Paints, Oils, Glass, &c.

COBURN'S EXTRA OIL—Very superior for Machinery and Burning—none more desirable. 4 Barrels for 40 dollars. JOHN W. QUINCY & Co., No. 2 William-st.

REFINED COAL OIL, in barrels, for SALE by the manufacturers, A. & G. BULKLEY, No. 420 Water-st.

Ocean Steamers, &c.

THE NORTH-GERMAN LLOYDS' STEAMSHIP NEW-YORK, H. J. von SANTEN, Commander. CARRYING THE U. S. MAIL, will sail positively SATURDAY, Feb. 19, at 12 m., FOR BREMEN VIA SOUTHAMPTON, taking passengers for LONDON, HAVRE, SOUTHAMPTON and BREMEN, at the following rates: FIRST CABIN, $100; SECOND CABIN, $55; STEERAGE, $35. For Freight and Passage apply to GELPCKE, KEUTGEN & REICHELT, No. 84 Broadway.

THE NEW LINE for SAN FRANCISCO, Cal.—The Steamship NORTHERN LIGHT, Captain Tinklepaugh, will leave New-York, from pier No. 3, North River, on THURSDAY, March 10, at 2 o'clock p. m., connecting, via Panama Railroad, with the steamship UNCLE SAM on the Pacific Ocean. For Passage and Freight, apply at the only office of the Line, No. 5 Bowling Green, basement. D. B. ALLEN, Agent. N. B. All persons are forbid trusting any one on account of the above ships, or owners.

BALTIMORE, WASHINGTON and the WEST.—The steamers of the NEW-YORK and BALTIMORE STEAMSHIP LINE leave Pier No. 12, North River, daily, making the passage in forty hours. Freight to Baltimore, six cents per foot; to Washington, ten cents per foot, and proportionate rates. For through rates to the West, covering insurance risk, apply to B. & O. R. R. CO'S Office, No. 229 Broadway. Apply to H. B. CROMWELL & Co., No. 86 West-st.

SUTTON & Co'S DISPATCH LINE for SAN FRANCISCO—CLIPPER of SATURDAY, Feb. 12—The splendid A 1 fast-sailing clipper ship AMOS LAURENCE, Nickerson Master, is rapidly receiving cargo at Pier No. 23 East River, foot of Beekman-st. This elegant clipper was built by Donald McKay, stands A 1, and is unsurpassed for the safe and speedy delivery of cargo in good order—being thoroughly ventilated, and in every way a first-class conveyance. Having the most of her cargo engaged and going rapidly on board, dispatch, as above, may be relied on. SUTTON & Co., No. 58 South-st., cor. Wall. N. B.—No sal soda taken in the ships of this line.

STEAM to LIVERPOOL, LONDON, GLASGOW, DUBLIN, BELFAST and LONDONDERRY, and all the principal Towns of ENGLAND and IRELAND carrying the United States Mail, 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. CITY OF WASHINGTON.....SATURDAY, Jan. 29. KANGAROO.....SATURDAY, Feb. 12. At 12 o'clock noon, from Pier No. 44 North River. Passengers will find this the most speedy and safe route to the Continent. 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. Passengers forwarded to Havre, Paris, Hamburg, Bremen, Antwerp, and all parts of the Continent, without delay. NOTICE.—These steamers are provided with every requisite to insure the immediate extinction of fire, and the strictest discipline is enforced with regard to the use of lights. For freight or passage, apply at the office of the Company. JOHN G. DALE, No. 15 Broadway, New-York, Agent. In Liverpool, to WM. INMAN, Tower Buildings.

