$100,000 TO LOAN on BOND and MORTGAGE on Real Estate in this city or Brooklyn, in sums to suit. Apply to
ROBERT A. HAGGERTY,
No. 51 Exchange-place.

Sales by Auction.

A. M. MERWIN, Auctioneer.

BY BANGS, BROTHER & Co.—Trade-Sale Rooms No. 13 Park-row,
WEDNESDAY, THURSDAY and FRIDAY,
June 9, 10 and 11,
Commencing each day at 10 o'clock a. m.
VERY RARE AND CHOICE OIL PAINTINGS—Comprising works of rare merit, many of them the veritable productions of the distinguished Old Masters, and all of them worthy of the best. The collection also includes many exquisite MODERN PICTURES. These pictures were rescued from the burning palaces of Rome during the French siege in 1849, and were purchased and sent to this city immediately thereafter, by a traveler of great taste and talent, with a view to their exhibition at the Crystal Palace; but circumstances intervened which prevented the owner's arrival until recently, and consequently they have remained unopened and unexhibited until the present time, when it has become necessary to sell them in this manner, without any reserve.
Many of them are religious pictures, having served for sumptuous altar pieces, as well as for the retired Prie Dieu of pompous devotees. The great confession which reigned in the Roman Church and State at the period referred to, accounts for these heir-looms of religious veneration having found their way to New-York.
Relying upon the obvious merits of the Paintings themselves, but little has been done in the way of preparing them for the sale.
Catalogues are now ready, and may be had on application at the salesrooms.
AT PRIVATE SALE—A great quantity of Statuary.

J. BOGART, Auctioneer.

BY S. BOGART—THIS DAY at 10½ o'clock at the Auction Room, No. 1 North William-st., large sale of GENTEEL HOUSEHOLD FURNITURE—Extra large French plate Pier Glasses, marble slabs and brackets; mahogany Sofas, Parlor Chairs, marble-top Dressing Bureaus, Cottage Seat, mahogany French Bedsteads, Hair Mattresses, Secretary Book-Case, Brussels Carpets, &c., &c.

FARM and MILL PROPERTY.—Will be sold at auction June 10, at Damascus, Wayne County, Penn., a valuable FARM, with GRIST MILL, SAW MILLS, SMITH SHOP, STORE and FIVE DWELLINGS, 486 acres heavy TIMBER. For full particulars see advertisement in N. Y. Tribune and N. Y. Times on Mondays and Thursdays.

WILLIAM WITTERS, Auctioneer, sells THIS DAY, at 2 o'clock, at No. 454 Canal-st., all the genteel, Parlor, Chamber, Dining, and Kitchen FURNITURE, &c., of a gentleman unfortunate in business, consisting of a handsome assortment for house-keepers. Also, one Spring Cart. By order of JAMES M. GREY, Assignee.

Groceries, Provisions, &c.

260.—TEAS—TEAS, GROCERIES **260.** and PROVISIONS.—IMPORTANT to the PUBLIC.—GREAT REDUCTION in PRICES.—It is now generally conceded that the GREAT CANTON TEA WAREHOUSE is the cheapest Cash Store in the City of New-York, where the choicest Teas, the finest Groceries, and the largest stock to select from, are always on hand. Country Merchants, up-town Families, and the Public in general, should consult their own interests and buy their goods where they can get them cheapest and best. THOMAS R. AGNEW,
Importer, Wholesale and Retail Dealer in
Choice Teas fine Groceries, &c.,
NO. 260 GREENWICH-ST., cor. Murray-st., New-York.

GROCERIES.—Choice family Flour, $4 50, $5 50; White and Yellow Sugars, fine new crop Green and Black Teas, and fresh Orange County Butter, very low, at Nos. 638 and 720 Greenwich-st. FOWLER & KNIFFIN.

Insurance Companies.

METROPOLITAN
FIRE INSURANCE COMPANY.
CASH CAPITAL.....$300,000,
WITH A LARGE SURPLUS.
OFFICE,
No. 108 BROADWAY, CORNER PINE STREET,
NEW-YORK.
This Company continues to insure Buildings, Rents, Merchandise, and other Personal Property, and Ships in port and their Cargoes, against Loss or Damage by Fire. All losses promptly and equitably adjusted.
DIRECTORS.
JAS. LORIMER GRAHAM, THOMAS GARNER,
EDWARD WHITEHOUSE, JAS. LORIMER GRAHAM, jr.
JOSEPH B. VARNUM, WARREN DELANO, jr.,
LEONARD APPLEBY, HENRY V. BUTLER,
FREDERIC H. WOLCOT, BOWES R. McILVAINE,
WILLIAM K. STRONG, CHARLES L. VOSE,
MOSES TAYLOR, GILBERT L. BEECKMAN,
JAMES O. SHELDON, JOSEPH S. VARNUM, jr.,
DANIEL PARISH, LORRAIN FREEMAN,
GUSTAVUS A. CONOVER, EDWARD MACOMBER,
MARTIN BATES, jr., CHARLES TAYLOR,
JOHN C. HENDERSON, CHARLES E. APPLEBY.
JAMES LORIMER GRAHAM, President.
EDWARD A. STANSBURY, Secretary.

