Removal.

DINNEO & Co. have removed to their new Store, No. 76 Chambers-st., first door west from Broadway, where they are prepared to exhibit a large and splendid stock of MILLINERY GOODS, consisting of RIBBONS, SILKS, CRAPES, FLOWERS, &c., embracing many new and choice styles of the most seasonable Goods adapted to their trade.
Our old customers and friends are respectfully invited to call and examine our assortment.

REMOVAL.—MANUFACTURERS of SILVER WARE.
WM. GALE & SON,
Have just Removed their Store and Factory to their new Building, (Sinking the old Store,)
No. 447 Broome-street.
One door west of Broadway. W. G. & SON keep constantly on hand every article in the
SILVER WARE LINE,
Suitable for family use or presents, all of their own manufacture. They have been manufacturing in this city for more than thirty years past, and hope to receive a continuance of the liberal patronage heretofore extended to us.
WM. GALE & SON,
No. 447 Broome-st., one door west of Broadway.

REMOVED.—Doct. J. R. CHILTON respectfully informs the public that he has removed from Chambers-st. to 93 Prince-st., corner of Mercer, where he has fitted up an extensive LABORATORY and CHEMICAL WAREROOMS. Having increased facilities for performing Chemical Analysis of Ores, Mineral Waters, Commercial Articles, &c., &c., he hopes to receive a participation of the public which he has so long enjoyed. A full assortment of Chemical Apparatus, and Chemical Preparations, constantly for sale.

REMOVAL.—Straw Goods, Hats, &c.—THOMPSON & ROESLER have removed to No. 14 Maiden-lane, immediately opposite their former place of business, (premises here-tofore occupied by Messrs. A. Journeay, Jr., & Co.,) and offer for sale, at low prices, a general assortment of STRAW GOODS, HATS, &c., for cash or approved paper.

REMOVAL.—CHAS. E. FOLWELL, Merchant Tailor and Clothier, would respectfully inform his friends and the public that he has changed the location of his business, late No. 5 Fulton-st., New-York, to No. 100 Fulton-st., Brooklyn, within a minutes' walk from the ferry.

REMOVAL of the OYSTER MARKET.—On the first of May next the Oyster Dealers now located between Fulton and Vesey-sts. will remove their business to the ship between Fulton and Canal-sts., North River.

REMOVAL.—Dr. BANNING has removed his Institute for the treatment of Diseases of females, spinal deformity and chronic weaknesses generally, to No. 7 Bond-st., a few steps from Broadway. E. P. BANNING.

REMOVAL.—The undersigned will remove the Wholesale Department of their establishment to the extensive premises Nos. 7 and 9 Barclay-st., on or about May 1, and also their Retail Business to No. 367 Broadway, corner of Prince-st. In the meantime, an large stock of first quality READY-MADE CLOTHING of PIECE GOODS, will be sold at prices offering strong inducements to purchasers.
WM. T. JENNINGS & Co., No. 231 Broadway.

THE OFFICE of the HOME INSURANCE COMPANY has removed to No. 1 New-st.
CHAS. J. MARTIN, Secretary.

TRUSSES—REMOVAL.—On the 1st of May next the HULLS TRUSS OFFICE will be removed from No. 4 Vesey-st. to No. 56 White-st., six doors west of Broadway. Parties for ladies and gentlemen, under charge of male and female attendants. Fitchler's Patent Pads applied.

Insurance Companies.

ASTOR FIRE INSURANCE COMPANY, No. 67 Cedar-st., corner of Dunne-st.—At an election held on the 12th inst., the following named gentlemen were duly elected Directors for the ensuing year, viz:

Wm. T. Pinkney,	Joseph C. Appleby,	Benjamin Merriam,
John A. Keating,	Wm. C. Arthur,	John B. Moreau,
Silas G. Drake,	Francis W. Oxsbury,	Abram Duryee,
Peter D. Collins,	Elisha Brooks,	Noah Freeman,
Charles F. Willets,	John Brewer,	Wm. H. Brown,
Joseph Horsfall,	John B. Dunham,	Thos. Williams, Jr.,
Wm. L. Conklin,	Ebenezer H. Brown,	George H. Franklin,
Peter H. Titus,	Geo. E. Whitfield,	Benjamin W. Clapp,
Andrew Beach,	Robert Scudder,	William Close,
John Evendell,	James F. Freeborn,	Stephen Pell.

