FOR SAVANNAH AND FLORIDA.—U. S. MAIL LINE.—The favorite steamship FLORIDA, Capt. J. Crowell, will leave on SATURDAY, November 20, at 3 o'clock p. m., from Pier No. 4 North River. Cabin passage to Savannah, $15. Through tickets given to Montgomery, Columbus, Atlanta, Albany and Macon. Bills of lading signed only on board. For freight or passage, apply to SAM'L L. MITCHILL & SON, No. 13 Broadway.

Steamboats and Railroads.

TO BOSTON TRAVELERS—COMFORT and SAFETY.—The public are informed that the Old Colony and Fall River Railroad Company have attached to the passenger cars of their road CREAMER'S PATENT BRAKE OPERATOR. This invention (already in use on many of the best managed roads of this country) promotes a degree of security to life and property impossible without it. Railroad Managers who desire to avail themselves of every improvement for the safety of life, are requested to examine this. Every day's observation proves most conclusively that the application of the brakes by hand, while it is as good as can be for ordinary purposes, is of no value in the presence of danger. This Company will furnish these Machines for all the cars of any road, and warrant them to answer the purpose, or no sale.
U. S. R. R. CAR BRAKE CO.
W. C. CREAMER, Secretary, No 31 Pine st., N. Y.

FOR BOSTON and PROVIDENCE via NEWPORT and FALL RIVER.—The splendid and superior steamer BAY STATE, Capt. Jewett, leaves New-York every TUESDAY, THURSDAY and SATURDAY at 4 o'clock p. m., and the EMPIRE STATE, Capt. Brayton, on MONDAY, WEDNESDAY and FRIDAY, at 4 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 and PROVIDENCE.—Inland Route—the shortest and most direct, carrying the Eastern Mail.
The steamers PLYMOUTH ROCK, Capt. Joel Stone, and C. VANDERBILT, Capt. W. H. Fraser, 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 4 o'clock p. m., and Stonington at 8:30 p. m., or on the arrival of the Mail Train which leaves Boston at 5:15 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 for Providence.
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. November 1, 1858.

PEOPLE'S LINE between NEW-YORK, CITY ISLAND, WHITESTONE, NEW-ROCHELLE, and MAMARONECK.—On and after MONDAY, October 25, the steamer ISLAND CITY, Capt. James Vradenburgh, will leave Fulton Market slip at 3 p. m. Returning, leaves Mamaroneck at 7½ a. m.; New-Rochelle, 8 a. m.; City Island, 8½ a. m., and Whitestone at 8:40 a. m.

TO NEW-HAVEN.—Fare $1; Berths Free.—By ELM CITY, at 3 p. m. On and after Nov. 8, the CHAMPION will leave on TUESDAY, THURSDAY and SATURDAY, at 11 p. m., from Peck-slip. To Hartford by the GRANITE STATE, every TUESDAY, THURSDAY and SATURDAY, at 4 p. m. RICH'D PECK, Agent.

CENTRAL RAILROAD of NEW-JERSEY—Connecting at New-Hampton with the Delaware, Lackawanna and Western Railroad, and at Easton with the Lehigh Valley Railroad.
FALL ARRANGEMENT, commencing October 1, 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 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 5:30 p. m. The cars leave Flushing, L. I., at 6:45, 8 and 10 a. m., and 1, 4 and 5:30 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 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 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.

NEW-YORK AND HARLEM RAILROAD COMPANY.—WINTER ARRANGEMENT.
On and after MONDAY, Nov. 8, 1858, Trains will leave 26th-st., New-York, as follows:
8:20 a. m. For White Plains.
9:30 a. m. For Williamsbridge.
10:00 a. m. Mail train for Albany.
11:30 a. m. For White Plains.
2:30 p. m. For Williamsbridge.
3:00 p. m. For Millerton.
4:00 p. m. For Croton Falls.
5:00 p. m. For White Plains.
6:15 p. m. For White Plains from White and Centre-sts.
8:30 p. m. For Williamsbridge.
RETURNING—Will leave
6:00 a. m. White Plains.
6:40 a. m. Williamsbridge.
7:00 a. m. Croton Falls.
7:00 a. m. Millerton.
7:20 a. m. White Plains.
8:15 a. m. Mail train from Albany.
10:30 a. m. Williamsbridge.
12:30 p. m. White Plains.
3:00 p. m. White Plains.
5:00 p. m. Williamsbridge.
WM. J. CAMPBELL, Superintendent.