REMOVAL.
THE
NEW-YORK LIFE INSURANCE Co.
HAS REMOVED from No. 106 Broadway to the MARBLE BUILDING recently purchased by them, and known as
NOS. 112 AND 114 BROADWAY.
ACCUMULATED ASSETS, $1,500,000.
LIFE INSURANCE effected, and ANNUITIES and ENDOWMENTS negotiated. MEDICAL EXAMINER in attendance at the office, from 2 to 3 p. m.
MORRIS FRANKLIN, President.
PLINY FREEMAN, Actuary.

THE FIREMEN'S FUND INSURANCE COMPANY, Office No. 110 Broadway.—Organized on the plan of paying one-half the profits above 7 per cent to the Widows and Orphans' Fund of the New-York Fire Department.
N. B. GRAHAM, President.
HENRY BECKMAN, Secretary.

Paints, Oils, Glass, &c.

COBURN'S Extra LARD OIL—Very pure, will never gum, and will burn equal to Sperm. Barrels 50 to 40 gallons. JOHN W. QUINCY & Co., No. 99 William-st.

PAINTS and OILS, CHEAP for CASH.—The Grafton Paint at 14c. per pound, and the celebrated Roof and Fence Oil at 50c. per gallon, make a very cheap and durable paint. White Lead from 6c. to 6c. per pound, and all other articles used by Painters at low rates.
L. BRADLEY, No. 113 Maiden-lane.

FRENCH WINDOW GLASS.—Great inducements to cash buyers. Low priced large GLASS for store fronts. Cutting and packing free of charge.
E. P. DICKIE, No. 144 Chambers-st.,
near Hudson River Railroad Depot.

Miscellaneous.

THE "OLD DOMINION" COFFEE POT.—Thousands of this new COFFEE POT have already been sold, and the demand from all parts of the United States is rapidly on the increase. Wherever introduced, it has given the most complete satisfaction.
THE OLD DOMINION COFFEE POT
Makes better coffee than it is possible to obtain in any other way, because, by an ingenious but simple arrangement, the housekeeper may *boil her coffee for any length of time without loss of aroma*, thus securing all the elements of the coffee in their natural and proportional combinations.
THE OLD DOMINION COFFEE POT
Is the most economical, for, nothing being lost by evaporation in boiling, one-fourth less coffee is required; while the beverage is stronger, more fragrant, and more delicious.
THE OLD DOMINION COFFEE POT
Gives a healthy beverage. Nervous, dyspeptic, and bilious persons, who have not dared to use coffee for years, have been able to drink their favorite beverage again when made in this new boiler, and without an occurrence of any of the old unpleasant consequences. It is healthy, because by the use of a condenser, evaporation is prevented, and the coffee can be boiled long enough to release all the natural elements of the berry, and get them in just proportions in the beverage.
THE OLD DOMINION COFFEE POT
Never fails to do its work right. Cook cannot spoil your cup of coffee by neglect or forgetfulness, after she has passed the boiler on the stove or range.
THE OLD DOMINION COFFEE-POT
Can be obtained of
ARTHUR, BURNHAM & GILROY,
Nos. 117 and 119 South 10th-st.,
Philadelphia,
MANUFACTURERS under the Patent for the United States.
Also, Manufacturers for the United States of
ARTHUR'S CELEBRATED PATENT SELF-SEALING CANS AND JARS.
The Trade supplied at Manufacturers' prices by
E. P. TORREY, No. 9 Platt-st., New-York.
Also, by JOS. R. GREEN, north-east corner of 5th and Smith-sts., Cincinnati, Ohio.

"I WISH I knew what Ails me, and what would Cure me!" Why, I can tell you; your whole system is full of jaundice, bilious and bad matter; your blood wants purifying and if you buy a 50 cent bottle of LANGLEY'S SPRING ROOT and HERB BITTERS, and use it, and be assured it will not hurt you, as it always does good, in three days you will find your troubles all gone, and the 50c. bottle worth $50 to you. Sold by druggists everywhere.

