## Fairbanks' Scales.

# FAIRBANKS' SCALES.

WAREHOUSE:

No. 189 BROADWAY, New-York.

The following Cuts, illustrative of some of the leading modifications of our SCALES, with a brief description of each, are presented, with the belief that they will be of interest to every reader of The Tribune.

A *uniform* standard of Weight, and a *correct system* of weighing, are subjects claiming the attention of every individual in the community.

A *correct* Scale is a just arbiter between buyer and seller, and it is of the utmost importance that an instrument so universally called upon to decide questions of great value in the daily and hourly transactions of business, should be of *such reliability and exactness as to secure the confidence of all those who may be affected by the results indicated.*

The invention of these Scales, and the improvements that have been from time to time adopted, are the result of many years' close observation and practical experience; and we have now brought them to such a degree of accuracy that they may safely be relied upon in every transaction by weight. Their construction is upon the most correct mathematical principles; all defects so commonly met with in compound balances have been overcome by practical skill and faithful workmanship; and hence their operation is delicate, *and in every case unerringly correct.*

The reputation which these Scales have acquired has been of steady growth from the commencement to the present time, and is based upon the principle adopted by us, and never deviated from, of allowing none but *perfect-weighing* machines to go forth from our establishment.

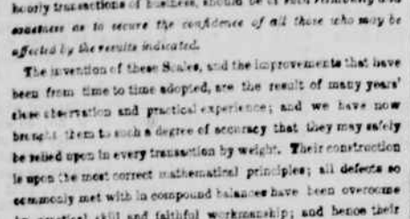
By a strict adherence to this principle, the confidence of the public in the accuracy of these weighing-machines *has steadily increased*, and with it the demand, until, from small beginnings, our manufacture, having annually advanced, amounted during the year 1857 to over half a million of dollars.

We have received many awards of premiums of Gold and Silver Medals, from nearly all the Scientific Associations and Institutes in the United States; but the *most satisfactory* testimonials which we have received are from the thousands of business men—including the Managers of Railroads, the Officers of Government, and other Public Works, Merchants, Manufacturers, the Forwarders of merchandise, and others—who have, during the last twenty-five years, subjected these Scales daily to severe usage, and to the most rigorous tests.

Nearly all the Railroads in the United States—comprising a list of over one hundred and twenty-five—are supplied wholly or in part with Scales of our manufacture. Fairbanks' Scales are also almost exclusively in use on all the principal Railroads of Great Britain.

From over one hundred different modifications of our Scales we have selected the following illustrations of a few of the leading sizes and kinds, which will serve to show that they are adapted to a great variety of uses, to suit the requirements of nearly every branch of business.

### WEIGH LOCK SCALES.

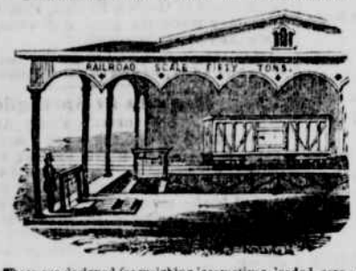


For weighing Loaded Boats, and capable of weighing from twenty-five pounds to five hundred tons. The weight in this modification is indicated by a Beam, and is ascertained *at once*, as soon as the boat is placed within the lock, and the water removed.

One of these Scales is used in the Susquehanna and Tide Water Canal, near Columbia, Pa.; two in the Delaware and Hudson Canal, at Eddyville and at Hawley; two in the Erie Canal, at Albany and at West Troy; one in the Ohio Canal, at Cleveland; one in the Wabash and Erie Canal, at Toledo; and two in the Ohio Canals, at Lockland and Carroll. We have letters from the following gentlemen, who are well known to the public as men competent to judge, speaking in the highest terms of the Weigh Lock Scales manufactured by us, to whom we are permitted to refer:

John C. Mather, esq., late Canal Commissioner.
Frederick Follett, esq., late Canal Commissioner.
J. T. Goodsell, esq., late Resident Engineer of Erie Canal Enlargement.
R. W. Lord, esq, Engineer Delaware and Hudson Canal Company.

