GREAT REDUCTION.—THE VANDERBILT EUROPEAN LINE of UNITED STATES MAIL STEAMSHIPS.
VANDERBILT....Capt. Lefevre, | ARIEL, Capt. Jones,
OCEAN QUEEN, Capt. Seabury, | NORTH STAR,
will run as regularly as the between NEW-YORK, SOUTHAMPTON and HAVRE, under mail contract, leaving this side each alternate Saturday, and the other side each alternate Wednesday, viz:

	FROM NEW-YORK FOR SOUTHAMPTON AND HAVRE.	FROM HAVRE AND SOUTHAMPTON FOR NEW-YORK.
VANDERBILT.....	Saturday, June 4..	Wednesday, June 22.
ARIEL.....	Saturday, June 18..	Wednesday, July 6.
OCEAN QUEEN....	Saturday, July 2....	Wednesday, July 20.
VANDERBILT.....	Saturday, July 16..	Wednesday, Aug. 3.
ARIEL.....	Saturday, July 30..	Wednesday, Aug. 17.
VANDERBILT.....	Saturday, Aug. 13..	Wednesday, Aug. 31.

These Steamships have water-tight compartments.
Carry also Surgeons.
PRICE OF PASSAGE—EITHER WAY THE SAME—Viz:
Per VANDERBILT—First Cabin, $120 and $100; Second Cabin, $50.
Per ARIEL—First Cabin, $80; Second Cabin, $50.
Per OCEAN QUEEN—First Cabin, $100 and $80; Second Cabin, $50.
CERTIFICATES issued of passage from Europe.
Specie delivered in London and Paris.
D. TORRANCE, No. 5 Bowling Green, New-York.

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
These ships from Boston call at Halifax.
These vessels carry a clear white light at mast-head; green on starboard bow; red on port bow.
ASIA, Lang.....Leaves Boston.....Wednesday, April 20
EUROPA, Leitch.....Leaves New-York.Wednesday, " 27
ARABIA, Stone.....Leaves Boston.....Wednesday, May 4
AFRICA, Shannon.....Leaves New-York.Wednesday, May 11
NIAGARA, Miller.....Leaves Boston.....Wednesday, " 18
PERSIA, Judkins.....Leaves New-York.Wednesday, " 25
CANADA, Lang.....Leaves Boston.....Wednesday, June 1
ASIA, Lott.....Leaves New-York.Wednesday, " 8
AMERICA, Miller.....Leaves Boston.....Wednesday, " 15
AFRICA, Shannon.....Leaves New-York.Wednesday, " 22
ARABIA, Stone.....Leaves Boston.....Wednesday, " 29
PERSIA, Judkins.....Leaves New-York.Wednesday, July 6
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.

NOTICE.—In future, the Steamers of this Line will call at CORK, Ireland, to land and receive letters and passengers. Steam to LIVERPOOL, calling at CORK, and via Liverpool to LONDON, GLASGOW, and all the principal towns in GREAT BRITAIN and IRELAND, 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, June 4.
CITY OF WASHINGTON.....SATURDAY, June 18.
KANGAROO.....SATURDAY, July 2.
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. 36
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.
Passengers to Ireland by this Line avoid the risk and great detention of calling at St. John's, as the steamers proceed to Cork direct.
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.

STEAM to IRELAND, DIRECT, for $30.—The Liverpool, New-York and Philadelphia Steamship Co.'s splendid and powerful steamships are intended to sail:
From Belfast and Cork—VIGO, 4th and 6th of May.
CITY OF MANCHESTER, 1st and 3d of June.
From New-York to Cork and Liverpool—VIGO, 28th May.
CITY OF MANCHESTER, 25th of June.
RATES OF PASSAGE:
Cabin, from New-York to Cork and Liverpool.....$75
Steerage, from New-York to Cork and Liverpool.... 30
Including an unlimited allowance of the best cooked provisions, which will be served by the Company's stewards.
Passengers by this line avoid the risk and great detention of calling at Halifax and St. John's, as the steamers sail direct to Cork.
For freight or passage, apply to
JOHN McKEE, No. 103 Victoria-st., Belfast.
C. W. D. SEYMOUR & Co., Cork,
and in Philadelphia and New-York at the Company's offices, No. 109 Walnut-st., Philadelphia, and No. 15 Broadway, New-York.
JOHN G. DALE, Agent.
WM. INMAN, Agent, Nos. 62 and 63 Tower Buildings, Liverpool.
Further sailings will appear in future advertisements.

