THE VANDERBILT EUROPEAN LINE of UNITED STATES MAIL STEAMSHIPS will sail
FROM NEW-YORK FOR SOUTHAMPTON AND HAVRE.
VANDERBILT, Capt. P. F. Lefevre.....Saturday, April 23.
NORTH STAR, Capt. A G. Jones.....Saturday, May 7.
FROM HAVRE AND SOUTHAMPTON FOR NEW-YORK.
VANDERBILT, Capt. P. F. Lefevre.....Wednesday, May 11.
NORTH STAR, Capt. A G. Jones.....Wednesday, May 25.
These Steamships have water-tight compartments.
Carry able Surgeons.
No Steerage Passengers.
PRICE OF PASSAGE:
First Cabin.....$120 and $150.
Second Cabin.....55
Special Rates offered in London and Paris.
D. TORRANCE, No. 5 Bowling Green, New York.

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 BALTIMORE.....SATURDAY, March 12.
——, ...SATURDAY, March 26.
And every alternate Saturday.
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.....50
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.

FOR SAVANNAH and FLORIDA.—U. S. MAIL LINE.—The favorite steamship ALABAMA, Capt. G. R. Schenck, will leave on WEDNESDAY, March 9, at 3 p. m., from Pier No. 4 N. R. 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 Mail Screw Steamship Company's new and elegant steamship MONTGOMERY, F. Crocker, Commander, will leave Pier No. 12 North River on SATURDAY, March 12, at 3 o'clock p. m. Passage to Savannah, with unsurpassed accommodations, $15; through tickets to New Orleans, $30 75; Mobile, $35; Montgomery, $26; Albany, $24; $24; Atlanta and Columbus, $25; Macon, $21; Augusta, $20; also, to principal places in Fl rida at lowest rates. Steamers leaving Savannah on MONDAY, WEDNESDAY and FRIDAY MORNINGS. 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 ROUTE MAPS 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.

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 5 o'clock p. m., and the EMPIRE STATE, Capt. Drayton, 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.

NEW-YORK and NEW-HAVEN RAILROAD. 1859. WINTER ARRANGEMENT. 1859.
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.) 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 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 1:45 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. 29, 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 5:30 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 Delaware, Lackawanna and Western Railroad, for Scranton; at Buffalo and Dunkirk, with the Lake Shore Railroad, for Cleveland, Cincinnati, Toledo, Detroit, Chicago, &c.
CHARLES MORAN, President.

FLUSHING RAILROAD—Leaves Fulton Market Wharf, by steamer ENOCH DEAN, at 6:45, 8 and 11 a. m. and 4 and 6 p. m. The Cars leave Flushing, L. I., at 6:45, 8 and 10 a. m., and 4 and 6 p. m., meeting and exchanging passengers with the boat at Hunter's Point. Fare 25 cents.
WM. M. SMITH, Receiver.

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, 6:45 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 31st-sts. Trains for New-York leave Troy at 6:05 and 10:20 a. m., and 3:15 and 5:35 p. m., and Albany about 15 minutes later. On Sundays at 6 p. m.
A. F. SMITH, Superintendent.

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 Liners run through to Pittsburgh without change of cars or conductors.
SMOKING CAR S are attached to each train. Woodruff's SLEEPING CARS to Express and Fast Trains. THE EXPRESS RUNS DAILY; Mail and Fast 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 West; also, on board any of the regular Line of Steamers on 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 portage of Freight, together with the saving of time are advantages readily appreciated by shippers of freight and the traveling public.
FREIGHTS WESTWARD.
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 intending 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.
For 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'Keefe & 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. Knotts, 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 to 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. 30 North-st., Baltimore.
LEECH & Co., No. 2 Astor House, or No. 18 Wall-st., N. Y.
LEECH & Co., 54 Kilby-st., Boston.
E. H. HOUSTON, General Freight Agent, Philadelphia.
For through tickets apply at the Office, No. 2 Astor House.
J. L. ELLIOTT, Agent.
For through tickets apply at the Office, No. 2 Astor House.
L. L. HOUPT, General Ticket Agent, Philadelphia.
T. A. SCOTT, General Superintendent, Altoona, Pa.