THE BRITISH and NORTH AMERICAN ROYAL MAIL STEAMSHIPS. From New-York to Liverpool: Chief Cabin Passage.....$130. Second Cabin Passage.....75. From Boston to Liverpool: Chief Cabin Passage.....$110. Second Cabin Passage.....60. The ships from Boston call at Halifax. PERSIA, Capt. Judkins; ARABIA, Capt. J. Stone; ASIA, Capt. E. J. Lott; AFRICA, Capt. Shannon; CANADA, Capt. Lang; AMERICA, Capt. Millar; NIAGARA, Capt. Anderson; EUROPA, Capt. J. Leitch. These vessels carry a clear white light at mast-head; green on starboard bow; red on port bow. NIAGARA, Lang.....Leaves Boston.....Wednesday, Jan. 26. EUROPA, Leitch.....Leaves N. York.....Wednesday, Feb. 2. ARABIA, Stone.....Leaves Boston.....Wednesday, Feb. 9. ASIA, Lott.....Leaves N. York.....Wednesday, Feb. 16. AMERICA, Millar.....Leaves Boston.....Wednesday, Feb. 23. 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.—U. S. MAIL LINE.—The favorite steamship ALABAMA, Capt. G. R. Schenck, will leave on WEDNESDAY, Feb. 9, at 3 p. m., from Pier No. 4 North River. 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.

FOR SAVANNAH and FLORIDA.—The AMERICAN ATLANTIC SCREW STEAMSHIP COMPANY'S new and elegant steamship MONTGOMERY, F. Crocker, Commander, will leave pier No. 12 North River, on SATURDAY, February 12, at 3 o'clock p. m. Passage to New-Orleans, $30 50; Mobile, $35; Montgomery, $28; Albany, Ga., $24; Atlanta, $23; Columbus, $23; Macon, 21; Augusta, $20. Also to principal places in Florida at lowest rates. Steamers leaving Savannah MONDAYS, WEDNESDAYS and FRIDAYS. Freight 10 cents per foot and proportionate rates. Insurance one half per cent. Apply to H. B. CROMWELL & Co., No. 86 West-st.

Steamboats and Railroads.

TRAVELERS for the NORTH, SOUTH, EAST or WEST, should buy before starting APPLETON'S RAILWAY GUIDE. Price 25 cents. The clear manner in which the THROUGH ROUTES are delineated, enables the traveler to see at a glance HOW HE SHALL TRAVEL. He will save many a dollar by securing a copy. D. APPLETON & Co., Publishers, Nos. 346 and 348 Broadway.

TRAVELERS NORTH and WEST—SPEED and SAFETY—INCREASED ACCOMMODATION—HUDSON RIVER RILROAD.—Four Daily Express Trains leaving Chambers-st. Depot at 8 and 11:15 a. m., and 3:15 and 4:30 p. m. These trains, as well as all others on this road, are supplied with CREMER'S SAFETY BRAKE, an improvement of tried and acknowledged value, giving a degree of security to life and property that no other road (not similarly equipped) is possessed of. Railroad officers are offered every facility to test this improvement, free of cost; and all those desirous of being up to the times in the matter of public safety, will find their interest in giving prompt attention to this matter. U. S. R. R. CAR BRAKE Co., No. 31 Pine-st. W. G. CREAMER, Secretary.

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. 9 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, Captain Joel Stone, and COMMODORE, Capt. D. S. Sturgis, 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 8:10 p. m. The COMMODORE 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. Fare from Providence to Newport, Fifty 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. Jan. 24, 1859.

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 4, 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 6 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 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.

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. 9 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.

HUDSON RIVER RAILROAD.—From Dec. 29, 1858, the Trains will leave Chambers-st. Station as follows: Express Trains, 8 a. m. and 3:15 and 4:30 p. m.; Albany Mail Train at 11:15 a. m.; for Poughkeepsie, 8:45 a. m. and 12 m.; for Dobb's Ferry, at 3:40 p. m.; for Sing Sing, 6:30 p. m.; for Peekskill, 5 p. m. The Poughkeepsie, Peekskill, Sing Sing and Dobb's Ferry Trains stop at the Way Stations. Passengers taken at Chambers, Canal, Christopher and 42d-sts. Trains for New-York leave Troy at 6:45 and 10:20 a. m., and 3:15 and 5:35 p. m., and Albany about 15 minutes later. On Sundays at 8 p. m. A. F. SMITH, Superintendent.