MARBLE MANTLES for CASH.—Brocatelle, Senna, Lisbon, Black and Gold. Also, Rich Carved Statuary and ordinary Mantles at low prices. Inquire at No. 103 Chambers-st.

Coal.

OFFICE OF THE CUMBERLAND COAL AND IRON COMPANY,
Corner of Broadway and Wall-st.,
NEW-YORK, April 27, 1858.
THE CUMBERLAND COAL and IRON COMPANY are now prepared to contract for the sale of their well-known and approved qualities of CUMBERLAND COAL. It will be shipped to the best order from the Company's depots at Alexandria, Va., and Baltimore, Md.
The Company, when required, will charter vessels at lowest freight without charge. A. MEHAFFEY, President.

Ocean Steamers, &c.

STEAM to GLASGOW, LIVERPOOL, BELFAST, DUBLIN and LONDONDERRY, without delay for $30. Return Tickets to either of the above places good for six months by any steamer of the line $60.
FROM NEW-YORK.
EDINBURGH, Cumming.....SATURDAY, May 29, at 12 noon.
GLASGOW, Goodwin.....SATURDAY, June 12, at 12 noon.
NEW-YORK, McMullen.....SATURDAY, July 10, at 12 noon.
Rates of Passage: Cabin, $75; third class, found with cooked provisions, $30. For freight or passage, apply to
ROBERT CRAIG, 17 Broadway.

ROYAL MAIL STEAMSHIP AFRICA for LIVERPOOL.—The AFRICA, N. Shannon, commander, will sail from the Company's Dock, at Jersey City, with the mails and passengers for Europe, on WEDNESDAY, the 9th inst., at 1½ o'clock precisely. Passengers are requested to be on board by 1 o'clock.
The ASIA will sail on the 23d inst.
E. CUNARD, No. 4 Bowling Green.

STEAM to LIVERPOOL, GLASGOW, DUBLIN, BELFAST, CORK and LONDONDERRY, via LIVERPOOL, without delay, at greatly reduced rates.—The LIVERPOOL NEW-YORK and PHILADELPHIA STEAMSHIP COMPANY'S splendid Clyde-built iron screw steamships carrying the United States Mail, are intended to sail as follows:
FROM NEW-YORK.
CITY OF WASHINGTON ...Saturday.....June 5
KANGAROO.....Thursday.....June 17
CITY OF BALTIMORE.....Thursday.....July 1
RATES OF PASSAGE.
Cabin—From New-York and Philadelphia.....$75
Third-class from New-York to any of the above-named places 30
Passengers forwarded to Havre, Paris, Hamburg, Bremen, Antwerp and all parts of the Continent without delay.
Drafts on Liverpool from £1 upward.
For freight or passage, apply at the office of the Company,
JOHN G. DALE, No. 15 Broadway, New-York Agent or
WM. INMAN, Tower Buildings, Liverpool Agent.

FOR SAVANNAH and FLORIDA.—The American Atlantic Screw Steamship Company's new and first-class steamship HUNTSVILLE, J. A. Post, commander, will leave Pier No. 12, N. R., on SATURDAY, June 5, at 4 o'clock p. m., precisely. Passage, with unsurpassed accommodations, $15. Freight reduced until further notice to 6 cents per foot. Insurance, one-half per cent, effected at our office. Apply to
H. B. CROMWELL & Co.,
No. 86 West-st., corner Albany.

FOR CHARLESTON.—The steamship MEMPHIS, Capt. G. W. Watson, will leave pier No. 12 N. R., on SATURDAY, June 5 at 4 o'clock p. m. precisely. Passage $15. Freight reduced until further notice to 6 cents per foot. Insurance, one-half per cent, effected at our office. Apply to
H. B. CROMWELL & Co., No. 86 West-st., cor. Albany.

THE VANDERBILT EUROPEAN LINE of STEAMSHIPS, between NEW-YORK, SOUTHAMPTON, HAVRE and BREMEN, will sail as follows, carrying the United States Mails, viz:

New-York for Southampton and Havre.		From Havre and Southampton for N. York.	
NORTH STAR,	Sat'day, June 19	Wednesday	July 7
VANDERBILT,	Sat'day, July 3	Wednesday	July 21

From New-York for Southampton, Havre and Bremen.

	Southampton.	Southampton for New-York.	
NORTH LIGHT,	Sat., Ju'e 12	Saturday, July 10	Wed., July 14
ARIEL	Sat., July 10	Saturday, Aug. 7	Wed., Aug. 11

Price of passage per Vanderbilt—First cabin, $100; second cabin, $60; and per North Star, Northern Light, and Ariel—First cabin, $80; second cabin, $50; third cabin, $35.
Certificates issued for passage from Europe.
Specie delivered in London and Paris.
D. TORRANCE, Agent, No. 5 Bowling Green, N. Y.