SUTTON & Co.'s DISPATCH LINE for SAN FRANCISCO.—To sail regularly on advertised days.—Clipper of SATURDAY, 21st May—only New-York-built clipper up—the famous and celebrated A 1 New-York-built clipper ship UNCOWAH, Kirby master, is receiving her cargo at Pier No. 21 East River, and will promptly sail as above. This elegant clipper was built by Wm. H. Webb, esq., especially for the San Francisco trade. Her only passage from New-York was made in 114 days, delivering her cargo without a stain. Being very small (only 1,000 tons), she will fill up in a few days. Shippers will please hand in their bills of lading as soon as they complete their engagements. SUTTON & Co., No. 58 South-st., cor. Wall.

FOR SAVANNAH and FLORIDA.—The AMERICAN ATLANTIC SCREW STEAMSHIP COMPANY'S new and first-class steamship HUNTSVILLE, J. A. Post, Commander, will leave pier No. 12 North River, on SATURDAY, May 28, at 4 o'clock p. m. Passage to Savannah, with unsurpassed accommodations, $15. Through tickets to New-Orleans, $30 75; Mobile, $35; Montgomery, $28; Albany, $25; Atlanta, $23; Columbus, $23; Macon, $21; Augusta, $20. Also to principal places in Florida at lowest rates. Freight 10 cents per foot and proportionate rates. Insurance one-half per cent. Apply to
H. B. CROMWELL & Co., No. 86 West-st.

FOR SAVANNAH and FLORIDA—U. S. MAIL LINE.—The favorite steamship STAR OF THE SOUTH, Capt. Thos. Lyon, will leave on WEDNESDAY, May 25, at 4 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.

Steamboats and Railroads.

DAY BOAT for ALBANY and TROY.—Steamer METAMORA, TUESDAY, THURSDAY and SATURDAY, from foot of Jay-st., at 7 a. m.

DAY BOAT for ALBANY.—Steamer ARMENIA every MONDAY, WEDNESDAY and FRIDAY, from foot of Harrison-st., at 7 o'clock a. m.

CENTRAL RAILROAD of NEW-JERSEY.—Connecting at New-Hampton with the Delaware, Lackawanna and Western Railroad, and at Easton with the Lehigh Valley Railroad.
SUMMER ARRANGEMENT, commencing May 16, 1859.—Leave New-York for Easton and intermediate places from Pier No. 2 North River, at 7½ a. m., 11:45 a. m., and 4 p. m.; for Somerville by above trains, and at 5:45 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 7:40 a. m., and 12 m., and 4 and 6 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 11:45 a. m. JOHN O. STERNS, Superintendent.

NEW-YORK AND ERIE RAILROAD.—On and after MONDAY, April 4, 1859, 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 Buffalo, and principal intermediate Stations.
MAIL TRAIN at 8 a. m., for Dunkirk and Buffalo, and intermediate Stations.
ROCKLAND PASSENGER at 8:30 p. m., from foot of Harrison-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 Binghampton, with the Syracuse and Binghampton Railroad, for Syracuse; at Corning, with the Buffalo, Corning and New-York Railroad, for Rochester and Buffalo; at Great Bend, with the Delaware, Lackawanna and Western Railroad, for Scranton; at Hornellsville, with the Buffalo and New-York City Railroad; and at Buffalo and Dunkirk, with the Lake Shore Railroad, for Cleveland, Cincinnati, Toledo, Detroit, Chicago, &c.
CHARLES MORAN, President.