NEW-YORK AND HARLEM RAILROAD.
WINTER ARRANGEMENT.
For ALBANY and TROY. Fare $2.
On and after MONDAY, Dec. 6, 1858, Trains will leave 6th st., New-York, as follows:
8:00 a. m.—For White Plains.
8:30 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.
6:15 p. m.—For White Plains from White and Centre-sts.
6:30 p. m.—For Williamsbridge.
RETURNING—Will leave
6:00 a. m.—White Plains.
6:40 a. m.—Williamsbridge.
7:00 a. m.—Croton Falls.
7:10 a. m.—Millerton.
7:20 a. m.—White Plains.
8:15 a. m.—Williamsbridge.
10:30 a. m.—Mail train for Albany.
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.

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 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 5 o'clock p. m., and Stonington at 5:30 p. m., or on the arrival of the Mail Train which leaves Boston at 3:30 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 to use 7 a. m. train.
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. 16 Battery place. Feb. 23, 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.
WINTER ARRANGEMENT, commencing Dec. 20, 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 3 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 a. m. 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.

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 3 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.

Medical.

HEALTH OF AMERICAN WOMEN.
Read notices in The Tribune since Dec. 1, 1858.
FROM HIS EXCELLENCY JAMES D. WESTCOTT, GOVERNOR OF FLORIDA, AND MEMBER OF THE UNITED STATES SENATE.
For upward of twenty-five years I was afflicted with disease in my family, which the best medical and surgical talent in the country failed to cure, but which yielded, in a most satisfactory manner, to The Graefenberg Remedies. I conscientiously advise their use. JAS. D. WESTCOTT.
FROM THE HON. JNO. R. BRIGGS, SUPERVISOR OF NEW-YORK COUNTY, AND PRESIDENT LAKE ONTARIO AND HUDSON RIVER RAILROAD.
NEW-YORK, February, 1859.
DR. J. F. BRIDGE—Dear Sir: Some two years ago an intimate female friend had been suffering from falling of the womb, whites and deranged menstruation, together with the attending symptoms so clearly described in your advertisements and pamphlets. She had the very best medical skill in this city until entirely prostrated, and her physician finally told her that he thought her life might *possibly* be prolonged a very little longer under the most judicious treatment. For two weeks after that she continued to sink, when I came into your office at the Graefenberg Company's Medical Institution and related her symptoms. As you were confident of the value of the *Graefenberg* Marshall's Catholicon in relieving her, she discharged all the physicians and tried it, though doubtingly. Providentially, it relieved her quickly, and five bottles entirely cured her. Since then, for nearly two years, there has not been any recurrence of the complaint, and she is as strong, active and healthy as when a young girl. JNO. R. BRIGGS.
FROM SIR HENRY HOLLAND OF LONDON, PHYSICIAN TO HER MAJESTY QUEEN VICTORIA.
BUCKINGHAM PALACE, April, 1857.
DR. J. F. BRIDGE, SECRETARY GRAEFENBERG CO.—*Sir:* Being duly sensitive to the necessity for a reliable remedy for falling of the womb, whites, deranged menstruation, and the attending general symptoms, The Graefenberg Marshall's Uterine Catholicon has been tried in some very bad cases, and, I am happy to say, it has proved itself entirely successful in all.
HOLLAND.
PROCEEDINGS OF THE CALIFORNIA MEDICAL STATE SOCIETY
SAN FRANCISCO, CAL., Feb. 4, 1859.—Dr. J. F. BRIDGE—*Dear Sir:* We inclose you the official report of our State Medical Society as follows. REDINGTON & Co.
"At the meeting of this Medical Society last year, it was observed that uterine disease of women was far more prevalent and dangerous than any other, and that nearly every woman was troubled with them in some form, as is the case in every one of the United States. At this meeting, the gratifying fact was revealed that cases of this nature had decreased more than SIXTY per cent. In the discussion of the causes producing this happy effect, it was found that a large proportion of the members present had entirely given up the old style of treatment, and resorted solely to the use of Marshall's Uterine Catholicon (a medicine prepared by the Graefenberg Company), which had never been known to fail in giving permanent relief. An official indorsement of the virtues of this remedy was prepared and published, and the emphatic indorsement of this body was given to a remedy which has proved itself so valuable in relieving the affliction of womankind."
You may consider this certificate as almost a miracle. My wife has been almost dead with female weakness, irregular menstruation, inflammation, whites, falling of the womb, and her general system has been entirely prostrated. Every doctor in the county tried to cure her, but did no good, though each one said it was a plain case. The Graefenberg Catholicon cured her entirely, and I send you this letter with the heartfelt thanks of a grateful man. JOSEPH P. HARTMAN, *Orwell, Ohio.*
