Sales by Auction.

AUCTION NOTICE.—J. BOGART, Auctioneer.—By S. BOGART.—On WEDNESDAY, Sept. 8, at 10 o'clock, at No. 150 Prince-st., genteel HOUSEHOLD FURNITURE, consisting in part of mahogany tete-a-tete Sofas, mahogany Parlor Chairs, mahogany Bureaus, Center Tables, Window Curtains, Shades, rosewood Easy Chair, in silk brocatelle, rosewood Sofas and Lounges, Patent Bedsteads, black walnut Wardrobe Bedsteads, first quality Spring Mattresses, Paillasses, elegant Brussels three-ply and ingrain Carpets, Oil Cloth, Hat-stand, Stoves, Kitchen Furniture and utensils. Also, Gas Chandeliers, Gas Fixtures. Also, rosewood spring-back Sofas and Chairs, &c.

AUCTION SALE of ELEGANT HOUSEHOLD FURNITURE—By HENRY G. EVANS.—THIS DAY, at 10½ o'clock, at the private residence, No. 145 West 24th-st., near the 8th-av. The House is richly furnished with every requisite for a first-class House: the Furniture has been in use but a short time, and is first class, as can be seen. Sale positive. Catalogues are ready at the house.

A. M. MERWIN, Auctioneer.

BY BANGS, MERWIN & Co., Trade-Sale Rooms, No. 13 Park-row.
WEDNESDAY EVENING, Sept. 8, at 6½ o'clock.
CHOICE PRIVATE LIBRARY.—Comprising a collection of the best English editions of valuable works in the various branches of literature, many of them in rich morocco and calf bindings, including a variety of superbly illustrated Books, expensively bound. Also, new and choice American publications, &c. Catalogues are now ready.

Insurance Companies.

HOME INSURANCE COMPANY.
OFFICE NOS. 112 AND 114 BROADWAY.

CAPITAL (all paid in)	$600,000 00
SURPLUS on 1st July, 1858	$377,329 85
LIABILITIES on 1st July, 1858	$35,562 20

THE CAPITAL OF THIS COMPANY having recently been INCREASED by an additional CASH subscription of ONE HUNDRED THOUSAND DOLLARS, the attention of merchants and others having large amounts of property to insure is called to the INCREASED SECURITY afforded thereby.

Without entering into RECKLESS competition, this Company is prepared to insure all descriptions of property against loss or damage by fire, on terms as favorable as the nature of the risk and the REAL SECURITY of the Company and the insured will warrant.

DIRECTORS.

CHARLES J. MARTIN,	OLIVER E. WOOD,
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KNICKERBOCKER FIRE INSURANCE COMPANY,
OF NEW-YORK,
No. 64 Wall-st.
INCORPORATED 1787.
CAPITAL.....$280,000.
WITH A SURPLUS.
INSURES AT REDUCED RATES.
WILLIAM TUCKER, President.
GEO. HODGSDON, Secretary.

Furniture.

ENAMELED CHAMBER FURNITURE, in all colors, of superior and warranted manufacture, finished in landscape, fresco, fruit and flowers, at H. F. FARRINGTON'S, No. 363 Canal-st., opposite Wooster. Established 1840.

ENAMELED CHAMBER SUITES of FURNITURE, in all colors and styles, wholesale and retail, At prices from $25 and upward.
WARREN WARD, No. 277 Canal-st. (old No. 38), Four doors east of Broadway, New-York.

Paints, Oils, Glass, &c.

CAUTION.—THE NEW-YORK CUMBERLAND METALLIC OIL WORKS are the ONLY AUTHORIZED Manufacturers of the Cumberland METALLIC OIL under the patent of J. & W. W. CUMBERLAND. Factory foot of 24th-st., East River. OFFICE No. 205 BROADWAY, NEW-YORK.