And at a subsequent meeting of Directors, WILLIAM T. PINKNEY, Esq., was unanimously elected President of the Company for the next year.—New-York, April 13, 1854.
ROBT. D. HART, Secretary.

JEFFERSON INSURANCE COMPANY—No. 59 Wall-st., opposite the Merchants' Exchange.
CAPITAL $200,000.
This Company, after thirty years uninterrupted business, paying during that time, every loss in full, continues to insure against Fire on Buildings, Merchandise, Household Furniture, Ships in Port and their Cargoes, on the most favorable terms.

DIRECTORS.

Moses Tucker,	Samuel Mulbank, Jr.	Joseph Drake,
Chas. T. Woodruff,	Josiah Richards,	William K. Thorn,
Thompson Price,	John A. C. Gray,	George Jones,
John H. Lee,	Abraham B. Embury,	Philander Bradford,
John P. Moore,	R. R. Robson,	James Gillespie,
James E. Holmes,	John G. Davison,	James J. Craig.
Thomas Morrell,	Joseph Allen,	

J. MILTON SMITH, Secretary. MOSES TUCKER, President.

COMMONWEALTH FIRE INSURANCE COMPANY.—The Board of Directors have this day declared a semi-annual dividend of SIX PER CENT. upon the capital stock, payable to the stockholders at the office of the Company, No. 6 Wall-st., on and after MONDAY, the 1st day of May proximo. The transfer books will be closed from the 20th April to 1st May, inclusive.
April 12, 1854. THOS. L. CHESTER, Sec'y.
This Company has a cash capital of $250,000 and a surplus, all invested in bonds and mortgages and United States stocks, and will insure Buildings, Merchandise, Personal Property, and Ships in Port and their Cargoes against loss or damage by fire, and the risks of inland navigation and transportation.

DIRECTORS:

Joseph Walker,	Moses Taylor,	Charles H. Marshall,
Francis Skiddy,	Robert Smith,	F. W. Edmonds,
George Bulkley,	J. H. H. Hows,	George R. Jaques,
Joel Seymour,	John P. Martin,	John V. Van Woert,
John J. Crane,	Wm. R. Kirkland,	Hugh Maxwell,
John Midou,	D. A. Boker,	Cornelius Grinnell,
B. M. Whitlock,	Silas Davis,	John Van Rensselaer,
Samuel L. Mitchill,	Theodore Victor,	Reuben Burkhalter,
John J. H. Herrick,	Erich H. Dudley,	Henry Stokes,
William J. Todd,	Dudley B. Fuller,	Joseph Stuart,
	George S. Robbins,	

THOMAS L. CHESTER, Secretary.
A. H. DOUGHTY, Surveyor.
STEVENS & HOXIE, Counsellors.

CITIZENS' FIRE INSURANCE COMPANY—Incorporated April, 1837. Offices Nos. 67 Wall-st. and 53 Bowery. Continues to insure against loss or damage by fire on the most favorable terms.
J. M. McLEAN, Secretary. D. BURTNETT, President.

HAMILTON FIRE INSURANCE COMPANY, Office No. 5 Trinity-row, corner of Chatham-st., insures on the most favorable terms against loss and damage by fire on Dwellings, Stores, Merchandise, Furniture, &c. JOHN BRUCK, Pres.

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 S. Fearing,	Arthur Leary,	Samuel V. Hoffman,
William H. Russell,	Wm. W. Hamilton,	John J. Astor, Jr.,
Augustus C. Downing,	Denning Duer,	Frederick A. Delano,
Lawrence B. Lennar,	John Steward, Jr.,	James C. Bell,
George W. Riggs,	Edward C. Cutter,	Daniel Drake Smith,
Wm. Butler Duncan,	Josiah Oakes,	Frederick H. Foster,
Charles H. Russell,	Joseph Gaillard, Jr.,	Peter Hall,
Isaac Townsend,	James M. Waterbury,	Robert S. Hone,
J. F. Grand Foster,	George Curtis,	

DUNCAN F. CURRY, Sec. ROBERT S. HONE, Pres.

