WOODWORTH PLANING MACHINE of the very best make and style for sale by A. L. ACKERMAN, No. 13 Platt-st.

Insurance Companies.

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

CAPITAL (all paid in) $600,000 00
SURPLUS on 1st July, 1857 ..... 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.

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CHARLES J. MARTIN, President.
A. F. WILLMARTH, Vice-President.
J. MILTON SMITH, Secretary.

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.

CHARLES MEGAREY,
NOTARY PUBLIC, No. 5 Trinity Building.
REFERENCES: WILSON G. HUNT, esq., No. 30 Park place. MESSRS. GWYNNE & DAY, No. 12 Wall-st.

CANCERS REMOVED and PERMANENTLY CURED, without the use of the Knife, by Dr. E. WHITNEY, No. 169 West 36th-st., New-York.
The remedy is purely vegetable, and excels all others. First, in the rapidity of its operation. Second, in the slight pain and inflammation produced. Third, in the completeness of its cure. Cancers, if cured at all, must be cured quickly. The time occupied in destroying the acherous mass by this remedy, varies from ten to forty-five minutes. After its removal, the healing process is perfected, and a radical cure obtained in from two to six weeks. It produces little or no pain, causes no nervous or constitutional derangement, but, in fact, relieves pain, and is the only safe and perfect remedy known. Warts, tumors, moles, and birth-marks are also removed in a few minutes.

DR. LEVETT'S patent improved atmospheric pressure PLATES for ARTIFICIAL TEETH, superseding the old method. Does not cover the roof of the mouth; is much lighter and firmer, producing comfort unattainable by any other process. Established 1835. M. LEVETT, Inventor and Patentee, No. 12 Waverley-place, near Broadway.

Miscellaneous.

CARRIAGE WHEELS.—The proprietor of a Spoke Factory in the vicinity of New-York City, is desirous of connecting a WHEEL FACTORY with his present business, and will furnish Room, Power and Spokes for that purpose, taking ready-made Wheels in payment. The location is right for doing an extensive trade in Wheels, and to a person qualified to manufacture a superior article, the opening will prove advantageous. Address Box No. 219 Post Office, Newark, N. J.

Ocean Steamers, &c.

ROYAL MAIL STEAMSHIP PERSIA for LIVERPOOL.—The PERSIA, C. H. E. Judkins, commander, will sail from the stream on WEDNESDAY NEXT, the 29th instant. A steamboat will ply between the Company's wharf, at Jersey City, and the Persia from 9 to 10½ o'clock a. m. to convey passengers and baggage to board.
F. CUNARD, No. 4 Bowling Green.

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

From New-York for Southampton, Havre and Bremen.	Bremen for Southampton	Havre and Southampton for New York.
VANDERBILT, 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, $80; and per Ariel—First cabin, $90; second cabin, $50; third cabin, $40.
Certificates issued for passage from Europe.
Specie delivered in London and Paris.
D. TORRANCE, Agent, No. 5 Bowling Green, N. Y.

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 STEAMSHIP COMPANY'S splendid Clyde-built iron screw steamships are intended to sail as follows:

FROM NEW-YORK.
VIGO ..... Saturday ..... Sept. 25
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 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 at the office of the Company.
JOHN G. DALE, No. 12 Broadway, New-York, Agent.
In Antwerp, to J. P. KREMER & Co.
In Liverpool, to WM. INMAN, Tower Buildings.

STEAM to GLASGOW, LIVERPOOL, BELFAST, DUBLIN and LONDONDERRY, without delay, for $30. Return Tickets to either of the above places, good for six months by any steamer of the line, $60.
FROM NEW-YORK.
EDINBURGH, Comming ..SATURDAY, Oct. 30, at 12 noon.
GLASGOW, Cochran ..... — — at 12 noon.
Rates of Passage: Cabin, $75; third class, found with cooked provisions, $30. For freight or passage, apply to
ROBERT CRAIG, No. 17 Broadway.

