Sales by Auction.

A. M. MERWIN Auctioneer.

BY BANGS, BROTHER & Co.—Trade Sale Rooms No. 13 Park-row.

OIL PAINTINGS at AUCTION.—200 choice and valuable Oil Paintings, mounted in rich gold leaf frames at Auction THIS MORNING, at 10½ o'clock, at the spacious Salesroom, No. 281 Broadway (opposite Stewart's). Connoisseurs are invited to attend this sale. JOHN LEVISON, Auctioneer.

Insurance Companies.

FIRE INSURANCE.
REDUCED RATES.
THE NORTH AMERICAN FIRE INSURANCE COMPANY are prepared to ISSUE POLICIES on BUILDINGS, MERCHANDISE, HOUSEHOLD FURNITURE, and other PERSONAL PORPERTY, at a reduction from the rates established by the Board of Fire Insurance Companies.
Office, No. 6 WALL-ST., opposite New-st.
JAMES W. OTIS, President.
F. W. BLEECKER, Secretary.
New-York, July 31, 1858.

METROPOLITAN
FIRE INSURANCE COMPANY.
CASH CAPITAL.....$300,000.
With a large surplus.
Office
No. 108 BROADWAY, CORNER OF PINE ST.,
New-York
JAMES LORIMER GRAHAM, President.
EDWARD A. STANSBURY, Secretary.

Copartnership Notices.

DISSOLUTION.—The firm of W. & G. OAKLEY & Co. was dissolved on the 26th inst. by the death of THOMAS C. OAKLEY. Either of the surviving partners will sign in liquidation. WILLIAM OAKLEY, GILBERT OAKLEY.
New-York, July 31, 1858.

NOTICE.—The FLOUR and COMMISSION BUSINESS, formerly carried on by W. & G. OAKLEY & Co., will be continued as heretofore at No. 119 West-st., by the undersigned on his own account. WILLIAM OAKLEY.
New-York, Aug. 2, 1858.

Professional Notices.

Office for procuring
AMERICAN and FOREIGN PATENTS.
J. P. PIRSSON, NO. 5 WALL-ST., N. Y
A Pamphlet of information sent free by mail.

Ocean Steamers, &c.

FOR SAN FRANCISCO and FRASER RIVER DIRECT.
THE CALIFORNIA, NEW-YORK AND EUROPEAN STEAMSHIP COMPANY
Have purchased the steamships HERMANN and WASHINGTON, formerly of the Southampton and Bremen Line. These ships were constructed under Government inspection, of the best material (live oak frames), and are in all respects well known as the most safe and comfortable steamships out of the Port of New-York.
The Company's steamship HERMANN, Capt. Edward Cavendy, will positively sail on the 21st of August instant, from Pier No. 36 North River, foot of North Moore-st., New-York, for SAN FRANCISCO and FRASER RIVER, touching at Rio Janeiro and Valparaiso. Only a limited number of passengers and amount of freight will be taken, for which early application must be made. The accommodations of this steamer are unsurpassed.
For freight or passage apply at the office of the Company, No. 323 Greenwich-st., New-York.
HENRY RANDALL, Agent.
Montreal, Quebec, Toronto, Boston, Providence, Portland, Philadelphia, Baltimore and New Orleans papers, please copy twice each week for three weeks.

FRASER RIVER GOLD MINES!—For PORT TOWNSEND, in the immediate vicinity of the Gold Mines, DIRECT.—The A 1 splendid clipper bark VIKERY will have earliest dispatch. As a fast sailing vessel with every convenience for passengers, kind and attentive commander, she is unrivaled. Will make the passage in 110 days. Passengers will do well to give her attention, as she will be the first to leave for the above port. For freight or passage apply to
L. H. SIMPSON,
No. 19 Beaver-st., or on board, at Pier No. 6 N. R.

STEAM to RIO JANEIRO.—Steamship HERMANN, Capt. Edward Cavendy, will sail on SATURDAY, August 21, for the above port on her route to CALIFORNIA and FRASER RIVER GOLD MINES. This ship will carry only a limited number of passengers and amount of freight for the above ports. For freight or passage apply to the owners, No. 323 Greenwich-st., corner of Duane.
HENRY RANDALL, Agent.