### RAILROAD TRACK SCALES.



These are designed for weighing locomotives, loaded cars, and trains of cars. They may be made of any desired length or capacity. The kinds most frequently in use are the following, all of which are furnished with the newly patented Beam for securing rapidity in weighing:

Railroad Track Scale, for weighing Trains, 112 feet Platform, 100 Tons.
Railroad Track Scale, 84 ft. Platform, 75 Tons.
Railroad Track Scale, 42 ft. Platform, 50 Tons.
Railroad Track Scale, 33 ft. Platform, 30 Tons.
Railroad Track Scale, 28 ft. Platform, 25 Tons.
Railroad Track Scale, 23 ft. Platform, 20 Tons.
Railroad Track Scale, 16 ft. Platform, 18 Tons.
Railroad Track Scale for weighing single cars, 10 Tons.

We invite the attention of railroad men and others to our *Improved Iron Frame Railroad Track Scale*, letters patent for which were granted in January, 1857. This Scale will be found *extremely accurate, durable and convenient*, and requiring but little depth of pit, is not liable to injury from water when placed where it has been found impossible to use the ordinary Track Scale, and is erected at much less expense for foundation and timber. We shall be pleased to furnish LITHOGRAPH PLANS of this Scale to parties desirous of inspecting this valuable improvement. These Scales have been adopted by the New-York Central, New-York and New-Haven and several other leading railroads.

### RAILROAD DEPOT SCALES.

No. 1.—12,000 pounds, Platform 9 by 19 feet; weighing from one-half pound to twelve thousand pounds.

No. 2.—8,000 pounds, Platform 7 by 9 feet; weighing from one-half pound to eight thousand pounds.

These Scales are placed in the floor of the depot building, and are constructed wholly of iron, with cast-steel bearings, and not liable to wear or lose their adjustment by use. The beam is sustained upon iron pillars, with a neat architectural finish. They are in general used by railroad corporations.

"*Freight-Office, Camden and Amboy Railroad and Transportation Co., Pier No. 1, North River,*

"NEW-YORK, Feb. 22, 1856.

"Having for several years past used Depot and other Scales of various sizes and patterns, made by Messrs. Fairbanks & Co., it is with great pleasure that I bear testimony to their quick and accurate working, as well as to their durability and little need of repairs. They have been subject to constant and severe service, and proved themselves to be *superior to any Scales* used by this Company in their freight department *for twenty years past.*

"ALFRED DECKER,
"Agent Transportation Department."

We refer to our *Circular Pamphlet* for a list of railroads having our scales in use. This list comprises, with few exceptions, all the railroads on this continent.

### HAY AND CATTLE SCALES.

For weighing loaded Wagons, Carts, Live Stock, Produce, &c. Constructed of Iron, with steel bearings, and not liable to derangement or damage by exposure to the weather.

More than *four* thousand of these convenient and durable Scales have been put up by us in all parts of the United States and the British Provinces. They are of five sizes, viz: two, three, four, six and ten tons, and will be set by experienced workmen in any part of the United States or the Canadas.

At the several Fairs of the American Institute, and of the State and County Agricultural Societies, where these Scales have been exhibited, they have received the highest premium. At the Fair of the American Institute, held in October 1855, our Scales were severely tested in connection with those of other manufacturers, and fully sustained their reputation for superiority *over all others.* An account of the test was *fairly* and accurately reported for The N. Y. Tribune and Pennsylvanian, and copied extensively by other papers throughout the country. After the test, we received the following certificate from the officers of the Institute:

A *Gold Medal* was awarded by the American Institute to MESSRS. FAIRBANKS & Co., for the best *Hay, Coal and Cattle Scales.*

(Signed) ROBT. L. PELL, President.
H. MEIGS, Record. Sec'y.
W. B. LEONARD, Cor. Sec.

New-York, Oct., 1855.

NOTE.—In most cases our Traveling Agents will attend to the erection of Hay, Cattle and Coal Scales. But, if ordered for a section where we have no Agent, we can wood them complete, so as to operate perfectly when placed on a proper foundation, and ship the whole with directions for setting them up.

## Fairbanks' Scales.

### COAL DEALERS' AND FARMERS' SCALES.

Similar to their construction for the Hay Scale. Used extensively by coal dealers and miners, also in Iron Houses and Foundries. Capacity—Two, Three, Four, Six and Ten tons. This Scale may be set in the barn-floor or elsewhere, and used for weighing Hay, Grain, Live Stock, &c. It may be either stationary or so arranged as to be easily removed from place to place when required. Coal dealers and others who are about purchasing Scales will do well to examine the evidences upon which we base our claim for superiority.

### MINERS' AND TRANSPORTATION SCALE.

This is a new modification, designed to be set in the Ore Bed, and in the Wharf or Storehouse, for weighing Freight, Ore, Coal, &c., and will be found a very convenient and reliable scale.