NEW-YORK and NEW-HAVEN RAILROAD 1858. WINTER ARRANGEMENT. Commencing November 22, 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.) 4:30 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 Bethel 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, 6:20 p. m. CONNECTING TRAINS. For Boston, 8 a. m. (ex.) 2:45 p. m. (ex.). For Providence via Hartford, 8 a. m. (ex.) For Hartford and Springfield, 8 a. m. (ex.); 12:45 and 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-YORK AND ERIE RAILROAD.—On and after MONDAY, Nov. 22, 1858, and until further notice, Passenger Trains will leave Pier, foot of Duane-st., as follows, viz: DUNKIRK EXPRESS at 8 a. m., for Dunkirk and principal intermediate Stations. MAIL WEST at 9 a. m., for Dunkirk and Buffalo, and intermediate Stations. ROCKLAND PASSENGER at 3 p. m., from foot Murray-st. via Piermont, for Suffern and Intermediate Stations. WAY PASSENGER at 3:30 p. m., for Newburgh, Port Jervis and Intermediate Stations. NIGHT EXPRESS at 4:30 p. m., for Dunkirk and Buffalo and principal intermediate Stations. EMIGRANT at 6 p. m., for Dunkirk and Buffalo, and intermediate Stations. The above Trains run daily, Sundays excepted. These Express Trains connect at Elmira, with the Elmira and Canandaigua Railroad, for Niagara Falls, at Binghamton, with the Syracuse and Binghamton Railroad, for Syracuse, at Corning, with the Buffalo, New-York and Erie Railroad, for Rochester, Buffalo and Niagara Falls, at Great Bend, with the Dela ware, Lackawanna and Western Railroad, for Scranton & Buffalo and Dunkirk, with the Lake Shore Railroad, for Cleveland and Cincinnati, Toledo, Detroit, Chicago, &c. CHARLES MORAN, Superintendent.

NEW-YORK AND HARLEM RAILROAD. WINTER ARRANGEMENT. For ALBANY and TROY. Fare $2. On and after MONDAY, Dec. 6, 1858, Trains will leave 30th-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. 3:30 p. m.—Express for Albany. 4:00 p. m.—For Croton Falls. 5:00 p. m.—For White Plains. 5:15 p. m.—For White Plains from Wells and Gerlach-sts. 5:30 p. m.—For Williamsbridge. SATURDAYS—Will leave 5:00 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 for Albany. 10:30 a. m.—Williamsbridge. 12:30 p. m.—White Plains. 3:00 p. m.—White Plains. 3:30 p. m.—Albany Express. 5:00 p. m.—Williamsbridge. WM. J. CAMPBELL, 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.

FLUSHING RAILROAD—Leaves Fulton Market Wharf, by steamer ENOCH DEAN, at 6:45, 8 and 10 a. m., and 4 and 5:30 p. m. The Cars leave Flushing, L. I., at 6:45, 8 and 10 a. m., and 4 and 5:30 p. m., meeting and exchanging passengers with the boat at Hunter's Point. Fare 25 cents. WM. M. SMITH, Receiver.

