3.30 P. M.; leave Jamaica, 6 40, 7 55 and 9 45 A. M., and 3 15 and 5 25 P. M. On Saturday Evening, the Farmingdale train will run to Yaphank and leave there for Brooklyn on Monday morning at 5.10.

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 Depot to the principal hotels and the central part of Philadelphia for 12½ cents for each passenger, and with baggage for 25 cents.

Through tickets to 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 10 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 50½ hours.

Passengers can leave New-York by the NEW-YORK AND ERIE or HUDSON RIVER RAILROADS at 6 o'clock A. M. and 5 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 9 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, to 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 on this line have the privilege of stopping at any point and resuming seats at pleasure. And they will not be subjected to the numerous and vexatious delays occasioned by LOW WATER, or by other routes.

For Through Tickets, or any further information, apply at the Company's Office, No. 183 Broadway, corner of Dey-st., to
JOHN F. PORTER, General Agent.

NEW-YORK and MONTREAL RAILROAD LINE via Bellows Falls, Rutland, Burlington, Windsor, White River, Wells River, St. Johnsbury, Montpelier, St. Albans and Rouses Point to Ordensburgh and Montreal. Ticket Offices: New-Haven Railroad, corner Broadway and Canal-st., and 138 Canal, and 6 Exchange-place. Trains leave Montreal at 7 A. M. and 2 P. M. Express Trains at 8 A. M. and 4 P. M. Baggage checked through. There are only two changes of cars on this route between New-York and Montreal. Freight by the New-Haven Steamers, Peck-slip.

FRANCIS HYDE, General Agent, No. 152 South-st.

TRAVELER! LOOK TO YOUR INTEREST, SAFETY and COMFORT.—CANANDAIGUA and NIAGARA FALLS RAILROAD.—The 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 2.35 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 PASSENGER TRAIN leaves Batavia at 9.45 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 5.30 A. M., arrives at Niagara Falls 1.10 P. M. This train connects at Tonawanda with Express for Buffalo.

WAY PASSENGER TRAIN leaves Canandaigua at 3.50 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. 183 Broadway, and at the foot of Duane-st., New-York.

N. B.—Passengers can be ticketed through to Buffalo via 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. 183 Broadway, New-York.

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

Buffalo Express at 7 A. M., for Buffalo direct, over the N. Y. & Erie R. R., and the Buffalo and N. Y. City R. R., without change of baggage or cars.

Mail at 8.15 A. M., for Dunkirk and Buffalo, and intermediate Stations. This Train remains over night at Elmira, and proceeds the next morning.

Way Express at 12.30 P. M., for Dunkirk and intermediate Stations.

Newburg Express at 4 P. M., for Newburg.

Way Passenger at 4 P. M., for Piermont, Otterville, and intermediate Stations.

Night Express at 5 P. M., for Dunkirk and Buffalo.

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.

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 ..... 9.10 A.M., 3.50 P.M. and 1 A.M.

Northern Division open to Sandusky.

Leave Ohio City at ..... 4.00 P.M.
Leave Sandusky at ..... 7.00 A.M.

E. B. PHILLIPS, Superintendent.

Office C. and T. R.R., Cleveland, Nov. 8, 1853.

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.

STEAMBOATS 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 on board the boat 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 rides through each night.

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.—For New Haven—Accommodation, at 7 A. M., 11 30 A. M., and at 4 10 P. M. Express at 9 A. M., 3 and 4 P. M. The 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 Sup at 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 5.50, 6 45 and 9.55 A. M. and 4 P. M. Express at 1.10 and 3.25 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 30 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.

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: 8 A. M., 12 M. and 4 P. M. New-York, for 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 6.50 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 Hazenridge, &c.; from Somerville, for Peapack, &c.; from White Horse, 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: Way 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 3½ P. M.

The Tarrytown, Peekskill and Poughkeepsie Trains stop at all the Way Stations.

Passengers taken at Chambers, Canal, Christopher, 13th and Hubert-sts.

