Financial.

OFFICE OF THE MICHIGAN CENTRAL RAILROAD CO., Boston, Oct. 10, 1857.

THE DIRECTORS of this Company are under the necessity of asking an extension on its paper maturing between the present date and such time as funds can be realized for the proposed loan, advertised for 10th of November next.

The causes which have led to this necessity, the intrinsic value of the property of the Company, and the merits of the security offered for the proposed loan, are set forth in our circular and advertisement for the loan, published on the 1st inst.

No change will be necessary in the business arrangements of the Road.

The Coupons of the Company will be paid as usual.

By order of the Directors. J. W. BROOKS, President.

NEW-YORK, Oct 13, 1857.

TO THE PUBLIC.—The President and Directors of the MERCHANTS' EXCHANGE BANK feel confidence in assuring the public and Stockholders of the entire solvency of the institution, and their belief that the business of the Bank can be resumed at an early date.

JAMES BARNES, President.

THE ARTISANS' BANK feel confidence in assuring their Stockholders and the Public of the entire solvency of the Bank, and that it will soon be able to resume business.

N. C. PLATT, President.

New-York, Oct. 13, 1857.

DIVIDEND.—A Dividend of TEN PER CENT on the Capital Stock of the OCEAN STEAM NAVIGATION COMPANY will be paid to the Stockholders at the office of the Company, on and after the 15th October, on presentation of the certificates.

C. E. ANDERSON, Secretary.

THE INTEREST due on the 1st of October on the BONDS OF THE CITY OF LOUISVILLE will be paid on presentation of the proper Coupons at Mercantile Bank.

New-York, Oct 10, 1857

(Signed) HENRY WOLFRED, City Treasurer.

OFFICE OF THE MICHIGAN CENTRAL RAILROAD CO., BOSTON, Oct. 1, 1857.

SEALED PROPOSALS will be received at this office up to the 10th of November, at 1 p. m., for a loan of $2,000,000, payable as follows:

10 Ten per cent on November 14, which first installment the Company will retain without issuing Bonds therefor until the last installment is paid.
15 Fifteen per cent January 1, 1858.
25 Twenty five per cent March 1, 1858.
25 Twenty-five per cent May 1, 1858.
25 Twenty five per cent July 1, 1858.

For which the Company will issue eight per cent Convertible Bonds, with semi annual Coupons, dated 1st October, 1857, and having 20 years to run.

In order to give the numerous holders of small amounts of our stock an opportunity to subscribe, a sufficient number of the Bonds will be for Five Hundred Dollars each, the remainder for One Thousand Dollars.

Other things being equal, a preference will be given to the smaller bids by our bona fide Stockholders, who are especially invited to share in the Loan, but the Company reserve to themselves the right to consider the responsibility of the parties making the proposals, as well as the rate offered. With these exceptions, they will award the Loan, if the whole be taken, pro rata to the highest bidders.

Notes of the Company or Bonds maturing between this date and July, 1858, will be received in payment for this Loan, with proper adjustment of interest.

For the protection of these Bonds, and of those maturing in 1860 and subsequently, a First Mortgage upon the property and franchises of the Company has been executed to J. M. Forbes, Nathaniel Thayer, and H. H. Hunnewell, Trustees, containing a proviso that a Sinking Fund shall be paid to said Trustees, annually, sufficient to absorb the present issue before maturity, which shall be invested in this issue of Bonds, as long as they can be bought at or under ten per cent premium—otherwise at the discretion of the Trustees.

The proposals will be opened at the office of the Company on the 10th day of November next, at 1 p. m., in the presence of the above named Trustees, who accept the trust with the understanding that they will at that time resign it to any suitable parties nominated by a majority of the takers of the Bonds.

J. W. BROOKS, President.

ISAAC LIVERMORE, Treasurer.

EXTRACT FROM AN ACT *of the Legislature of Michigan, approved* Feb 13, 1855.

Section 1. The People of the State of Michigan enact, That the Michigan Central Railroad Company, by a vote of its Directors, of a majority thereof, may increase its capital stock from time to time, to an amount necessary to cover the cost of the construction, completion, equipment, operating and keeping up of their road, and its connections, and to lay down a double track for the same, and both within and without said State; and also to issue their bonds from which to pay any debts incurred or to be incurred, for such purposes, in such sums and at such rates of interest as such Directors, or a majority thereof, may determine; and the said stock and bonds to sell and dispose of at such rates as they can, and as said Directors, or a majority thereof, may approve; and said Directors, or a majority thereof, may, under such regulations as they may adopt, confer on the holders of such bonds the right to convert the principal due thereon into the stock of the Company.