STEAM TO VALPARAISO.—Steamship HERMANN, Capt. Edward Cavendy, will positively sail on SATURDAY, August 21, for the above ports touching at RIO JANEIRO on her voyage to CALIFORNIA and the FRASER RIVER GOLD MINES. This ship will carry only a limited number of Passengers and amount of Freight for the above ports. For freight or passage apply at the office, No. 323 Greenwich-st., corner Duane.
HENRY RANDALL, Agent.

ROYAL MAIL STEAMSHIP AMERICA for LIVERPOOL.—The AMERICA, J. G. WICKMAN, Commander, will sail from the stream on WEDNESDAY next, August 4. A steamboat will ply between the Company's dock at Jersey City and the America, from 10 to 11 a. m., to convey passengers on board.
The PERSIA will sail Aug. 18.
E. CUNARD, No. 4 Bowling Green.

LIVERPOOL, NEW YORK and PHILADELPHIA STEAMSHIP COMPANY.—NOTICE.—The splendid and fast screw steamship VIGO will take the place of the City of Baltimore, and will sail on THURSDAY, August 12th inst., at noon, from Pier No. 44, North River. The accommodation for Cabin and 3rd class passengers is unequaled by any screw steamer afloat. Passengers will do well to secure berths early. Cabin passage $75. Steerage through to Liverpool, London, Glasgow, and all parts of Ireland.
JOHN G. DALE, Head Agent,
No 15 Broadway.

THE BRITISH and NORTH AMERICAN ROYAL MAIL STEAMSHIPS.
From New-York to Liverpool:
Chief Cabin Passage.....$130
Second Cabin Passage..... 75
From Boston to Liverpool:
Chief Cabin Passage.....$110
Second Cabin Passage..... 60
The ships from Boston call at Halifax.
PERSIA, Capt. Judkins, CANADA, Capt. Lang.
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 mast head; green on starboard bow; red on port bow.
CANADA, Lang.....Leaves Boston...Wednesday, July 28
AMERICA, Wickman.....Leaves N. York..Wednesday, Aug. 4
EUROPA, Leitch.....Leaves Boston..Wednesday, " 11
PERSIA, Judkins.....Leaves N. York..Wednesday, " 18
NIAGARA, Moodie.....Leaves Boston...Wednesday, " 25
ARABIA, Stone.....Leaves N. York..Wednesday, Sept. 1
CANADA, Lang.....Leaves Boston...Wednesday, " 8
AFRICA, Shannon.....Leaves N. York..Wednesday, " 15
EUROPA, Leitch.....Leaves Boston...Wednesday, " 22
PERSIA, Judkins.....Leaves N. York..Wednesday, " 29
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.

STEAM to LIVERPOOL, LONDON, GLASGOW, DUBLIN, BELFAST 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 are intended to sail as follows:
FROM NEW-YORK.
VIGO.....Thursday.....Aug. 12
CITY OF WASHINGTON..Thursday.....Aug. 26
KANGAROO.....Thursday.....Sept. 9
And each alternate Thursday.
At 12 o'clock, noon, from Pier No. 44 North River.
RATES OF PASSAGE.
Cabin from New-York and Philadelphia.....$75
Third class from New-York to any of the above named places. 30
Return tickets, available for six months..... 60
Certificates of passage from Antwerp to New-York..... 45
Passengers forwarded to Havre, Paris, Hamburg, Bremen, Antwerp and all parts of the Continent without delay.
The Company's Steamship BOSPHORUS leaves Antwerp in connection with each departure from Liverpool to New-York, conveying goods and passengers to New-York at through rates. Bills of Lading signed in Antwerp.
For freight or passage, apply at the office of the Company.
JOHN G. DALE, No. 15 Broadway, New-York, Agent.
In Antwerp, to J. P. KREMER & Co.,
In Liverpool, to WM. INMAN, Tower Buildings.