NEW-YORK and NEW-HAVEN RAILROAD. 1858. WINTER ARRANGEMENT. 1858.
Commencing November 1, 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, 2:45, (ex.) 3:45 and 4:30 p. m. For Bridgeport, 7, 8, a. m. (ex.); 12:45, 2:45, (ex.) 3:45 and 4:30 p. m. For Milford, Stratford, Fairfield, Southport and Westport, 7 a. m.; 12:45, 3:45 and 4:30 p. m. For Norwalk, 7 a. m.; 12:45, 2:45, (ex.) 3:45, 4:30, 5:30 p. m. For Darien and Greenwich, 7 a. m.; 12:45, 3:45, 4:30, 5:30 p. m. For Stamford, 7, 8 a. m. (ex.); 12:45, 2:45, (ex.), 3:45, 4:30, 5:30 p. m. For Port Chester and intermediate stations, 7 a. m.; 12:45, 3:45, 4:30, 5:30, 6:30 p. m.
CONNECTING TRAINS.
For Boston, 8 a. m. (ex.); 2:45 p. m. (ex.). For Hartford and Springfield, 8 a. m. (ex.); 2:45 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 2:45 p. m. For Housatonic Railroad, 8 a. m. For Naugatuck Railroad, 8 a. m.; 2:45, p. m. For Danbury and Norwalk Railroad, 7 a. m.; 3:45, 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 8 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. ..... 90 cents ℔ 100 lb.
SECOND CLASS.—Domestic Sheeting, Shirting and Ticking (in original bales), Drugs (in casks), Leather (in rolls and boxes), Wool and Sheep Pelts, Eastward, &c. ..... 75 cents ℔ 100 lb.
THIRD CLASS.—Anvils, Hard ware, Steel, Chains (in casks), Hemp, Bacon and Pork, salted (loose or in sacks), Tobacco manufd, except Cigars or Cut, &c. ..... 65 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. ..... 50 cents ℔ 100 lb.
FLOUR— ℔ bbl. until further notice.
GRAIN— ℔ 100 lb until further notice.
COTTON— ℔ bale, not exceeding 500 lb weight, until further notice.
In shipping goods from any port east of Philadelphia, be particular to mark the package "Via Pennsylvania Railroad." All Goods consigned to the Agents of this Road at Philadelphia or Pittsburgh will be forwarded without detention.
FREIGHT AGENTS.—Harris, Wormley & Co., Memphis, Tenn.; R. F. Sass & Co., St. Louis; P. G. O'Reilly & Co., Evansville, Ind.; Dumesnill, Bell & Co., and Carter & Jewett, Louisville, Ky.; B. C. Meldrum, Madison, Ind.; H. W. Brown & Co., and Irwin & Co., Cincinnati; N. W. Graham & Co., Zanesville, Ohio; Leech & Co., No. 84 Kilby-st., Boston; Leech & Co., No. 1 Astor House, New-York, and No. 1 South William-st., New-York; E. J. Sneeder, Philadelphia; Magraw & Koons, Baltimore; D. A. Stewart, Pittsburgh.
H. H. HOUSTON, General Freight Agent, Philadelphia.
T. A. SCOTT, Superintendent, Altoona, Pa.