OFFICE OF THE DELAWARE, LACKAWANNA AND WESTERN RAILROAD CO. No. 51 Wall-st., New-York, Oct. 12 1857.

SPECIAL NOTICE.—A meeting of the Stockholders and Bondholders of this Company will be held at the Mercantile Library on the EVENING of WEDNESDAY, 21st October inst., at 7 o'clock, to receive the report of the Committee appointed to mature a plan for relieving the embarrassments of the Company.

By order of JAMES BROWN, Chairman.

A. J. UREL, Secretary.

TO the BONDHOLDERS, CREDITORS and STOCKHOLDERS of the GREAT WESTERN RAILROAD COMPANY, ILLINOIS.—The undersigned, a Committee appointed at a general meeting of the Bondholders, Creditors, &c., of the above-named road, to carry out a plan for the relief of the Company, are now procuring the signatures of the parties in interest to an agreement of compromise, and you are requested to call without delay, at the office of E. T. H. GIBSON, No. 54 William-st., and sign the agreement that your interests may be protected.

E. T. H. GIBSON, EDWARD BEMENT, J. N. A. GRISWOLD, M. K. JESSUP, G. MORRIS, } Committee.

MERCHANTS' BANK, New-York Sept. 26, 1857.

COLLECTIONS.—Notes, Checks, and all demands received by this Bank for Collection, payable in or through Philadelphia, or Baltimore, or other places in which specie suspensions may occur, not matured prior to this date, will upon advice of their payment, be paid for by drafts of the MERCHANTS' BANK upon its corresponding Banks in other places, payable "in current funds," and this mode of settlement will continue until the resumption of specie payments in those places. No Notes, Bills or Checks, payable in or through those places, will be received for collection, except upon these conditions. Depositors whose Notes, Bills or Checks have already gone forward for collection in those places, can have an order for their delivery, if they prefer to assume the collection thereof.

A. E. SILLIMAN, Cashier.

OFFICE OF THE THIRD-AVENUE RAILROAD COMPANY, Corner East 61st st. and 3d av.

NOTICE to STOCKHOLDERS.—The ANNUAL MEETING of the Stockholders of the Third-Avenue Railroad Company will be held at their Office on WEDNESDAY, at 12 m., November 11, 1857, at which time an Election for Thirteen Directors for the ensuing year will take place. The polls will be open from 12 m. to 2 p. m.

SAM. B. ISAACS, Secretary.

New-York, October 12, 1857.

MARINERS' SAVINGS INSTITUTION, 3d-av., corner 9th-st.—Deposits made on or before the 16th of October will be allowed interest from the 1st of October at the rate of 6 per cent on sums of $5 to $500, and 5 per cent on sums over $500. Bank open daily from 9 a. m. to 2 p. m., and on WEDNESDAY and SATURDAY EVENINGS from 5 to 8 p. m.

ISAAC T. SMITH, Secretary.

CLEVELAND AND TOLEDO RAILROAD COMPANY.—I. SEYMOUR, esq., Cashier of the Bank of North America, has been appointed TRANSFER AGENT of the CLEVELAND AND TOLEDO RAILROAD COMPANY, and the Transfer Books of said Company will be closed on the 12th inst., and remain closed till the 21st inst. The matured Coupons of the Bonds of the Toledo, Norwalk and Cleveland Railroad Company, Junction Railroad Company, and the Cleveland and Toledo Railroad Company, will be paid at the Bank of North America from and after the 21st inst.

The present OFFICES of the Company, No. 18 Williams are for RENT.

By order of the Board, J. B. WARING, Preside

New-York, Sept. 8, 1857.

STEPHEN H. PIERSON, CHICAGO, ILLINOIS, will attend, personally, to COLLECTING AND SECURING DEBTS in the States of ILLINOIS, WISCONSIN, IOWA, INDIANA and MICHIGAN.

REFERENCES, BY PERMISSION:
J. L. Everitt, esq., Cashier of Broadway Bank, New-York.
Alfred Edwards, President of Pacific Ins. Co., New-York.
S. C. Wheeler, Sec'y of Knick. Life Ins. Co., New-York.
Wm. A. Wheeler, esq., No. 13 Nassau-st., New-York.
John Gray, esq., No. 15 Fulton-st., New-York.
B. G. Wilder & Co. (Wilder's Safes), No. 122 Water-st., N. Y.

OFFICE OF THE NEW-ENGLAND CAR SPRING CO., No. 104 BROADWAY, NEW-YORK, Sept. 23, 1857.