THE GRAEFENBERG MARSHALL'S UTERINE CATHOLICON
is offered as a certain cure in cases accompanied with the following symptoms:
Irregularities—Weakness—Faintness—
Deranged Appetite—Sallow Complexion—
Pain in the Back and Kidneys—Chills—
Cold Hands and Feet—Bloatings—Feverishness—
Neuralgia—Palpitation of the Heart—
Dizziness—Nervousness—Headache—Restlessness—
Disturbed Sleep—Flushes of Heat—General Pain—
Crawling and pain in the spine and between the shoulders—
Acid Stomach—Nausea—Indigestion—
Difficult passing of urine with heat or smarting—
Itching—Burning or irritation in the uterine organs—
Nightmare—Despair—Hysterics—Anxiety—
Red face—Nervous twitching—Starting—Constipation—
Irritable temper—Sadness—Depraved Appetite—
Flatulence, bloated and irregular bowels—
Unpleasant Dreams—Pains in the uterine organs—
Numbness and pains in the limbs.
The above symptoms are not usually met with in any one case, but they accompany local uterine difficulties, and show that the general system is sympathizing with, and becoming debilitated by the local trouble. In all such cases an immediate resort to the remedy will restore health. All suppressions in young girls, and the cough and decline so commonly attending them in the young, are relieved quickly and surely by the Catholicon.
DR. BRIDGE—I am a traveling minister of the Gospel, and believe that I often do as much good service in relieving bodily infirmities, as in ministering to the soul. The extent of disease among the women of this country is great, exceeding great, but I have never failed to hear of improved health, and to receive the heartfelt blessing of those ladies who I have met on my circuit, and who have taken the Graefenberg Marshall's Uterine Catholicon by my advice. Though the symptoms of these diseases are familiar to you, I ought to mention the most prominent of them. Dull pain in the uterus, with tenderness on pressure, and a sense of weight in the pelvis; uneasiness, with depression, nausea, vomitings and headaches; heat of the skin, pulse soft and expanded, followed by exhaustion and drowsiness, pains of a burning character, aching in the groins, and darting pains through the uterus; irregularity of the bowels and violent straining without results; emaciation, with no appetite, and a sallow countenance; weariness and aching in the back and groins, with indisposition to stand; bearing down, increased by exercise; deranged menstruation; leucorrhœal discharge, with frequent desire to pass water. These symptoms, aggravated by dancing or riding on horseback, or any violent exertion; a feeling of inability to move about, and an uncontrollable desire to lie on the sofa all day; general disturbance of the nervous system; a sense of soreness in the body, causing every fiber to be sensitive; nerves starting at the slightest shock, the body feeling their twitching and jumping for some time; irritability of temper, chilliness, flatulence, vomiting, constipation, difficulty in passing water, and great general sense of uneasiness; all of these aggravated at the return of each menstrual period, accompanied with a sensation of fullness or something pressing down; excessive leucorrhœa; weakness, weight and drawing pains in the back and groins, and small of the back; excessive nervous irritation, with twitchings, causing a crossing of the legs, and a drawing up to prevent, as it were, the falling through of the contents of the uterus, and to obviate a crawling, tingling sensation in the whole body; icy coldness of the hands and feet; frequent chills, succeeded by feverish flushes, and a general deprivation of the system of its vital heat. Where these symptoms are felt, you may rely upon the curative effect of the Catholicon; and I hope that my testimony will induce many suffering women to use it. REV. WM. H. LAWRENCE, *Waynesville, Ills.*
SECRETARY GRAEFENBERG COMPANY—Dear Sir: I wrote you last Summer that my wife was a great invalid from uterine difficulties, and that I had always had so much suspicion of advertised remedies that I hardly knew whether to try your Graefenberg Marshall's Uterine Catholicon or not. Fortunately your representations induced me to use it, and 5½ bottles entirely restored her to health, and she has kept entirely well since. I now inclose you six dollars to get some for a friend who is suffering the same way. I always and conscientiously advise it.
S. S. NICHOLAS, *Phenix, S. C., Feb. 1859.*
Price of THE GRAEFENBERG MARSHALL'S UTERINE CATHOLICON, $1 50 per bottle. On the receipt of $6 five bottles shall be sent to any part of the country, and express charges paid to the end of the route. Address
JOSHUA F. BRIDGE, M. D.,
Secretary of the Graefenberg Company, No. 32 Park-row, New-York.
A competent physician (Dr. BRIDGE) is constantly in attendance at the office of The Graefenberg Company.
The Graefenberg Manual of Health has been revised and improved and elegantly illustrated with beautifully colored Engravings of the human system. Sent by mail to any part of the country on receipt of 25 cents. It is a complete guide to all diseases and their cure.