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 is composed of powerful and fast-sailing screw ships, elegantly offered, and furnished with everything requisite to render the voyage safe and agreeable. The appointments from New-York for Galway will be as follows, until further notice, viz:
PRINCE ALBERT ..... T. J. Waters ..... Thursday, Oct. 14
INDIAN EMPIRE ..... F. Commeny ..... Thursday, Oct. 28
PACIFIC ..... Wm. C. Thompson ..... Thursday, Nov. 11
Persons visiting Ireland reach their destination in three-fourths the time taken by any other route, and all have an opportunity of visiting places and scenery of unrivaled interest in Ireland.
Price of passage, including fees, tickets by the usual railroad routes from Galway to any of the principal cities of Great Britain, at the following reduced rates:
First Class ..... $90 Second Class ..... $50 Third Class $30
Those wishing to bring out their friends can purchase tickets for their passage to third class from Galway or any other cities in Great Britain reasonably by calling at 440 Pearl-st.
A liberal cabin table will be provided, and cooked provisions for third class passengers to and from Galway.
For freight, passage, and for further particulars, apply to
WM. A. SALTE & CO., No. 16 South-st.

FOR SAVANNAH AND FLORIDA.—U. S. MAIL LINE.—The favorite steamship AUGUSTA, Capt. M. S. Woodhull, will leave on THURSDAY, Sept. 23, at 12 m., from Pier No. 4 North River. Cabin passage to Savannah $15. Bills of lading signed only on board. For freight or passage, apply to SAM'L L. MITCHILL & SON, No. 45 Broadway. The rate of freight by these steamers will for the present be increased. For particulars apply as above.

THE STEAMSHIP VIGO, McGuyan, master, advertised to sail on the 28th inst., having been detained by the Postmaster to carry the United States mails, will leave SATURDAY, the 25th, positively at 12 noon. Passage for a few more passengers, who are requested to be on board by 11 o'clock a. m.
JOHN G. DALE, Agent.

FOR SAVANNAH and FLORIDA.—The American Atlantic Screw Steamship Company's new and first-class steamship HUNTSVILLE, Jas. A. Fowlkes, commander, will have pier No. 12, N. R., on SATURDAY, Sept. 25, at 4 o'clock precisely. Passage to Savannah, with improved accommodations, $15. Through tickets to Macon, $21; Montgomery, $22; Atlanta, $23; Columbus, $23; Albany, $24; Mobile, $25; New-Orleans, $30 50. Freight by cargo, per foot and proportionate rates. Insurance one-half per cent. Apply to
H. R. CROMWELL & Co., No. 36 Wall-st.

FOR SAVANNAH.—The new and first-class steamship PARKERSBURG, Capt. Wm. Powell, is now receiving freight at Pier No. 13, N. R., and will leave THURSDAY, Sept. 23, at 10 o'clock a. m., or when full.
Measurement goods, 20 cents per foot; other goods in proportion. Insurance one-half per cent in the best Companies.
H. R. CROMWELL & Co., No. 36 Wall-st.

Steamboats and Railroads.

FOR SHREWSBURY and LONG BRANCH DIRECT—Highlands, Ocean House, Port Washington, Moore's Dock, Hudson's Dock, Middletown, Fair-Haven and Red Bank. For Excursion. The new and fast steamer ALICE PRICE, John Hetch, commander, will run as follows, from Robinson-st., N. R.

LEAVE NEW-YORK, For Refreshment.		LEAVE RED BANK AND FAIR-HAVEN FOR PLEASURE PARTY.	
Sunday,	Sept. 19, 3 p. m.	Monday,	Sept. 20, 6 a. m.
Monday,	Sept. 20, 2 p. m.	Tuesday,	Sept. 21, 12½ p. m.
Wednesday,	Sept. 22, 1 p. m.	Wednesday,	Sept. 22, 1 p. m.
Thursday,	Sept. 23, 7 a. m.	Thursday,	Sept. 23, 2 p. m.

The steamer LEADER connects with this boat for Pleasure Bay, Atlantic Dock, and Branch port, calling at the above places.
[illegible]

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.

