NEW-YORK AND LIVERPOOL, U. S. M. S. S. CO. (Limited.)
New-York, May 27, 1856.

NOTICE.—The rate of Freight by the Steamers of this line, from Liverpool, is reduced to £4 per ton measurement, until further notice.
E. K. COLLINS.

THE NEW-YORK and LIVERPOOL UNITED STATES MAIL STEAMERS.—The ships composing this line are:
The ATLANTIC, Capt. Oliver Cummings.
The BALTIC, Capt. Joseph Comstock.
The ARABIA, Capt. Lewis Cottar.
The ADRIATIC, Capt. James West.
These ships have been built by contract expressly for the government service, every care has been taken in their construction as regards their engines, to insure strength and speed; and their accommodations for passengers are unequalled for elegance and comfort.
Price of passage from New-York to Liverpool, in first cabin, $130; in second do., $75. From Liverpool to New-York, $80 and $60 respectively. An experienced surgeon attached to each ship. No berths can be secured until paid for. The ships of this line have improved water-tight bulkheads, and to avoid danger from ice, will not cross the Banks north of 42 degrees until after the first of August.

PROPOSED DATES OF SAILING.

FROM NEW-YORK.	FROM LIVERPOOL.
SATURDAY....Aug. 30, 1856.	WEDNESDAY..Sept. 3, 1856.
SATURDAY....Sept. 13, 1856.	WEDNESDAY..Sept. 17, 1856.
SATURDAY....Sept. 27, 1856.	WEDNESDAY..Oct. 1, 1856.
SATURDAY....Oct. 11, 1856.	WEDNESDAY..Oct. 15, 1856.
SATURDAY....Oct. 25, 1856.	WEDNESDAY..Nov. 29, 1856.
SATURDAY....Nov. 8, 1856.	WEDNESDAY..Nov. 12, 1856.
SATURDAY....Nov. 22, 1856.	WEDNESDAY..Nov. 26, 1856.
SATURDAY....Dec. 6, 1856.	WEDNESDAY..Dec. 10, 1856.
SATURDAY....Dec. 20, 1856.	WEDNESDAY..Dec. 24, 1856.

For freight or passage, apply to
EDWARD K. COLLINS, No. 56 Wall-st., N. Y.
BROWN, SHIPLEY & Co., Liverpool.
STEPHEN KENNARD & Co.,
No. 77 Austin Friars, London.
R. O. WAINWRIGHT & Co., Paris.
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 expressed therein.

FOR LIVERPOOL.—United States Mail Steamship BALTIC, Comstock, commander, will depart with the United States mails for Europe positively on SATURDAY, August 30, at 12 o'clock M., from her berth, at the foot of Canal-st. Notice.—The steamers of this line have water-tight compartments, and to avoid danger from ice, will not cross the Banks north of 42 degree, until after the 1st of August. For freight or passage, having unequaled accommodations for elegance and comfort, apply to
EDW. K. COLLINS, No. 56 Wall-st.
Passengers are requested to be on board at 11 o'clock a. m.
All letters must pass through the Post Office, any others will be returned.
The steamship Ericsson, Lowber, will succeed the Baltic, and sail on SATURDAY, September 13. Notice—The rate of freight from Liverpool to New-York is reduced to £4 per ton measurement, until further notice.

THE LIVERPOOL and PHILADELPHIA STEAMSHIP COMPANY intend dispatching their splendid and powerful steamships as follows:
FROM LIVERPOOL.
CITY OF MANCHESTER.....August 13.
CITY OF BALTIMORE.....August 27.
KANGAROO.....September 10.
FROM PHILADELPHIA.
KANGAROO.....August 21.
CITY OF MANCHESTER.....September 4.
CITY OF BALTIMORE.....September 18.
KANGAROO.....October 2.
RATES OF PASSAGE.
Saloon—$90, $65 and $75, according to Stateroom.
A limited number of third-class Passengers will be taken from Philadelphia and Liverpool, at a fixed in Provision.
From Philadelphia.....$30 | From Liverpool.....$40
These ships are constructed with improved water-tight compartments, and each vessel carries an experienced Surgeon.
Parties wishing to bring out their friends can obtain certificates of passage and drafts on Liverpool in sums of £1 sterling and upward. Apply to JOHN G. DALE, Agent,
No. 17 Walnut-st., Philadelphia
or SABEL & CORTIS, 177 Broadway, New-York.