BURDSALL'S ARNICA LINIMENT, for BURNS.
READ THE EVIDENCE.
My daughter was scalded with hot water to such an extent that my physician said she must die. I bathed her freely with the Arnica Liniment, which gave instant relief. I continued its use, and am happy to say she is perfectly well, and not scarred.
CHAS. F. SONNEBORN, Stationer,
No. 142 Hanover-st.
For sale at No. 34 Beekman-st.

SANFORD'S LIVER INVIGORATOR,
COMPOUNDED FROM GUMS.
A SPRING MEDICINE.
A FAMILY MEDICINE.
PURIFIES THE BLOOD.
CURES LIVER COMPLAINTS.
CURES SICK HEADACHE.
CURES DIZZINESS.
CURES DYSPEPSIA.
CURES BILLIOUS ATTACKS.
CURES FEMALE COMPLAINTS.
CURES COSTIVENESS.
CURES CHRONIC DIARRHEA.
CURES WORM DISEASES.
S. T. W. SANFORD, M. D., Proprietor,
No. 345 Broadway.
Sold by all Druggists in town and country at ONE DOLLAR PER BOTTLE.

DRUGS, &c.—WILLIAM H. KINSLEY, No. 11 Gold-st., near Maiden-lane, New-York, offers to RETAILERS AND MANUFACTURERS an assortment of reliable DRUGS, &c., on reasonable terms. Consignments of DRUGS, MEDICINES, &c., disposed of to the best advantage, or brought to public notice.

Water Cure.

DR. E. J. LOWENTHAL'S WATER CURE and GYMNASIUM, No. 110 Bleecker-st., New-York.

Legal Notices.

IN PURSUANCE of an Order of the Surrogate of the County of New-York, notice is hereby given to all persons having claims against PETER VAN ARSDALE, late of the City of New-York, Physician, deceased, to present the same with vouchers thereof to the subscriber, at the office of C. W. Van Voorhis, Attorney-at-Law, No. 39 Nassau-st., in the City of New-York, on or before the 14th day of September next.—Dated New-York, the 7th day of March, 1859.
WILHELMENA VAN ARSDALE, Administratrix.
mh8 lawfmTu*

IN PURSUANCE of an order of Robert B. Dawson, esq., Surrogate of the County of Kings, notice is hereby given according to law, to all persons having claims against EDWARD KELLOGG, late of the City of Brooklyn, deceased, that they are required to exhibit the same with vouchers thereof, to the subscribers, the Executors, at the office of Edward R. Kellogg, No. 96 Beaver-st., in the City of New-York, on or before the 4th day of June next.—Dated Nov. 29, 1858.
ESTHER F. KELLOGG, EDWARD R. KELLOGG, } Executors.
n30 lawfmT CHARLES P. BALDWIN,

IN PURSUANCE of an order of the Surrogate of the County of New-York, notice is hereby given to all persons having claims against PETER G. ARCULARIUS, late of the City of New-York, deceased, to present the same, with vouchers thereof, to the subscribers, at the office of ANDREW M. ARCULARIUS, No. 52 Vesey-st., in the City of New-York, on or before the first day of May next.—Dated New-York, the 25th day of October, 1858.
ANDREW M. ARCULARIUS, JAMES P. HARPER, Executors.
o26 lawfmTu*

IN PURSUANCE of an order of the Surrogate of the County of New-York, notice is hereby given to all persons having claims against HENRY JOHNSON, late of the City of New-York, deceased, to present the same with vouchers thereof to the subscriber, at his place of business, No. 293 Washington-st., in the City of New-York, on or before the 12th day of March next. Dated, New-York, the 6th day of September, 1858.
WILLIAM JOHNSON, Administrator.
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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 DAVID LEAL, late of the City of New-York, carpenter, deceased, to present the same, with vouchers thereof, to the subscribers, at their residence, No. 98 Orchard-st., in the City of New-York, on or before the 17th day of August next.—Dated New-York, the 14th day of February, 1859.
EMELINE LEAL, SARAH M. LEAL, Administratrixes.
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New-York Daily Tribune.