SUNDAY MAIL TRAINS at 5.30 P. M. from Canal-st. for Albany, stopping at all Way Stations.

EDMUND FRENCH, Superintendent.

FOR BOSTON, via NEWPORT and FALL RIVER.—The splendid and superior steamers BAY STATE, Capt. Wm. Shaw, and EMPIRE STATE, Captain Benjamin Brayton, leave on Fore-st. Wharf, Providence, as follows:

Freight to Boston is forwarded through with great dispatch by an express freight train. WM. SOFDEN, Agent. Nos. 76 and 78 West-st.

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, 11½ o'clock. Fare 12½ cents, commuters included.

SUNDAY ARRANGEMENT.—Boats leave every half hour, from 9 A.M. until 3 P.M. Night boats 8 o'clock from the Island, 10 o'clock from New-York.

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 from Potter to South Amboy, thence by cars to Philadelphia. Express Line at 2 P.M. by John Potter to Amboy, thence direct to Camden by cars, through in 5 hours. Fare $3.

Medical.

A NOTICE to the PUBLIC that the following are the results of about 20 years extensive practice; not old receipts purchased:

Comps Anodyne cures all Coughs, Colds and Lung diseases, price 25 cents. Sugar Coated Vegetable Pills for Liver and Bilious diseases; they cause neither sickness or pain, price 25c. Tonic Pain Cure for the relief of all Pain, price 25 cents. Cure for Diarrhea, Cholera, Sea Sickness, and all Looseness of the Bowels, price 25c. Beautiful Pliable Transparent Strengthening Plaster, spread on Canton Flannel, price 12½ cents for Lameness of all kinds and Weak Loins. The most beautiful article of the kind ever offered to the public. Physicians of this city of the highest repute recommend them.

Dr. E. B. NEWMAN, No 368 Hudson-st., New-York, sole proprietor and manufacturer, for sale by Druggists generally. HALL, RUCKEL & Co., Wholesale Agents No 220 Greenwich-st., N. Y.

ANOTHER GREAT SCIENTIFIC WONDER.—That VAN PELT'S INDIANA VEGETABLE OINTMENT is a great scientific wonder, not one of the many who have tried it will deny. Scores of suffering humanity are daily resorting to the celebrated and infallible Ointment for relief. It is composed of nine of the most rare and valuable ingredients in the whole vegetable materia medica, and is decidedly the most speedy cure for arms in the breast, sides and of caked breasts, weakness and pain in the chest, piles, scalds, burns, cuts, galls, sprains, felons, carbuncles, and has no rival for old chronic sores. The worst of these cases have been cured by only a few applications of this Ointment. Price for large single boxes 50 cents. Sold at Van Pelt's Medical Depot, 281 Bowery, and retail at the principal depots, No. 21 Dey-st., opposite the New-York and Erie Railroad Office, and by the druggists generally.

DR. GLOVER'S TRUSS and BANDAGE INSTITUTE, No. 12 Ann-st.—North's new patent premium Truss, his new elastic steel Shoulder-Brace and galvanic female Supporters and Belts for Females and corpulent Persons. Instruments for Bow-Legs, weak Ankles crooked Spines and every kind of deformity. Entrance to ladies' Department through the hall, with female in attendance. Notice name—Dr GLOVER, No. 12 Bandage Institute.

DR. HASTINGS' COMPOUND SYRUP of NAPHTHA.—Consumption can positively be cured by a fair trial of Dr. Hastings's Syrup of Naphtha. There are too many proofs that result the fact to question the assertion. The medicine is indorsed by The London Lancet and London Monthly Times, authority alone sufficient, were there not a thousand others. We will give the reader but one proof, namely, the testimony in favor of its miraculous efficacy to heal and alleviate all pulmonary complaints. It is fast superseding the use of all other remedies, so prompt and satisfactory is its action on the disease. We have heard of its stopping the most violent and distressing coughs in twenty-four hours. Any med