THE BRITISH and NORTH AMERICAN ROYAL MAIL STEAMSHIPS
FROM NEW-YORK TO LIVERPOOL.
Chief Cabin Passage.....$150
Second Cabin Passage.....75
FROM BOSTON TO LIVERPOOL.
Chief Cabin Passage.....$110
Second Cabin Passage.....60
To ships from Boston call at Halifax.
PERSIA, Capt. Judkins. | CANADA, Capt. Lott.
ARABIA, Capt. J. Stone. | AMERICA, Capt. Wickman.
ASIA, Capt. E. G. Lott. | NIAGARA, Capt. Ryrie.
AFRICA, Capt. Shannon. | EUROPA, Capt. J. Leitch.
These vessels carry a clear white light at masthead; steer on starboard bow; red on port bow.
ASIA, Lott.....leaves N. York, Wednesday, Aug. 20, 1856.
CANADA, Lang.....leaves Boston, Wednesday, Aug. 27, 1856.
AFRICA, Shannon.....leaves N. York, Wednesday, Sept. 3, 1856.
NIAGARA, Leitch.....leaves Boston, Wednesday, Sept. 10, 1856.
PERSIA, Judkins.....leaves N. York, Wednesday, Sept. 17, 1856.
ARABIA, Stone.....leaves Boston, Wednesday, Sept. 24, 1856.
ASIA, Lott.....leaves N. York, Wednesday, Oct. 1, 1856.
CANADA, Lang.....leaves Boston, Wednesday, Oct. 8, 1856.
AFRICA, Shannon.....leaves N. York, Wednesday, Oct. 15, 1856.
NIAGARA, Leitch.....leaves Boston, Wednesday, Oct. 22, 1856.
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.

NEW LINE of NEW-YORK and LIVERPOOL PACKETS.—PATRIOTIC LINE.—This line will be comprised of the following new and first-class ships viz:
HENRY CLAY.....1,800 tons.....Capt. David Caldwell.
CALHOUN.....2,000 tons.....Capt. Daniel H. Truman.
ORIENT.....2,000 tons.....Capt. George S. Hill.
ELLEN AUSTIN.....2,000 tons.....Capt. William H. Garrick.
The above ships have been recently built, and are the largest and most substantial in the trade. They are commanded by gentlemen of experience and ability. Their 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. 29 Broadway.
Agents in Liverpool.
G. GRINSHAW & Co., No. 10 Goree-piazzas.

Steamboats and Railroads.

DAILY for POUGHKEEPSIE—Landing at Cozzens', West Point, Cold Spring, Cornwall, Newburgh, New Hamburgh and Milton, arriving by 4 p. m. The favorite steamer HERO, Capt. Smith, leaves Robinson's Pier EVERY AFTERNOON (Sunday excepted) at 3 o'clock, touching at Amesville; returns, leaves Poughkeepsie at 6 a. m.

NOTICE.—Change of PIER of DAY BOAT for ALBANY. Fare 50 cents. The Steamer ARMENIA, Capt. Smith, will on and after WEDNESDAY, 6th Aug., leave Chambers-st. instead of Spring-st., as heretofore. Regular days for Albany—Monday, Wednesday and Friday, at 7 o'clock a. m., making the usual landings.

FOR SHREWSBURY, LONG BRANCH, ASBURY, HIGHLANDS, OCEAN HOUSE, SILVER POINT, OCEAN PORT and EATONTOWN.—The superior light-draft steamer JAMES CHRISTOPHER, Capt. John Bennett, will run from foot of Jay-st., N. R., as follows: Leave New-York: Tuesday, Aug. 26, at 4 p. m.; Wednesday, Aug. 27, at 3 p. m.; Thursday, Aug. 28, at 3 p. m.; Friday, Aug. 29, at 3 p. m.; Saturday, Aug. 30, at 3½ p. m.; Sunday, Aug. 31, at 8 a. m.; Sunday, Aug. 31, at 8 p. m.; Monday, Sept. 1, at 3½ p. m.; Tuesday, Sept. 2, at 3½ p. m. Leave Long Port: Tuesday, Aug. 26, at 10 a. m.; Wednesday, Aug. 27, at 8 a. m.; Thursday, Aug. 28, at 7 a. m.; Friday, Aug. 29, at 7½ a. m.; Saturday, Aug. 30, at 8 a. m.; Sunday, Aug. 30, at 2 p. m.; Sunday, Aug. 31, at 4 p. m.; Monday, Sept. 1, at 7½ a. m.; Tuesday, Sept. 2, at 7½ a. m.
Stages for Squan Village, Red Bank, and other parts of the country. This boat is the only one offered to the traveling community as the best adapted boat ever on the route.

FOR CAMP MEETING at PORTCHESTER.—The large and spacious steamer WASHINGTON, Capt. GEORGE W. SIMERS, will leave NEW-YORK for the above place on THURSDAY, August 28, 1856, and continue running to further notice, leaving Amesville, North River, at 7 o'clock; Pier 8 of Jay-st., Bridge-st. Branch, at 7½; South-st., Wallabout-st., and Brooklyn, at 8½ o'clock. Returning will leave Portchester at 4 o'clock. Fare 25 cents each way.