PENNSYLVANIA RAILROAD. THE GREAT CENTRAL ROUTE.
The Pennsylvania Railroad connects at Pittsburgh with railroads to and from St. Louis, Mo.; Alton, Galena and Chicago, Ill.; Frankfort, Lexington and Louisville, Ky.; Terre Haute, Madison, Lafayette and Indianapolis, Ind.; Cincinnati, Dayton, Springfield, Bellefontaine, Sandusky, Toledo, Cleveland, Columbus, Zanesville, Massillon and Wooster, Ohio; also with the steam packet boats from and to New-Orleans, St. Louis, Louisville and Cincinnati.
Through tickets for the East can be had at any of the above mentioned places in the West.
BAGGAGE CHECKED THROUGH.
Passengers will find this as short and expeditious as any other route.
FARE AS LOW AS BY ANY OTHER ROADS.
See handbills, framed, 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,
J. L. ELLIOTT, Agent.
For Emigrant Tickets apply at No. 8 Battery-place.
November 1, 1858.

Water Cure.

WATER CURE.—Dr. E. J. LOWENTHAL'S Water Cure and Gymnasium, at No. 110 Bleecker-st., is now open for the reception of patients and boarders. Hydriatic and gymnastic treatment may be taken in the establishment without board. Out-door practice attended to. For boarders, who are not patients, a separate dinner is kept at 6 o'clock p. m.

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 THOMSON PRICE, late of the City of New-York, deceased, to present the same, with vouchers thereof, to the subscribers, at the office of GEORGE J. PRICE, No. 184 East Broadway, in the City of New-York, on or before the twenty-third day of April next.—Dated New-York, the 20th day of October, 1858.
GEORGE J. PRICE, ELLIS L. PRICE, } Executors.
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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 law6mTh

NOTICE of APPLICATION for the discharge of an insolvent from his debts, pursuant to the provisions of the third article of the first title of the fifth chapter of the second part of the Revised Statutes—EDWARD E. BOWEN of the City of Brooklyn, County of Kings and State of New-York, insolvent. Notice first published November 17, 1858. Creditors to appear before the Hon. E. D. CULVER, City Judge of the City Court of Brooklyn, at his chamber, No. 355 Fulton-street, in said City of Brooklyn, on the 1st day of February, 1859, at 9 o'clock in the forenoon, and show cause, if any they have, why an assignment of the said insolvent's estate should not be made and he be discharged from his debts, pursuant to the provisions of the statute aforesaid.
PARSONS, RIGGS & RIGGS, Attorneys, No. 10 Wall-st., New-York.
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NOTICE of APPLICATION, for the discharge of an insolvent from his debts, pursuant to the provisions of the third article of the first title of the fifth chapter of the second part of the Revised Statutes, HENRY G. ELY of the City of Brooklyn, County of Kings, and State of New-York—Insolvent. Notice first published November, 1858. Creditors to appear before the Hon. E. D. CULVER, City Judge of the City Court of Brooklyn, at his Chambers, No. 355 Fulton-street, in said City of Brooklyn, on the 1st day of February, 1859, at 9 o'clock in the forenoon, and show cause, if any they have, why an assignment of the said insolvent's estate should not be made, and he be discharged from his debts pursuant to the provisions of the statute aforesaid. PARSONS, RIGGS & RIGGS, Attorneys, No. 10 Wall-st., N. Y.
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N. Y. SUPREME COURT.—City and County of New-York.—John Harpel and Elizabeth Harpel his wife against William Moore and Mary Moore his wife, Carman Hendrickson and Eliza Ann Hendrickson his wife, George M. Harpel and Maria Harpel his wife, Josephine Williamson, widow of James Williamson Samuel Rowe and Sarah Rowe his wife, William Harpel, Charles Harpel and Eliza Harpel his wife, Elizabeth Harpel, Joseph Delazene and Mary B. Delazene his wife, George L. Zerfass, Elsie Augusta Zerfass, John Zerfass, Gertrude Zerfass, James Zerfass, William Zerfass and William I. Black, defendants—Summons.—To the defendants, SAMUEL ROWE and SARAH ROWE his wife, CHARLES HARPEL and ELIZA HARPEL his wife, and each of them: You are hereby summoned and required to answer the complaint in this action, which will be filed in the office of the Clerk of the City and County of New-York, at the City Hall, New-York City, 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 apply to the Court for the relief demanded in the complaint.—Dated November 6th, 1858.
EASTON & BERRIEN, Plaintiffs' Attorneys.
The complaint in this action was filed in the office of the Clerk of the City and County of New-York, on the ninth day of November, 1858.
EASTON & BERRIEN, Plaintiffs' Attorneys.
N11 law6wTh