1859.—THE PENNSYLVANIA CENTRAL RAILROAD.—The capacity of this Road is now equal to any in the country. THREE THROUGH PASSENGER TRAINS BETWEEN PHILADELPHIA AND PITTSBURGH, connecting direct at Philadelphia with through trains from Boston, New-York and all points east, and in the Union depot at Pittsburgh with through trains for Cincinnati, St. Louis, Cleveland, Chicago, Burlington, St. Paul's, Indianapolis, Louisville, New-Orleans, and all intermediate points in Ohio, Indiana, Illinois, Kentucky, Michigan, Wisconsin, Minnesota, Missouri, Kansas and Nebraska—thus furnishing facilities for the transportation of passengers unsurpassed for speed and comfort by any other route. Express and Fast Lines run through to Pittsburgh without change of cars or conductors. SMOKING CARS are attached to each train. Woodruff's SLEEPING CARS to Pittsburgh on Express and Fast Trains. THE EXPRESS TRAIN DAILY; Mail and East Line, Sundays excepted. Mail Train leaves Philadelphia at.....7:30 a. m. Fast Line leaves Philadelphia at.....4:00 p. m. Express Train leaves Philadelphia at.....11:00 p. m. Six Daily Trains between New-York and Philadelphia; Two Daily Trains between New-York and Boston. Through Tickets (all Rail) are good on either of the above trains. BOAT TICKETS from Boston are good via Norwich, Fall River or Stonington lines. Passengers from Washington City have two daily trains from Baltimore, connecting at Harrisburg for all points West—leaving Baltimore at 8 a. m. and 3:30 p. m. Passengers for Sunbury, Williamsport, Elmira, Buffalo, Niagara Falls, and intermediate points, leaving Philadelphia at 7:30 a. m. and 4 p. m. go directly through. Tickets Westward may be obtained at the offices of the Company in Philadelphia, New-York, Boston or Baltimore; and Tickets Eastward at any of the important Railroad offices in the Mississippi or Ohio Rivers. FARE ALWAYS AS LOW AS BY ANY OTHER ROUTE. ASK FOR TICKETS BY PITTSBURGH. The completion of the Western connections of the Pennsylvania Railroad to Chicago makes this the DIRECT LINE BETWEEN THE EAST AND THE GREAT NORTH-WEST. The connecting of tracks by the Railroad Bridge at Pittsburgh, avoiding all drayage or ferriage of Freight, together with the saving of time, are advantages readily appreciated by shippers of freight and the traveling public. FREIGHTS WEST. By this route Freights of all descriptions can be forwarded from Philadelphia, New-York, Boston, or Baltimore, to any point on the railroads of Ohio, Kentucky, Indiana, Illinois, Wisconsin, Iowa, or Missouri, by railroad direct. The Pennsylvania Railroad also connects at Pittsburgh with steamers by which goods can be forwarded to any port on the Ohio, Muskingum, Kentucky, Tennessee, Cumberland, Illinois, Mississippi, Wisconsin, Missouri, Kansas, Arkansas and Red Rivers; and at Cleveland, Sandusky and Chicago with steamers to all ports on the North-Western Lakes. Merchants and Shippers intrusting the transportation of their Freight to this Company, can rely with confidence on its speedy transit. THE RATES OF FREIGHT to any point in the West by the Pennsylvania Railroad are at all times as favorable as are charged by other Railroad Companies. Be particular to mark packages "Via Penna. R. R." Merchants in the West ordering goods from the East will do well to direct them to be shipped by this route. For Freight Contracts or Shipping Directions, apply to or address either of the following Agents of the Company: D. A. STEWART, Pittsburgh; Doyle & Co., Steubenville, Ohio; H. S. Pierce & Co., Zanesville, Ohio; J. J. Johnston, Ripley, Ohio; R. McNeely, Maysville, Ky.; Ormsby & Cropper, Portsmouth, Ohio; Paddock & Co., Jeffersonville, Ind.; H. W. Brown & Co., Cincinnati, Ohio; Athern & Hibbert, Cincinnati, Ohio; R. C. Meldrum, Madison, Ind.; William Bingham, Louisville, Ky.; P. G. O'Riley & Co., Evansville, Ind.; N. W. Graham & Co., Cairo, Ill.; R. F. Sass, St. Louis, Mo.; John H. Harris, Nashville, Tenn.; Harris & Hunt, Memphis, Tenn.; Clarke & Co., Chicago, Ill.; W. H. H. Koontz, Alton, Ill.; Murphy & Walle, Dubuque, Iowa; or to Freight Agents of Railroads at different points in the West. Parties attending to their own Shipments from the East will find it their interest to call on the Agents of this Company at the following places before shipping; or letters addressed to either of them on the subject of freights, will meet with prompt attention. E. J. SNEEDER, Philadelphia. MAGRAW & KOONS, No. 50 North-st., Baltimore. LEECH & Co., No. 2 Astor House, or No. 148 Wm.-st., N. Y. LEECH & Co., No. 54 Kilby-st., Boston. H. H. HOUSTON, General Freight Agent, Philadelphia. For through tickets apply at the Office, No. 2 Astor House. J. L. ELLIOTT, Agent. L. L. HOUPT, General Ticket Agent, Philadelphia. T. A. SCOTT, General Superintendent, Altoona, Pa.