NEW-YORK AND HARLEM RAILROAD.
SPRING ARRANGEMENT.
On and after WEDNESDAY, April 6, 1859, Trains will leave 26th-st. Station, New-York, as follows:
7:45 a. m..For Williamsbridge.
8:30 a. m..Mail Train for Albany.
9:30 a. m..For Williamsbridge.
11:30 a. m..For White Plains.
2:30 p. m..For Williamsbridge.
4:00 p. m..For Dover Plains.
5:00 p. m..For White Plains.
6:15 p. m..For White Plains, from White and Centre-st.
8:30 p. m..For Williamsbridge.
RETURNING—Will leave:
5:00 a. m..From White Plains.
5:30 a. m..From Dover Plains.
6:40 a. m..From Williamsbridge.
7:00 a. m..From White Plains.
8:45 a. m..Mail Train from Albany.
9:30 a. m..From Williamsbridge.
1:00 p. m..From Williamsbridge.
3:00 p. m..From White Plains.
5:00 p. m..From Williamsbridge.
WM. J. CAMPBELL, Superintendent.

NEW-YORK and NEW-HAVEN RAILROAD. 1858. SUMMER ARRANGEMENT. 1858.
Commencing May 23, 1858.
Passenger Station in New-York, corner of 27th-st. and 4th-av. Entrance on 27th-st.
TRAINS LEAVE NEW-YORK.
For New-Haven, 7, 8 a. m. (ex.); 12:45, 3:15 (ex.); 3:50 and 4:45 p. m. For Bridgeport, 7, 8 a. m. (ex.); 12:45, 3:15 (ex.); 3:50, and 4:45 p. m. For Milford, Stratford, Fairfield, Southport and Westport, 7 a. m.; 12:45, 3:50 and 4:45 p. m. For Norwalk, 7, 9 a. m.; 12:45, 3:15 (ex.); 3:50, 4:45, 5:30, 6:30 p. m. For Darien and Greenwich, 7, 9 a. m.; 12:45, 3:50, 4:45, 5:30, 6:30 p. m. For Stamford, 7, 8 (ex.), 9 a. m.; 12:45, 3:15 (ex.), 3:50, 4:45, 5:30, 6:30 p. m. For Port Chester and intermediate Stations, 7, 8 a. m.; 12:45, 3:50, 4:45, 5:30, 6:30 p. m.
CONNECTING TRAINS.
For Boston, 8 a. m. (ex.), 3:15 p. m. (ex.) For Hartford and Springfield, 8 a. m. (ex.), 3:15 p. m. (ex.) For Connecticut River Railroad to Montreal, 8 a. m. (ex.), and 3:15 p. m. (ex.) to Northampton. For New-Haven, New-London and Stonington Railroad at 8 a. m. and 3:15 p. m. For Canal Railroad to Northampton, 8 a. m. (ex.) and 12:45 p. m. For Housatonic Railroad, 8 a. m. and 3:15 p. m. For Naugatuck Railroad, 8 a. m., 3:15 p. m. For Danbury and Norwalk Railroad, 7, 9 a. m., 3:50 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 7, 9 and 11 a. m. and 4 and 6 p. m.; fare $3. Through Tickets sold for Cincinnati and the West, and for Washington, New-Orleans and the South, &c., and through baggage checked to Washington in 7 a. m. and 6 p. m. trains.
J. W. WOODRUFF, Assistant Superintendent.
No baggage will be received for any trains unless delivered and checked fifteen minutes in advance of the time of leaving.

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 8:30 p. m., or on the arrival of the Mail Train which leaves Boston at 5:10 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 50 cents.
A baggage-master accompanies the steamer and train through each way.
For passage, berths, state-rooms or freight, apply onboard the steamer, or at the Freight Office, Pier No. 2 North River, or at the office, No. 10 Battery-place. Feb. 23, 1859.

