Miscellaneous.

BRUSHES of EVERY DESCRIPTION at the Brush Factory, No. 87 Pearl-st., Franklin square. All articles sold at the lowest factory prices. Paint brushes of superior quality constantly on hand. Machine brushes made to order.
JOHN K. HOPPEL.

CROTON WATER for SHIPPING.—Sealed Proposals will be received at the Office of the Croton Aqueduct Department, Reservoir, Park, until MONDAY, the 27th day of February, 1854, at 3 o'clock, P. M., for the Exclusive Right to Supply Water in the Water-Tanks and Casks of all Shipping propelled by sails and destined to any port in the United States or to foreign ports, and of all Steamers destined to any foreign port, for the term of three years from the 1st day of April, 1854. The water to be taken from the hydrants placed on the bulkheads along the wharves, which hydrants are used are to be kept in repair by the contractor at his own expense. A price per year to be named in the proposals; said price is to be paid in monthly installments. The contractor not to charge more than 25 cents per hogshead of 120 gallons. The names of two responsible sureties will be required to accompany each proposal. Blank forms of estimate, in accordance with the Corporation Ordinances, can be had on application at this office.—Office Croton Aqueduct Department, Feb. 11, 1854.
FELIX E. SMITH,
PHILO R. DE FOREST, } Croton Aqt. Board.
A. W. CRAVEN.

CARD, BOOK and JOB PRINTING.—Pamphlets, By Laws for Societies, Cards, Circulars, and every description of Book Work neatly and promptly executed.
JOHN H. SCHULTZ & Co., No. 172 Nassau-st.

COTTON ROPE, for VESSELS USE, manufactured by the "Excelsior Patent Cordage Company," Brooklyn.—This Rope having been well tested and given general satisfaction, is now offered to owners of vessels with confidence, as being a strong, durable and flexible article, and very economical, as compared with the present value of hemp ropes. An assortment of sizes on hand and for sale by the agent.
J. ATKINS & Co., No. 58 South-st.

E. V. HAUGHWOUT, Importer and Decorator of French China, and manufacturer of Brooklyn Cut and Engraved Flint Glass, No. 301 and 303 Broadway, New-York. In announcing the Dissolution of the Copartnership heretofore existing under the firm of HAUGHWOUT & BAILEY, and the continuance of the business under the above style, the subscriber would respectfully tender his warmest thanks to his numerous patrons and friends for the liberal favors so generously extended to his establishment for the past twenty years, and would invite particular attention to the entirely new arrangements which he has made in order to facilitate the execution of the various branches of the business. To the extension of the China Decorative Department he would invite special attention; and also to the Improvements and Addition to the Chandelier Saloon, (on the second story.) The Chandeliers, manufactured expressly for this establishment by the celebrated manufacturers, Cornelius, Baker & Co., of Philadelphia, are unequaled in this country for their superlative excellence and durability combined, and certainly not surpassed by any in the world. He would further add that he will open on the 20th of March an extensive and elegant assortment of French and English Chandeliers, of the latest and most approved designs. In addition the subscriber would direct particular attention to the fact that he has added a general and complete assortment of Stone China, Dinner, Dessert, Tea Ware, &c., &c. The various departments of the business will be under the charge of efficient and experienced clerks; and the most earnest attention will be devoted to the Shipping and Delivery Department, so as to secure the utmost possible degree of dispatch and generality.

N. B.—The prices throughout the house will be reduced; and fixed without a statement.
E. V. HAUGHWOUT.

ENCAUSTIC TILES for Floors of Churches and Public Buildings, and for Vestibules, Halls, Conservatories, Bath-Rooms and Kitchens in Dwellings. Those Tiles are of an almost unlimited variety of patterns and very hard and strong, and are in use in the best houses in all parts of the country.
Also, Garnkirk Chimney-Tops, suited to every style of architecture and recommended in Downing's work on country houses and by architects generally. For sale by
MILLER, COATES & YOULE, No. 279 Pearl-st.