Medical.

32.—HEALTH OF AMERICAN WOMEN. The columns of THE TRIBUNE since Dec. 1, 1858, have given abundant proof of the value of the GRAEFENBERG FAMILY REMEDIES, and the medical skill exhibited in their preparation and administration. The remedy offered as a radical cure for all the diseases of women—which are met with in every family, and which afflict nine-tenths of all adult women—has proved itself fully equal to perform all that has ever been claimed for it. And why? Because the professional treatment is generally directed to the local derangement only, while that of the Graefenberg remedy is directed both to the local and the general symptoms; hence its remarkable curative effect. Judging in this way of the local derangement from general symptoms, which point out the difficulty with unerring certainty *the medical advisers of the Graefenberg Company can detect the nature of the disease, and the adaptation of the remedy without making an examination. The fact that ladies meet with this outrageous and indelicate proposition from every physician except from those connected with the Graefenberg Company, often induces them to suffer, and who can blame them, when they are asked to submit to treatment requiring a sacrifice of modesty, the purest and loveliest brilliant in female character.* When we add to this that the Graefenberg Catholicon will cure while the other remedies only torture without avail, we think we offer conclusive reasons for an immediate resort to the Graefenberg treatment. THE GRAEFENBERG MARSHALL'S UTERINE CATHOLICON IS SOLD AT THE OFFICE OF THE GRAEFENBERG COMPANY, No. 32 PARK-ROW, NEW-YORK, and by all Druggists. *Price $1 50 per bottle.* *On the receipt of six dollars by the Graefenberg Company full bottles shall be sent, and express charges paid to the end of the route from New-York.* Address orders to JOSHUA P. BRIDGE, M. D., Sec'y Graefenberg Company, No. 32 Park-row, New-York. NOTE.—*The readers of* THE TRIBUNE *may rely with confidence upon the statements of the Graefenberg Company.*

SANDS' SARSAPARILLA.—The original and genuine article! For purifying the blood. An unfailing remedy for Scrofula, cutaneous and biliary disorders. The experience of sixteen years has fully established the high reputation of this invaluable medicine, its curative powers have been thoroughly tested in long standing and obstinate cases, with such invariable success as to call forth the most flattering commendations from eminent physicians throughout the country. Prepared and sold by A. B. & D. SANDS, Druggists, No. 100 Fulton-st., New-York.

Legal Notices.

NEW-YORK SUPREME COURT—City and County of New-York.—FOSTER J. WEEKS, ROBERT J. DOUGLASS, WILLIAM B. YOUNG and CHARLES L. WEEKS, against ANDREW WARNOCK.—Summons for money demand on contract. (Com. not sec.)—To Andrew Warnock: You are hereby summoned and required to answer the complaint in this action, which was filed this day in the office of the Clerk of the City and County of New-York, in the State of New-York, at the City Hall in said city, and to serve a copy of your answer to the said complaint on the subscriber, at his office, No. 62 Wall street, in the said 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 three hundred and sixteen dollars and eighteen cents, with interest from the eighteenth day of August, one thousand eight hundred and fifty-eight, on the sum of one hundred and eighty-two 4-100 dollars, and interest from the sixth day of November, 1858, on the sum of one hundred and thirty-four 14-100 dollars, besides the costs of this action.—Dated New-York, December 14, 1858. dec20 law6wM JOHN H. HARNETT, Plaintiffs' Attorney.

IN PURSUANCE of an order of the Surrogate of the County of New-York, notice is hereby given to all persons having claims against JOHN WILLIAMS, late of the City of New-York, horse dealer and driver, deceased, to present the same with vouchers thereof to the subscribers, at the office of Richard F. Carman, No. 1,088 Broadway, in the City of New-York, on or before the 5th day of April, 1859.—Dated New-York, the 2d day of October, 1858. ROBERT HENRY, RICHARD F. CARMAN, } Executors. MARY E. WILLIAMS, Executrix. MOTT, MURRAY & HARRIS, Attorneys. o4 law6mM. No. 20 Nassau-st.