THE ANNUAL MEETING of the Stockholders of the New-England Car Spring Company, for the ELECTION OF TRUSTEES, will be held at the office of the Company, on TUESDAY, the 13th day of October next, at 1 o'clock p. m.

J. H. THOMPSON, Secretary.

REMITTANCES to ENGLAND, IRELAND, SCOTLAND and WALES.

WE ISSUE SIGHT BILLS ON THE
UNION BANK OF LONDON,
NATIONAL BANK OF SCOTLAND,
BELFAST BANKING COMPANY, Ireland,
in sums from £1 upward, at 65 per £.

Address
TAYLOR BROTHERS, BANKERS, No. 76 WALL-ST., NEW-YORK.

BANK DEPARTMENT, ALBANY, Oct. 9, 1857.

THE FRONTIER BANK (Potsdam) has this day filed in this office a notice of the appointment of the MERCHANTS' BANK of ALBANY, in the City of Albany, as agent for the redemption of its circulating notes, together with a revocation of the appointment of the Troy City Bank as such agent, agreeable to the act entitled "An act to amend the several Acts relating to Incorporated Banks, Banking Associations and Individual Bankers," passed April 17, 1851.

JAMES M. COOK, Superintendent.

BANK DEPARTMENT, ALBANY, November 12, 1856.

NOTICE is hereby given, pursuant to the statute in such case made and provided, that all the CIRCULATING NOTES issued to the LOCKPORT BANK AND TRUST COMPANY (a banking association, Lockport), must be presented at the Office of the Superintendent of the Banking Department of the State of New-York, for payment, within two years from the date hereof, or the funds deposited for the redemption of the circulating notes issued to the said bank will be given up.

M. SCHOONMAKER, Superintendent.

DESMOINES VALLEY LANDS, IOWA.—A few of the 8 per cent Bonds of the DESMOINES NAVIGATION AND RAILROAD COMPANY, receivable at par, equivalent to extra, in payment for the Lands in the Desmoines Valley, Iowa, near the State Capital, which are to be offered at auction at Fort Desmoines, commencing Oct. 21, inst., may be obtained of CARPENTER & VERMILYE, Wall-st.

$20,000 Wanted by the subscriber on Bond and Mortgage on productive property, situated in the heart of the city, worth at least double the amount loaned. It will be taken in amounts of $5,000 or $10,000 each if desired, and a choice of a large amount of property will be given. AMOS R. ENO, No. 107 Liberty-st.

ALBERT H. NICOLAY, Auctioneer.

SPECIAL SALE of STOCKS and BONDS.—ALBERT H. NICOLAY will sell, THIS DAY (Wednesday), Oct. 14, at 12½ o'clock, at the Merchants' Exchange, for account of whom it may concern:

$44,000 Ohio State 6 per cent Stock, due 1856.
$5,000 Ten Assess State 6 per cent Bonds, due 1892.
$13,000 Louisiana State 6 per cent Bonds.
$16,400 Milwaukee and Horicon Railroad Farm Mortgage Bonds.
$10,000 Milwaukee and Horicon Railroad Land Mortgage 10 per cent Bonds.
$3,000 Milwaukee and Horicon Railroad 1st Mortgage 8 per cent Bonds.
$3,000 Kentucky State 5 per cent Bonds, due 1873.
$1,000 Milwaukee 7 per cent Bonds, due 1875.
37 shares Importers' and Traders' Bank, $100 each.
50 shares Hanover Bank, $100 each.
100 shares Manhattan Bank, $50 each.
20 shares National Bank, $50 each.
40 shares City Bank, $100 each.
50 shares Mechanics' Bank of New York, $25 each.
25 shares Bank of the Commonwealth, $100 each.
30 shares Commonwealth Insurance Company, $100 each.
200 shares Broadway Bank, $25 each.
100 shares Butchers' and Drovers' Bank, $25 each.
50 shares Seventh Ward Bank, $50 each.
5 shares Park Insurance Company, $100 each.
32 shares Rutgers Insurance Company, $25 each.
40 shares Resolute Insurance Company, $100 each.
10 shares Atlantic Bank of New-York, $100 each.
60 shares Columbia Fire Insurance Company, $50 each.
20 shares Astor Fire Insurance Company, $25 each.
60 shares North River Bank, $50 each.
50 shares Exchange Fire Insurance Company, $30 each.
40 shares Sixth Avenue Railroad, $100 each.
50 shares Lorillard Fire Insurance Company, $25 each.
20 shares New-Jersey Railroad Company, $50 each.
40 shares Relief Insurance Company, $50 each.
10 shares Metropolitan Fire Insurance Co., $100 each.
20 shares Third Avenue Railroad, $100 each.
50 shares Phenix Fire Insurance Company, $50 each.
15 shares Brevoort Insurance Company, $50 each.
40 shares Chatham Bank, $25 each.
54 shares Union Bank, $50 each.