FOR SAVANNAH and FLORIDA—U. S. MAIL LINE.—The favorite steamship AUGUSTA, Capt. Woodhull, will leave on SATURDAY, June 5 at 4 o'clock p. m., from Pier No. 4 North River. Cabin Passage to Savannah, $20. Bills of Lading signed only on board. For Freight or Passage apply to SAMUEL L. MITCHILL & SON, No. 13 Broadway. Steamers for Florida connect at Savannah, leaving every Monday, Wednesday and Friday. The FLORIDA, Capt. Isaac Crowell, will succeed, and leave on SATURDAY, June 12.

Steamboats and Railroads.

PRECAUTION to RAILROAD COMPANIES.—A sagacious Wall-st. friend remarked a few days since, that half the evils of life may be avoided by precaution. A greater truism never was uttered, and he might safely have said, instead of half, three-fourths or even seven-eighths. In no one thing is a smart man more distinguished from an inferior one, than in the single trait of precaution in his particular branch of business. If an engineer, and an able one, his talent is displayed in the most accurate calculations of cost—if in the construction of difficult routes, in the most elaborate thought and care to guard against accident endangering life. If a skillful seaman, his ship is provided with a full complement of anchors, sails, spars, pumps, &c. It is no part of his business or thought to go to sea without anchors; though he may have made a hundred successive voyages without a necessity for their use, he is prepared for any emergency.
A hundred cases might be brought to illustrate this point, but every day's observation illustrates the truth of it; but our present purpose is to apply this truth to railroads. In no one thing is the necessity of constant and unceasing watchfulness and precaution more important than in the management of railroads, financial as well as practical. It is a necessity (in fact the principal use) of railroad cars to travel at a higher rate of speed than ordinary coaches; the effect of this is to produce an immense amount of momentum, and in cases of sudden obstruction this momentum is terribly destructive to life and property. If any person doubts, or has any disposition to realize the fearful destruction that follows the sudden arrest of a train of cars at usual speed, let them read the accounts of the late New-York Central Accident. There is not an engineer but will acknowledge and realize the dangers arising from this cause; nor is there a Railroad Superintendent who understands and takes an interest in his profession, but will readily acknowledge and appreciate any movement to provide perfect security in this particular. It has been an acknowledged necessity since the first history of railroads, that there should be some method of applying the brakes (or retarding appliances) of the whole train from the engine, and nearly two hundred inventions have been made for this purpose; and it is hardly possible to adopt one without infringing on the claims of a dozen others. None of these plans have ever attained a permanent success, mainly owing to the necessity of complicity in construction, the rapid absorption by friction of the power, and the fatal objection to all others that when the train is accidentally separated from any cause the whole contrivance is worse than useless, as the damages are aggravated rather than mitigated. These, together with other causes, have prevented the general adoption of any of the plans hitherto invented. It is the duty of every Railroad Company to adopt every known security that will increase the safety of human life. The law already makes them liable, pecuniarily, for damages, and they may consider that they have full right to run the risks of damages rather than incur a tithe of the expense of preventing them, but we hold they have no such right; they are morally bound to be as safe as human foresight or improvement can make them, and any Railroad Company, after a knowledge of tried and existing improvements calculated to avoid danger and save life or limb, is guilty of constructive manslaughter in neglecting to avail themselves at once of such improvement.
The public safety is the first law, and it will be increased, and the profits of stockholders also, by railroad officers giving a little attention to tried and existing improvements; and if the officers themselves are not capable of judging, they ought to employ some one who is. It is very poor economy to be constantly giving improvements the go-by, and it is also just as poor to adopt everything that comes along. Judgment and thought are necessary, and if a man has neither, he is poorly qualified for a railroad office. The improvement made and sold by us is calculated to do more for the safety of life and property conveyed by railroad than any other that has been before the public for many years. It has been most thoroughly tested, and has been already put in use on some of the best managed lines in the country. It has given perfect satisfaction in every case, and is now going into use on many others. The opinions of railroad gentlemen who have examined and become acquainted with the theory and principle of this invention are universal that its general adoption ought to be at once prompt and general. Our facilities of manufacture have been increased, and we now solicit orders from all companies. We are desirous of extending the introduction of this valuable improvement as rapidly as possible. The use of it does not involve any alteration in the cars, or in the arrangement of brake or methods of working them. It is simple, cheap, efficient and powerful, and is warranted to give perfect satisfaction. The price of our machines at present is $100 each; the actual value of them to railroaders is over $500. This is perfectly susceptible of demonstration, and we expect sooner or later to get that price for them. The companies who order now will have their orders filled at our present price, which will soon be advanced to $125 each. For references and further information address the UNITED STATES RAILROAD CAR BRAKE COMPANY, W. O. CREAMER, Sec'y, No. 31 Pine-st., N. Y.