In defiance of this patent, several persons are making an imitation of this Oil, not only calling it "Metallic" Oil, but claiming to manufacture under this patent, *both* of which are contrary to law, and injuring the parties to whom they sell it as well as ourselves, by selling spurious and worthless oils. No other patent for making METALLIC OIL exists, and no other party than ourselves has any right to make or sell it, and no other party has a right to sell *any* kind of oil *whatever*, calling it "Metallic" Oil.

We now give public notice of these facts, and hereafter any and all persons infringing on these two rights here named, or any other rights under this patent, will be prosecuted to the full extent of the law and without delay. Meantime, buyers are cautioned against these imitations, and informed that they cannot get the REAL METALLIC OIL except from us, and every package, however small, bears our brand, viz: "New-York Cumberland *Metallic Oil Works*, foot of East 24th-st." NEW-YORK CUMBERLAND METALLIC OIL WORKS, foot 24th-st., East River. OFFICE No. 205 BROADWAY. SOLE MANUFACTURERS OF J. & W. W. CUMBERLAND'S IMPROVED PATENT METALLIC OIL, UNDER THE PERSONAL SUPERINTENDENCE OF THE INVENTOR.—New-York, Aug. 12, 1858.

COBURN'S Extra LARD OIL—Very pure; will never gum, and will burn equal to Sperm. Barrels 30 to 40 gallons. JOHN W. QUINCY, & Co., No. 98 William-st.

Coal.

COAL.—$4 50.—Families laying in their supply can have the best quality of Stove, Range, Grate and Furnace COAL, screened from under cover, at $4 50 per ton, delivered from yards corner of King and Greenwich-sts., No. 63 Canal, near Allen-st., No. 137 Duane-st., and 46th-st., near 11th-av. MAT. CLINTON.

Ocean Steamers, &c.

STEAM to ALL PARTS of GREAT BRITAIN, via GALWAY, Ireland.—THE SHORTEST SEA PASSAGE BETWEEN AMERICA and EUROPE.—NEW-YORK AND GALWAY STEAMSHIP LINE.—This line now comprises four powerful steamships: The PRINCE ALBERT, AMERICAN EMPIRE, BRITISH EMPIRE and INDIAN EMPIRE. The next steamer will be dispatched about the middle of September, of which due notice will be given. Persons visiting Ireland reach their destination in three-fourths the time taken by any other route, and will have an opportunity of visiting places and scenery of unrivaled interest in Ireland, with free tickets by the usual railroad routes from Galway to any of the principal cities of Great Britain.
First Class.....$90 | Second Class....$50 | Third Class....$30
A liberal cabin table will be provided, and cooked provisions for third-class passengers to Galway.
For freight, passage and further particulars, apply to
WM. A. SALE & Co., No. 46 South-st.

STEAM to LIVERPOOL, LONDON, GLASGOW, DUBLIN, BELFAST and LONDONDERRY, and all the principal Cities of ENGLAND and IRELAND, via LIVERPOOL, without delay, at greatly reduced rates.—The LIVERPOOL, NEW-YORK and PHILADELPHIA STEMSHIP COMPANY'S splendid Clyde-built iron screw steamships are intended to sail as follows:

FROM NEW-YORK.

CITY OF BALTIMORE	Thursday	Sept. 9
VIGO	Thursday	Sept. 23
CITY OF WASHINGTON	Thursday	Oct. 7

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.
Drafts on Liverpool from $1 and upward.
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 only 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.
NORTH STAR, Saturday, Sept. 11	Wednesday.....Sept. 29
VANDERBILT, Saturday, Sept. 25	Wednesday.....Oct. 13

From New-York for Southampton, Havre and Bremen.	Bremen for Southampton	Havre and Southampton for New-York.
NORTH LIGHT, Sat., Oct. 2	Saturday, Oct. 30	Wed., Nov. 3.
ARIEL.....Sat., Oct. 30	Saturday, Nov. 27	Wed., Dec. 1.

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, $80; 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.