Regular Sale TO-MORROW (Thursday), Oct. 15.

Regular Auction Sales of Stocks, Bonds, and other Securities, every MONDAY and THURSDAY. Also, Special Sales when required.

Stocks and Bonds Bought and Sold at private sale, and at the Brokers' Board, on commission.

Interest allowed on all Moneys deposited on Trust, and Dividends Collected.

ALBERT H. NICOLAY, Stock Auctioneer and Banker, (5220) No. 4 Broad-st., New-York.

ADRIAN H. MULLER, Auctioneer.—Office No. 35 Wall-st.

REGULAR SALE of STOCKS and BONDS THIS DAY at 12½ o'clock, at the Merchants' Exchange.

$10,000 Town of Racine, Wisconsin, 7 per cent Bonds, guaranteed by the Racine, Janesville and Mississippi Railroad, due 1873 (hypothecated).
$10,000 Town of Beloit, Wisconsin, 7 per cent Bonds, guaranteed by the Racine, Janesville and Mississippi Railroad, due 1873 (hypothecated).
$3,000 La Crosse and Milwaukee Railroad 7 per cent Construction Bonds, due 1862.
50 shares Union Bank, $50 each.
100 shares Butchers' and Drovers' Bank, $25 each.
100 shares People's Bank, $25 each.
3 shares Importers' and Traders' Bank, $100 each.
18 shares Lamar Fire Insurance Co., $100 each.
73 shares United States Fire Insurance Co., $25 each.
100 shares Firemen's Insurance Co., $17 each.
20 shares Mechanics' and Traders' Fire Ins. Co., $25 each.
35 shares East River Fire Insurance Co., $15 each.
20 shares Home Fire Insurance Co., $100 each.
20 shares New-World Fire Insurance Co., $50 each.
25 shares Lamar Fire Insurance Co., $100 each.
50 shares Harmony Fire Insurance Co., $50 each.
50 shares Lennox Fire Insurance Co., $25 each.
50 shares Home Fire Insurance Co., $100 each.
20 shares United States Life Insurance Co., $50 each.
40 shares Corn Exchange Insurance Co., $50 each.
40 shares Astor Fire Insurance Co., $25 each.
20 shares Atlantic Fire Insurance Co., $50 each.
100 shares Continental Fire Insurance Co., $100 each.
10 shares Howard Fire Insurance Co., 50 each.
20 shares Goodhue Fire Insurance Co., $100 each.
25 shares Resolute Fire Insurance Co., $100 each.
50 shares Bank of North America, $100 each.
50 shares Corn Exchange Bank, $100 each.
50 shares Bank of the Republic, $100 each.
50 shares Shoe and Leather Bank, $100 each.
50 shares Metropolitan Bank, $100 each.
5 shares La Crosse and Milwaukee Railroad, $100 each.
10 shares Metropolitan Fire Insurance Co., $100 each.

Next regular sale on SATURDAY, Oct. 17.

Regular Sales every Wednesday and Saturday; also, special Sales when required. (2270)

NEW-YORK AND ERIE RAILROAD COMPANY—PROPOSALS FOR LOAN.—Subscriptions will be received at the office of the New-York and Erie Railroad Company, in the City New-York, until the first day of November, 1857, for the purchase of $6,000,000 of the bonds of the Company, redeemable on the 1st October, 1880, bearing 7 ⅌ cent interest, payable semi-annually, on the first days of April and October.

They will be sold at par, payable as follows:

50 ⅌ cent in any of the unsecured bonds of the Company, redeemable in 1862, 1871 and 1875.
10 ⅌ cent in cash at the time of subscribing.
40 ⅌ cent in monthly installments of 10 ⅌ cent, or in cash, at the option of the purchasers.

These bonds are guaranteed by a mortgage on the entire Road and its franchises, on all the leasehold property of the Company, including the wharves, ferry privileges and landed property of the Long Dock Company of Jersey City, and on the entire equipment of the Company.