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

New-York for Southampton and Havre.	From Havre and Southampton for N. York.
VANDERBILT, Saturday, Aug. 14	Wednesday.....Sept. 1
NORTH STAR, Saturday, Sept. 11	Wednesday.....Sept. 29

From New-York for Southampton, Havre and Bremen.	Bremen for Southampton.	Havre and Southampton for New-York
NORTH LIGHT, Sat., Aug. 7	Saturday, Sept. 4	Wed., Sept. 8
ARIEL.....Sat., Sept. 4	Saturday, Oct. 2	Wed., October 6

These steamships have water-tight compartments, and carry able surgeons.
Price of passage per Vanderbilt—First cabin, $100 and $120; second cabin, $60; and per North Star, Northern Light, and Ariel—First cabin, $90; second cabin, $50; third cabin, $30.
Certificates issued for passage from Europe.
Specie delivered in London and Paris.
D. TORRANCE, Agent, No. 5 Bowling Green, N. Y.

STEAM to ALL PARTS of GREAT BRITAIN, via GALWAY, Ireland.—THE SHORTEST SEA PASSAGE BETWEEN AMERICA and EUROPE.—This line is composed of powerful paddle-wheel steamships, of which the AMERICAN EMPIRE, PRINCE ALBERT and the INDIAN EMPIRE are now running. The next departure from New-York (to be followed by others of the line about every two weeks) will be the PRINCE ALBERT, SATURDAY, Aug. 21, direct for Galway.
Passengers will have a free ticket by the usual railroad routes from Galway to any of the principal cities of Great Britain.
First Cabin.....$[illegible] | Second Class...$50 | Third Class.....$30
A liberal cabin table will be provided, and cooked provisions for third-class passengers to Galway.
For passage, freight and other particulars, apply to
WM. A. SALE & Co., No. 66 South-st.

FOR SAVANNAH and FLORIDA.—U. S. MAIL LINE.—The favorite steamship FLORIDA Capt. Isaac Cromell, will leave on SATURDAY, August 7, at 4 o'clock p. m., from Pier No. 4 North River. Cabin passage to Savannah $15. Through tickets given to Montgomery, Columbus, Atlanta, Albany and Macon. Bills of lading signed only on board. For freight or passage, apply to SAM'L L. MITCHILL & SON, No. 13 Broadway.
Steamers for Florida connect at Savannah, leaving every Monday, Wednesday and Friday.

STEAM to GLASGOW, LIVERPOOL, DUBLIN, BELFAST and LONDONDERRY, for $30.—The splendid new steamer GLASGOW, Capt. Goodwin, sails SATURDAY, Aug. 7. First-class Passage $[illegible], Steerage, $30. Prepaid certificates provided. For passage apply to
HOLMAN & WILKIE, No. 27 Greenwich-st.

FOR CHARLESTON.—The steamship ATLANTIC, Capt. L. H. Layfield, will leave pier No. 12 N. R., on SATURDAY, Aug. 7, at 4 o'clock p. m. Passage with commodious state-rooms, $15. Freight 6 cents per foot, until further notice. Insurance, one half per cent, effected through our office. Apply to
H. B. CROMWELL & Co.,
No. 16 West-st., corner Albany.

FOR SAVANNAH and FLORIDA.—The American Atlantic Screw Steamship Company's new and first class steamship MONTGOMERY, F. Crocker commander, will leave pier No. 12 N. R., on SATURDAY, August 7, at 4 o'clock p. m. Passage to Savannah, with unsurpassed accommodations, $15. Through tickets to Macon, Montgomery, Atlanta, Albany, Ga., Columbus, Mobile and New-Orleans, sold at much less than usual rates. Freight 6 cents per foot, until further notice. Insurance one half per cent. Apply to
H. B. CROMWELL & Co.,
No. 16 West-st., corner Albany.

Steamboats and Railroads.

THE LAST RAILROAD DISASTER.—Another of these periodical disasters that so frequently occur to lessen the confidence of the traveling public and keep at home the timid, has just occurred, and the question is, What shall we do next? Railroads can never be built without grades. Grades can be diminished somewhat of course when they are first constructed, but for roads already built it is next to impossible to alter them. It is hardly possible for any road to be run without at least an occasional necessity to make up lost time; and any engineer knows that it is not an easy thing to make up lost time on an ascending grade. What, then, is it that is to conduce to the greatest possible degree of safety? We answer, unhesitatingly, the perfect