FOR BOSTON and PROVIDENCE via NEW-PORT and FALL RIVER.—The splendid and superior steamer METROPOLIS, Capt. Brown, leaves New-York every TUESDAY, THURSDAY and SATURDAY, at 5 o'clock p. m., and DAY STATE, Capt. Jewett, leaves New-York every MONDAY, WEDNESDAY and FRIDAY, at 5 o'clock p. m., from Pier No. 3 N. R., near the Battery, both touching at Newport each way.
Baggage or rooms will be regarded as secured to any application until the same shall have been paid for.
Freight to Boston is forwarded through with great dispatch by an Express Freight Train.
WM. BORDEN, Agent, Nos. 70 and 71 West-st.

THE REGULAR MAIL LINE via STONINGTON for BOSTON and PROVIDENCE—Inland route without delay, change of cars or baggage.
The steamers PLYMOUTH ROCK, Capt. Joel Stone, and C. VANDERBILT, Capt. W. H. Frazee, in connection with the Stonington and Providence, and Boston and Providence Railroads, leaving New-York daily, Sundays excepted, from Pier No. 2, North River, near wharf above Battery place, at 5 o'clock p. m., and Stonington at 8:30 p. m., or on the arrival of the mail train which leaves Boston at 3:30 p. m.
The C. VANDERBILT from New-York Monday, Wednesday and Friday. From Stonington Tuesday, Thursday and Saturday.
The PLYMOUTH ROCK from New-York Tuesday, Thursday and Saturday. From Stonington, Monday, Wednesday and Friday.
Passengers proceed from Stonington per Railroad to Providence, and Boston, in the Express Mail Train, several hours in advance of those by other routes, and in ample time for all the early morning lines connecting North and East. Passengers that prefer it, remain on board the steamer, enjoy a night's rest undisturbed, breakfast if desired, and leave Stonington in the 6:45 a. m. train connecting at Providence with the 11 a. m. train for Boston.
A Baggage Master accompanies the Steamer and Train through each way.
For passage, berths, state-rooms or freight, apply at Pier No. 2 North River or at the office No. 10 Battery-place.

CENTRAL RAILROAD of NEW-JERSEY—Connecting at New-Hampton with the Delaware, Lackawanna and Western Railroad to Scranton, Great Bend, the North and West, and at Easton with the Lehigh Valley Railroad in Pennsylvania.
SUMMER ARRANGEMENTS.—Commencing June 9, 1856.—Leave New-York for Easton and intermediate places, from pier No. 2 North River, at 7:30 a. m. and 4:30 p. m., for Somerville at 7:30 and 10:45 a. m. and 3:30 and 5:30 p. m.
The above trains connect at Somerville with trains on the New-Jersey Railroad which leave New-York from the foot of Courtlandt-st. at 7:00 and 11 a. m., 3 and 5 p. m.
JOHN O. STEERS, Supt.

MICHIGAN SOUTHERN RAILROAD LINE.—Travelers for CHICAGO, ST. LOUIS, KANSAS, and all points West and South-west, can obtain Through Tickets, and reliable information concerning routes, fare, &c., either by the NEW-YORK AND ERIE RAILROAD, or NEW-YORK CENTRAL RAILROAD, by application at the Company's Office, No. 193 Broadway, corner of Dey-st.
JOHN F. PORTER, General Agent M. S. R. R.

LONG ISLAND RAILROAD—SUMMER ARRANGEMENTS.—(Sundays excepted.) Trains leave East-New-York for Greenport, 9 a. m., 4 p. m. Leave Greenport, 6 a. m., 2 p. m. Leave Brooklyn for Yaphank, 9 a. m., 4:30 p. m. Leave Yaphank, 6 a. m., 2 p. m. Leave Brooklyn for Greenport, 9 a. m., 4:30 and 6 p. m. Leave Greenport, 6 a. m., 2 p. m. Leave Brooklyn for Hempstead, 10 a. m., 4:15 and 6 p. m. Leave Hempstead, 6 a. m., 3 p. m. Leave Brooklyn for Jamaica, 9 and 10 a. m., 3:15, 4:15, 6 and 9 p. m.

NEW-YORK and ERIE RAILROAD COMPANY—GENERAL OFFICE, No. 173 Broadway, N. Y.—The New-York and Erie Railroad Company are now prepared to do a regular Express business.
D. D. MALLORY, General Supt. H. D. RICE, Supt. Express.

GREAT CENTRAL ROUTE.—The Through Ticket and Freight Office of the GREAT WESTERN RAILWAY, MICHIGAN CENTRAL RAILROAD, and their Railroad and Steamboat Connections to Chicago, Milwaukee, Galena, Burlington, St. Louis, Cairo, and all points West and South-west, Via SUSPENSION BRIDGE, BUFFALO, or OSWEGO, is at No. 179 BROADWAY, N. Y.
Corner of Courtlandt-st. DARIUS CLARK, Agent.