IRON—IRON ORE.—Coarse-grained, Black, Magnetic Iron Ore, of extraordinary richness, (from the remarkable deposit known as the "Fisher Vein," Essex County, N. Y.) Also orders for manufactured Iron of all kinds, promptly filled at lowest market prices. Apply at the Office of the Union Iron Company, No. 41 Wall-st.
J. T. HARRIS, Secretary.

JOHN P. CHAPIN & Co., (late Wadsworth, Dyer & Chapin,) corner South Water and Clarke-sts., Chicago, Illinois, General Forwarding and Commission and Forwarding Merchants. Eastern orders for the purchase of Pork, Flour, Wool, Grain, Grass Seed, or any of the productions of the West promptly attended to, and consignments solicited.
JOHN P. CHAPIN, LOUIS FOLLETT, F. J. HURLBUT.

MADAM MORROW is, without exception, the most wonderful Astrologist in the world, or that has ever been known. She is the seventh daughter of a seventh daughter, and was born with a gift by being learned in the Astrological science to tell by a glance future events and concerns of life in regard to health, wealth, love courtship and marriage, and will even tell the very thoughts, and will also make matrimony easy, and will show the inclined husbands and absent friends, which has astonished thousands during her travels through Europe. No. 76 Broome-st., between Canons and Columbia. Gentlemen not admitted.

TO CONTRACTORS.—Sealed proposals will be received until MONDAY, Feb 27, at 3 o'clock, P. M., for furnishing the materials and doing the work necessary for the furnishing and fitting up of Ward School, No. 37, on 37th-st., between 3d and 4th-avs., in the 12th Ward. The plans and specifications can be seen at the office of the Clerk of the Board of Education, corner of Grand and Elm-sts., to whom proposals endorsed, "Proposals for fitting up Ward School No. 37," may be delivered. The school officers reserve the right to reject any bid not deemed by them best for the public interest. New-York, Feb. 11, 1854.
E. C. WEEKS,
Chairman School Officers, 12th Ward.
R. C. ANDRUS, Secretary.

TO SOAP-MAKERS.—Sealed Proposals will be received by the Governors of the Alms-House, Rotunda Park, until 3 o'clock P. M. of the 28th inst., for supplying such quantities of Soft Soap as may be required for the use of the Department. The soap to be of a good quality and delivered free of all expense, the active proposals are required to deposit at Bellevue, Blackwell's and Randall's Islands a sample barrel as a standard of the quality to be furnished. For further information apply at the above office.
Office of the Governors of the Alms-House, Feb. 22, 1854.

YEAST POWDER.—B. T. BABBITT is the original Inventor of the Chemical Yeast Powder, which is prepared and sold by him at Nos. 66 and 70 Washington-st., New-York, in tin cans. Those who purchase should see that they get that with the above name on.

Paints, Glass, &c.

JESSUP & CHILDS, MANUFACTURERS and IMPORTERS of ZINC, WHITE LEAD, COLORED PAINTS, LINSEED OIL and WINDOW GLASS, at their store, No. 148 Water-st., New-York, offer to the trade a full assortment of all the brands of Zinc Paint. Their French or Belgium Zinc is from the Ville Montalene Works, and together with the New-Jersey and Pennsylvania and Lehigh Companies is ground by them in bleached prepared oil, and with the proper dryers. We put the Paint in varnished kegs of 100, 50 and 25 lb each, and the Paint is ready for use in the same manner as white lead. The superiority of Zinc over lead as a Paint, both as regards beauty of appearance and economy in use, is now well established. All the Paint offered by us is warranted to be in all respects fully equal to any sold in this market, and on as favorable terms.