SUPREME COURT—City and County of New-York.—MARIA S. CORNELL against PETER B. AMORY, John W. McGuire and Mary T. his wife, Benjamin D. Evans, Susan R. his wife, Martin Cook, Erastus Brainerd, Erastus Brainerd, junior, Robert G. Pike, Mary M. Brainerd, Joseph Stancliffe, Michael Kelly, Reuben Ross, junior, John McBarron, Abraham Demarest, Charles W. Moores, Joseph W. Little, Stephen Higgins, Henry S. Howland, Uzal Cory, Nicholas G. Geraty, Simon C. Decker, John F. Cunningham, Albert Ayres, Jeremiah Sullivan, Francis O. Hare, William Knight, Theron Dejoy, William Dimond, David Henry, Charles Burrall, John A. Stewart, Receiver of the Bowery Bank of the City of New-York; David Murray, Thomas Flannegan, Andrew McGowan, The Hudson River Railroad Company, Alfred Carson, Peter Van Antwerp, Thomas D. James and Thomas Lyons, Katharine Thompson and Josiah W. Thompson.—To the defendants above named, 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 8th day of November, 1858, and to serve a copy of your answer to the said complaint on the subscribers, at their office, No. 8 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 plaintiff in this action will apply to the Court for the relief demanded in the said complaint.—Dated New-York, November 8, 1858.
THERASSON & BRYAN, Attorneys for Plaintiff.
n11 law6wTh

THE ONLY ARTICLE UNRIVALED IN MARKET, WITH IMMENSE HOME AND EUROPEAN DEMAND.
The reason why, is that by Nature's own process it restores natural color and permanently after the hair becomes gray; supplies the natural fluids, and thus makes it grow on bald heads, removes all dandruff, itching, and heat from the scalp, quiets and tones up the nerves, and thus cures all nervous headache, and may be relied upon to cure all diseases of the scalp and hair; it will stop and keep it from falling off; *makes it soft, glossy, healthy and beautiful*, and if used by the young two or three times a week, it will never fail to become gray; then, reader, read the following and judge for yourselves:
NEW-YORK, Jan. 8, 1858.
MESSRS. O. J. WOOD & Co.
GENTLEMEN: Having heard a good deal about Professor Wood's Hair Restorative, and my hair being quite gray, I made up my mind to lay aside the prejudices which I, in common with a great many persons, had against all manner of patent medicines, and a short time ago I commenced using your article, to test it for myself.
The result has been so very satisfactory that I am very glad I did so, and in justice to you, as well as for the encouragement of others who may be as gray as I was, but who having my prejudice without my reasons for setting it aside, are unwilling to give your Restorative a trial till they have further proof, and the best proof being occular demonstration, I write you this letter, which you may show to any such, and also direct them to me for further proof, who am in and out of N. Y. Wire Railing Establishment every day.
My hair is now its natural color, and much improved in appearance every way, being glossier and thicker, and much more healthy looking. I am, yours respectfully,
HENRY JENKINS, cor. Columbia and Carroll-sts., Brooklyn.
LIVINGSTON, Ala., Feb. 14, 1854.
PROF. WOOD.—*Dear Sir:* Your Hair Restorative has done much good in this part of the country. My hair has been slightly diminishing for years, caused, I suppose, from a slight burn when I was quite an infant. I have been using your Hair Restorative for six weeks, and I find that I have a fine head of hair now growing, after having used all other remedies known, to no effect. I think it the most valuable remedy now extant, and advise all who are afflicted that way to use your remedy.
Yours, respectfully, D. R. THOMAS, M. D.
You can publish this if you think proper. Yours, &c.,
S. W. MIDDLETON.
PHILADELPHIA, Sept. 9, 1857.
PROF. WOOD.—*Dear Sir:* Your Hair Restorative is proving itself beneficial to me. The front, and also the back part of my head almost lost its covering—was in fact BALD. I have used but two half-pint bottles of your Restorative, and now the top of my head is well studded with a promising crop of young hair, and the front is also receiving its benefit. I have tried other preparations without any benefit whatever. I think from my own personal recommendation, I can induce many others to try it.
Yours, respectfully, D. R. THOMAS, M. D.
No. 461 Vine-st.
The restorative is put up in bottles of three sizes, viz.: Large, medium and small; the small holds half a pint, and retails for $1 per bottle; the medium holds at least twenty per cent more in proportion than the small, retails for $2 per bottle; the large holds a quart, 40 per cent more in proportion, and retails for $3 a bottle.
O. J. WOOD & Co., Proprietors, No. 312 Broadway, New-York (in 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.