PUBLIC MEETINGS.

BOARD OF ALDERMEN.

MONDAY, March 7.—The President, Mr. THOMAS MCSPEDON, in the chair.

The minutes of the previous meeting were read and corrected.

Petitions were received from milkmen to have an inspector of milk appointed, to be stationed at the Harlem Railroad Depot to protect them in receiving the lawful measure—many of the cans not holding the quantity for which they are charged by the parties from which they purchase.

From E. L. Bragaw and others to have a new Ferry established to run from the foot of Cherry street to South Seventh street, Williamsburg. Of Jacob Harsen and others for a change in the grade of Eighth avenue from Sixty-seventh to Eighty-first street in conformity with the plan submitted by the Street Commissioner.

Of Charles Johnson and associates, for a stage route from Manhattanville Railroad depot to and through One-hundred-and-twenty-fifth, Eighth and Third avenues, to Harlem Bridge.

Of Wm. H. Adams, and four others, for a railroad through Broadway, from South Ferry to the Central Park. Petitioners state they believe permission should be first obtained of the Common Council, before making application to the Legislature. The paper was referred to the Committee on Railroads.

Of H. H. Gillet, asking for a situation. Mr. ADAMS moved to refer him to the City Inspector. Lost. Referred to Croton Department.

The Sinking Fund—General Ledger Balance.—The following from the Controller was read, and 1,000 copies of the same were ordered printed:

CITY OF NEW-YORK, DEPARTMENT OF FINANCE, CONTROLLER'S OFFICE, March 7, 1859.

GENTLEMEN OF THE COMMON COUNCIL: In my communication under date of February 7, transmitting to your honorable body a statement of the "General Ledger Balance," or accounts purporting to be due to and from the Corporation of December 31, 1858, I stated that the accounts and balance sheets pertaining to the Sinking Funds would be transmitted as soon as completed.

The work of posting the various books being far behindhand at the time I assumed office, it required much more time than was anticipated to prepare such balance sheets. They have at length been furnished, and now have the pleasure to submit them herewith.

The want of room and clerical assistance have thus far prevented a thorough investigation of these accounts by the present Controller. From a cursory view of them it appears that the capital of the Sinking Fund for the Redemption of the City Debt, on the 31st Dec. 1858, amounted to.....$9,338,191 19

Less amount of City stocks Redemed...$5,306,670
From Loan Bonds and Mortgages..... 43,500
5,640,170 69

Actual amount of Capital.....$3,698,021 19

There was also invested on account of said Fund, as stated below, moneys borrowed from and due to the Sinking Fund for the Payment of Interest on the City Debt, at the same date, the sum of £209,614 00

Total.....$3,908,034 29

This amount is represented by the following items:
Amount drawn from this fund by order of the Common Council in 1855 for the purchase of Randall's Island and various markets in the city.....$100,421 00
Due from City Treasury on account of difference in exchange of bonds and mortgages used in settlement of Central Park awards, and stocks received therefor..... 1,402 25
Sundry stocks of the Corporation standing in the name of the Commissioners of the Sinking Fund, the certificates therefor having been received from ex-Controller Flagg..... 3,786,192 00

Total.....$3,908,034 29

The books pertaining to this fund show a large amount ($[illegible] 78) of bonds and mortgages received for sales of real estate, also the sum of $43,500, received on account of the Fire Loan stock, the net proceeds of all which, when collected, will belong to it. There also appears to be a small amount of rents due, which will be added thereto as collected.