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 Freer, Master;

LEAVING CLEVELAND AT 8 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 3.
THURSDAY, September 16.	MONDAY, September 13.
MONDAY, September 27.	THURSDAY, September 23.
THURSDAY, October 7.	MONDAY, October 4.
MONDAY, October 18.	THURSDAY, October 14.
THURSDAY, October 28.	MONDAY, October 25.
MONDAY, November 8.	THURSDAY, November 4.

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

PEOPLE'S LINE between NEW-YORK, CITY ISLAND, WHITESTONE, NEW-ROCHELLE and MAMARONECK.—On and after SATURDAY, Sept. 18, the steamer ISLAND CITY, Capt. James Vradenburgh, will leave Fulton-Market slip at 4 p. m. Returning, leaves Mamaroneck at 7½ a. m.; New-Rochelle, 7¾ a. m.; City Island, 7:15 a. m., and Whitestone at 8:10 a. m.

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), New-Cut, Maribero, 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, Melleville, Ghent, Chatham Four Corners, $1 50; East Chatham, $1 65; Canaan, $1 80; Edwards, $1 90; State Line, $1 95; West Stockbridge, $2; Richmond, $2 05; Hinsdale Village, $2 20; Pittsfield, $2 30; Cheshire, $2 60; 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.

TO NEW-HAVEN.—Fare 50 cents; Berths Free.—By ELM CITY, at 5 p. m. and TRAVELER at 11, from Peck-slip, arriving in time for all morning trains to Hartford. By the GRANITE STATE every TUESDAY, THURSDAY and SATURDAY at 5 p. m. RICH'D PECK, Agent.

FOR BOSTON and PROVIDENCE via NEW-PORT 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.

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 5 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 at 4:15 p. m. with the steamer PERRY, 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. September 13, 1858.

CENTRAL RAILROAD of NEW-JERSEY—Connecting at New-Hampton with the Delaware, Lackawanna and Western Railroad, and at Easton with the Lehigh Valley Railroad.
SUMMER ARRANGEMENT, commencing April 28, 1858.—Leave New-York for Easton and intermediate places from Pier No. 2 North River, at 7½ a. m., 12 m., and 4 p. m.; for Somerville & 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., 2:50 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, Sept. 20, 1858.
Trains leave Depot cor. 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.
12:30 p. m., White Plains train, stopping at all Stations.
2:30 p. m., Williamsbridge train, stopping at all Stations.
4:00 p. m., Dover Plains train, stopping at all Stations above Williamsbridge.
5:00 p. m., White Plains train, stopping at all Stations above Williamsbridge.
5:40 p. m., Williamsbridge 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 south.
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 Dunkirk-st. as follows, viz:
DUNKIRK EXPRESS at 6 a. m., for Dunkirk and Buffalo and 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 Dunkirk with the Pacific, Cataraqui 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 1, 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 freight by the four great lines which connect the Atlantic cities and the West. Having failed in this, and believing it to be impolitic and improper to influence traffic by the lame 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 $8 10
Between New-York and Buffalo, to 8 00
Between New-York and Niagara Falls, or Suspension Bridge, to 10 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, 4:30, (ex.) and 5:30 p. m. For Bridgeport, 7, 8 a. m. (ex.); 12:45, 3:45, 4:30 (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, 4:30, (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, 4:30 (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.), 4:30 p. m. (ex.). For Hartford and Springfield, 8 a. m. (ex.), 4:30 p. m. (ex.). For Connecticut River Railroad to Montreal, 8 a. m. (ex.). For Canal Railroad to Northampton, 4 p. m. (ex.) and 12:15 p. m. For New-Haven and New-London Railroad, 8 a. m. and 4:30 p. m. For Housatonic Railroad, 8 a. m. and 4:30 p. m. For Naugatuck Railroad, 8 a. m. [illegible]
[illegible] SCOTT, 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 9 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 boxes), 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, Earthenware, &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 sacks or barrels forwarded), 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. Meadram, 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. Sheeder, Philadelphia; Magaw & Keens, 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, Gales and Chicago, Ill.; Frankfort, Lexington and Louisville, Ky.; Terra 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 30 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 PURSUANCE of an order of the Surrogate of the County of New-York, notice is hereby given to all persons having claims against CHARLES LAWSON, late of the City of New-York, deceased, to present the same with vouchers thereof, to the subscriber, at the store of MARTIN & LAWSON, No. 364 Broadway, in the City of New-York, on or before the sixteenth day of February next.—Dated New-York, the eleventh day of August, 1858.
HANNAH C. LAWSON,
Administratrix.
au12 lawSwTh