The first size has a capacity of three tons with a platform 5 by 6½ feet. Second size capacity two tons, platform 5 by 5 feet. Larger sizes will be furnished to order when required.

### WHEAT OR HOPPER SCALES.

*Indicating Bushels*, used in Mills, Storehouses and Wharves, for receiving and delivering wheat and other grain. This modification is adapted to secure and combine entire accuracy with the most rapid operation in weighing, and is found practically an invaluable improvement.

We make four sizes of this variety of Scales. Sixty and one-hundred bushel Scales are set dormant in the Wharf or Storehouse, and are capable of weighing grain as fast as it can be handled by the most approved steam machinery. A large number of these Scales are in use at the Atlantic Docks, Brooklyn, and in Grain Warehouses and Mills throughout the country.

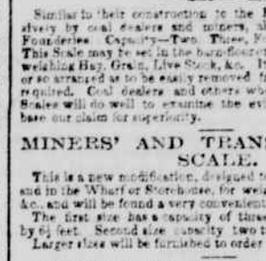
The Thirty and Forty Bushels Hopper Scales are portable, and may be easily removed from place to place, and are frequently used on board Ships, Barges, Canal Boats, &c.

We furnish, to order, Hopper Scales capable of weighing Three, Four and Five Hundred Bushels at a draft.

### FLOUR PACKING SCALE.

This is a recently invented Scale, of great value in Flouring Mills. It is fitted into the floor like a dormant scale, immediately beneath the machinery used in packing, and has a circular platform just large enough to fill the head of a barrel. On this the barrel is placed, empty, and when filled is subjected to the pressure of the packing machinery. A lever, operated by the foot, then brings the apparatus of the scale into action, and the exact weight of the flour is at once indicated. The scale has also a smaller platform for packing half barrels.

### DORMANT WAREHOUSE SCALES.



Set in the floor, and weighing from one half pound to five thousand pounds. Used frequently in small railroad depots and stations; also in stores, warehouses, forwarding houses, &c. A very desirable, substantial and perfect Scale. We have five different sizes of Dormant Scales.

No. 1—Platform 4 feet square.....5,000 lb
No. 4—Platform 3½ by 5½ feet.....3,500 lb
No. 5—Platform 2½ by 5 feet.....2,500 lb
No. 7.....2,000 lb
No. 8.....1,400 lb

These modifications are fitted with drop levers by which the platform is raised, with its load, to be weighed and then lowered, so that the outer edge rests upon and forms a part of the floor. They are found exceedingly convenient, inasmuch as the space which they occupy in the floor can be appropriated, when the Scale is not used for weighing, to the ordinary business of the store.

We give below a copy of a certificate, signed by the several Sealers of Weights and Measures in the City of New-York who have been called upon to test these Scales from year to year.

The undersigned, Inspectors and Sealers of Weights and Measures in the City of New-York, having had frequent occasion to test the various Platform Scales in use in this city, are pleased to bear our testimony to the superior character of those manufactured by Messrs. E. & T. Fairbanks & Co., and do cheerfully recommend them to the public as the most perfect weighing machines in use.

RALPH TREMLY, Inspector Weights and Measures, 1st District.
THOMAS H. WAINWRIGHT, Inspector, 2d District.
ALLEN E. SIMONS, Dept. Inspector, 1st District.
GEORGE KARR, Sealer, 1st District.
JOHN H. ENERLY, Sealer, 2d District.

### ROLLING-MILL SCALES.

These are very heavy and durable, and are designed for use in Foundries, Rolling Mills, Iron Manufactories, &c.

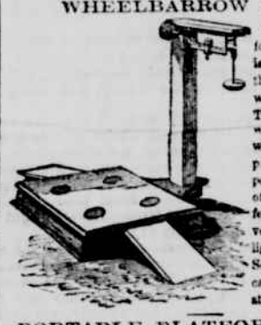
1st size, fitted with Drop Lever and Vibratory Axle and Rack, or Iron Plate, as the purchaser may choose. Capacity three thousand pounds.

2d size, similar to the first. Capacity twenty-five hundred pounds.

By a new and important arrangement, these Scales are fitted with patent India Rubber Spring Platforms, so as to secure great durability, when used in Foundries, Iron Houses, and wherever very heavy weighing is required.