ZINC PAINTS.—The NEW-JERSEY ZINC COMPANY having greatly enlarged their works and improved the quality of their product, are prepared to execute orders for their SUPERIOR PAINTS.
Their WHITE ZINC, which is sold dry or ground in oil, is warranted PURE and unsurpassed for BODY and UNIFORM WHITENESS.
A method of preparation has recently been discovered which enables the Company to warrant their paints to keep fresh and soft in the kegs for any reasonable time. In this respect their Paints will be superior to any other on the market.
Their BROWN ZINC PAINT, which is sold at a low price and can only be made from the Zinc ores from New-Jersey, is now well known for its protective qualities when applied to iron or other metallic surfaces.
Their STONE-COLOR PAINT possesses all the properties of the brown, and is of an agreeable color for painting Cottages, Depôts, Out-buildings, Bridges, &c. Dealers supplied on liberal terms by
MANNING & SQUIER, Agents, No. 45 Dey-st., N. Y.

ZINC PAINT.—The undersigned, agents for the sale of White Oxyde of Zinc manufactured by the Pennsylvania and Lehigh Zinc Co., are prepared to receive orders for the same, and would invite the particular attention of the trade to its evident superiority over others of American manufacture, and its most successful competition with the best of foreign.
Dealers can with confidence depend upon always obtaining any demand supply of the Paint which will be found to recommend itself by purity, great body and uniform whiteness. Prices and terms arranged on the most liberal footing.
JAMES T. LEWIS & Co., No. 22 Water-st.

Insurance Companies.

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. Agency in the main entrance of the Merchants' Exchange in Wall-st.
A. W. KENNEDY, Agent.
This Company insures Buildings, Merchandise, Furniture and other property, against loss or damage by Fire. All losses paid within THIRTY DAYS after ascertained.
DARIUS FERRY, Surveyor. ISAAC O. BARKER, President.
E. E. 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-fifth 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. Minturn,
John A. C. Gray,	James Warren,	George T. Adee,
Daniel E. Fearing,	Arthur Leary,	Samuel V. Hoffman,
William H. Russell,	Mortimer W. Hamilton	John J. Astor, Jr.,
Augustus C. Downing,	Dennis Duer,	Frederick A. Dolano,
Conway B. Lamar,	John Steward, Jr.,	James C. Bell,
Moses W. Rigs,	Edward C. Center,	Daniel Drake Smith,
John Butler Duncan,	Josiah Oakes,	Frederick G. Foster,
Charles H. Russell,	Joseph Gaillard, Jr.,	Peleg Hall,
Peter Townsend,	James M. Waterbury,	Robert S. Hone,
J. P. Giraud Foster,	George Curtis	

DUNCAN F. CURRY, Secretary. 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 $5,000,000.
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. 237 Broadway.
BOARD OF DIRECTORS.
THE HON. LUTHER BRADISH, Chairman.

WILLIAM C. PICKERSGILL, Esq.	Banker.
RICHARD IRVIN, Esq.	Merchant.
MATTHEW SCRYMGEOUR, Esq.	Banker.
THOMAS TILESTON, Esq.	Pres. Phenix Bank.
HENRY A. COIT, Esq.	Merchant.
NATHANIEL THAYER, Esq.	Banker, Boston.
ROBERT COMMING, Esq.	Albany.
ROYAL PHELPS, Esq.	Merchant.
JAMES S. WADSWORTH, Esq.	Geneseo, Livingston Co., N. Y.

PRESIDENT.
G. A. THOMSON, Fellow of the Institute of Actuaries, London.
JOSEPH ELUNT, Counsel.
MEDICAL ADVISERS.
JOHN E. METCALFE, M. D., and JOHN O. STONE, M. D.
SPECIAL NOTICE.
FIRST DIVIDEND OF PROFITS.
The Profits of the first SEVEN YEARS of the Company's business will be made up to 25th May, and divided. Policies opened in the 1st Profit Class before 25th May, participate in the division.
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.

Ocean Steamers, &c.