MORNING LINE for SING SING and PEEKSKILL, for the year 1858, landing at HYLER'S, YONKERS, HASTINGS, DOBBS'S FERRY, IRVINGTON, TARRYTOWN, NYACK by Ferry Boat. SING SING, HAVERSTRAW, GRASSY POINT, VERPLANCK'S POINT, and CALDWELL'S.
On and after SATURDAY, June 5, 1858, the new and splendid Steamer GEORGE T. STANLEY,
Capt. T. B. PADDOCK, will leave the pier foot of Robinson-st. EVERY MORNING (SUNDAY'S INCLUDED), at 7 o'clock a. m., making the above landings each way, landing at Amos-st. Returning, leaves Peekskill at 1 o'clock p. m.

FARE.			
Hyler's	25 cts.	Nyack	25 cts.
Yonker's	18 cts.	Sing Sing	50 cts.
Hastings	20 cts.	Haverstraw	40 cts.
Dobbs's Ferry	20 cts.	Grassy Point	40 cts.
Irvington	25 cts.	Verplanck's Point	40 cts.
Tarrytown	25 cts.	Caldwell's	40 cts.
Peekskill	40 cts.		

All persons are forbid trusting any person on account of this boat. FREIGHT TAKEN at reduced rates. For freight or passage apply to the Captain on board, or of GEO. T. STANLEY, Robinson-st. Pier. The citizens of these Villages may rest assured that this boat will run every day during the whole season.

EXCURSION.—NEW-YORK AND ELIZABETHPORT by STEAMBOAT, daily, Sundays excepted. On and after MONDAY, May 24, 1858, the Central Railroad of New-Jersey will sell EXCURSION TICKETS between New-York, Elizabethport and Elizabeth. The steamers Red Jacket, Wyoming, or Kill von Kull will leave Pier No. 2 North River, Daily, as follows:

Leave N. York.	Arrive E. Port.	Leave E. Port.	Arrive N. York.
7:30 a. m.	8:25 a. m.	5:30 a. m.	6:30 a. m.
12:00 m.	1:00 p. m.	8:45 a. m.	9:45 a. m.
4:00 p. m.	5:00 p. m.	2:15 p. m.	3:15 p. m.
5:30 p. m.	6:30 p. m.	6:20 p. m.	7:15 p. m.

Leave Elizabeth 10 to 15 minutes earlier than the time from the Port. Tickets are good to return only on the day sold. Fare for the excursion between New-York and Elizabeth, 30 cents; between New-York and Elizabeth, 40 cents.
JOHN O. STEBNS, Superintendent.

FOR BOSTON and PROVIDENCE via NEWPORT 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 the BAY STATE, Capt. Jewett, on MONDAY, WEDNESDAY and FRIDAY, at 5 o'clock p. m.
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 C. VANDERBILT, Capt. W. H. Freeze, 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 6 o'clock p. m.; and Stonington at 8:30 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 a. m. train connecting at Providence with the 11:30 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.

REGULAR MAIL LINE for BOSTON and PROVIDENCE, via STONINGTON.—HOUR of LEAVING CHANGED to 6 p. m.—On and after TUESDAY, June 1, the Steamers PLYMOUTH ROCK and C. VANDERBILT of this line will leave Pier No. 2 North River, first wharf above Battery-place, daily, except Sundays, at 6 p. m., instead of 5 p. m. Office No. 10 Battery-place.