They are in use in many of the principal Iron Houses and Manufactories throughout the country, and we have yet to hear of the first instance of dissatisfaction.

### WHEELBARROW SCALES.



This Scale is designed for Coal Dealers' use, and is graded so as to indicate the weight of the coal with the tare deducted. The same Scale is fitted with common weights, weighing from one-half pound to one thousand pounds. The platform of this Scale is 2½ by 3½ feet, and is very convenient for weighing light, bulky articles. Several bags or barrels can be weighed upon it at a time.

### PORTABLE PLATFORM SCALES.

Various sizes of these scales are made, with and without wheels, and adapted to every branch of business, and are in daily use in the hands of stores and manufactories in all parts of the world. Some of the principal sizes are as follows:

No. 2.....3,000 pounds capacity.
No. 7.....2,000 pounds capacity.
No. 8.....1,600 pounds capacity.
No. 9.....1,400 pounds capacity.
No. 10.....1,200 pounds capacity.
No. 10½.....900 pounds capacity.
No. 11.....600 pounds capacity.
No. 11½.....400 pounds capacity.

They are convenient, accurate, and not liable to derangement.

### EXAMINE YOUR SCALES.

"AN INCORRECT SCALE WILL GNAW THE VERY VITALS OUT OF AN APPARENTLY PROSPEROUS BUSINESS."

Test your Scales thoroughly, and if found incorrect, throw them aside and buy one of Fairbanks' celebrated Scales, the universally acknowledged standard for correct weight.

### A WORD OF CAUTION.

*The well-earned reputation of these Scales has induced the venders of imperfect and worthless balances to offer them as "Fairbanks' Scales," and purchasers have thereby in many instances been subjected to fraud and imposition.*

*The manufacturers have no controversy with honorable competitors, who transact business in their own names; but regarding the perpetrators of the above fraud as pursuing a course alike unjust and dishonorable, they take this method to caution the public against their imposition.*

*Fairbanks' Scales are manufactured at no other place than St. Johnsbury, Vermont, where the business is still conducted under the supervision of the original inventors.*

FAIRBANKS' SCALES ARE THE

### LEGALIZED STANDARD

FOR CORRECT WEIGHT.

*A lawsuit which arose from a discrepancy of weights between one of Fairbanks' Scales in use by the Baltimore and Ohio Railroad Company and one of another manufacturer, was recently tried in the Court of Common Pleas, Baltimore. The case occupied the Court two days, and Judge Marshall, in delivering his decision, stated, as the result of the evidence, that the accuracy of "Fairbanks' Scales" was established beyond all question.*

## Fairbanks' Scales.

### PLATFORM COUNTER SCALES.

No. 12.—Capacity two hundred and forty pounds. Short pillar. Platform nineteen by thirteen inches, not traced. Suitable for small Grocers, Provision Dealers, &c.

### UNION, OR FAMILY SCALE.

We have recently constructed an improved Scale, combining the advantages of a Counter and a Platform Scale. We denominate it the "Family Scale," it being peculiarly adapted to household purposes. It weighs with the utmost accuracy from one half-ounce to two hundred and forty pounds. The Scale is provided with a scoop or pan for weighing flour, sugar, or other loose stores in the kitchen, and also with a platform for heavier articles, as boxes, casks, &c., as well as for taking the weight of individual members of the family and their friends, from the portly grandfather down to the little "heir" in the cradle. It is an indispensable article in every family.

It is equally convenient for Grocers and all Retailers.

### GROCERS' SCALES.

Weighing from one half-ounce to sixty-two pounds. Convenient and extremely accurate; used as a Platform Scale, or with a scoop as Counter Scale. Adapted to family uses, Stores, Groceries, &c., and is particularly safe for weighing valuable spices, drugs, &c.

Another size, made on the same general plan as the above, denominated the "Counter Scale," is a well-known article. Capacity one half-ounce to thirty-six pounds. Economical for all Retail Stores and Shops, giving just weight, but requiring no excess for down weight.

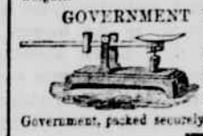
Also, the "Druggists' Scale," similar to the "Counter," indicating drachms, ounces and pounds. Capacity eight pounds. These scales are also adjusted to Troy weights. They operate with great delicacy, and are reliable for weighing valuable metals, costly drugs, silks, &c.