THE LIVERPOOL and PHILADELPHIA STEAMSHIP COMPANY—NOTICE.—The CITY OF MANCHESTER will sail from Philadelphia for Liverpool on TUESDAY, 28th Feb., 1854, instead of Thursday, 23 March, as previously advertised.
SAMUEL SMITH, Agent,
No. 42 Walnut-st., Philadelphia.

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 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, March 4, 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, by first-class carriages. These steamers are unsurpassed in their accommodation and economical time. 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 agreeable and safe route through in advance of all other lines. The U. S. Mail Steamship Company intend to dispatch to Aspinwall, on MONDAY, March 6, at 2 o'clock P. M., from pier foot of Warren-st., the fast-sailing steamship OHIO, Capt. G. V. Fox, U. S. N., to connect at Panama with the Pacific Mail Steamship Company's steamer OREGON. 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. Hinckley, 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, or at No. No. 177 West-st. 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 Companies, No. 177 West-st., to
C. A. WHITNEY.

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 MONDAY, Feb. 27, the steamer CRESCENT CITY, Capt. Rodney Baxter. Freight taken to New-Orleans at 40 cents per cubic foot, will be received on 23d inst. Specie only taken on freight to Havana.
Shippers will be furnished with the blank form of bills 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.

OCEAN STEAM NAVIGATION COMPANY.—For BREMEN via SOUTHAMPTON. The United States Mail steamship HERMANN, Edward Higgins, Commander, will sail for Bremen, touching at Southampton to land the mails and passengers for England and France, on SATURDAY, Feb. 25, at 2 o'clock P. M., from Pier No. 3 North River.
PRICE OF PASSAGE.
FROM NEW-YORK TO SOUTHAMPTON OR BREMEN.

In First Cabin, Main Saloon	$120
In First Cabin, Lower Saloon	100
In Second Cabin	60

An experienced Surgeon is attached to each steamer.
All letters must be sent through the Post Office.
Specie delivered in Havre or London.
For passage or freight apply to
C. H. SAND, Agent, No. 26 South-st., N. Y.
The steamship WASHINGTON will succeed the HERMANN and sail March 25.

FARE REDUCED—INDEPENDENT LINE for SAN FRANCISCO.—THE NORTH STAR, to leave the 5th April, to connect with the Yankee Blade.
The books for these two ocean palaces are now open. Passages engaged before the 26th March will be sold at the following rates:
Cabin, $150. Steerage, $75.
Apply to JAMES M. CROSS, No. 9 Battery-place, up-stairs.

FOR BERMUDA and ST. THOMAS—The Royal Mail steamship CURLEW, W. Sampson, Commander—This fine new steamship will sail for the above ports on TUESDAY, March 7, 1854; FRIDAY, April 7, 1854; MONDAY, May 8, 1854.
The Curlew has just been built on the Clyde, especially 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, $35; to St. Thomas, $70. For freight or passage apply to E. CUNARD, No. 4 Bowling-green, New-York.

FOR CHARLESTON and FLORIDA—Semi-Weekly U. S. Mail Line.—The new and fast-going steamer JAS. ADGER, S. Dickinson, Commander, will leave pier No. 4 N. R., on SATURDAY, Feb. 25, at 3 o'clock, P. M., precisely. For freight apply on board, where all bills of lading will be signed, and for passage at the office of the Company.
SPOFFORD, TILESTON & Co., No. 30 Broadway.
Through tickets to Florida, as follows: To Jacksonville, $31; to Pilatka, $33.

FOR VIRGINIA, CAROLINA, GEORGIA, &c.—The favorite steamship JAMESTOWN, Capt. Cavendy, will leave pier No. 6, North River, on SATURDAY, 25th inst., at 3 o'clock P. M., for Norfolk, Petersburg and Richmond. Time to Norfolk, about 24 hours. Passengers arriving there can take the Seaboard and Roanoke and Wilmington and Manchester Railroads to Augusta, Atalanta, Charleston, &c. Passage and fare to Norfolk $6; to Petersburg and Richmond $10; steerage half-price. For freight, apply on board, and for passage to
LUDLAM & PLEASANTS, No. 32 Broadway.