The object of the loan is to fund the present floating debt of the Company, and to obtain means to continue the construction of the Tunnel, Depot, Wharves and other improvements on the Long Dock property. It will only increase the present indebtedness of the Company about $1,000,000. The following is a comparative statement of the past and present financial position of the Company:

	SEP. 30, '55.	SEP. 30, '56.	AUG. 1, '57.
Capital Stock	$10,023,959	$10,000,000	$11,000,000
Funded Debt	24,891,000	24,891,000	24,891,000
Floating Debt	1,211,768	1,104,970	2,002,135
Interest on Bonds due 1st August, less amount deposited to meet it	.....	.....	352,285
Total Indebtedness	$26,102,768	$25,995,970	$27,023,420
Cash and Cash items	$180,754	$300,856	$127,977
Materials	504,655	592,541	585,000
Fuel	497,115	726,463	630,000
Steamers and Propellers on Lake Erie	88,875	218,331	231,228
Rolling Stock loaned to C. & N. F. R. R.	100,000	100,000	100,000
Other Assets	10,456	46,234	23,598
Due by Agents	.....	.....	251,086
Advanced to Long Dock Company	.....	.....	450,521
Bonds of 1875 in Sinking Fund	522,000	794,000	1,315,500
	$1,703,857	$2,690,425	$3,648,902
Liabilities over assets	$24,398,911	$23,305,545	$23,376,518

That the expenditures of the Long Dock Company are judicious, and sure to prove profitable to the New-York and Erie Railroad Company, no one can doubt who will examine the subject. The New-York and Erie Railroad Company have a lease (with the right to purchase at the original cost at any time after six years) of the entire property of the Long Dock Company, consisting of over 2,500 lots of ground, exclusive of the streets opened, or to be opened, with ferry privileges, ferry slips and wharves now in construction. The wharves will offer 7,740 linear feet of berth room. Vessels drawing 20 feet of water will receive the heavy products of the West directly from the cars, or from warehouses into which the cars will run and be unloaded in any weather, without danger of injury to property. The facilities and economy which this will offer to shippers and receivers must largely increase the traffic of the New-York and Erie Railroad Company, and enable it to charge higher rates for transportation than those charged by other routes. The ferries will undoubtedly prove a source of revenue to the Company, whereas at present, the ferriage of the passengers and merchandise is a heavy tax on the Company.

Any portion of the 2,500 lots not needed by the New-York and Erie Railroad Company can be sold at any time, and by the terms of the lease the proceeds must be applied to the extinguishment, or to the creation of a Sinking Fund for the extinguishment of a debt incurred for the improvement of the Long Dock property. The value of this property must be very great whenever the New-York and Erie Company transfer their traffic to the new terminus.

CHARLES MORAN, President.

NATHANIEL MARSH, Secretary.

New-York, 17th August, 1857.

NO. 5 HANOVER-ST., NEW-YORK, Sept 15, 1857.

THE Undersigned respectfully notify the Public that they continue to buy and sell STOCKS as usual without limitation as to time.

They have made arrangements by which all orders will be executed on as favorable terms as previous to the passage of the resolution by the Board limiting time sales to 30 days.

GROESBECK, BROS.

Coal, &c.

SCRANTON COAL.—The undersigned offers for Sale the entire stock of COAL from the Delaware, Lackawanna and Western Railroad Company's Mines at Scranton, Penn., now on hand at Elizabethport and Jersey City, comprising about forty thousand tons, at the following prices per ton of 2,240 lb, delivered on board vessels.

	Elizabethport.	Jersey City.	New-York and Brooklyn*
Lump	$4 00	$4 20	$4 40
Steamboat	4 00	4 20	4 40
Large Egg, for grates & furnaces	4 10	4 30	4 50
Small Egg, for large stoves and grates	4 25	4 45	4 65
Nut or Stove for cooking stoves, Ranges, &c.	4 35	4 55	4 75
Chestnut, for small engines, &c.	3 70	—	4 10

* Including hoisting out from barge.

TERMS, CASH on delivery.

WM. E. WARREN, Agent, No 51 Wall-st.

Ocean Steamers, &c.

FOR LIVERPOOL.—The Royal Mail Steamship ARABIA, J. Stone, Commander, will sail from the Company's dock at Jersey City, with the Mails and Passengers, for Europe, on WEDNESDAY, the 14th inst. Passengers are requested to be on board by 1 o'clock p. m. The ASIA will sail on the 28th October.

E. CUNARD, No. 4 Bowling Green.

CROSKEY & CO.'S LINE OF STEAMERS BETWEEN NEW-YORK, SOUTHAMPTON, LONDON and BREMEN,

The magnificent British steamships
QUEEN OF THE SOUTH..Capt. Beal.....2,221 tons burden.
INDIANA.....Capt. Baker....2,954 tons burden.
ARGO.....Capt. Benson...2,315 tons burden.
JASON.....Capt. Britton...2,667 tons burden.