### EVEN BALANCE.

No. 1—Weighing from half an ounce to eight pounds.
No. 1—With brass scale beam—weighing from one-fourth of an ounce to eight pounds.
No. 2—Weighing from half an ounce to four pounds.
No. 3—Weighing from half an ounce to four pounds.

These four last Scales may be made to weigh two or three times as much, by using common weights.

### GOVERNMENT LETTER BALANCE.



Indicating the weight of letters and packages to be forwarded by mail, with rates of postage, if paid or unpaid. We are prepared to furnish to the trade, or at retail, the Post-Office Balance adopted by Government, packed securely in single boxes.

### IMPROVED LETTER BALANCE.

Combining all the correctness of the balance adopted by Government, *with the additional convenience of occupying much less space. Every business man should have one.*

### WEIGH-MASTERS' BEAMS.

And *Patent Balances with Frames, Hogshead and Barrel Hooks, Coffee and Hide Bottoms, Iron Cradles, &c.* Cotton, Flour and Grain Beams, of brass or iron, manufactured to order.

All the above articles are manufactured of the best materials, and are warranted durable and accurate. Like our Platform Scales, they are adjusted to any foreign standard, and packed ready for shipment.

### GOLD BALANCES.



In great variety, for the use of Banks, Brokers, Jewelers, &c., varying in price from fifty cents to five hundred dollars.—Also, Weights, Coin Scoops, &c. Gold Scales suited to the California and Australia trade constantly on hand and manufactured to order. Our Bank Scales are of the most perfect workmanship and beautiful finish, with fine steel knife-edges working upon *agate bearings.* Any desired size or style will be manufactured to order.

### DRUGGISTS' SCALES.

On Brass, Iron and Marble Stands, with Silver and Brass Beams of most reliable accuracy and perfect finish; solid Silver and Brass *Prescription Scales*—steel and agate bearings. Beranger's celebrated Scales, manufactured in France, used by druggists, confectioners, &c.

Druggists and Confectioners will do well to examine our stock before purchasing.

MANUFACTURERS,

E. & T. FAIRBANKS & Co.,
ST. JOHNSBURY, Vt.

PRINCIPAL WAREHOUSES:

FAIRBANKS & Co.,
No. 189 BROADWAY, NEW-YORK.

GREENLEAF & BROWN,
No. 34 Kilby-st., Boston.

FAIRBANKS & EWING,
Masonic Hall, Philadelphia.

FAIRBANKS & GREENLEAF,
No. 55 Lake-st., Chicago.

PRINCIPAL LOCAL AGENCIES:

HOMER FOOTE & Co., Springfield, Mass.
BARKER, WHITAKER & Co., Providence, R. I.
EMERY & WATERHOUSE, Portland, Me.
ERASTUS CORNING & Co., Albany, N. Y.
J. M. WARREN & Co., Troy, N. Y.
H. O. COWING, Buffalo, N. Y.
J. S. FARRAND, Detroit, Mich.
FOSTER, MARTIN & Co., Grand Rapids, Mich.
WHITAKER & PHILLIPS, Toledo, Ohio.
L. F. & S. BURGESS, Cleveland, Ohio.
TRABER & AUBERY, Cincinnati, Ohio.
W. B. BELKNAP & Co., Louisville, Ky.
HORNBROOK & Co., Evansville, Ind.
GEORGE T. BROWNING, Indianapolis, Ind.
COMPARET, HUBBELL & Co., Fort Wayne, Ind.
G. F. & C. C. SMITH, Terre Haute, Ind.
THOMAS UNDERWOOD, Lafayette, Ind.
TREGO & WOODRUFF, Galena, Ill.
WALKER & McILVAINE, Peoria, Ill.
LANSING BONNELL, Milwaukee, Wis.
FARLEY & CHRISTMAN, Dubuque, Iowa.
CLARK & Co., St. Louis, Mo.
GEO. W. SIZER, New-Orleans, La.
J. O. SPEAR & Co., Baltimore, Md.
J. & F. DAWSON, Charleston, S. C.
BELL, PRENTISS & Co., Savannah, Ga.
JOHN NELSON, Augusta, Ga.
WOODRUFF & HUNTINGTON, Mobile, Ala.
CLARKSON & ANDERSON, Richmond, Va.

CIRCULAR PAMPHLETS, with cuts and full descriptions of our Scales; also containing a list of names of parties who have our Scales in use, and who have permitted us to refer to them, may be had upon application at any of the above named agencies.