FOR LONDON, LIVERPOOL, GLASGOW, GALWAY and all parts of GREAT BRITAIN and the CONTINENT, through TAPSCOTT'S GENERAL PASSAGE OFFICE, No. 86 South-st., by steamships and sailing packets, as under:
Packetship DANIEL WEBSTER, for London, Sept. 9.
Packetship JAS. FOSTER, JR., for Liverpool, Sept. 10.
Packetship EDINBURGH, for Glasgow, Sept. 8.
Steamship CITY OF BALTIMORE, for Liverpool, Sept. 9.
Steamship NORTH STAR, for London and Continent, Sept. 11.
Steamship PACIFIC, for Galway, about 15th.
In either of which steamship or sailing packet, passage can be engaged, either to or from, at the lowest possible rates. Drafts payable in any part of England, Ireland, Scotland or Wales. For further particulars apply to TAPSCOTT & Co.,
No. 86 South-st., New-York.

FOR SAVANNAH and FLORIDA.—The American Atlantic Screw Steamship Company's new and first-class steamship HUNTSVILLE, A. Post, commander, will leave pier No. 12, N. R., on SATURDAY, Sept. 11, at 4 o'clock precisely. Passage to Savannah, with improved accommodations, $15. Through tickets to Macon, $21; Montgomery, $26; Atlanta, $23; Columbus, $23; Albany, $24; Mobile, $35; New-Orleans, $39. Insurance one-half per cent. Apply to H. B. CROMWELL & Co., No. 86 West-st.

THE BRITISH and NORTH AMERICAN ROYAL MAIL STEAMSHIPS.
From New-York to Liverpool:
Chief Cabin Passage.....$150
Second Cabin Passage.....75
From Boston to Liverpool:
Chief Cabin Passage.....$110
Second Cabin Passage.....60
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, Sept. 8
AFRICA, Shannon	Leaves N. York	Wednesday, " 15
ASIA, Lott	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.

FOR SAVANNAH and FLORIDA—GREAT REDUCTION in FREIGHT—Measurement Goods 6 cents per foot—Cabin passage $15. The steamship AUGUSTA, Capt. M. S. Woodhull, will leave on THURSDAY, Sept. 9, at 12 m., from Pier No. 4 North River. Bills of Lading signed on board. For freight or passage apply to SAMUEL L. MITCHILL & SON, No. 13 Broadway. Steamers for Florida connect with the above, leaving Savannah every Monday, Wednesday and Friday.

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 subjects of Railroad profits. It is barely possible that our Railroad autocrats 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 least 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 its estimate of facilities for travel (especially the occasional travelers) are governed by precisely the same rules as influence 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. Four of our leading railroads are now in a state of active competition, and carrying passengers at less than cost, each striving to run the other off, or bring it to terms. It is not too much to say that in the aggregate the four roads are losing (of profits, too, mind) $100,000 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 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

(or some others we might name), the practical and 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 any $2, 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 transit. 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 and successfully attained. This improvement must, in the nature of things, be universally used; it is now in general use in 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. You do 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.

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.	
Monday,	Sept. 6, 7 a. m.	Monday,	Sept. 6, 1 p. m.
Tuesday,	Sept. 7, 8 a. m.	Tuesday,	Sept. 7, 2 p. m.
Wednesday,	Sept. 8, 8½ a. m.	Wednesday,	Sept. 8, 3 p. m.
Thursday,	Sept. 9, 8½ a. m.	Thursday,	Sept. 9, 3½ p. m.
Friday,	Sept. 10, 9 a. m.	Friday,	Sept. 10, 4 p. m.
Saturday,	Sept. 11, 9½ 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 for Squan; also, Stages to all parts of the country.

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

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.

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 at 7:30 a. m., City Island at 7:45 a. m. Fare between New-York and Mamaroneck, 50 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.

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 9.
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 29.	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 Ohio."

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. Frazee, in connection with the STONINGTON and PROVIDENCE and BOSTON and PROVIDENCE RAILROADS, leaving New-York daily (Sundays excepted) from Pier No. 2 North River, first wharf above Battery-place, at 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 9:20 a. m. and 5:15 p. m. with the steamer PERRY, Capt. Alen. 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.

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.