THE COLONIAL LIFE INSURANCE COMPANY of SCOTLAND, established Aug. 2, 1846, registered and empowered under British Act of Parliament, 7o and 8o Vict., 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. 6 Wall-st.
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.
ERASTUS CORNING, Esq.	Albany.
ROYAL PHELPS, Esq.	Merchant.
JAMES N. WADSWORTH, Esq.	of Geneseo, Livingston Co., N. Y.

PRESIDENT.
G. A. THOMSON, Fellow of the Institute of Actuaries, London.
JOSEPH BLUNT, Counsel.
MEDICAL ADVISERS.
JOHN E. METCALFE, M. D., and JOHN O. STONE, M. D.
SPECIAL NOTICE.
FIRST DIVISION OF PROFITS.
The Profits of the first SEVEN YEARS of the Company's business will be made up to 28th May, and divided. Policies opened in the Profits Class before 28th 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.

U. S. MAIL LINE for CALIFORNIA, via ASPINWALL and PANAMA.—Lowest prices, superior steamers. Extension of the Panama Railroad. Arrangements for the sale of tickets for Passage across the Isthmus forming the most speedy and safe route through in advance of all other lines. The United States Mail Steamship Company intend to dispatch to Aspinwall, FRIDAY, May 5, at 3 o'clock P. M., from pier foot of Warren-st., the fast sailing steamship ILLINOIS, Capt. H. J. Hartstene, U. S. N., to connect at Panama with the Pacific Mail Steamship Company's steamer GOLDEN GATE, Capt. ——. 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 time to select this route. Mr. Hinckley, (late Superintendent for Adams & Co., on the Isthmus,) has perfected his arrangements for the comfort of passengers and their baggage from Aspinwall to Panama. Tickets can be obtained for the transit from J. W. CARRINGTON, Adams & Co's. No. 59 Broadway, or at No. 177 Washington-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 Company, No. 177 Washington-st.
C. A. WHITNEY.

NEW-YORK and CALIFORNIA STEAMSHIP LINE, via NICARAGUA.—The Accessory Transit Company's steamers, proprietors. Through in advance of the mail. Only passing through tickets, including the isthmus crossing. The fast double-engine steamship NORTHERN LIGHT, (2,500 tons burden,) will leave from pier No. 2 North River, at five o'clock, P. M., precisely, for Panama Aspinwall, on FRIDAY, May 5, connecting with the favorite steamship CORTEZ, (2,500 tons burden,) leaving San Juan del Sur, on the Pacific side, on the 15th inst. NICARAGUA TRANSIT ROUTE having the two only miles of land separation, by the use of these carriages. These steamers are unsurpassed in their ventilation and accommodations. For information or freight, apply only to
CHARLES MORGAN, Agent, No. 5 Bowling Green.

FARE REDUCED.—Independent Line for CALIFORNIA.—Leaves at other lines.—The National and Independent NORTH STAR, 2,500 tons burden, will leave for Aspinwall on FRIDAY, May 5, at 3 o'clock, P. M., precisely, from foot of Harrison-st., North River, to connect with the new and fast steamship EAGLE, 2,500, Capt. Miller, for Chagres and Panama. JAMES M. CROOS, No. 9 Battery place, or Stone, Pierson & Co., No. 3 Bowling Green. Passengers by these ships come through in February in 22 to 25 hours.

FOR SAN FRANCISCO.—Shippers' Line.—The fast-sailing HURRICANE, Samuel Very, Jr., Commander, with large engagements, will receive freight this day. This favorite clipper is the sharpest vessel on the berth, has never yet been beaten, goes in perfect order, and will sail positively as advertised. For freight or passage, apply to EARLE & WEBB, No. 93 Wall-st., or C. W. THOMAS, No. 22 Pearl-st.

ROYAL MAIL STEAMSHIP ASIA, for LIVERPOOL.—The ASIA, E. G. Lott, Commander, will sail from the Company's Dock at Jersey City, with the mails and passengers for Europe, on WEDNESDAY, the 3d May, at 12 o'clock precisely.
Passengers are requested to be on board by 11½ o'clock A. M. The AFRICA will sail on the 17th May.