THE LIVERPOOL and PHILADELPHIA STEAMSHIP COMPANY intend sailing their favorite Steamships:

CITY OF MANCHESTER, 2,127 tuns	Capt. Leitch.
CITY OF GLASGOW, 1,610 tuns	Capt. Wylie.
CITY OF PHILADELPHIA (new) 2,100 tuns	Capt. Wylie.
CITY OF BALTIMORE, (new) 2,500 tuns	Capt. Leitch.

FROM PHILADELPHIA.

CITY OF MANCHESTER	Thursday,	Feb. 23, 1854.
CITY OF GLASGOW	Saturday,	March 25, 1854.
CITY OF MANCHESTER	Saturday,	April 15, 1854.
CITY OF GLASGOW	Saturday,	May 13, 1854.
CITY OF MANCHESTER	Saturday,	June 3, 1854.
CITY OF PHILADELPHIA	About	June 17, 1854.

FROM LIVERPOOL.

CITY OF MANCHESTER	Wednesday,	Feb. 1, 1854.
CITY OF GLASGOW	Wednesday,	March 1, 1854.
CITY OF MANCHESTER	Wednesday,	March 22, 1854.
CITY OF GLASGOW	Wednesday,	April 19, 1854.
CITY OF MANCHESTER	Wednesday,	May 10, 1854.
CITY OF PHILADELPHIA	About	May 24, 1854.

RATES OF PASSAGE.

FROM PHILADELPHIA.		FROM LIVERPOOL.	
Saloon after Staterooms	$90	Saloon after Staterooms	21 gns.
Saloon midship Staterooms	65	Saloon midship Staterooms	17 gns.
Saloon forward Staterooms	55	Saloon forward Staterooms	15 gns.

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, £8.
Certificates of passage will be issued here to their friends who are desirous of bringing out their friends at corresponding rates.
An experienced Surgeon will be carried on each ship.
Small drafts drawn at sight on England.
For freight or passage apply to
SAMUEL SMITH, No. 42 Walnut-st., Philadelphia.
RICHARDSON BROTHERS & Co., 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	55

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.

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

Berths not secured until paid for.
An experienced surgeon on board.
The owners of these ships will not be accountable for Gold, Silver Bullion, Specie, Jewelry, Precious Stones or Metals, unless bills of lading are signed therefor, and the value thereof therein expressed.
For freight or passage apply to
E. CUNARD, No. 4 Bowling Green.

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

CALHOUN	2,000 tuns burden, Capt. D. H. Truman
H. CLAY	1,500 tuns burden, Capt. David Caulkins
WEBSTER	2,000 tuns burden, Capt. J. J. Lawrence.
ORIENT	2,000 tuns burden, Capt. 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 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, £50 and £20. An experienced surgeon attached to each ship. No berth secured until paid for.
For freight or passage apply to
EDWARD K. COLLINS & Co., No. 56 Wall-st., N. Y.
BROWN, SHIPLEY & Co., Liverpool.
JOHN MUNROE & Co., Rue Norte Dame des Victories, Paris, et. GEO. H. DRAPER, Havre.

THE NEW-YORK, BREMEN and SOUTHAMPTON UNITED STATES MAIL STEAMERS.—The ships comprising 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'ton for New-York.
WASHINGTON	Jan. 28	Feb'y 24	March 1
HERMANN	Feb'y 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. 26 South st., New-York.
C. A. HEINEKEN & Co., Bremen.
MARTINEAU, CROSKEY & Co., Southampton.
WM. ISELIN, Havre.