SUPERIOR COURT OF THE CITY OF NEW-YORK.—John L. Buck and Nathan O. Benjamin, Plaintiffs, against William Carney, John Carney and Townsend Carpenter, Defendants.—Summons for relief.—(Com. not served.)—To the Defendant, JOHN CARNEY: You are hereby summoned and required to answer the complaint in this action, which was filed in the office of the Clerk of the Superior Court of the City of New-York, at the City Hall, in the City of New-York, on the 23d day of December, 1858, and to serve a copy of your answer to the said complaint on the subscribers, at their office, No. 247 Broadway, 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 complaint.—Dated December 20, 1858. j31 law6wM. SILES & BAGLEY, Plaint'ffs' Attorney.

SUPREME COURT—City and County of New-York.—HENRY BOWERS, jr., and GILBERT L. BECKMAN against BERNHARD SONDHEIM.—To the Defendant: You are hereby summoned and required to answer the complaint in this action, which has this day been filed in the office of the Clerk of the City and County of New-York, at City Hall, in the City of New-York, and to serve a copy of your answer to the said complaint on the subscribers, at their offices, No. 192 Broadway, corner of John street, 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 take judgment against you for the sum of one thousand nine hundred and ninety-nine dollars and thirty cents, with interest thereon from the 24th day of September, 1857, beside the costs of this action.—Dated New-York, January 6, 1859. MILLER, PEET & NICHOLS, Plaintiff's Attorneys, ja11 law6wM. No. 192 Broadway, N. Y.

New-York Daily Tribune.

FROM SOUTH AMERICA.

The advices from Asuncion, Paraguay, are to the 29th of November. The 4th was the birthday of President Lopez, and was duly celebrated. There was a grand ball, horse racing, theatricals, regattas and concerts, in commemoration of the day. The American question will have a pacific termination, if their demands are not intolerable. It is said that the American squadron will have nothing to do. The relations with Buenos Ayres were on an amicable footing. On the 6th the new steamer Rio Apa was launched and christened. On the 8th there arrived at Corumba the Argentine steamer Constitucion. The commercial news of Cuyaba was not very satisfactory. All vessels which sailed from there at the time the Constitucion sailed had to take ballast, there being no cargoes for such.

From the Correio Mercantil of Rio Janeiro.

The news from Montevideo is to Dec. 15. The message presented to the Chamber, giving an account of the origin and end of the last rebellion, speaks as follows:

"The executive power can relieve itself from its difficult position without resorting to the ruinous expedients of credit or anticipating on the future."

The *National* notwithstanding, confronting this asseveration with the statement of the Senor Visconut of Maranguape, made out in this last the confession of a loan of 110,000 patacoes (an ancient coin) to assist the Republic on that occasion.

The *Correo del Plata* of the 2d inst., under the title "The Republic Advances," describes political circles and the future candidates for the Presidency of the Republic. According to this sheet they are: Dr. Castro Juanico, supported by Messrs. Pereira, Lapido and Dr. Footes, Minister of Finance; Florentino Castellanos, supported by the Minister of War, and by Berro, Martinez, Haro, &c., with the neutrality of Gen. Flores; Edward Acevedo, supported by the majority of the Chambers, by Gyro, Aguirre, Errargunt, &c; Don Luiz Herrera, supported by the friends of Dr. Requena, and by Velasco, Palomeque, Lozano, Latorre, &c. Of all these, the most sympathy ought to be with Dr. Acevedo.