The capital of the Sinking Fund for the payment of interest on the city debt on Dec. 31, 1858, amounted, according to the books, to $2,[illegible]

This sum is represented by the following items, viz:
Amount advanced to and due from the Commissioners on account of the Sinking Fund for the redemption of the City Debt, as above stated.....$1,268 814 66
Amount due from the City Treasury for advances to pay interest on Central Park stock, and other stocks, to be provided for from taxation..... 129,824 34
Amount due from the City Treasury for interest on $194,000 Public Retrenchment stock, provided for by taxation, but paid from this fund for the years 1856, 1857 and 1858..... 23,100 00
Amount of cash in hands of the Chamberlain, Dec. 31, 1858, as per six receipts to the credit of the Commissioner of the Sinking Fund..... 1,159,595 72

Total.....$2,579,554 12

Besides the above, there appears to be due for rents outstanding..... $247,116 09
And for interest accrued upon sundry bonds and mortgages, the further sum of..... 33,819 56

Total.....$2,860 489 65

Why this large amount has not been collected, and what portion thereof may be considered good, is more than I can now state. The sums realized from it are pledged, and will be paid over as received to the Commissioners of the Sinking Fund for the payment on the city debt.

Further particulars respecting these funds will hereafter be communicated in a special report to your honorable body, which will be prepared at the earliest moment practicable.

It will be seen that the revenue pledged to the fund for payment of its stock on the city debt, have produced an amount far exceeding what was anticipated at the time of its creation.

There will be no charge against the Sinking Fund for the redemption of the City Debt until Jan. 1, 1860, when the Water Stock, issued under the act of 1834, amounting to $2,500,000, becomes due and is payable from said Fund.

I have thus sketched a statement, to which I beg leave to call your special attention, as showing in a convenient tableau form the amount, origin and character of the entire permanent debt of the city—the acts authorizing and purposes for which it was created—also the periods of redemption.

Respectfully submitted,
ROBERT T. HAWS, Controller.

The Committee on Lands and Places reported in favor of removing the fountain in the City Hall Park to Tompkins Square. Laid over.

A petition was received to remove the railing from the City Hall Park and erect the same around Madison Square. Referred to Committee on Lands and places.

A communication was received from the Counsel to the Corporation in relation to the fraudulent alteration in the Pettigrew contract, stating that Mr. Lowell, the Deputy Street Commissioner, had furnished him with the facts upon which his communication of Feb. 21 was based, and that proceedings are being had to protect the city in all its rights in the premises. Ordered on file.

A communication was received from the Street Commissioner defending the Street Department against the communication of the Counsel to the Corporation, sent to this Board at the last meeting—that said communication from the Counsel contains statements reflecting injuriously upon this department. The paper, which was very voluminous, was read and ordered printed on the minutes.

A communication was received from the Secretary of the Hudson River Railroad Company stating that the Company are desirous of availing themselves of the permission to carry city passengers, contained in the ordinance of Dec. 13, 1858, and of commencing without delay, but it is impossible for them, within the time limited, to make the necessary arrangements for altering their locomotive terminus, with its attendant shops and depots, or for relaying their track with grooved rails. They therefore petition for a reasonable extension of the time limited for those purposes. Referred to Committee on Railroads.

A communication was received from Chief Engineer Howard, reporting that the Eighty-fifth-street bell-tower was cracked on the 30th inst.; and as it cannot be repaired a new one must be furnished. There is no other bell tower between Thirty-third and One-hundred-and-twenty-fourth streets, a distance of over four miles. Referred to the Committee.

A communication was received from the Street Commissioner, in answer to a resolution as to the amount paid to the city for storage of lumber on the line of West street, from North Moore to Spring street. The Commissioner is not aware that the city derives any benefit from such storage.

After the passage of some ordinary papers, the Board adjourned to Thursday.

THE STREET DEPARTMENT ON BUSTEED.

STREET DEPARTMENT, STREET COMMISSIONER'S OFFICE, New-York, March 7, 1859.

To the Honorable the Common Council:

The communication made to your honorable body by the Counsel to the Corporation, on the 23d of February, 1859, contains certain statements reflecting injuriously upon this Department, which makes it incumbent on me to solicit your permission to offer the following explanations in refutation of the grave charges therein made.

The attention of this Department having been called to the case of the Pettigrew judgment, included in the Tax Levy for 1859, an investigation was directed on the 19th of February, which resulted in the discovery of the facts set forth in my communication to the Common Council two days thereafter, and which, as they were not known to this Department until the 20th, could not, as the Corporation Counsel uncourteously charges, have been kept from his knowledge in a suit which was decided and judgment filed in January last. Pettigrew's complaint in this matter was amended in December, 1858, which gave the Corporation Counsel the right to amend his answer by the addition of any new facts when might become known. The Law Department, however (in deviation from what is stated to be its usual custom), neglected to call upon this office for any information in the matter, and I had no knowledge, official or otherwise