FOR VIRGINIA, CAROLINA, GEORGIA, &c.—The U. S. Mail Steamship ROANOKE, Capt. Skinner, will leave pier No. 13, North River, on WEDNESDAY AFTERNOON, May 3, at 4 o'clock, 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, $8; to Petersburg and Richmond, $10; Steerage half-price. For freight, apply on board, and for passage, to
LUDLUM & PLEASANTS, No. 32 Broadway.

FOR CHARLESTON and FLORIDA—SEMI-WEEKLY UNITED STATES MAIL LINE.—The favorite and fast-going Steamer SOUTHERNER, T. Ewan Commander, will leave pier No. 4, N. R., on WEDNESDAY, May 3, at 4 o'clock P. M. precisely. For Freight apply on board, where all bills of lading will be signed; and for Passage at the office of SPOFFORD, TILESTON & Co., No. 56 Broadway. Through Tickets to Florida as follows: To Jacksonville $31; to Pilatka $35.

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, May 3, at 10 o'clock A. M., from the wharf above Vine-st. In speed and strength, and every arrangement for the comfort and convenience of passengers, this ship is unsurpassed. Fare from Philadelphia, $20; steerage, from $12 to $7. The STATE OF GEORGIA leaves as above the following WEDNESDAY. Agents in New-York, SCRANTON & TALLMAN, No. 19 Old-slip, where plans of Cabin may be seen and State Rooms secured till 3 o'clock Tuesday, P. M.

SAVANNAH STEAMSHIPS—U. S. MAIL LINE—TWICE A WEEK.—These first-class ships will leave NEW-YORK for SAVANNAH at 4 o'clock P. M., from Pier No. 4 N. R., as follows:

	From New-York.	From Bremen.	From South'on for New-York.
WASHINGTON	Jan. 28	Feb'y 4	March 1
HERMANN	Feb'y 25	March 24	March 31
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.

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 well in their capacious, 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., $80; exclusive use of extra-size state-rooms, $200; from Liverpool to New-York, $90 and $60. An experienced Surgeon attached to each ship. No berth secured until paid for.
For freight or passage apply to
EDW. D. KNOX, COLLINS & Co., No. 56 Wall-st., N. Y.
BROWN, SHIPLEY & Co., Liverpool.
JOHN MUNROE & Co., Rue Notre Dame des Victories, Paris, or, GEO. R. 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.

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 tons burden	Captain D. H. Truman.
H. CLAY	1,500 tons burden	Captain David Caulkins.
WEBSTER	2,000 tons burden	Captain J. J. Lawrence.
ORIENT	2,000 tons 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. The 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. 20 Broadway.
Agents in Liverpool—T. GRIMSHAW & Co., No. 10 Goree Piazza.

LIVERPOOL STEAMSHIPS.—The LIVERPOOL and PHILADELPHIA STEAMSHIP COMPANY intend sailing their favorite Steamships:

CITY OF MANCHESTER, 2,127 tons	Capt. W. Wylie.
CITY OF GLASGOW, 1,610 tons	Capt. Morrison.
CITY OF PHILADELPHIA, (new) 2,139 tons	Capt. R. Leitch.
CITY OF BALTIMORE, (new) 2,050 tons	Capt. Leitch.

FROM PHILADELPHIA.

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, 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 Berths	$90	Saloon Berths	21 gns.
Midship Berths	65	Midship Berths	17 gns.
Forward Berths	50	Forward Berths	15 gns.

Including Steward'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 $40
Certificates of passage will be issued here to parties who are desirous of bringing out their friends at corresponding rates.
Drafts on sums from £1 upward.
An experienced surgeon will be carried on each ship.
All freight sent to the agents in Philadelphia and Liverpool will be forwarded with economy and dispatch.
For freight or passage apply to
SAMUEL SMITH, No. 17 Walnut-st., Philadelphia.
RICHARDSON BROTHERS & Co., Liverpool.

Steamboats and Railroads.