HUDSON RIVER RAILROAD.—From May 19, 1856, Trains will leave Chambers-st. Station as follows: Express, 3 a. m. and 5 p. m.; Mail, 9 a. m.; Through Way Train, 12 m.; Eastern, 7 p. m. For Poughkeepsie, 7 a. m. and 1 p. m. For Sing Sing, 10:30 a. m. and 9:45 p. m. (This train leaves every Friday evening at 11 p. m.) For Hudson, 5:30 p. m. For Peekskill, 4 and 5:30 p. m. The Poughkeepsie, Sing Sing and Peekskill Trains stop at Way Stations. Passengers taken at Chambers, Canal, Christopher and 42d-sts. Freight for New-York leave Troy at 4:35, 9:15 and 10:45 a. m. and 4:15 p. m., and East Albany at 5, 8:15 and 11:15 a. m., and 4:15 p. m.
A. F. SMITH, Superintendent.

NOTICE.—On and after MONDAY, August 25, 1856, the PASSENGER TRAINS of the NEW-YORK and HARLEM RAILROAD Co. will run on their regular time, with the exception of the 5:30 a. m. and 3:30 p. m. Extra Trains, which will resume their regular trips in a few days, of which due notice will be given. Stages run regularly between Croton Falls and Lake Mahopac.
WM. J. CAMPBELL, Superintendent.

NEW-YORK and NEW-HAVEN RAILROAD. SUMMER ARRANGEMENT, commencing May 5, 1856. Passenger Stations (Corner Broadway and Canal-st. in New-York...) Corner 26th-st. and 4th-av.
TRAINS LEAVE NEW-YORK—For New-Haven: 7, 8 a. m., (Ex.) 12:30, 3:15, 4, (Ex.) 4:30 p. m. For Bridgeport: 7, 8 a. m., (Ex.) 12:30, 3:15, 4, (Ex.) 4:30 p. m. For Milford, Stratford, Fairfield, Southport, and Westport: 7 a. m.; 12:30, 3:15, 4:30 p. m. For Norwalk: 7, 9 a. m.; 12:30, 3:15, 4, (Ex.) 4:30, 6:15, 6:15 p. m. For Darien and Greenwich: 7, 9 a. m.; 12:30, 3:15, 4:30, 5:15, 6:15 p. m. For Stamford: 7, 8, (Ex.) 9 a. m.; 12:30, 3:15, 4, (Ex.) 4:30, 5:15, 6:15 p. m. For Port Chester and Intermediate Stations: 7, 9 a. m.; 12:30, 3:15, 4:30, 5:15, 6:15 p. m.
CONNECTING TRAINS—For Boston: 8 a. m. (Ex.); 4 p. m. (Ex.). For Hartford and Springfield: 8 a. m. (Ex.) 12:30 p. m.; 4 p. m. (Ex.). For Connecticut River Railroad to Montreal: 8 a. m. (Ex.). For Canal Railroad: 8 a. m. (Ex.) and 12:30 p. m. to Westfield. For New-London Railroad: 8 a. m.; 4 p. m. For Housatonic Railroad: 8 a. m. For Naugatuck Railroad: 8 a. m., 4:15 p. m. For Danbury and Norwalk Railroad: 7, 9 a. m.; 4 p. m.
TRAINS TO NEW-YORK—From New-Haven: 5:30, 7, 9:35, a. m. (Ex.) 1:30, (Ex.) 4:00, 6:50 p. m. (Ex.). From Bridgeport: 5:40, 7:40, 10:18 a. m. (Ex.) 2:27, (Ex.) 5:11, 10:06, p. m. (Ex.). From Norwalk: 6:45, 8:44, 11:15, 10:53 a. m. (Ex.) 2:56, (Ex.) 4:25, 5:45, 10:35 p. m. (Ex.). From Port Chester: 5:27, 6:42, 7:28, 8:57, 11:30 a. m. (Ex.) 4:08, 6:27 p. m.
JAMES H. HOYT, Superintendent.

NEW-YORK AND ERIE RAILROAD.—On and after Thursday, Aug. 7, 1856, and until further notice, Passenger Trains will leave Pier foot of Dunkirk-st. as follows, viz:
BUFFALO EXPRESS, at 6 a. m., for Buffalo.
DUNKIRK EXPRESS, at 6 a. m., for Dunkirk.
MAIL, at 8:15 a. m., for Dunkirk and Buffalo and intermediate stations. Passengers by this Train will remain over night at Owego and proceed the next morning.
CHICAGO EXPRESS, at 1 p. m., for Dunkirk.
ROCKLAND PASSENGER, at 3:30 p. m. (from foot of Chambers-st.), via Piermont, for Suffern's and intermediate stations.
WAY PASSENGER, at 4 p. m., for Newburgh and Middletown and intermediate stations.
NIGHT EXPRESS, at 5 p. m., for Dunkirk and Buffalo.
EMIGRANT, at 6 p. m., for Dunkirk and Buffalo and intermediate stations.
THE ABOVE TRAINS RUN DAILY, SUNDAYS EXCEPTED.
These Express Trains connect at Elmira, with the Elmira, Canandaigua and Niagara Falls Railroad, for Niagara Falls; at Binghamton with the Syracuse and Binghamton Railroad, for Syracuse; at Corning with Buffalo, Corning and New-York Railroad, for Rochester; at Great Bend with Delaware, Lackawanna and Western Railroad, for Scranton; at Buffalo and Dunkirk with the Lake Shore Railroad for Cleveland, Cincinnati, Toledo, Detroit, Chicago, &c.
D. C. McCALLUM, General Superintendent.