A CURIOSITY.—The "Mysteries of Paris" has just appeared at Wilna in the Hebrew translation.

THE CATAWBA VINTAGE OF 1858.—The yield of vineyards in Hamilton County, Ohio, for 1858 is 14,000 gallons; Brown County, 17,010, and Clermont, 2,500—a total of 33,500 gallons in three counties. Mr. Fournier, the Director of Longworth's wine house, states that the wine of 1858 is of superior quality, being as good as the celebrated vintage of 1853, and the yield is considerably greater than that of 1857. The price per gallon ranges from $1 to $1 20, the latter being the current quotation. The entire crop is valued at $1,000. Mr. F. has purchased 25,000 gallons of the new wine. The vintage of Hermann, Missouri, this year, has been an average one, in spite of the poor prospects of the early part of the season. The German paper at Hermann states that the quantity of wine produced will reach 55,000 gallons, which is highly satisfactory in view of the fact that last year's yield was enormous, and that vines seldom yield two consecutive heavy crops. [Exchange.

SYRACUSE SALT.—Notwithstanding the general depression, the quantity of salt inspected at Syracuse exceeds the amount inspected during any preceding year by about 200,000 bushels. The aggregate for the season will be nearly 7,000,000 bushels, or 1,400,000 barrels, valued at $1,000,000. About one-half the quantity of salt manufactured in the United States is produced there.

New-York Daily Tribune

CALIFORNIA.

END OF THE FRASER RIVER HUMBUG—GENERAL DESTITUTION AND MISERY.

From an Occasional Correspondent.

SAN FRANCISCO, Cal., Oct. 16, 1858.

Viewing the recent influx of laborers into this State, in consequence of the exaggerated reports of very rich gold discoveries in the British possessions, as an evil fraught with the most serious consequences, not only to the interests of the great mass of the people already here, but to those who may arrive here in future, I wish to apprise the people in the Atlantic States of things as they are here. The last steamer from New-York brought 1,600 passengers, and the preceding one upward of 1,100, a majority of whom are victims of the Fraser River excitement. Fraser River is now regarded by all as a failure; at least the extravagant reports relative to the richness of the mines there are now universally regarded as a veritable humbug.

The new comers ask themselves where they shall go? what they shall do? and by what means they shall be enabled to keep body and soul together?—questions of the most serious import, which have already suggested themselves to the minds of nineteen-twentieths of those who have arrived here. Employment is not to be found. Many are without funds, while those who have a few dollars reflect that a few weeks at farthest, without employment, in a place where living costs them from $7 to $8 per week, will soon consume the contents of very generous purses.