Owned by the European and American Steam Shipping Co. of London and Southampton, are appointed to sail from NEW-YORK on every alternate WEDNESDAY for LONDON and BREMEN, touching at Southampton to land passengers and mails for England and France. They will remain one day at London and then proceed to Bremen. Returning, they will leave BREMEN for NEW-YORK on every alternate SATURDAY, stopping only at Southampton.

These steamships are of the first class, and have superior accommodations for passengers. They will take a limited number of third class or steerage passengers.

A surgeon is attached to each ship.

The rates of freight to London will be but little higher than those of sailing ships.

RATES OF PASSAGE.
First Cabin.....$90 | Second Cabin.....$50 | Steerage.....$35

The steamship ARGO will sail from New-York on WEDNESDAY, Oct 14, and will be succeeded by the JASON Oct 28.

For freight or passage, apply to C. H. SAND, No. 11 South William-st.

STEAM between NEW-YORK and GLASGOW.—EDINBURGH, 2,500 tons, Wm. Cumming, Commander; NEW-YORK, 2,150 tons, Robert Cruiz, Commander; GLASGOW, 1,982 tons, John Duncan, Commander.

The Glasgow and New-York Steamship Company intend sailing these new and powerful steamers from New-York to Glasgow direct as follows:

FROM NEW-YORK.	FROM GLASGOW.
New York, Saturday, Oct. 17.	Edinburgh...Oct. 3
Edinburgh, Saturday, Oct. 31.	Glasgow.....Oct. 31

RATES OF PASSAGE.
First-Class.....$75
Third Class, found with Cooked Provisions.....$30

An experienced Surgeon attached to each Steamer.

For freight or passage apply to JAMES RAEBURN, Agent, No. 17 Broadway.

New-York City Bills or Gold only received for Passage.

FOR LIVERPOOL.—The U. S. Mail steamship ATLANTIC, Oliver Eldridge, Commander, will depart with the United States mails for Europe positively on SATURDAY, Oct. 24 at 12 o'clock m., from her berth at the foot of Canal-st. For freight or passage, having unequaled accommodations for elegance and comfort, apply to EDWARD K. COLLINS, No. 56 Wall-st.

Passengers will please be on board at 11 o'clock a. m. All letters must pass through the Post-Office; any others will be returned.

NOTICE.—The steamers of this line have improved watertight compartments.

No expense has been spared to make the steamers of this line in all respects as good as new. The thorough examination given them proves their mode of construction yet unequaled.

N. B.—Hereafter the regular built ships for this line will perform the entire service.

THE BRITISH NORTH AMERICAN ROYAL MAIL STEAMSHIPS.

From New-York to Liverpool:
Chief Cabin Passage.....$130
Second Cabin Passage.....70

From Boston to Liverpool:
Chief Cabin Passage.....$110
Second Cabin Passage.....60

The ships from Boston call at Halifax.

ARABIA, Stone.....Leaves N. York..Wednesday, Oct. 14
NIAGARA, Wickman..Leaves Boston....Wednesday, Oct. 21
ASIA, Lott.....Leaves N. York..Wednesday, Oct. 28
EUROPA, Leitch.....Leaves Boston...Wednesday, Nov. 4
PERSIA, Judkins.....Leaves N. York..Wednesday, Nov. 11
CANADA, Lang.....Leaves Boston...Wednesday, Nov. 18
ARABIA, Stone.....Leaves N. York..Wednesday, Nov. 25

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.

FARE REDUCED to SOUTHAMPTON and HAVRE.—The magnificent steamship VANDERBILT, 5,268 tons, Edward Higgins, commander, will sail:

From NEW-YORK for SOUTHAMPTON & HAVRE.		From HAVRE and SOUTHAMPTON for NEW-YORK.	
Saturday	Oct. 24	Saturday	Nov. 14
Saturday	Dec. 5	Saturday	Dec. 26

PRICE OF PASSAGE.
First Cabin.....$100
Second Cabin.....$50

Specie delivered in London and Paris.

For passage or freight, apply to D. TORRANCE, Agent, No. 5 Bowling-green, New-York.

Letters for England and Europe, prepaid, each 25 cents per one-half ounce (by inclosure of postage stamps if from other cities), will be received at No. 5 Bowling-green, New-York, up to 11½ o'clock of the morning of sailing.

THE LIVERPOOL AND NEW-YORK AND PHILADELPHIA STEAMSHIP COMPANY'S Clyde-built iron screw steamships

CITY OF BALTIMORE.....2,387 tons.....Capt. R. Leitch.
CITY OF WASHINGTON....2,380 tons.....Capt. P. C. Petrie.
CITY OF MANCHESTER....2,109 tons.....Capt. J. Kennedy.
KANGAROO.....1,874 tons.....Capt. Jeffrey.