FOR SHREWSBURY, RED BANK, FREEHOLD, KEYPORT and MIDDLETOWN POINT.—The steamer EAGLE, Capt. Morford, leaves foot of Murray-st. daily, except Monday and Saturday, at 9 o'clock, for Port Monmouth and Keyport. Returning, leaves Port Monmouth at 3½ P. M., and Union 4 P. M. Stages will run from the boat on all the usual routes. Horses, Freight, &c., carried at low rates.

FOR KEYPORT and PORT HAMILTON.—The new and splendid steamboat KEYPORT leaves Murray-st. Pier DAILY (Sundays excepted) at 3 o'clock P. M. Returning, leaves Keyport at 6 o'clock A. M. Landing at Port Hamilton each way.

STATEN ISLAND and NEW-YORK FERRY NOTICE.—CHEAP EXCURSION—Fare 6¼ cents. On and after April 16, 1854, the boats will leave as follows, until further notice: Leave Vanderbilt's Landing, Staten Island, every hour from 6 A. M. to 7 P. M. Leave foot of Whitehall-st., New-York, every hour from 6 A. M. to 7 P. M.

FOR BOSTON, via NEWPORT and FALL RIVER.—The splendid and superior Steamers BAY STATE, Capt. Wm. Brown, leaves New-York every MONDAY, WEDNESDAY and FRIDAY, at 5 o'clock P. M., and EMPIRE STATE, Capt. Benjamin Brayton, leaves New-York every TUESDAY, THURSDAY and SATURDAY, at 5 o'clock P. M., from Pier No. 2, N. R., near the Battery.
Tickets to Boston are forwarded through with great dispatch by an Express Freight Train.
WM. BORDEN, Agent, Nos. 70 and 71 West-st.

CHANGE of ROUTE of the 11 A. M. and 4 P. M. LINES for PHILADELPHIA.—On and after MONDAY, the 10th of March, the 11 A. M. and 4 P. M. TRAINS for PHILADELPHIA via the New-Jersey Railroad, will run via Tacony and Wissinoming, which will obviate the annoyance and delay of the connection, which these trains have heretofore been subject to, in being forced from Kensington, and affording passengers no opportunity to dine or take tea on board the steamboat on the Delaware. The 4 P. M. line will take tea on board the steamboat on the Delaware. The 11 A. M. line will continue as heretofore, to run through to Philadelphia at 8 A. M., and 4 P. M. will leave from Walnut-st. wharf.

CENTRAL RAILROAD OF NEW-JERSEY.—NEW-YORK, EASTON, SOMERVILLE, &c.
SPRING ARRANGEMENT, COMMENCING APRIL 10, 1854.
Leave New-York for Boonton, &c., at 8 A. M., 12 M., and 4 P. M.
Leave New-York for Somerville (way) at 6 P. M.
Leave Somerville (way) at 6 A. M.
RETURNING:
Leave Boonton and Rockaway for New-York at 6 and 10:30 A. M. and 2 P. M.
Leave Somerville (way) at 8 A. M.
HOBOKEN, HACKENSACK AND NEW-YORK.
Leave New-York at 8 and 10:15 A. M., 12 M., 4 and 6 P. M.
Leave Hackensack at 7 and 9:25 A. M., 1:10 and 3 P. M.
GEORGE H. PEGRAM, Superintendent.

CAMDEN and AMBOY RAILROAD to PHILADELPHIA.—From pier No. 1, North River.—Two lines daily, at 7:30 A. M. and 4 P. M. Accommodation Line at 7 A. M., by steamboat JOHN POTTER to SOUTH AMBOY, thence by cars to Camden. Express Line at 2 P. M., by JOHN POTTER and cars direct. Express Line at 7 P. M., by cars direct. Fare $1. Children half price. Baggage to Camden, by cars, through to Philadelphia, Fare 50c.