NEW WIDE-GAUGE ROUTE from NEW-YORK to ROCHESTER.—The ROCHESTER and GENESEE VALLEY RAILROAD is now open, and, in connection with the Buffalo, Corning and New-York and New-York and Erie Railroads, forms a direct route from New-York to Rochester.
The directness of this route, together with the superior comfort afforded by the wide gauge, renders it by far the most desirable between the above named cities.
Tickets can be procured at the New-York and Erie Railroad Ticket Office, foot of Dunkirk, and No. 193 Broadway; and in Jersey City.
Baggage checked through.
Freights will be transported between New-York and Rochester with dispatch. Any information desired in regard thereto can be obtained by calling on the General Freight Agent of the New-York and Erie Railroad, Erie Buildings, or C. S. TAPPAN, Express Freight Agent, No. 193 Broadway.
No trains on the Buffalo, Corning and New-York Railroad on Sunday.
J. A. ROSEFIELD, Superintendent.

NEW-JERSEY RAILROAD—For PHILADELPHIA, and the SOUTH and WEST, via JERSEY CITY.—Mail and Express Lines: Leave New-York 8 and 11 a. m. and 4 and 6 p. m., fare $3, 12 m., $2 25; stopping at all way-stations. Through Tickets sold for Cincinnati ($17 and $18 90) and the West, and for Baltimore, Washington, Norfolk, &c., and through baggage checked to Washington in 8 a. m. and 6 p. m.
W. WOODNUTT, Assistant Supt.

PENNSYLVANIA RAILROAD.—The GREAT CENTRAL ROUTE, connecting the Atlantic cities with Western, North-western and South-western States, by a continuous Railway direct. The Road also connects at Pittsburgh with daily line of Steamers to all ports in the Western Rivers, and at Cleveland and Sandusky with steamers to all ports on the North-western Lakes; making the most direct, cheapest and reliable route by which FREIGHT can be forwarded to and from the Great West.
RATES BETWEEN PHILADELPHIA and PITTSBURGH.
FIRST CLASS—Boots, Shoes, Dry Goods, (in boxes,) Furs, Feathers, &c.....70c. per 100 lb
SECOND CLASS—Books and Stationery, Dry Goods, (in bales,) Hardware, Leather, Wool, &c.....50c. per 100 lb
THIRD CLASS—Molasses, Bagging, Bacon and Pork, (in bulk,) Hemp, &c.....35c. per 100 lb
FOURTH CLASS—Coffee, Fish, Bacon and Pork, (packed,) Lard and Lard Oil.....20c. per 100 lb
Intermediate Goods from and east of Philadelphia, in proportion. Goods from and west of Philadelphia, in proportion. Care should be taken to mark the package "Via Pennsylvania Railroad." All Goods consigned to the Agents of this Road at Philadelphia or Pittsburgh, will be forwarded without detention.
FREIGHT AGENTS—Harris, Wormley & Co., Memphis, Tenn.; S. F. Sess & Co., St. Louis; J. S. Mitchell & Son, Evansville, Ind.; Dunesnil, Bell & Murdock, and Carter & Jewett, Louisville, Ky.; B. C. Meldrum, Madison, Ind.; Spriggens & Brown, and Irwin & Co., Cincinnati; N. W. Graham & Co., Zanesville, Ohio; Leech & Co., No. 84 Kilby-st., Boston; Leech & Co., No. 1 Astor House, New-York, No. 1 William-st., and No. 8 Battery-place, New-York; E. J. Smessler, Philadelphia; Magraw & Evans, Baltimore; Geo. C. Francisco, Pittsburgh.
For further particulars or bills of lading, apply to
LEECH & Co., Agents Penn. Railroad Co.,
No. 2 Astor House, New-York.
H. H. HOUSTON, General Freight Agent, Philadelphia.
H. J. LOMBAERT, Superintendent, Altoona, Pa.