ATCHISON and ST. JOSEPH RAILROAD.
BARBECUE DINNER
AND
SALE OF 150 RAILROAD LOTS,
At ATCHISON, K. T.,
On the 25d day of June, 1858.
The undersigned by direction of the Atchison Town Company, will offer for sale, as above stated,
130 VALUABLE BUILDING LOTS,
the proceeds to be applied to aid the construction of the ATCHISON AND ST. JOSEPH RAILROAD, which Road is the continuation and extension of the Hannibal and St. Joseph Railroad to Atchison, its Western terminus. This enterprise is being pushed forward with vigor, and an early completion of the work is expected, the contract having been let to Messrs. Butchers, Auld & Dean, responsible contractors.
TERMS OF SALE—One-fifth Cash, balance in 5 and 10 months. The Town Site having been regularly entered, the title to the Lots is beyond dispute. Many of the Lots are the most valuable in the City, and persons desiring to purchase should examine them before the day of sale.
A Railroad Celebration, with usual ceremonies, will be held at the Depot Grounds, opposite the City, at 10 o'clock, a. m.; and at 12 o'clock, m., a Free Barbecue Dinner will be given in the City. Several eloquent speeches may be expected from distinguished gentlemen who will be in attendance. After dinner the sale of Lots will commence in front of the new Atchison Hotel, cor. of Second and Data.
P. T. ABELL,
President of the Atchison Town Company.
Atchison City, Kansas Territory, May 10, 1858.

STATEN ISLAND FERRY.—NOTICE.—Cheap Excursion for Six Cents.—Boats leave STATEN ISLAND EVERY HOUR from 6 a. m. to 6 p. m.
Leave WHITEHALL from 7 a. m. to 7 p. m. for Quarantine, Stapleton and Vanderbilt's Landing.

DAY BOAT for ALBANY and INTERMEDIATE LANDINGS.—The Steamer METAMORA, from foot of Jay-st., on TUESDAY, THURSDAY and SATURDAY, at 7 a. m.

LAKE GEORGE.
The new and beautiful steamer
MINNEHAHA,
Capt. JAMES GALE,
will commence her regular trips on the 1st of June, from
CALDWELL TO TICONDEROGA,
connecting with the steamers on Lake Champlain.
THE FORT WILLIAM HENRY HOTEL,
CALDWELL, LAKE GEORGE,
will open for the reception of guests the 15th day of May.
DANIEL GALE.

LAKE SUPERIOR LINE.—1858.
TOUCHING AT
All points between CLEVELAND, DETROIT and SUPERIOR CITY.
The new and splendid low-pressure steamers CITY OF CLEVELAND, J. M. Lundy, Master. ILLINOIS, John Fraser, Master.
LEAVING CLEVELAND AT 8 P. M.

THURSDAY, April 22.	MONDAY, April 26.
MONDAY, May 3.	THURSDAY, April 29.
THURSDAY, May 13.	MONDAY, May 10.
MONDAY, May 24.	THURSDAY, May 20.
THURSDAY, June 3.	MONDAY, May 31.
MONDAY, June 14.	THURSDAY, June 10.
THURSDAY, June 24.	MONDAY, June 21.
MONDAY, July 5.	THURSDAY, July 1.
THURSDAY, July 15.	MONDAY, July 12.
MONDAY, July 26.	THURSDAY, July 22.
THURSDAY, August 5.	MONDAY, August 2.
MONDAY, August 16.	THURSDAY, August 12.
THURSDAY, August 26.	MONDAY, August 23.
MONDAY, September 6.	THURSDAY, September, 2.
THURSDAY, September 16.	MONDAY, September 13.
MONDAY, September 27.	THURSDAY, September 23.
THURSDAY, October 7.	MONDAY, October 4.
MONDAY, October 18.	THURSDAY, October 14.
THURSDAY, October 28.	MONDAY, October 25.
MONDAY, November 8.	THURSDAY, November 4.

And newly fitted up Passenger and Freight Screw Steamers,
IRON CITY, J. E. Turner, Master.
MINERAL ROCK, J. P. Ryder, Master.
GEN. TAYLOR, Geo. L. Stone, Master.
Making three boats leaving Cleveland every week through the season.
The steamers make the round trip in eight days. Rooms for any of the trips can be secured by addressing
HUSSEY & McBRIDE,
Forwarding and Commission Merchants,
Cleveland, Ohio.
N. B.—Mark all Packages, "Care of Hussey & McBride, Cleveland, O."

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 April 28, 1858.—Leave New-York for Easton and intermediate places from Pier No. 2, North River, at 7½ a. m., 12 m., and 4 p. m.; for Somerville by above trains, and at 5:30 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 7½ and 12 a. m., and 4 and 5 p. m.
Passengers for the Delaware, Lackawanna and Western Railroad will leave at 7½ a. m. only. For Lehigh Valley Railroad at 7½ a. m. and 12 m. JOHN O. STERNS, Superintendent.

FLUSHING RAILROAD—Leaves Fulton Market Wharf by steamer IOLAS at 6:55, 7:50 and 10 a. m. and 1, 4 and 6 p. m. The cars leave Flushing, L. I., at 6:45, 8 and 10 a. m., and 1, 4 and 6 p. m., meeting and exchanging passengers with the boat at Hunter's Point. Through in 50 minutes. Fare 25 cents. WM. M. SMITH, Receiver.