CONTROL OF THE TRAIN

at all times, day or night, when it is whole and complete, or broken and separated. What is it that produces such terrible results in cases of accidents? What was it buried the New-Haven train into the yawning bridge at Norwalk? What was it piled up the cars in a crumbling mass of ruins at Burlington? What was it that plunged the two fated cars on the Erie down the embankment at Shin Hollow? What was it that impelled the engine and train of the New-York Central (at Clyde) against the abutment of the bridge? And so we might go on through the whole calendar, and the answer would uniformly be, the

MOMENTUM

of the mass of matter in motion. What is the remedy for these fearful cases of destruction? Must they go on as heretofore, and no effort be made to prevent or even mitigate them? Prudent, thoughtful men see and realize these dangers, and are prepared for them. Reckless, hazardous, and dare-devil men close their eyes and ears to them, or if open, say "O yes, it's all very well, but we have not got the money, and besides, we are too busy about other matters, and furthermore, we don't intend to have any accidents on our road," and so we go. It does seem as though Railroad Officers ought to feel their duty and responsibility more than many of them do. Such delays are dangerous in the greatest degree, and such responsibility fearful. Messrs. Railroad Officers, there is not a company among you but that expends in works of ornament, in painting, in gilding, and upholstery, in masonry and architectural decoration in brass-work and polished iron, &c., all of which is right, but which costs you ten times what it would to provide the most perfect security to your trains, and which you would be infinitely more justified in neglecting than in the omission of the most perfect means of security, especially to passenger trains. The improvement for arresting the momentum of trains in times of danger, made and sold by us, we undertake to say will do more to prevent and mitigate accidents than any device ever made. We have yet to show it to the first railroad master mechanic who does not give it his unqualified approval. It is so extremely simple in construction, powerful in application, that its advantages only want to be known to be appreciated. It has already gone into general use on some of the best managed lines, and is ordered by several others.
It is now being sold at one fourth its value as an inducement for its speedy introduction. Favorable terms of payment are also extended to those who need, and no risk of unnecessary expense is incurred by any company. References given to some of the ablest engineers in the United States and satisfaction guaranteed in every case or no sale. Had this improvement been used at the time, the Norwalk, Burlington or Shin Hollow disasters would have been unknown. Price of these Machines $125 each. For further particulars, address WM. G. CREAMER, &c.,
No. 31 Pine-st., New-York.

TRAVELERS leaving the city should procure the last edition of APPLETON'S RAILWAY GUIDE. It contains Through Routes, Time Tables of all the Railroads, A General Map giving the Roads in actual operation, sixty Maps, &c., a Tourists' Guide to the Watering Places, and a thousand other items of information for the traveler. Price 25 cents.
D. APPLETON & Co., Publishers,
Nos. 346 and 348 Broadway.

EXCURSION EXTRAORDINARY—From NEW-YORK to NEWPORT and RETURN. FARE ONLY THREE DOLLARS FOR THE ROUND TRIP.
No Extra Charge for Berths.
No Loss of Time from Business.
The swift, stanch and magnificent Sound and Ocean Steamer
COMMODORE
(Of the Boston and Stonington Line),
W. H. Frazer, Commander, will make an
EXCURSION TRIP
as above, leaving her Pier No. 15 North River, foot of Liberty st.,
SATURDAY AFTERNOON, Aug. 7, 1858,
At 6 o'clock precisely,
arriving at Newport next morning, about sunrise.
RETURNING,
The COMMODORE will leave Newport on SUNDAY EVENING, at 7 o'clock precisely, arriving in New-York on MONDAY, at 6 o'clock a. m.
A SPLENDID BAND OF MUSIC
will accompany the boat.
For full particulars, see Descriptive Programme, giving account of entire route, scenery, &c., which can be had at the office of the Commodore, Pier No. 15 North River.