PENNSYLVANIA RAILROAD.—THREE DAILY THROUGH TRAINS BETWEEN PHILADELPHIA and PITTSBURGH.—The MORNING MAIL TRAIN leaves Philadelphia for Pittsburgh at 7½ a. m., and leaves Pittsburgh for Philadelphia at 7 a. m. The FAST LINE leaves Philadelphia for Pittsburgh at 12:30 p. m. and Pittsburgh for Philadelphia at 2:30 p. m. THE NIGHT EXPRESS TRAIN leaves Philadelphia for Pittsburgh at 11 p. m. and Pittsburgh for Philadelphia at 9:20 p. m.
The above lines connect at Pittsburgh with connections to and from St. Louis, Mo., Alton, Galena, and Chicago, Illinois; Frankfort, Lexington, and Louisville, Ky.; Terre Haute, Madison, La Fayette, and Indianapolis, Ind.; Cincinnati, Dayton, Springfield, Bellefontaine, Sandusky, Toledo, Cleveland, Columbus, Zanesville, Massillon, and Wooster, Ohio; also with the steam packet boats from and to New-Orleans, St. Louis, Louisville and Cincinnati.
For further particulars see handbills in the hotels of this city. Passengers will find this the shortest, most expeditious and comfortable route between the East and West.
Through tickets can be had at either of the above-mentioned places in the West, or of
J. B. BUTLER, Agent New Jersey Railroad Co., foot of Courtlandt-st., New-York.
J. L. ELLIOTT, Agent Pennsylvania Railroad Co., No. 2 Astor House, Broadway, New-York.
THOMAS MOORE, Agent, cor. 11th and Market-sts., Philadelphia.
New-York, Jan., 1856.

SARATOGA, MONTREAL, LEBANON SPRINGS and the WEST.—NEW-YORK & HARLEM RAILROAD.—Fare reduced, to Albany $1 50, Saratoga, $2 62. Two Daily Express Trains.
5:40 a. m. Express leaves corner of White and Centre-sts., connecting at Albany at 11:15 a. m. with Central Railroad for the West, and with Albany and Northern Railroad at 11 a. m., for Saratoga, where passengers arrive at 12:45 p. m., and thence to Montreal; and at Chatham 4 Corners with Western Railroad for Lebanon Springs, where passengers arrive at 1:30 p. m.
8:00 a. m. Mail Train, stopping at all stations, and arriving in time for the Central Railroad.
3:20 p. m. Express for Albany, connecting with the Central Railroad Express Train for the West at 11 p. m., and with Saratoga train at 7 a. m. the next morning.
All the above trains connect at Croton Falls with Stages for Lake Mahopac.
RETURNING.
8:30 a. m. Express Train from Albany for New-York, without change of cars, on the arrival of the 8:15 Express Train per Central Railroad.
9:15 a. m. Mail Train, stopping at all stations.
4:30 p. m. Express Train leaving Albany on the arrival of the 4:30 Express Train of the Central Railroad and the arrival of the Albany and Northern Railroad train from Saratoga. Baggage checked through.
WM. J. CAMPBELL, Supt.

SARATOGA and LEBANON SPRINGS.—HUDSON RIVER RAILROAD—Two daily Express Lines for pleasure travel.
Passengers leave Chambers-st. Station for SARATOGA and LEBANON SPRINGS, DIRECT,
At 6 a. m. Arrive at Saratoga at 12:45 p. m., Lebanon Springs at 1:30 p. m.
At 12 m. Arrive at Saratoga at 7:25 p. m., and at Lebanon Springs at 7:20 p. m.
Tickets sold and Baggage checked through.
The same Trains connect at PEEKSKILL for LAKE MAHOPAC, at OAKHILL for CATSKILL MOUNTAIN HOUSE, at ALBANY for NIAGARA FALLS and the LAKES, and at TROY for LAKE GEORGE and CANADA.
A. F. SMITH, Superintendent.

Medical.

ROMAN EYE BALSAM—For weak and inflamed eyes. This Balsam is the very best remedy that can be used for inflamed eyes. It almost instantly relieves all irritation, and usually effects a complete cure of a few applications. For sale by A. B. & D. SANDS, No. 100 William-st.

VERGNES'S ELECTRO-CHEMICAL BATHS administered by Prof. VERGNES, the discoverer, and Dr. PRINCE, Proprietor, No. 750 Broadway. A sure cure for Rheumatism and all diseases arising from the use of mercury or other minerals. Department for ladies.

DR. E. J. LOEWENTHAL'S WATER-CURE, Between Hoboken, Hudson County, New-Jersey, accessible from Hoboken and Jersey City in a few minutes by stages. For particulars, apply at No. 4 Hanover-st., New-York.

Legal Notices.

IN the COURT of COMMON PLEAS FRANKLIN COUNTY, OHIO—HENDRY, GROGER & Co., and others, vs. A. C. BROWN, and B. E. SMITH, Receiver. To the Creditors of said A. C. Brown, late of Columbus, Ohio: In pursuance of an order of said Court in the above case, the Creditors of said A. C. Brown are hereby notified and required forthwith, to present to and file with the undersigned, as Receiver, at his office in Columbus, Ohio, all their claims and demands against said A. C. Brown, duly authenticated by the affidavits of the owners of said claims and demands respectively. Unless said claims and demands are thus presented and filed on or before the 15th day of September next, the owners thereof will be liable to lose their dividend of the proceeds of the property and effects of said A. C. Brown, to which they might otherwise be entitled.—Columbus, O., July 22, 1856.
BENJ. E. SMITH, Receiver.
OLDS & GRIGGS, Attorneys.