Day after day I am met by many with applications for employment: some begging in the most piteous strains to be permitted to labor for their living. Conscious of my inability to render them any assistance, I return them my sympathies in kind words, and bid them hope and strive for the best, while a fervent invocation of wrath upon the heads of the sordid and unprincipled authors of their misfortunes bursts involuntarily from the recesses of my heart. False and exaggerated statements respecting the richness of the Fraser River mines were published in the early part of the excitement, the origin of which has been traced to employees of the Hudson's Bay Company, of which the charter is about to expire, the Home Government having refused to grant a re-lease of that territory. The Company have for many years been the only bankers of the immense amounts of gold deposited in their vaults by their trappers and the Indians who have been in their employ. These facts go to show that the excitement was not the result of a sudden and unexpected discovery of very rich diggings on Fraser River, but was a well digested and deeply-laid scheme by the Hudson's Bay Company, in which the California Steam Navigation Company have participated, having resorted to various devices, in order to reap the reward resulting from their carrying capacity.

Their steamer, lying a mile or two out from the shore, would leave Victoria under cover of the night, without previously notifying the public of her contemplated departure, thereby preventing the return of many who wished to return; and would render a false return in their passenger list down. On arriving at San Francisco at night, previous to the departure of the other steamer for Victoria, they have refused to land their passengers until the following morning, in order that the upward bound boat might leave San Francisco with her passengers before the unfavorable reports brought down should deter many from pursuing the golden phantom.

These and numerous other facts which have been revealed, raise a very strong presumption that the H. B. Co., aided and abetted by the California S. N. Co., are the authors of this most egregious and villainous humbug upon the public. About 25,000 persons have left the State from the port of San Francisco for the British Possessions. The average passage-money per head is $40. Thus about $1,000,000, independent of freight, which will undoubtedly cover the expenses of running the steamers, is thrown into the coffers of the Steamship Company. While from the sale of lands, merchandise and produce, licenses for business, etc., the H. B. Co. have undoubtedly pocketed from $1,500,000 to $2,000,000, independent of several millions which have been thrown into the hands of a horde of outside speculators, who have taken advantage of circumstances there during the rush. This immense sum has been taken from the circulation of this State in the brief period of four or five months. But the evil does not end with the return of those deluded men who have lost their all in wild and reckless adventure. California will again be flooded with tens of thousands of adventurers from all parts of the world, of those classes who rely upon their labor and skill alone for advancement. These will find that they have brought their wares to a very poor market—a market already overstocked with more than sufficient to meet the demand, save in the business of mining, the uncertainty of which, together with the expenses and labor attendant thereon, will deter thousands from engaging in that pursuit. These will be driven to seek shelter in the several larger towns, to steal, to starve, or to suffer misfortunes in a thousand ways. For capitalists and those who have means, and a personal capacity to invest in mercantile, and a few other pursuits, there is a good outlook. But for the mechanic and the laborer there is only misfortune.

The people in the Atlantic States are deceived by our public journals in regard to the condition of affairs in California. Every big strike, together with many little ones, which are exaggerated into enormous bulk, is trumpeted far and wide by the public press; while the money, and labor, and blood, and toil that are sacrificed in the innumerable failures and misfortunes are studiously withheld from their columns. An enormous pumpkin, a monstrous apple, and a mammoth strawberry are lauded to the skies, while the multitudes of lilliputian and insipid growth; receive not a passing notice. When some of our public journals, in defense of their interests, or reputation, have exposed deformities and misfortunes, they are set upon by a whole bevy of their fraternity in such a manner as to effectually silence them. Thus has it become a very hazardous experiment for a public journal to promulgate through its columns anything derogatory to the character of this Eden of the world, as some of our journals have characterized it. Notwithstanding the studied efforts of the public press, which are almost wholly controlled by influences subservient to the interests of the capitalist, to impress the people of the Atlantic States with the flattering advantages of emigrating to California, it is patent to every laboring man and mechanic now here, that all the channels of labor are glutted to overflowing, and that they present the most unfavorable prospect for those who come here depending upon their hands for subsistence.