## Copartnership Notices.

THE COPARTNERSHIP heretofore existing under the firm of DE BEVOISE & RAWSON is this day dissolved.—New York, Aug. 27, 1858.

M. C. DE BEVOISE.

## Steamboats and Railroads.

RAILROAD COMPETITION and PUBLIC SAFETY.—Now that the Railroad Managers are giving us an illustration of the wisdom of Kilkenny cats (who would not stop fighting until they had eaten each other up), it behooves Railroad Stock and Bond holders, to bestow a little thought on the subject of Railroad profits. It is hardly possible that our Railroad attorneys may not know it at all, they seem to understand (in railroad management) everything perfectly, except good old-fashioned

COMMON SENSE.

Prudent, careful business men buy their goods at the best rate, and sell them at a fair profit. Manufacturers take advantage of every improvement to facilitate the production and improve the quality of their wares, and they find their reward in so doing; and is there any good and sufficient reason why the very same general principles should not be applied to the management of railroads. Railroads depend for business on the patronage of the public. The public in the estimate of facilities for travel (especially the occasional travelers) are governed by precisely the same rules as it is for the purchase of goods namely, cost and quality. If the two articles are of equal cost, the judgment is then upon the quality only, if one is slightly higher, the quality is the more closely scrutinized, and in three-fourths of the cases the preference is given for the better quality at the higher price. None of our leading Railroads are now in a state of a live competition, and carrying passengers at less than cost, each in striving to run the other off, or bring it to terms. It is not too much to say that in the aggregate the five roads are losing (of profits, too, mind) $200,000 per month, and it is becoming an interesting question as to how long the loss is to continue. Suppose, for instance, one of the four great roads should put its equipment (passenger especially) in a perfectly safe condition, adopt improvements of known and acknowledged value, rendering a recurrence of the fearful slaughter of past years an impossibility, imitate, for instance, the example of the Hudson River (for some other one might name), the practical safe management of which is superior by 100 per cent to any other road in the United States. Suppose we say that one of them should do this at once promptly and generally, then let the public know the fact and advance the fare say $1, such a course would inevitably secure the travel, promote the public safety and give a character to the road, adopting such a course that would get the business at remunerative rates in spite of competition. These are the facts gentlemen, whatever your opinions or prejudices may be, and we commend them to your thoughtful consideration.

The improvement that is manufactured by this Company is in an eminent degree calculated to promote the safety of railroad travel. The idea is to place all the brakes of the train in the hands of the engineer. It is a desideratum long sought for by railroad owners, and now practically attained. This improvement must, in the nature of things be universally used; it is now in successful and general use on many of the best-managed lines in the Union, and it meets the approval of the ablest practical railroad managers, and furthermore it is warranted to answer the purposes intended or no sale. There is no excuse for delay in this matter. Youde not know at what moment such a device may be worth ten times its cost in the protection of your property, and the safety of human life. Your duty and your interests alike demand its prompt adoption. Orders are solicited from all Companies desirous of rendering travel on their road perfectly safe.

WM. G. CREAMER, No. 31 Pine st.

STATEN ISLAND FERRY.—NOTICE.—Cheap Excursion for Six Cents.—Boats leave STATEN ISLAND EVERY HOUR from 6 a. m. to 9 p. m.

Leave WHITEHALL from 7 a. m. to 7 p. m. for Quarantine, Stapleton and Vanderbilt's Landing.

FOR SHREWSBURY and LONG BRANCH DIRECT—Highlands, Ocean House, Port Washington, Mount's Dock, Brown's Dock, Middletown, Fair-Haven and Red Bank. Fare 25 cents. The new and swift steamer ALICE PRICE, John Borden, commander, will run as follows, from Robinson-st., N. R.:

| LEAVE NEW-YORK. Foot Robinson-st. | | | LEAVE RED BANK AND PLEASURE BAY, | | |
|---|---|---|---|---|---|
| Friday, | Aug. 27, | 3½ p. m. | Friday, | Aug. 27, | 8 a. m. |
| Saturday, | Aug. 28, | 4 p. m. | Saturday, | Aug. 28, | 8½ a. m. |
| Sunday, | Aug. 29, | 8 a. m. | Sunday, | Aug. 29, | 5 p. m. |
| Monday, | Aug. 30, | 7½ a. m. | Monday, | Aug. 30, | 11 a. m. |

The steamer LEADER connects with this boat for Pleasure Bay, Atlantic Dock, and Branch Port, without charge.