The undermoted or other vessels are intended to sail as follows:

FROM LIVERPOOL.
KANGAROO.....Wednesday.....Oct. 7
CITY OF BALTIMORE.....Wednesday.....Oct. 21
And every alternate Wednesday.

FROM NEW-YORK.
CITY OF WASHINGTON....Thursday.....Oct. 15
KANGAROO.....Thursday.....Oct. 29
CITY OF BALTIMORE.....Thursday.....Nov. 12
And every alternate Thursday at 12 o'clock noon.

RATES OF CABIN PASSAGE.—From New-York and Philadelphia, $75. From Liverpool, 21 guineas, 17 guineas and 15 guineas, according to the accommodation in the State-Rooms, all having the same privilege in the Saloon. Including Steward's Fees.

THIRD-CLASS PASSENGERS.—A limited number of third-class passengers will be taken and found in as much provisions as required. From Philadelphia and New-York, $30. From Liverpool, $45.

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

These steamers are constructed with improved water-tight compartments. Each vessel carries an experienced Surgeon, and every attention paid to the comfort and accommodation of passengers.

Drafts on Liverpool from £1 upward.

Specie taken by these vessels at usual rates.

All goods sent to the Agents will be forwarded with economy and dispatch.

For Freight or Passage, apply at the Office of the Company, JOHN G. DALE, No. 15 Broadway, New-York Agent, or WM. INMAN, Nos. 1 and 13 Tower Buildings, Liverpool Agent.

THE NEW-YORK and LIVERPOOL UNITED STATES MAIL STEAMERS.—The ships composing this line are:

The ATLANTIC, Capt. Oliver Eldridge.
The BALTIC, Capt. Joseph Comstock.
The ADRIATIC, Capt. James West.

These ships having been built by contract expressly for the 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 unequalled for elegance and comfort.

Price of passage from New-York to Liverpool, in first cabin $130; in second do., $75. Exclusive use of extra sized state room, $325. From Liverpool to New-York, 30 and 20 guineas. 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.

PROPOSED DATES OF SAILING.

FROM NEW-YORK.	FROM LIVERPOOL.
SATURDAY.....Oct. 10, 1857	WEDNESDAY..Sept. 30, 1857.
SATURDAY.....Oct. 24, 1857	WEDNESDAY..Oct. 14, 1857
SATURDAY.....Nov. 7, 1857	WEDNESDAY..Oct. 28, 1857
SATURDAY.....Nov. 21, 1857	WEDNESDAY..Nov. 11, 1857
SATURDAY.....Dec. 5, 1857	WEDNESDAY..Nov. 25, 1857
	WEDNESDAY..Dec. 9, 1857
	WEDNESDAY..Dec. 23, 1857

For Freight or Passage, apply to
EDWARD K. COLLINS, No. 56 Wall-st., N. Y.
BROWN, SHIPLEY & Co., Liverpool.
STEPHEN KENNARD & Co., No. 2 Austin Friars, London.
B. G. WAINWRIGHT & Co., Paris.

The owners of these ships will not be accountable for gold, silver, bullion, specie, jewelry, precious stone ormetals, unless bills of lading are signed therefor, and the value thereof expressed therein.

GREAT REDUCTION in FARE to EUROPE.—First Cabin, $60; Second Cabin $50—In the first-class paddle-wheel steamships ARIEL, 2,000 tons, C. D. Ludlow, Commander, and NORTH STAR, 2,500 tons, R. E. Lefevre, Commander, to sail from Pier No. 3 North River, at noon precisely, carrying the UNITED STATES MAILS, viz:

Leave NEW-YORK for SOUTHAMPTON, HAVRE and BREMEN.	Bremen for Southampton.	Havre and Southampton for N. York
ARIEL..... — —	Sat'y, Oct. 31	Wed. Nov. 4
NORTH STAR, Saturday, Oct 31	Sat'y, Nov. 28	Wed., Dec 2

These steamships touch at Havre. Specie delivered in London and Paris. For passage or freight apply to D. TORRANCE, No. 5 Bowling Green

Steamboats and Railroads.

THE BROOKLYN FULTON-AV. RAILROAD CARS now run to the EVERGREENS CEMETERY every 15 minutes, for five cents.

FOR BOSTON and PROVIDENCE via NEWPORT and FALL RIVER.—The splended and superior steamer METROPOLIS, Capt. Brown, leaves New-York every TUESDAY, THURSDAY and SATURDAY, at 5 o'clock p.m.; and the EMPIRE STATE, Capt. Brayton, 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.