As an evidence of the truth of these things, I refer to the very alarming increase of suicide and insanity. These have hitherto prevailed to a far greater extent in proportion to population, than in the history of any other nation on earth; and recent reports of numerous cases of insanity, indicate a very alarming increase in that most terrible malady. It has already become necessary to erect a second Prison; and the necessity of erecting another Insane Asylum is already discussed. To such an extent does this malady prevail, that it has become a theme for the special consideration of the public press, from which we learn that the attention of the Medical Faculty is now directed to an investigation into its causes; which may be summed up as follows: Disappointed hope' Destitution and exposure' Misfortunes in a thousand ways' The laborious researches of our learned Solons of the Medical Faculty are not necessary in order to arrive at the causes of these results. A knowledge of the facts which stare us in the face on every hand, at once solves the mystery, notwithstanding the marvelously wise endeavors of the press to disguise the real causes of this calamity. Like causes produce like effects. The rational and candid observer sees the causal connection. However diverse the interests, the principles, or the character of the press of California, upon the all-absorbing theme of the immigration of labor it is a unit. Immigration is the cry of the shipper, the merchant, and the speculator, whose mouth-pieces are the journals, and most religiously do they fulfill their duty. The following illustrates the singleness of purpose with which they labor, though they seemingly employ different methods to obtain their one great aim. During the prevalence of the Fraser River excitement, an evening paper published the most extravagant reports from its correspondent in the Fraser country, for which it was taken to task, soundly berated by a morning cotemporary, and admonished against its suicidal conduct in aiding and abetting a ruinous exodus of our laboring population from the State. In reply, the evening paper justifies its course by denouncing the short-sighted policy of its antagonist, and predicts a large acquisition to our population as the result. Thus do they seek to flood the country with a rapid immigration of the laboring masses, reckless of consequences, and with an utter disregard for not only the interests of those already here, but criminally alluring thousands from comfortable and easy circumstances at home, to certain misfortune and death.

The brilliant squibs and glowing eulogies, which our literary Faculty know how to write, inspire the mind of the distant reader with the most inflated notions of prosperity and happiness, and with the most pleasing and extravagant anticipations he arrives on our shores.

But lo! how changed the scene when he awakes to the realities of practical life; he is led to exclaim, in the language of the dreaming soldier (by Campbell,

"And the voice in my dreaming ear melted away."

I am well aware of the responsibility that I incur in giving publicity to this letter. Some of my friends, and some of our journals, may chide me for my temerity in thus exposing the deformities which they have labored so long and so hard to conceal.

The want, and misery, and misfortune, with which I am daily brought in contact, prompt me to this effort to stay in some measure a further immigration of my friends and people from home. All those who can earn a comfortable livelihood in the Atlantic States, are very imprudent to migrate to California in search of employment. Those who desire to visit this country with a view to ascertain the facts by personal observation, relative to the prospects of the laboring man, will act wisely if they provide themselves with funds previous to leaving home, sufficient to enable them to return—else they may drag out a precarious subsistence for months, or years, ere they succeed in hoarding enough from honest toil to pay for a steerage passage back to their homes.

Since writing the above, the mail steamer from New-York has arrived, with about 1,400 passengers, thus contributing to swell the ranks of destitution and suffering, the aggregate of which it is impossible to compute.

ENTERTAINING FROM KANSAS.

PIKE'S PEAK GOLD—HEROICS.

Correspondence Philadelphia Evening Bulletin.

LAWRENCE, Kansas, Oct. 26, 1858.

The news from the gold regions in the vicinity of Pike's Peak is very encouraging; miners are making from $10 to $30 a day in procuring the precious ore; the yield is profitable and the supply inexhaustible. Gold is said to exist in all of the streams. There is room for fifty thousand gold hunters in Western Kansas.

The emigration to Pike's Peak will commence early in the Spring, starting as soon as the grass is up to feed the stock on the plains, and continue until thousands shall have removed thither.

The emigration from Eastern Kansas and Missouri alone will be very large, while parties will move from Iowa and Nebraska, making it tremendous.