FARE 25 cents.—For SHREWSBURY, LONG BRANCH, Highlands, Ocean House, Port Washington, Middletown, Fair Haven and Red Bank.—The new and swift steamer ALICE PRICE, John Borden, Commander, will run as follows from Robinson-st., N. R.:

Leave New-York.	Leave Red Bank and Pleasure Bay.
Wednesday, August 4, 9 a. m.	Wednesday, August 4 1 p. m.
Thursday, August 5...10½ a. m.	Thursday, August 5...10½ a. m.
Thursday, August 5... 4 p. m.	Friday, August 6..... 5½ a. m.
Friday, August 6..... 3 p. m.	Saturday, August 7..... 6½ a. m.
Saturday, August 7..... 3½ p. m.	Saturday, August 7..... 6 p. m.
Sunday, August 8..... 7½ a. m.	Sunday, August 8..... 3½ p. m.
Sunday, August 8..... 7 p. m.	Monday, August 9..... 6½ a. m.
Monday, August 9..... 3½ p. m.	Tuesday, August 10..... 6½ a. m.
Tuesday, August 10..... 3½ p. m.	Wednesday, August 11 6½ a. m.
Wednesday, August 11 4 p. m.	Thursday, August 12.. 6½ a. m.
Thursday, August 12.. 4 p. m.	Friday, August 13..... 6½ a. m.

The steamer LEADER connects with this boat for Pleasure Bay and Long Branch, without charge.
KER'S EXPRESS by this Line; HAIGHT'S Stages for Squan; also Stages to all parts of the country.

EXCURSIONS to ELIZABETHPORT, N. J.—The steamboats RED JACKET, WYOMING or KILL VAN KULL, leave Pier No. 2, North River, daily (Sundays excepted), at 7½ a. m., 12 m., 4 and 5½ p. m. Returning, leave Elizabethport at 8½ a. m., 8:45 a. m., 2½ and 6:20 p. m. Tickets to go and return the same day, 50 cents; to Elizabeth City, 10 cents additional.

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 TUESDAYS, THURSDAYS and SATURDAYS, at 7 a. m.

DAY BOAT for ALBANY and TROY, at 7 a. m.—Passage 50 cents. Steamer TAMINEND. Opposition to Combined Merop by from the foot of Robinson-st. every TUESDAY, THURSDAY and SATURDAY.

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

FARE REDUCED to 50 CENTS from NEW-YORK to NEW-HAVEN, by steamer ELM CITY, every day at 3 p. m. By steamer TRAVELER every night at 11. No charge for berths. RICHARD PECK, Agent.

AFTERNOON BOAT for YONKERS, HASTINGS, DOBB'S FERRY, TARRYTOWN, SING SING, and HAVERSTRAW.—Steamer BROADWAY will leave pier foot of Jay-st. EVERY AFTERNOON at 4 o'clock, touching at Amos-st.

HUDSON RIVER RAILROAD EXCURSION TICKETS at greatly reduced rates to all Stations south of Poughkeepsie sold on SATURDAY good to return on ensuing MONDAY, can be had on yat Chambers Canal, Christopher and 31st-street depots. A. F. SMITH, Sup't.

PEOPLE'S LINE between NEW-YORK, CITY ISLAND, NEW-ROCHELLE and MAMARONECK.—On and after SATURDAY, June 12, the steamer ISLAND CITY (Capt. James Vradenburgh), having been refitted with new boilers, &c., and newly furnished throughout, will commence making DAILY TRIPS (Sundays excepted) between the above-named places, for the accommodation of passengers and freight, leaving Fulton Market Slip at 4 p. m.; returning, leaves Mamaroneck at 7 a. m., New Rochelle, 7:30 a. m., City Island at 7:45 a. m. Fare between New-York and Mamaroneck, 30 cents, and between New-York and New-Rochelle or City Island, 25 cents each way. Freight must be on board half an hour before the time of starting.

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 S. VANDERBILT, Capt. W. H. Frazer, 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 11:15 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.

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 26, 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 Elm-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. STERRY, Superintendent.

FOR THE WHITE MOUNTAINS, DIRECT.
MOST COMFORTABLE AND EXPEDITIOUS ROUTE.
THROUGH IN EIGHTEEN HOURS,
VIA
NORWICH AND WORCESTER LINE.
The New and Splendid Steamers COMMONWEALTH, Capt. J. W. Williams, and CONNECTICUT, Capt. Wm. Wilcox, form a daily line, leaving Pier No. 18, North River, foot of Courtlandt-st., at 5 o'clock p. m., for the WEIRS, PLYMOUTH, WELLS RIVER and LITTLETON, intersecting with the various stage lines for the popular houses throughout the Mountains.
For further information, tickets, &c., inquire of E. S. MARTIN, Agent, on the wharf, or on board the boats.