CLEVELAND and TOLEDO RAILROAD.—Passengers ticketed to TOLEDO, CHICAGO, ST. LOUIS, CINCINNATI, INDIANAPOLIS, DAYTON, SPRINGFIELD, BELLEFONTAINE, TIFFIN, FINDLEY, SANDUSKY, MANSFIELD, MOUNT VERNON, NEWARK, &c.
FIVE DAILY TRAINS FROM CLEVELAND:
FIRST—6:30 A. M. Mail Train, from station of C., C. and C. R. R., for Toledo, stopping at all stations between Grafton and Toledo. Passengers by this train reach Toledo at 12 M., Chicago at 10:15 P. M., in season to take the train of Chicago and Rock Island Railroad at 11 same evening, by which, through Illinois Central Road, (Le Salle to Bloomington,) Chicago and Mississippi Railroad, (Bloomington to Alton,) and steamer thence to St. Louis, they will make the trip, including all needful stops for meals, &c., between Cleveland and St. Louis in 36 hours. Also connecting at Chicago with Galena, Aurora, Illinois and Wisconsin, and Illinois Central Roads.
SECOND—7:30 A. M. Express, (from Ohio City,) for Sandusky, stopping at Olmsted Falls, Elyria, Amherst, Vermilion and Huron. This train connects at Sandusky with Mad River and Lake Erie, and Mansfield and Sandusky Railroads, by which passengers will reach Mansfield at 1:40 P. M., Mount Vernon 4:10 P. M., Newark 5:15 P. M., Cincinnati 7 P. M., Bellefontaine 2:00 P. M., Springfield 3:25 P. M., Dayton 4:25 P. M., Indianapolis 10:30 P. M. Fare, Cleveland to Indianapolis $5. To all stations on Mad River and Lake Erie, and Sandusky & Toledo, no less as any other route.
THIRD—2:50 P. M. Express, from station of C., C. and C. R. R., for Toledo, connecting at Toledo with 9 P. M. train of M. S. R. R., reaching Chicago at 7:30 next morning, connecting as above with 8 A. M. train on Rock Island Railroad, for St. Louis, running through in 36 hours.
FOURTH—3 P. M. Mail train (from Ohio City) for Sandusky, stopping at all stations between those places. This train connects at Sandusky with trains of Mad River and Lake Erie Railroad, arriving at Findlay same evening and stopping at all intermediate stations.
FIFTH—5.45 P. M. Express, from station of C., C. and C. R. R., for Toledo. By this train passengers reach Chicago at 7 P. M. on following day.
E. B. PHILLIPS,
April 10, 1854. Superintendent C. and T. R. R.
For through tickets, prices of freight, bills of lading, or further information, apply at the General Railroad Office, No. 136 Broadway, corner of Dey-st.
TIMOTHY C. DWIGHT, Agent,
Or L. P. DUSTON, Ticket Agent.

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 8½ 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 examining the country 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. 195 Broadway, corner of Dey-st., to
JOHN F. PORTER, General Agent.

HUDSON RIVER RAILROAD.—Spring Arrangement.—Trains leave Chambers-st. daily for Albany and Troy, on and after SATURDAY, April 15, 1854, 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 10 P. M.
For Peekskill: Way Passenger Trains at 7.10 A. M. and 4 P. M. from Chambers-st.; and Way, Freight and Passenger Train at 1 P. M. from Chambers-st.
For Peekskill at 10 A. M. and 5 P. M.
The Tarrytown, Peekskill and Poughkeepsie Trains stop at all the Way Stations.
Passengers taken at Chambers Canal, Christopher, 13th, and 42d-sts.
SUNDAY MAIL TRAINS at 3.40 P. M. from Canal-st. for Albany, stopping at all Way Stations.
EDMUND FRENCH, General Superintendent.