Two American steamers were already in Montevideo, and with the ships which serve on the station of the Rio de la Plata, make a squadron of seven vessels. The Commodore is momentarily expected, and until then the whole squadron will proceed to the Harro Islands, to await the result of the diplomatic mission to Paraguay. Two steamers had to serve a quarantine of fifteen days, to which vessels from Pernambuco are subjected in consequence of a notification given by the *Jornal do Comercio*, that there had appeared in that province some cases of cholera morbus. Our advices from Rosario are to the 9th of December. Mr. Yancey, the American Minister, was received in a semi style on the 1st of December, and presented his credentials. His predecessor, Mr. Peden, bade farewell on the same occasion. Mr. Yancey delivered an address, complimenting, in the name of the American Government, the prudence and wisdom which the Argentine Confederation pursued; and Mr. Carril, in reply, said, among other things, the following, viz:

"It is my duty to be grateful for the honorable allusion you made regarding my illustrious friend, Gen. Urquiza, President of this Confederation. I can assure you that he, when his public career shall have been finished, will be able to face with confidence and pride the researches of the philosopher and the examination of his transcendent policy."

Two other addresses, which were full of compliments and assurances, were delivered on the occasion.

We have advices from Mendoza and San Juan of the 24th of November. Minister Derqui arrived at Mendoza on the 21st. On the 23d there were one thousand and odd men marched on to San Juan. The commissaries of Government would follow on the 26th. Gen. Penaloza was at Cancete. He was well received at every place he stopped at on the way. Pujol, the Governor of Corrientes, who, as we recently stated, had gone to arrange matters with Urquiza, was eagerly expected and preparations were being made for a jubilee, by popular subscriptions. The *Reforma Pacifica* of the 8th says that Dr. Derqui has taken the post of Governor-ship of San Juan on the 25th of November, and had applied himself to the examination of the criminal acts that occasioned the intervention of the Central Government. The Rosario and Corrientes had arrived with coal for the use of the American squadron.

FROM PORTO RICO.

From El Diario de la Marina of Havana, Jan. 30.

By way of St. Jago de Cuba we have received *El Fenix* of Ponce, of the 15th inst., but we find nothing interesting in that weekly newspaper, save an article consecrated to a project of a gas company, of which the following extract will give an idea:

"We had occasion to see latterly a letter from New York, dated Dec. 11, 1858, and addressed to the Secretary of this illustrious Ayuntamiento, from which it appears that several respectable capitalists of that city have formed a company for lighting by means of gas the public squares, streets and private houses of this city.

"Of the capital, consisting of $200,000, and divided into shares of $250 each, $150,000 have been taken in New-York during a space of four days, the remaining $50,000 being destined for this city.

"The Company wishes only to know what amount would be paid monthly out of the municipal funds for public lighting, and whether the 200 shares which have been reserved for this object can be taken, in order to immediately solicit from our Government the exclusive privilege for a term of 50 years, and this having been once obtained, to establish here commissioners for the purpose of opening the subscription, to send engineers, materials, working people, &c., and to immediately begin the works.

"The Board of Directors of the Company will have difficulty to place that amount of stock here.

"In another letter concerning the same matter, the writer thus states that the Company in question is already called in New-York, 'Gas Light Company of Ponce,' and adds: 'That the principal object of the latter is to obtain the exclusive privilege of our Government for the already mentioned term, as likewise to know the amount which may be monthly paid out of the municipal funds for gas light, as the balance of 200 shares, reserved for Ponce, not having been taken either here or in any other part of the island, will immediately be taken in New-York.'

"It is presumed that the gas works will be constructed within eight months from their beginning."

INTERESTING FROM MEXICO.

NEW COMPLICATION IN MEXICAN AFFAIRS.

Special Correspondence of The N. O. Picayune.

VERA CRUZ, Jan. 21, 1859.

The defeat of Degollado is by far not as bad as stated by Miramon. At last accounts Degollado had arrived at Morelia with 3,000 men and 14 pieces, in good order and condition.

A pronunciamiento took place in Toluca, the capital of the Department of Mexico, instigated by Orihuela, a new general, against Callejo, a Santa Anna man. Callejo had seconded the movement of Robles; Orihuela opposing it, and pronouncing in favor of Miramon, driving out Callejo and all the officers.

Miramon had arrived at Queretaro, undecided yet whether to accept the Presidency or not.

VERA CRUZ, Jan. 22, 1859.

There is, as you have seen, a new complication in Mexican affairs, the end of which is not yet developed. It is stated here that Gen. Miramon will not accept the Presidency, but will declare for the restoration of President Zuloaga, and for the Tacubaya Constitution. This, we are assured, will cause Senor Don Robles to pronounce against the party in power at his Capital, and that he will then join the Liberal party. What effect this will have on the political affairs of Mexico cannot be judged.