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 5 P. M.

THURSDAY, April 22.	MONDAY, April 19.
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 7.
THURSDAY, September 16.	MONDAY, September 13.
MONDAY, September 27.	THURSDAY, September 29.
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 season.
The steamers make the round trip in eight days. Rooms 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, Ohio."

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 EMPIRE STATE, Capt. Brayton, on MONDAY, WEDNESDAY and FRIDAY, at 5 o'clock p. m., from Pier No. 3 N. R.
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.

FLUSHING RAILROAD—Leaves Fulton Market Wharf by steamer IOLAS at 6:35, 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.
N. B.—Pic Nic and Excursion parties taken at reduced rates.

LONG ISLAND RAILROAD—Leaves South Ferry at 10 a. m. for Greenport, and on SATURDAYS, also, at 3:30 p. m. Express Train for River Head at 3:30 p. m.; Syosset at 4:30; and other Trains for Hempstead and Jamaica.

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, 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 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 3 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, Sunday 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, 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.
B. F. HEADLEY, Assistant President.

OFFICE NEW-YORK AND ERIE RAILROAD CO.,
New-York, June 11, 1858.
NEW-YORK AND ERIE RAILROAD.—The New-York and Erie Railroad Company have earnestly endeavored during the past ten months to establish and maintain uniform and remunerative rates of traffic by the four great lines which connect the Atlantic cities and the West. Having failed in this, and believing it to be injudicious and improper to influence traffic by the issue of Free Passes, by the employment of runners and solicitors, or by any other underhanded means, the Company, rather than resort to such means, have determined to reduce the fares, on and after Monday next, 14th inst., as follows:
Between New-York and Dunkirk, to.....$6 50
Between New-York and Buffalo, to..... 5 00
Between New-York and Niagara Falls, or Suspension Bridge, to..... 5 00
CHARLES MORAN, 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 $3. 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 4 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.

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, 4:45, 5:30, 6:30 p. m. For Stamford, 7, 8 (ex.) 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.) For Canal Railroad to Northampton, 8 a. m. (ex.), and 12:45 p. m. For New-Haven and New-London Railroad, 8 a. m. and 4:20 p. m. For Housatonic Railroad, 8 a. m., 4:20 p. m. For Naugatuck 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.

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, Skirting 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.; R. F. Sass & Co., St. Louis; P. G. O'Reilly & Co., Evansville, Ind.; Dumesnill, Bell & Co., and Carter & 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. 84 Kilby-st., Boston; Leech & Co., No. 1 Astor House, New-York, and No. 1 South William-st., New-York; E. J. Sneeder, Philadelphia; Magraw & Koons, Baltimore; D. A. Stewart, Pittsburgh.
H. H. HOUSTON, General Freight Agent, Philadelphia.
T. A. SCOTT, Superintendent, Altoona, Pa.
April 1, 1858.

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.; Frankfort, 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 30 HOURS.
FROM NEW-YORK TO CHICAGO IN 36 HOURS.
FROM NEW-YORK TO ST. LOUIS IN 48 HOURS.
Fare as low as any other route.
See handbills in the hotels of this city.
Through Tickets, or further information, may be had at the office of the PENNSYLVANIA RAILROAD,
No. 2 Astor House, Broadway.
January 1, 1858. J. L. ELLIOTT, Agent.

HUDSON RIVER RAILROAD.—From June 21, 1858, Trains will leave Chambers-st. Station as follows:
Express Trains 6 a. m. and 5 p. m., Albany and Troy Passenger Trains, 11:30 a. m. and 10:30 p. m. (for Doubts Ferry, 6:30 a. m. and 3 p. m.), for Tarrytown, 6:45 p. m. (for Sing Sing, 10:15 a. m. and 4 p. m.); for Poughkeepsie, 8 a. m., 1 p. m. and 3:30 p. m.; for Peekskill, 5:30 p. m. The Poughkeepsie, Peekskill, Sing Sing, Tarrytown and Doubts Ferry Trains stop at the Way Stations. Passengers taken at Chambers, Canal, Cortlandt and 31st-sts. Trains for New-York leave Troy at 4:30 and 10:25 a. m., and 4:40 and 8:15 p. m.; and Albany at 4:45 and