SUPREME COURT—City and County of New-York.—JOSEPH E. JONES, LUCIUS G. PRATT and WILLIAM C. CHRISTY against HERMAN ZIMMERMAN.—Summons for a money demand on contract—(Com. not served).—To HERMAN ZIMMERMAN, Defendant: You are hereby summoned and required to answer the complaint in this action, which was filed in the office of the Clerk of the City and County of New-York, at the City Hall in said city, on the 7th day of August, 1858, and to serve a copy of your answer to the said complaint on the subscribers, at their office, No. 15 Wall street, in the City of New-York, within twenty days after the service of this summons on you, exclusive of the day of such service; and if you fail to answer the said complaint within the time aforesaid, the plaintiffs in this action will take judgment against you for the sum of seven hundred and seventy dollars and twenty three cents, and interest thereon at ten per cent per annum, from the 25th day of November, one thousand eight hundred and fifty-seven, besides the costs of this action.—Dated August 6, 1858. HULL & STOCKER, Plaintiffs' Attorneys,
s9 lawSwTh No. 15 Wall street.

SUPREME COURT of the State of New-York.—EDWARD ALLISON, Plaintiff, against JOHN CAIRNS and WILLIAM CAIRNS, Defendants.—Summons for money demand on contract (Com. not Ser.).—To the Defendants and each of them: You are hereby summoned and required to answer the complaint in this action, which was filed in the office of the Clerk of the City and County of New-York, at the City Hall, in the City of New-York, on the 27th day of September, 1858, and to serve a copy of your answer to the said complaint on the subscribers at their office, No. 15 William street, in the City of New-York, within twenty days after the service of this summons on you, exclusive of the day of such service; and if you fail to answer the said complaint within the time aforesaid, the Plaintiff in this action will take judgment against you for the sum of thirteen thousand six hundred and twenty dollars, with interest from the first day of October, one thousand eight hundred and fifty-five, besides the costs of this action.—Dated September, 1858. RUNKLE & DOUGLAS,
s9 lawSwTh Plaintiff's Attorneys.

SUPREME COURT, Erie County.—ADELGONDE McKENZIE, Executrix of the last will and testament of DONALD McKENZIE, deceased, plaintiff, against WILLIAM MILNOR, Administrator of all and singular the goods, chattels and credits of Robert Milnor, deceased, and Elizabeth D. Milnor his wife, James C. Milnor and Loretta H. his wife, John Gatsen, Hiram Merrill, John C. Strong, Edward Milnor, George A. Milnor, Marcia Rich, Susan Vincent, Hannah Robinson, George U. Berthoud Kinney and Raphael Kinney, infants, and the City of Buffalo, Defendants.—To the DEFENDANTS: You are hereby summoned and required to answer the complaint of this action, which is filed in the office of the Clerk of the County of Erie, at Buffalo, in the said County, and to serve a copy of your answer to the said complaint on the subscriber, at his office in Mayville in the County of Chautauque, within twenty days after the service hereof, exclusive of the day of such service; and if you fail to answer the said complaint within the time aforesaid, the plaintiff will apply to the Court for the relief demanded in the complaint.—Dated July 3, 1858.
T. A. O'BORNE, Mayville, N. Y.
s16 lawSwTh Plaintiff's Attorney.