REGULAR MAIL LINE for BOSTON, PROVIDENCE and NEWPORT, via STONINGTON.—CHANGE OF HOUR.—On and after MONDAY, Sept. 13, the Steamers of this Line will leave Pier No. 2 North River, first wharf above Battery-place, daily, except Sundays, at 5 o'clock p. m., instead of 6 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, 7:50 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 August 30, 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 Poughkeepsie, 7 a. m. and 3:30 p. m.; for Sing Sing, 10 a. m., 4 and 6:45 p. m.; for Peekskill, 1:30 and 5:30 p. m. The Poughkeepsie, Peekskill and Sing Sing Trains stop at the Way Stations. Passengers taken at Chambers, Canal, Christopher and 31st-sts. Trains for New-York leave Troy at 4:30 and 10:20 a. m. and 4:30 and 8 p. m.; on Sundays, at 10 p. m. A. F. SMITH, Superintendent.

LONG ISLAND RAILROAD—NOTICE.—On and after THURSDAY, Sept. 9, trains will run as follows: Trains going East—Leave South Ferry, Brooklyn, at 10 a. m. for Greenport; leave South Ferry, Brooklyn, at 12 m. for Syosset; leave South Ferry, Brooklyn, at 3½ p. m. for Yaphank; leave South Ferry, Brooklyn, at 4½ p. m. for Syosset; leave South Ferry, Brooklyn, at 5½ p. m. for Hempstead; leave South Ferry, Brooklyn, at 7½ p. m. for Jamaica.

NEW-YORK AND HARLEM RAILROAD COMPANY.—SUMMER ARRANGEMENT.
Commencing MONDAY, May 17, 1858.
Trains leave Depot cor. White and Centre-sts., New-York, at
6:10 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:
12:30 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 Suffern 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, for Scranton; at Hornellsville with the Buffalo and New-York City Railroad, for Buffalo; at Buffalo and 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 10
Between New-York and Buffalo, to	5 00
Between New-York and Niagara Falls, or Suspension Bridge, to	50 00

CHARLES MORAN, President.

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.

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.

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.; R. F. Sass & Co., St. Louis; P. G. O'Reilly & Co., Evansville, Ind.; Dunscomb, 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. 54 Kilby-st., Boston; Leech & Co., No. 1 Astor House, New-York, and No. 1 South William-st., New-York; E. J. Sneeder, Philadelphia; Magaw & 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.; Keokuk, 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 the West.
FROM NEW-YORK TO CINCINNATI IN 36 HOURS.
FROM NEW-YORK TO CHICAGO IN 36 HOURS.
FROM NEW-YORK TO ST. LOUIS IN 46 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.

Legal.

IN CHANCERY of NEW-JERSEY.—In the matter of escheat of lands of JACOB WORTMAN, deceased, situate in the Township of Chester, in the County of Morris, and State of New-Jersey.—Notice is hereby given that by virtue of a writ of escheat, issued out of said Court, directed to Wm. H. Anderson, Sheriff of said county, an inquisition was taken before him at the Court-House at Morristown, in said county, on the tenth day of April, A. D., 1858, pursuant to the act in such case made and provided, whereby, and by the return thereof, signed by the said Sheriff and the Jurors therein mentioned, it appears that the said Jacob Wortman, at the time of his death, was seized of an equal undivided one-third part of the three several tracts of land and premises hereinafter particularly described.
The first lot, situate in the township of Chester, in the County of Morris and State of New-Jersey, beginning at a red oak tree marked for a corner, standing on the east side of Black River, near the seat of the old forge, and runs thence (1) down the said river the several courses thereof, to a maple tree marked for a corner near the Falls; thence (2) south thirty-eight degrees west twenty-six chains to a stone heap; thence (3) north forty-four degrees and thirty minutes east ten chains to a hickory; thence (4) north eighty-four degrees east five chains and eighteen links to a chestnut tree; thence (5) north fifty-seven degrees east ten chains and fourteen links to a hickory tree; thence (6) south thirty-one degrees and fifteen minutes east twenty-three chains and thirty-two links to