KER'S EXPRESS by this Line. ELIAS HAIGHT'S Stages or Squam, also, stages to all parts of the country.

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 Faser, Master;

LEAVING CLEVELAND AT 5 P. M.

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

And newly fitted up Passenger and Freight Screw Steamers IRON CITY, T. 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 passenger 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.

FARE to NEW-HAVEN 50 CENTS. BERTHS FREE.—The steamer ELM CITY leaves Peck slip every day at 5 p. m. The TRAVELLER every night at 11. Freight forwarded to Vermont, Northern New-York and Canada. FRANCIS HYDE, Agent. The GRANITE STATE leaves for Hartford EVERY TUESDAY, THURSDAY and SATURDAY at 5 p. m.

RICHARD PECK, Agent.

DAY BOAT for ALBANY.—Steamer METAMORA, every TUESDAY, THURSDAY and SATURDAY, from pier foot of Jay-st., at 7 o'clock a. m.

THE REGULAR MAIL LINE via STONINGTON, for BOSTON, PROVIDENCE and NEWPORT—Inland route—the shortest and most direct, carrying the Eastern Mail.

The steamers PLYMOUTH ROCK, Capt. Joel Stone, and C. VANDERBILT, Capt. W. H. Frasee, 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.

Passengers for Newport leave Stonington in the 7 a. m. train, connecting at Providence daily, except Sundays, at 9:30 a. m. and 6:15 p. m. with the steamer FERRY, Capt. Allen. Fare from Providence to Newport, 50 cents.

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.

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, 38 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.

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.

RAILROAD and STEAMBOAT LINE.—AFTERNOON BOAT at 5 o'clock for HUDSON (from the foot of Harrison-st., south side), landing at Caldwell's, West Point (Cozzens's Dock), Newburgh, Marlboro, Milton, Poughkeepsie, Barrytown, Rhinebeck, Red Hook, Bristol, West Camp and Catskill. FARE 50 CTS. to NEWBURGH, POUGHKEEPSIE and RHINEBECK. Tickets may be obtained on board the boat to the following places: Hudson, Claverack, Mellenville, Ghent, Chatham Four Corners, $1 30; East Chatham, $1 65; Canaan, $1 85; Edwards, $1 90; State Line, $1 95; West Stockbridge, $2; Richmond, $2 65; Shaker Village, $2 20; Pittsfield, $2 30; Cheshire, $2 50; South Adams, $2 75; North Adams, $2 90; Dalton, $2 45; Hinsdale, $2 55; Washington, $2 65; Becket, $2 80; Chester Factory, $3 05; Huntington, $3 25; Rupert, $3 35; Westfield, $3 55. The fast-sailing Steamer SOUTH AMERICA, Capt. M. Sherman, will leave the Pier foot of Harrison-st. (south side), on MONDAY, WEDNESDAY and FRIDAY at 5 o'clock p. m.

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 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 6:35, 7:30 and 10 a. m. and 1, 4 and 6 p. m. The cars leave Flushing, L. I., at 6:45, 8 and 11 a. m. and 1, 4 and 6 p. m., meeting and exchanging passengers with the boat at Hunter's Point. Through in 30 minutes. Fare 25 cents.

WM. M. SMITH, Receiver.

N. B.—Pic Nic and Excursion parties taken at reduced rates.

HUDSON RIVER RAILROAD.—From June 21, 1858, Trains will leave Chambers-st. Station as follows:

EXPRESS TRAIN, 6 a. m. and 5 p. m.; Albany and Troy Passenger Train, 11:30 a. m. and 10:30 p. m. (for Dobbs' Ferry, 6:30 a. m. and 5 p. m.; for Tarrytown, 6:45 p. m.; for Sing Sing, 10:15 a. m. and 4 p. m.; for Poughkeepsie, 7 a. m., 1 p. m. and 10:30 p. m.; for Peekskill, 5:30 p. m. The Poughkeepsie, Peekskill, Sing Sing, Tarrytown and DeNoy' Ferry Trains stop at the Way Stations. Passengers taken at Chambers, Canal, Christopher and Stations. Trains for New-York leave Troy at 4:30 and 10:25 a. m., and 4:20 and 6:15 p. m.; and Albany at 7:45 and 10:30 a. m., and 4:40 and 8:15 p. m.; on Sundays, at 9:45 p. m.

A. F. SMITH, Superintendent.

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

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 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.

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 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