HUDSON RIVER RAILROAD.—From May 10, 1858. Trains will leave Chambers-st. Station as follows:
Express Trains, 6 a. m. and 3 p. m.; Albany and Troy Passenger Train, 11:30 a. m. and 10 p. m.; for Dobbs' Ferry, 6:30 a. m. and 4 p. m.; for Tarrytown, 7 p. m.; for Sing Sing, 10:15 a. m. and 3 p. m.; for Poughkeepsie, 8 a. m., 1 p. m. and 3:40 p. m.; for Peekskill, 5:30 p. m. The Poughkeepsie, Peekskill, Sing Sing, Tarrytown and Dobbs' Ferry Trains stop at the Way Stations. Passengers taken at Chambers, Canal, Christopher and 31st-sts. Trains for New-York leave Troy at 4:20 and 10:25 a. m., and 4:30 and 9:15 p. m.; and Albany at 4:45 and 10:35 a. m., and 4:05, 4:45 and 9:30 p. m.; on Sundays, at 9:15 p. m.
A. F. SMITH, Superintendent.

NEW-YORK AND HARLEM RAILROAD COMPANY.—SUMMER ARRANGEMENT.
Commencing MONDAY, May 17, 1858.
Trains leave Depot corner of White and Centre-sts., New-York, at
6:15 p. m.. White Plains Train, stopping at all Stations.
Trains leave Depot corner of 26th-st. and 4th-av., New-York, at
8:10 a. m.. Williamsbridge, train, stopping at all Stations.
8:30 a. m.. Mail train, stopping at Williamsbridge and all Stations north.
11:00 a. m.. Williamsbridge train, stopping at all Stations.
11:30 a. m.. White Plains train, stopping at all Stations.
2:30 p. m.. Williamsbridge train, stopping at all Stations.
4:00 p. m.. White Plains train, stopping at all Stations.
5:00 p. m.. Dover Plains train, stopping at all Stations above Williamsbridge.
5:40 p. m.. White Plains train, stopping at all Stations.
8:30 p. m.. Williamsbridge train, stopping at all Stations.
RETURNING—Leave Chatham Four Corners:
12:50 p. m.. Mail train, stopping at Williamsbridge, White Plains and all Stations north.
WM. J. CAMPBELL, Superintendent.

NEW-YORK and NEW-HAVEN RAILROAD. 1858. SUMMER ARRANGEMENT. 1858.
Commencing May 31, 1858.
Passenger Station in New-York, corner 27th-st. and 4th-av.; entrance on 27th-st.
TRAINS LEAVE NEW-YORK.
For New-Haven, 7, 8 a. m. (ex.); 12:45, 3:45, 4:20 (ex.) and 5:30 p. m. For Bridgeport, 7, 8 a. m. (ex.); 12:45, 3:45, 4:20 (ex.) and 5:30 p. m. For Milford, Stratford, Fairfield, Southport and Westport, 7 a. m.; 12:45, 3:45 and 5:30 p. m. For Norwalk, 7, 9 a. m.; 12:45, 3:45, 4:20 (ex.), 4:45, 5:30, 6:30 p. m. For Darien and Greenwich, 7, 9 a. m.; 12:45, 3:45, 4:20 (ex.), 4:45, 5:30, 6:30 p. m. For Port Chester and intermediate Stations, 7, 9 a. m.; 12:45, 3:45, 4:45, 5:30, 6:30 p. m.
CONNECTING TRAINS.
For Boston, 8 a. m. (ex.), 4:20 p. m. (ex.) For Hartford and Springfield, 8 a. m. (ex.), 4:20 p. m. (ex.) For Connecticut River Railroad to Montreal, 8 a. m. (ex.), and 4:20 p. m. (ex.) to Northampton. For Canal Railroad to Northampton, 8 a. m. (ex.), and 12:45 p. m. For Housatonic Railroad, 8 a. m., 4:20 p. m. For Nauguatuck Railroad, 8 a. m.; 12:45, 3:45 p. m. For Danbury and Norwalk Railroad, 7, 9 a. m.; 4:20 p. m.
JAMES H. HOYT, Superintendent.