Hereafter no rooms will be regarded as secured to any applicant 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—the shortest and most direct—carrying the Eastern Mail.

The steamers PLYMOUTH ROCK, Capt. Joel Stone, and 2. 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, first wharf above Battery-place, at 5 o'clock p. m., and Stonington at 5:30 p. m., or on the arrival of the mail train which leaves Boston at 5:30 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, reaching said places 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 7:15 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 on board the steamer, or at the Freight Office, Pier No. 2 North River, or at the office, No. 10 Battery-place. September 14.

CENTRAL RAILROAD of NEW-JERSEY—Connecting at New-Hampton with the Delaware, Lackawanna and Western Railroad, and at Easton with the Lehigh Valley Railroad.

SUMMER ARRANGEMENT, commencing May 18, 1857—Leave New-York for Easton and intermediate places from Pier No. 2, North River, at 7:30 a.m., 12 m. and 3:30 p.m.; for Somerville by above trains and at 5 p.m.

The above trains connect at Elizabeth with trains on the New-Jersey Railroad, which leave New-York from the foot of Courtlandt-st. at 7:30 and 12 a.m. and 3:30 and 5 p.m.

Passengers for the Delaware, Lackawanna and Western Railroad will leave at 7:30 a.m. only. For Lehigh Valley Railroad at 12 m. only. JOHN G. STERNS, 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 cars, 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 Duane-st., and No. 193 Broadway; also, 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. G. TAPPAN, Express Freight Agent, No. 193 Broadway.

No trains on the Buffalo, Corning and New-York Railroad on Sunday. J. A. REDFIELD, Superintendent.

HARLEM RAILROAD SUMMER ARRANGEMENTS, Commencing WEDNESDAY, June 3, 1857.

Trains leave Depot corner of White and Centre-sts.: 8½ a. m.—Express Mail Train for Albany, connecting at Croton Falls with line of stages for Lake Mahopac, at Purdy's for Ridgefield, at Brewster's for Danbury, at Chatham Four-Corners with Western Railroad for Albany, Troy, Saratoga and the West. 2½ p. m.—Millerton Train, stopping at all stations. 4½ p. m.—Williams Bridge Train, stopping at all stations. 6½ p. m.—White Plains Train, stopping at all stations.

Leave 26th-st Station: 7:45 a. m.—Williams Bridge Train, stopping at all stations. 11 a. m.—Williams Bridge Train, stopping at all stations. 11½ a. m.—White Plains Train, stopping at all stations. 2½ p. m.—Williams Bridge Train, stopping at all stations. 5 p. m.—Croton Falls Train, stopping at all stations. 6 p. m.—Williams Bridge Train, stopping at all stations.

WM. J. CAMPBELL, Superintendent.

HUDSON RIVER RAILROAD.—From May 25, 1857, trains will leave Chambers-st. Station as follows: Express trains, 6 a. m. and 5:15 p. m. Albany Passenger trains, 8 a.m., 12 m. and 3:30 p.m.; for Sing-Sing, 10:15 a.m. and 4 p.m.; for Poughkeepsie, 7 a.m. and 1 and 7 p.m.; for Peekskill, 5:30 p.m. The Poughkeepsie, Peekskill and Sing-Sing trains stop at the way stations. Passengers taken at Chambers, Canal, Christopher and 31st-sts. Trains for New-York leave Troy at 4:35, 9 and 10:40 a.m. and 4:30 p.m., and Albany at 4:45, 8:15 and 10:40 a.m. and 4:40 p.m.

A. F. SMITH, Superintendent.

LONG ISLAND RAILROAD.—FALL and WINTER ARRANGEMENT.—(Sundays excepted)—Trains going East: Leave Brooklyn for Greenpoint at 10 a. m.; leave Brooklyn for Syosset at 4:30 p. m.; leave Brooklyn for Hempstead at 10 and 12 a. m., 4:30 and 5 p. m.; leave Brooklyn for Jamaica at 10 and 12 a. m., 3:45, 4:30, 5 and 6:30 p. m.

LAND ROUTE—NEW-YORK to PROVIDENCE, &c.—On and after April 1 Express Train of the PROVIDENCE, HARTFORD and FISHKILL RAILROAD will leave Hartford on the arrival there of the Express Train of the New-York and New Haven, and New-Haven, Hartford and Springfield Railroad, which leave New-York at 8 a.m.

SAMUEL NOTT, Superintendent.

NEW-YORK and ERIE RAILROAD.—On and after Monday, June 15, 1857, and until further notice, Passenger Trains will leave pier foot of