SUPREME COURT—County of Cattaraugus.—ABEL B. CRAM, v. TARBELL ELLIOTT and Harriet A. his wife; Wm. F. Cram, Mary W. his wife; Jeremiah Kelsey, William W. Foster, Daniel Batchelder, Daniel Batchelder, jr., Ebenezer Batchelder, Joseph Sawyer, Lewis Simons, Ralph Johnson, William H. Spencer, Darius P. Beasley, and John C. Pillsbury.—(Summons for relief.)—To the above named DEFENDANTS: You are hereby summoned to answer the complaint of ABEL B. CRAM, plaintiff, a copy of which was filed in the office of the Clerk of Cattaraugus County on the 8th day of August, 1858, and to serve a copy of your answer on the subscribers, at Ellicottville, Cattaraugus County, New-York, within twenty days after the service of this summons, exclusive of the day of service, or the plaintiff will apply to the Court for the relief demanded in the complaint.
RICE & JONES, Plaintiff's Attorneys.

THE GREAT WONDER OF THE NINETEENTH CENTURY.
PROFESSOR WOOD'S
HAIR RESTORATIVE.
Says the St. Louis (Mo.) Democrat: Below we publish a letter to Dr. Wood of this city from a gentleman in Maine, who speaks slowly of the superior merits of his Hair Tonic. Such evidence must have its effect, when coming from a reliable source. If certificates are guarantee of truth, the Doctor needs no encomiums for useless puffery from the Press.
BATH, Maine, Jan. 20, 1858.
Prof. O. J. Wood & Co.—Gentlemen: Having my attention called a few months since to the highly beneficial effects of your Hair Restorative, I was induced to make an application of it upon my own hair, which had become quite gray, probably one third white; my whiskers were of the same character. Since three months since I procured a bottle of your Hair Restorative, and used it. I soon found it was proving what I had wished. I used it about twice a week. I have since procured another bottle, of which I have used none. I can now certify to the world that the gray or white hair has totally disappeared, both on my head and face, and my hair has assumed its natural color, and I believe more soft and silky than it has been before for twenty-five years. I am now sixty years old; my good wife, at the age of fifty-five, has used it with the same effect.
The above notice I deem due to you for your valuable discovery. I am assured that wherever will signify one it, as per direction, will not have occasion to contradict my statements. I am a citizen of this city, and a resident here for the last fifteen years, and am known to nearly every one living and in the surrounding towns. Any use you may make of the above, with my name attached, is at your service, and I wish to preserve the benefits of nature in others as well as myself. I am truly yours,
A. C. RAYMOND.

WOOD'S HAIR RESTORATIVE.
BALTIMORE, Jan. 28, 1858.
Prof. Wood—Dear Sir: Having had the pleasure to be one the best positions, my hair from the effects of your Hair in New-Orleans in 1854, I was induced to make a trial of your preparation, and feel bound to answer as the very thing needed. My hair is now thick and glossy, and no wonder can express my obligations to you in giving to the afflicted such a treasure.
FINLEY JOHNSON.
The undersigned, the Rev. J. K. Bragg, is a minister in regular standing, and pastor of the Methodist Church at Brookfield, Mass. He is a gentleman of great influence, and universally beloved.
WM. DYER.
BROOKFIELD, Mass., Jan. 16, 1858.
Prof. Wood—Dear Sir: Having made a trial of your Hair Restorative, it gives me pleasure to say that I believe it has been an excellent in removing inflammation, dandruff, and a constant tendency to itching with which I have been troubled from my childhood; and has also restored my hair, which was becoming gray, to its original color. I have used no other article with it, but like the same pleasure and profit. Yours truly,
J. K. BRAGG.
The RESTORATIVE is put up in bottles of three sizes, viz. large, medium and small, the small holding half a pint, and retails for $1 per bottle; the medium holds a pint and a half, and is in proportion than the small, and retails for $2 per bottle; the large holds a quart, 40 per cent more in proportion, and retails for $3 per bottle.
O. J. WOOD & Co., Proprietors, No. 312 Broadway, New-York, sin the great N. Y. Wire Railing Establishment, and No. 114 Market-st., St. Louis, Mo.; and sold by all good Druggists and Fancy Goods Dealers.

AN OLD POSTMASTER ARRESTED FOR PURLOINING MONEY LETTERS.—We are pained to learn that Robert Fulton, a hitherto respected citizen of Chili, in this county, and for many years the