NEW-YORK AND ERIE RAILROAD.—On and after MONDAY, May 10, 1858, and until further notice, Passenger Trains will leave Pier foot of Duane-st. as follows, viz.:
DUNKIRK EXPRESS at 6 a. m., for Dunkirk and principal intermediate Stations.
MAIL TRAIN at 8 a. m., for Dunkirk and Buffalo and intermediate Stations.
ROCKLAND PASSENGER at 5 p. m., from foot Chambers-st., via Piermont, for Sufferns and intermediate Stations.
WAY PASSENGER at 4 p. m., for Newburgh, Middletown and intermediate Stations.
NIGHT EXPRESS at 5 p. m., for Dunkirk and Buffalo.
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 the Buffalo, Corning and New-York Railroad, for Rochester; at Great Bend with the Delaware, Lackawanna and Western Railroad and for Scranton; at Hornellsville with the Buffalo and New-York City Railroad, for Buffalo; at Buffalo, Dunkirk with the Lake-Shore Railroad, for Cleveland, Cincinnati, Toledo, Detroit, Chicago, &c.
S. F. HEADLEY, Assistant President.

NEW-JERSEY RAILROAD—For PHILADELPHIA and the SOUTH and WEST, via JERSEY CITY.—Mail and Express lines leave New-York at 8 and 11 a. m. and 4 and 6 p. m.; fare $5. Through Tickets sold for Cincinnati and the West, and for Baltimore, Washington, Norfolk, &c.; and through baggage checked to Washington in 8 a. m. and 6 p. m. trains. J. W. WOODRUFF, Assistant Superintendent.
No baggage will be received for any train unless delivered and checked fifteen minutes in advance of the time of leaving.

PENNSYLVANIA RAILROAD.—The GREAT CENTRAL ROUTE, connecting the Atlantic cities with Western, North-western and South-western States by a continuous Railway direct. This Road also connects at Pittsburgh with daily lines of steamers to all ports on the Western Rivers, and at Cleveland and Sandusky with the steamers to all ports on the North-western Lakes—making the most direct, cheap and reliable route by which FREIGHT can be forwarded to and from the Great West.
RATES BETWEEN PHILADELPHIA and PITTSBURGH.

FIRST CLASS.—Boots, Shoes, Hats and Caps, Books, Dry Goods (in boxes, bales and trunks), Drugs (in boxes and bales), Feathers, Furs, &c.	75 cents ℔ 100 lb.
SECOND CLASS.—Domestic Sheeting, Shirting and Ticking (in original bales), Drugs (in casks), Hardware, Leather (in rolls or boxes), Wool and Sheep Pelts, Eastward, &c.	60 cents ℔ 100 lb.
THIRD CLASS.—Anvils, Steel, Chains (in casks), Hemp, Bacon and Pork, salted (loose or in sacks), Tobacco, manufactured, except Cigars or Cut, &c.	50 cents ℔ 100 lb.
FOURTH CLASS.—Coffee, Fish, Bacon, Beef and Pork (in casks or boxes Eastward), Lard and Lard Oil, Nails, Soda Ash, German Clay, Tar, Pitch, Rosin, &c.	40 cents ℔ 100 lb.

FLOUR— ℔ bbl. until further notice.
GRAIN— ℔ 100 lb until further notice.
COTTON— ℔ bale, not exceeding 500 lb weight, until further notice.
In shipping goods from any port east of Philadelphia, be particular 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.; E. F. Sass & Co., St. Louis; P. G. O'Reilly & Co., Evansville, Ind.; Dumesnill, Bell & Co., and Slater & Jewett, Louisville, Ky.; B. C. Meldrum, Madison, Ind.; H. W. Brown & Co., and Irwin & Co., Cincinnati; N. W. Graham & Co., Zanesville, Ohio; Leech & Co., No. 54 Kilby-st., Boston; Leech & Co., No. 1 Astor House, New-York, and No. 1 South William-st., New-York; E. J. Shreder, Philadelphia; Magraw & Koons, Baltimore, O. A. Stewart, Pittsburgh.
H. H. HOUSTON, General Freight Agent, Philadelphia.
T. A. SCOTT, Superintendent, Altoona, Pa.
April 1, 1858.

DAY BOAT for ALBANY and INTERMEDIATE LANDINGS.—The steamer ARMENIA from foot of Murray-st., MONDAY, WEDNESDAY and FRIDAY, at 7 a. m.

PENNSYLVANIA RAILROAD.
THE GREAT CENTRAL ROUTE.
The Pennsylvania Railroad connects at Pittsburgh with railroads to and from St. Louis, Mo.; Alton, Galena and Chicago, Ill.; Fort Wayne, Lexington and Louisville, Ky.; Terre Haute, Madison, Lafayette 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.
Through tickets for the East can be had at any of the above-mentioned places in the West.
Passengers will find this the shortest, most expeditious and comfortable route between the East and West.
FROM NEW-YORK TO CINCINNATI IN