Those persons in the Eastern States who design emigrating to this new Eldorado of Kansas had better start early, making their way into the Territory by steam via St. Louis or Hannibal, Mo. Here their outfit can be procured, and at a little expense, say $150 to a man, including provisions for six months. They can, after three or four weeks' travel, reach their destination, and commence at once digging gold and making their fortunes.

The cost of transporting one's self and effects to these gold regions will be but a trifle compared with that of going to California. Here there is no necessity of hiring mules to transport bag and baggage over the mountain ridges; no guides to point out the way, but a plain traveled road, with plenty of buffalo and other game by the wayside, furnishing the adventurer with plenty of fresh meat without money and without price.

In fact, the trip to Pike's Peak is but one of pleasure, and when once in the mines or sand, where the gold is found, each one can commence digging on his own hook, requiring but very little capital to furnish the necessary implements, viz., a shovel and pan, costing less than $5, and with these simple contrivances, together with industry, he can speedily "make his pile."

The most of the land in the vicinity of the gold regions is the property of the Federal Government, which has not yet been opened for preemption, consequently each one can settle upon the land with no one having authority to order him off, make a farm, selling his produce to the gold-hunters if he desires. The facilities for farming cannot be better than they are at Pike's Peak—a rich soil, salubrious atmosphere, and, in fact, everything necessary for farming purposes.

Situated on the most direct route to the Pacific, there is but little doubt but that portion of our Territory in the vicinity of Pike's Peak will become of great importance, both in population and wealth, within a very short time, rendering very material aid in the construction of the great San Francisco Railroad, connecting the Atlantic States with those on the Pacific.

No one need apprehend, in going to Pike's Peak, any serious difficulty with the Indians; for there are but few red men in that whole section of country, and that these are inclined to steal no one will doubt, but fighting with the pale faces is altogether out of the question. War parties of the wild Indians may occasionally visit that region; but the thousands of white men engaged in digging gold will certainly deter any demonstration otherwise than those of a peaceable nature.

American youths desirous of going to Pike's Peak can go without the fear of Indians or bears. The most formidable animals they will meet will be the buffaloes, which are disposed to run at the approach of man, and the hunting of which is said to afford the most exciting sport.

The gubernatorial chair of Kansas is still vacant. The name of the successor of Gov. Denver has not yet been received, if announced at the White House in Washington. The friends of Col. Andrew J. Isaacs are making a desperate push to secure for him that position. They are working hard, trying to prevail upon Mr. Buchanan to appoint him to the office, with very flattering hopes of success, so the most ardent of them assure us. Col. Isaacs, they say, is identified with the history of Kansas, and largely interested in Kansas real estate. "He is an actual bona fide resident of the Territory." "This is his home." "He is a perfect gentleman, and should be Governor." "Mr. Buchanan, we don't want you to send us as an executive officer some man from Texas or South Carolina that we know nothing about, and one that knows nothing about us; but appoint the one one of our choice." And so they work. Probably, if Mr. Buchanan does not want the office to reward some Lecompton[illegible] who has recently received his condemnation from the people, he may consent to appoint Col. Isaacs to the executive office of Kansas.

I design to give your readers an account of the present occupation of the Kansas celebrities who have become somewhat famous in our difficulties for the last four years. Among the Free-State men are:

Charles Robinson, resides upon a claim adjoining this city, is engaged practicing medicine and in real estate and railroad operations; James H. Lane resides in this city and is practicing law; Wm. Y. Roberts, a citizen of Wyandot, member elect of Territorial Legislature, real estate agent and politician; Sam'l C. Pomeroy, Mayor of Atchison and President of Atchison and St. Joseph Railroad Company, very effective in building up towns; James Montgomery is upon his farm, engaged in a farmer's avocation, in Southern Kansas; Henry J. Adams, a banker and real estate agent in the City of Leavenworth; James Blood, merchant in this city; Marcus J. Parrott, member of Congress; Martin F. Conway, practicing law in Lawrence; J. P. Root, practicing physician in