IN PURSUANCE of an order of the Surrogate of the County of New-York, notice is hereby given to all persons having claims against the Estate of THOMAS MONAGHAN, late of the City of New-York, deceased, to present the same, with vouchers thereof, to the subscriber, at his residence, No. 256 Third-street, in the City of New-York, on or before the twenty-third day of February next.—Dated New-York, the eighteenth day of August, 1856.
ANDREW R. JACKMAN,
PHELIX HART, } Executors.
au19 1aw6mTu MATHEW MONAGHAN,

IN PURSUANCE of an order of the Surrogate of the County of New-York, notice is hereby given to all persons having claims against MARY LYONS, late of the City of New-York, widow, deceased, to present the same, with vouchers thereof, to the subscriber, at the office of A. & E. S. Higgins, in Eldridge-st., between the 11th and 12th ave., in the City of New-York, on or before the fourteenth day of February next.—Dated New-York, the seventh day of August, 1856.
au15 1aw6mTu FRANCIS CLOSSAN, Executor.

IN PURSUANCE of an order of the Surrogate of the County of New-York, notice is hereby given to all persons having claims against the estate of DANIEL EBBETS, late of the City of New-York, deceased, to present the same, with vouchers thereof, to the subscriber, at the office of Martin & Smith, No. 56 Wall-st., in the City of New-York, on or before the twelfth day of December next.—Dated New-York, the sixth day of June 1856.
SAMPSON RHODES,
je10 1aw6mTu Executor.

IN PURSUANCE of an order of the Surrogate of the County of New-York, notice is hereby given to all persons having claims against MARES Z. JACOBS, late of the City of New-York, deceased, to present the same, with vouchers thereof, to the subscriber, at his store, No. 127 West-street, in the City of New-York, on or before the twelfth day of December next.—Dated New-York, the sixth day of June, 1856.
ELIAS Z. JACOBS, Administrator of
je17 1aw6mTu Mark Z. Jacobs, deceased.

IN PURSUANCE of an order of the Surrogate of the County of New-York, Notice is hereby given to all persons having claims against the Estate of LOUISA R. FISHER, late of the City of New-York, Widow, deceased, to present the same with vouchers thereof to the Subscriber, at the office of C. J. & E. De Witt, No. 52 Nassau-st., in the City of New-York, on or before the 24th day of January next.—Dated New-York, the 23d day of July, 1856.
ROBERT H. CUMING,
ja22 1aw6mTu Executor, &c., of Louisa R. Fisher.

IN PURSUANCE of an order of the Surrogate of the County of New-York, notice is hereby given to all persons having claims against FRANCIS BEAHAN, late of the City of Dublin, Ireland, deceased, to present the same with vouchers thereof to the subscriber, at his office, No. 64 Wall-st., in the City of New-York, on or before the 18th day of March next. Dated New-York, 23d day of August, 1856.
au25 1aw6mTu F. F. MARBURY, Administrator.

If appearing satisfactory to me that WILLIAM BEURER will derive a pecuniary benefit from assuming the name of WILLIAM BOYRER. I do therefore order that the said WILLIAM BEURER is hereby authorized to assume the name of WILLIAM BOYRER from and after the 1st day of October, 1856.—Dated New-York, 20th August, 1856.
(Copy) HENRY E. DAVIES.

NOTICE.—Notice is hereby given that WILLIAM C. STRATTON of the Township of Acquackanonk, in Passaic County, New-Jersey, has the day made an assignment to me of his estate—real and personal—for the benefit of his creditors, and that his creditors are required to present their claims, under oath or affirmation, within three months from this date, to me, at Mead's Basin in the Township of Wayne, in the County of Passaic, N. J.—August 9, 1856.
DAVID SHURTS.

N. Y. SUPREME COURT—City and County of New-York.—Joseph Gedlinge sue as a dama Boyd, Executrix of the last will of Samuel Boyd, deceased, Anna Maria Boyd in her own right, John Boyd and Helen his wife, Bayard Boyd and Marcella his wife, Samuel Boyd and Sophia his wife, John C. Leurie and Ella Beth his wife, Edward Boyd, Mary A. Boyd, Caroline H. Boyd, Ellen Eliza Boyd his wife, William Henry Moore and Isabella Graham his wife, Slater Clay Hepburn and Anna Maria his wife, — Munger and Eliza Jane his wife, Anna Boyd, John Bayard Boyd, Andrew A. Smith and Virginia C. his wife, Edwards S. Boyd and Lucy his wife, James Edmiston and Anna Maria his wife, Henrietta H. Boyd, William Hockman, Joseph Fraser and Robert Hadley, Executors of the last will of William Hockman, deceased, William Hockman in his own right, Joseph Fisher and Aurelia his wife, Robert Hadley and Mary his wife, Eliza Hockman, Richard Hockman, Thomas H. Poor, William H. Poor, Joseph Burrill.—Summons for relief. (Complaint not served.)—To each of the following named defendants: JAMES EDMISTON and ANNA MARIA his wife, and HENRIETTA H. BOYD: You are hereby summoned to answer the complaint in this action, which is filed in the office of the Clerk of the City and County of New-York, at the City Hall in said City, and to serve a copy of your answer to the said complaint on the subscribers, at their office, No. 41 Wall-st. (Sanders Court), in the City of New-York, within twenty days after the service of this summons on you, exclusive of the day of such service; and if you fail to answer the said complaint within the time aforesaid, the plaintiff in the action will apply to the Court for the relief demanded in the complaint. The said complaint was filed in the said County Clerk's Office on the 8th day of June, 1856.—Dated June 9, 1856.
BRAINARD & RICE, Plaintiff's Attorneys,
je12 1aw6mTu No. 41 Wall-st., N. Y.