Both parties are very sorely pressed for money to prosecute the war, and the Juarez Government is much embarrassed by the formal and transitory demand of the French and English Admirals here for the prompt payment of the interest due on the conventional bonds.

The Juarez Government, it is understood, have proposed to liquidate the unpaid interest due as fast as possible, and to refund to the English citizens at Tampico the moneys forcibly taken from them by Garza. They (the Admirals) demanded, also, that the duties on imports should be again put up to the old rates, which, it is understood, the Juarez Cabinet have agreed to do.

The universal opinion among foreigners here is that if the United States Government will at once recognise the Constitutional (or Liberal) Government under Juarez, and exchange Ministers with it, the moral effect would be so great as to place that party in power again in 60 days.

NEW FORCED LOAN OF HALF A MILLION.

In addition to interesting correspondence published elsewhere, we have by the Tennessee newspaper accounts from all parts of Mexico to the latest date. Miramon had left Guadalajara in the direction of the capital, but hardly for it. He was travelling at his leisure, in the mean time, however, he had sent on one of his most trusted friends, Col. Ayestaran, with letters to Robles and others. These arrived on the 18th, but their contents were unknown, as also the final decision of the writer. But the messenger had publicly given out at the capital that the President elect would advance after a brief respite at Queretro, not unattended, however, by troops, as far as Tacubaya, where, before taking further steps, he would confer with his friends.

As to Miramon's reception of the news, announcing the new order of things at the capital, the statement is confirmed that he declared vehemently against it, and that in the most significant way—in letters to Robles himself and in private conversations. In the former he says: "So far from finding any one of the reasons assigned by the authors good, I look upon the whole movement as inopportune, impolitic, contrary to the opinion of the good sons of Mexico and absolutely prejudicial to the nationality of the republic. Therefore, with that sincerity which characterizes me, I assure you that so far from adhering to that programme of destruction, I will oppose it with all the strength of my will."

Before leaving Guadalajara, the President elect had the "pain" to see the destruction of the fine Government palace in that city. We have an account over his own signature. It took place about mid day on the 10th inst., just as the General was setting out for the capital. The building was blown up by the explosion of a magazine; the "detonation was terrible." The loss of life was also "very considerable," adds the writer. Others put it down at upward of 200. "The consternation of the city was in proportion to the magnitude of the destruction." At first it was charged upon the puros, but the General hastens to correct that impression. He believes it to have been pure accident.

Before leaving the second capital of the republic the new President also levied a forced loan of $600,000 (half a million of dollars) upon the inhabitants. Foreigners who refused were to be expelled from the republic. Many, therefore, paid up at once the sums levied upon them, but under protest. Some of these protests had reached the capital, but no attention was paid to them.

As to the progress of the war, the following sums up the news from the other side: Mazatlan had yielded to the besieging constitutional forces, Caamano had not taken Cuernavaca, but failing in that, had fallen back upon Yautepec, yet unpursued. Only 500 of his troops were engaged with Miramon at San Joaquin. From San Luis the news is that Blanco and Coronado, having effected a union with the army of Zacatecas, were before it with 3,000 men. The brother of Miramon had been sent from Guadalajara, with 600 men, to its aid, but it was believed that the garrison would have to succumb. It is stated that at the capture of Lagunilla, Coronado had 2,200 firemen and nine pieces of artillery—4, 12, and 16-pounders. Blanco, who turned up alive again, is his second in command.

On this side no important event has occurred since our last. The rescue points were still concentrated at Orizaba. Cordova has been evacuated. The constitutionalists, under Gen. Trejo, represent their cause as very prosperous. The people were flocking to their standard, and the leaders talk of victory. On the other hand, the reactionists are equally confident, threatening, in words, a descent upon Vera Cruz.

The celebrated Padre Miranda has with many the credit of writing Miramon's scathing reply to Robles Pezuela, quoted above. The latter had formally