LONG ISLAND RAILROAD—Spring Arrangement—On and after SATURDAY, the 15th April, 1854, trains will run as follows, until the 15th June, 1854:
TRAINS GOING EAST.
Leave Brooklyn—10 o'clock A. M. for Greenport; 12 M. for Hempstead; 3.45 P. M. for Farmingdale; 6 P. M. for Hempstead; 7 P. M. for Jamaica.
On Saturdays the 3.45 P. M. Train from Brooklyn will run to Yaphank. Returning, leaves Yaphank Monday mornings at 6.10 A. M., for Brooklyn.
On Wednesdays and Saturdays the 7 P. M. Train from Brooklyn will run to Farmingdale. Returning, leave Farmingdale on Monday and Thursday mornings at 4.25, for Brooklyn.
Freight Train leaves Brooklyn at 7.30 A. M., for Greenport.
TRAINS GOING WEST.
Leave Greenport, 10 o'clock A. M., for Brooklyn; leave Farmingdale, 7.05 A. M., and 12.56 P. M., for Brooklyn; leave Hempstead, 6.20 A. M., and 4.50 P. M., for Brooklyn; leave Jamaica 5.42, 7.08 and 8.45 A. M., and 2.15, 5.14 P. M. for Brooklyn.
Freight Train leaves Greenport at 7 A. M., for Brooklyn.
SUMMER ARRANGEMENT.
On and after THURSDAY, 15th June, the 12 o'clock Train will run on to the Cold Spring Branch, and return to Brooklyn; leaving Greenport (the present termination) at 4.30 P. M.
In place of one Train East at 3.45 P. M., there will be two Trains—one at 3.30, to Yaphank, omitting all stops west of Jamaica Station, except Bedford and Jamaica; and one Train at 4.40 P. M. to Greenport, making the regular stops. Freight return from Greenport at 6.30 A. M., leaving Yaphank at 8.45 A. M.; and the Train at 7 P. M. from Brooklyn, will change to 7½ P. M.; and the 6.20 A. M. Train from Hempstead will leave Hempstead at 6 A. M. The 5.40 Yaphank Train will be extended to Greenport on Saturdays, and leave there for Brooklyn on Monday mornings at 4.45.
The other Trains will run the same as per Spring Arrangement, and a separate time table will be made out about 1st June.
WM. E. MORRIS, President.

NEW-YORK and NEW-HAVEN RAILROAD.—1854. NEW WINTER ARRANGEMENT. 1854.
Commencing January 2, 1854.
TRAINS FROM NEW-YORK.—Express and 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. 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 on 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 3 A. M. to New-London, Norwich, Stonington and Providence, at 3 P. M. to New-London only.
For Housatonic and Naugatuck Railroad—Express at 3 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 9.25 P. M.
From Norwalk and Port Chester—Special Accommodation trains from Norwalk at 6 A. M.; from Port Chester at 5.50 A. M. and 5.50 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, New-Haven.

NEW-YORK and ERIE RAILROAD.—Passenger Trains leave Pier foot of Dunne-st., as follows, viz:
Day Express at 7 A. M. for Dunkirk and Buffalo.
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.
Way Passenger at 3 P. M. (from foot of Murray-st.) via Piermont for Dunkirk and intermediate stations.
Way Passenger at 4 P. M. for Otisville 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, General 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 4 and 5½ P. M.
Fare from New-York $2.75 in 7 and 11 A. M. and 4 P. M.; $2.50 for second-class in 11 A. M. and 4 P. M.; $3 in 9 A. M. and 5½ P. M., and $2, with reduced Way prices, in New-Jersey Accommodation Line, which leaves at 12 M. from foot of Courtlandt-st., through in six hours.
Through tickets sold for Baltimore, Washington, Norfolk, Weldon, Wilmington and Charleston, in all the above trains. Through baggage checks and baggage continued in 5 and 5½ lines only. Passengers with baggage cross the ferry 15 minutes before the trains leave.

REGULAR MAIL LINE via STONINGTON for BOSTON, PROVIDENCE, NEW-BEDFORD and TAUNTON—Inland Route, without change of cars or detention, carrying the Entire 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 5 o'clock P. M., and Stonington at 8 o'clock P. M., or on the arrival of the Mail train, which leaves Boston at 5.30 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 lines.
The COMMODORE, from New-York—Sundays, Wednesdays and Fridays. 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 by main train to Providence, Boston, Taunton and New-Bedford, or by accommodation trains from Stonington at 7 A. M.
A Baggage-Master accompanies the steamboat trains to and from Boston.
For freight, berths, state-rooms, or freight, applications may be made at Pier No. 2 N. R., or at the office, No. 10 Battery-place.

Water Cure.

DR. E. E. DENNISTON'S WATER-CURE Establishment, Streamside, Northampton, Mass.—Number limited to 40. "Established 1847."

NEWTON, N. J. WATER-CURE.—This establishment