SUPREME COURT—City and County of New-York.—Margaret Myer sues as Amasa A. Gould, Samuel Lewis and his wife, Patrick Mennett and Daniel Dwyer, Executors.—To SAMUEL LEWIS and ANN his Wife, PATRICK MONTAGUE and DANIEL DOLAN: You are hereby summoned and required to answer the complaint in this action, which is filed in the office of the Clerk of the City and County of New-York at the City-Hall in the said city, and to serve a copy of your answer to the said complaint, on the subscriber at Harlem, No. 79 Nassau-st., in the said city, within twenty days after the service of this summons on you, exclusive of the day of such service, and if you fail to answer the said complaint within the time aforesaid, the plaintiff in the action will apply to the Court for the relief demanded in the complaint. The said complaint was filed in the said County Clerk's Office on the 5th day of June, 1856.—Dated June 5, 1856.
JOHN BROWN, Plaintiff's Attorney.

LAMENTABLE CASUALTY.—This morning, the body of Dr. John A. Meyer was found at the bottom of a well in the yard adjoining his residence, on the corner of Fifth and Rutger streets. About three o'clock he was seen going home with his hat in his hand and his coat thrown across his arm, and these articles being found near the well, first led to the discovery of his body. A full bucket of water was drawn, and it is supposed that he stooped down to drink from the bucket and accidentally pushed over. An extensive incisation was found on the back of his head, where it had struck against a projecting rock in the well. The latter was 26½ feet deep, and contained only four feet depth of water. The deceased was a German, and leaves no family or relatives in this country. He arrived in this city a few months ago, penniless and unknown, but by his great skill and acquirements in his profession, rapidly obtained a large practice, and formed an extensive circle of acquaintance among the better class of the native and German portion of our population. Although a young man, only twenty-six years of age, he possessed high literary as well as professional attainments, while his polished manners and social disposition made his society much courted. His untimely death is a loss to the community which will be long felt. [St. Louis News 23d.

THE CHARTER OAK IS PROSTRATE.—Our whole community, old and young, rich and poor, were grieved to learn that the famous old Charter Oak, in which Wadsworth hid King Charles' Charter of the old colony of Connecticut, in 1687, at the time when Sir Edward Andros in the name of his master, James 2d, demanded its return, had been prostrated by the wind. It fell about ten minutes before one o'clock, in the stormy morning of August 21 1856. The tree has been for centuries one of the "Hartford institution." No tree in the country has such legendary associations. Our citizens thronged in crowds to the spot. Chief Justices and Reverend Doctors intermixed with sturdy laborers to view the fallen Monarch. A dirge was played at noon, by Cole's Armory Band, over the fallen tree; it was a touching thing for these mechanics, some of them sons of Connecticut, and some of them born the other side of the Atlantic, thus to volunteer their sympathy; and many a manly eye was nourished as the dead march in Saul was played, followed by "Home Sweet Home" and rounded off with "Hail Columbia." The bells all over the city were tolled at sundown, as a token of the universal feeling, that one of the most sacred links that bind these modern days to the irrevocable past, had been suddenly parted. The Rev. Dr. Hawes suggested that a monument be erected on the spot, commencing at once, of the bold Wadsworth who saved the charter and of the tree in which it was saved. [Hartford Courant, 22d.

MURDER OF AN OVERSEER BY NEGROES.—The Wilmington (Miss.) Republican of Tuesday last says:
"Mr. Silas Rogers, overseer on the plantation of Thomas J. Brown of Buffalo, in this county, was, by his slaves on the plantation, brutally murdered on Friday night last. From all the evidence elicited, Mr. R. was engaged in chastising some of the negroes in that quarter, about 9 or 10 o'clock at night, when he was by them knocked down and choked to death. The body was afterward taken near the public road and a pistol ball fired into it, for the purpose of making it appear that he was murdered by some one passing. Strange to say, none of the negroes gave the alarm, and nothing was known to the family of the murder until some time next morning, when the body was discovered by some persons from the house, who had been engaged in tr