SAVANNAH STEAMSHIPS—U. S. MAIL LINE.—Great Southern Route from New-York to Mobile and New-Orleans, via Savannah, Macon and Columbus, Ga., and Montgomery, Ala. Also, the most important points in Florida. The first-class steamships AUGUSTUS, 1,600 tuns, Capt. Thomas Lyon; ALABAMA, 1,500 tuns, Capt. George S. Schenck; FLORIDA, 1,500 tuns, Capt. M. S. Woodhull, will leave every SATURDAY, Feb. 4, at 3 o'clock P. M., as follows:

FLORIDA, Capt. Woodhull	Saturday,	February 4.
AUGUSTA, Capt. Lyon	Saturday,	February 11.
FLORIDA, Capt. Woodhull	Saturday,	February 18.
AUGUSTA, Capt. Lyon	Saturday,	February 25.

And in same order until further notice.
For the Interior.—Two trains leave daily for Macon, Augusta, morning and evening. In case of delay in the arrival of the steamships an Express Train of passenger cars will leave Savannah every afternoon at 3 o'clock, after the arrival at 3½ o'clock P. M., TUESDAY and SATURDAY, for Florida, with passengers for Columbus the next morning at 7 o'clock, and taking passengers into Columbus the same day at 7½ o'clock P. M.—only 24 hours from Savannah to Montgomery—making 12 hours less hard travel than by any other route.
For Florida.—The new steamer ST. JOHNS, Capt. James Freeborn, and steamer WELAKA, Capt. N. King, and WILLIAM GASTON, Capt. Thomas N. Shaw, form a regular line, connecting with three steamships having Savannah every TUESDAY, THURSDAY and SATURDAY mornings, at 10 o'clock, for Pilatka, Florida, touching at Darien and St. Mary's, Georgia, Jacksonville, Hibiscahaw, Picolata and St. Augustine, Florida. These boats, having accommodations for passengers, and taking the inland route, present accommodations for pleasure parties and others, offer superior inducements for families and others.
For freight or passage, apply to
SAMUEL L. MITCHELL, No. 17 Broadway, N. Y.

Steamboats and Railroads.

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.
Accommodation, at 3 P. M., for Delaware and intermediate Stations.
Newburgh Express at 4 P. M., for Newburg.
Way Passenger at 4 P. M., for Piermont, 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.

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 Train 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 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.

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 36½ hours.
Passengers can leave New-York by the NEW-YORK AND ERIE or HUDSON RIVER RAILROADS, at 7 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 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 numerous 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.

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., 11.50 A. M., and at 4.10 P. M. Express at 9 A. M., 3 and 6 P. M. The 3 P. 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 5 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 trains off 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 5.30, 6.45, and 9.35 A. M. and 4 P. M. Express at 1.10 and 5.25 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.

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 cars 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.

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. 3, N. R., near the Battery, at 5 P. M. for Fall River, touching at Newport each way.
Freight for 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 MASSACHUSETTS, Capt. J. Stone, and COMMODORE, Capt. John G. Bewes, 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 avoid the annoyance of changing their sleeping apartments 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 MASSACHUSETTS, 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 train in waiting, which will convey them to Providence and New-Bedford, or by a commodation train from Stonington at 7 A. M.
A Baggage-Master accompanies the steamer and rain 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. 10 Battery-place.

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 8, 3 and 9 A. M., and 4½ and 8 P. M.
Fare from New-York to Camden $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., and $2 with reduced Western ticket. The 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.

STATEN ISLAND FERRY, foot of Whitehall-st.—Fare 6½ 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 6½ cents.
Night boat from New-York, 11½ o'clock. Fare 12½ cents, commuters included.
SUNDAY ARRANGEMENT.—Boats leave every half hour, after 9 A. M. until 8 P. M. Night boats, 9 o'clock from the Island 10 o'clock from New-York.

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 8.30 A. M., 3.00 and 7.45 P. M.
Leave Toledo at 8.10 A. M., 3.20 P. M. and 1 A. M.
Feeding in connection with Lake Shore and Michigan Southern and Northern Indiana Railroad. The Daily Trains between Buffalo, Dunkirk and Chicago, connecting also at Monroeville with Mansfield