FOR BOSTON and PROVIDENCE via NEWPORT and FALL RIVER.—The splendid and superior steamer METROPOLIS, Capt. Brown, leaves New-York every TUESDAY, THURSDAY and SATURDAY at 5 o'clock p. m., and the EMPIRE STATE, Capt. Brayton, on MONDAY, WEDNESDAY and FRIDAY at 5 o'clock p. m., from Pier No. 3, N. R.
Hereafter, no rooms will be regarded as secured to any applicant until the same shall have been paid for.
Freight to Boston is forwarded through with great dispatch by an Express Freight Train.
WM. BORDEN, Agent, Nos. 70 and 71 West-st.

HUDSON RIVER RAILROAD.—From May 9, 1859, TRAINS will leave Chambers-st. Station as follows: Express Trains, 6 and 11 a. m., and 3 p. m. For Hudson, 7:15 a. m.; for Sing Sing, 10 a. m., and 4 and 10:30 p. m.; for Poughkeepsie, 1:15 and 3:20 p. m.; for Tarrytown, 2:45 and 6:45 p. m.; for Peekskill, 5:30 p. m. The Hudson, Poughkeepsie, Peekskill, Sing Sing and Tarrytown Trains stop at most of the way stations. Passengers taken at Chambers, Canal, Christopher and 31st-sts. Trains for New-York leave Troy at 4:45 and 8:30 a. m., and 3:45 p. m.; and Albany about 15 minutes later. On Sundays, at 6 p. m.
A. F. SMITH, Supt.

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 CARS 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.....7:15 a. m.
Fast Line leaves Philadelphia at.....11:50 p. m.
Express Train leaves Philadelphia at.....10:50 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 line.
Passengers from Washington City have two daily trains from Baltimore, connecting at Harrisburg for all points West—leaving Baltimore at ——a. m. and ——p. m.
Passengers for Sunbury, Williamsport, Elmira, Buffalo, Niagara Falls, and intermediate points, leaving Philadelphia at 7:15 a. m. and 11:50 a. 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 ferriage 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, 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 Penn. 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;
Boyle & 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.; Clark & 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 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 thesubject of freights, will meet with prompt attention.
E. J. SNEEDER, Philadelphia.
MAGRAW & KOONS, No. 80 North-st., Baltimore.
LEECH & Co., No. 2 Astor House, or No. 1 S. 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.

DR. VELPEAU'S CANKERINE.—THE GREATEST DISCOVERY OF THE AGE!
For the almost instantaneous cure of CANKER in its worst forms. It is also a sovereign cure for Sore Mouths and Throats, resulting from Scarlatini and Typhus Fevers and unrivaled by anything yet known for Sore Nipples, Flesh Wounds, Fresh Burns or Scalds, old Sores and Sores of every kind. A positive cure for Bronchial Affections in its first stages. We will warrant it to extract the pain or smart from a Burn, however bad, in from one to two minutes. The same with Canker. All we ask is a trial, and we guarantee the result. It is perfectly safe to give to an infant. For sale by BURRILL & HUNTING, Sole Proprietors, No. 102 Nassau-st., New-York, room No. 4, and No. 6 Tremont-st., Boston. Price, 25 cents per bottle. For sale by all druggists.

32 HEALTH of AMERICAN WOMEN. 32
The Graefenberg Company's
MARSHALL'S UTERINE CATHOLICON
is a certain cure for all female monthly irregularities, weakness, tumors, ulceration, inflammation, whites, falling, and other local derangement of the uterine organs.
Price $1 50 per bottle; five bottles for $6. It can be safely sent by Express.
CAUTION.
AN ARTICLE, WHOLLY UNAUTHORIZED, NEARLY RESEMBLING THIS IN NAME AND LABEL, HAS BEEN PUT IN CIRCULATION.
Address JOSHUA F. BRIDGE, M. D., *Sec'y and* CONSULTING PHYSICIAN, *Graefenberg Co.*, No. 32 PARK-ROW, NEW-YORK.

SANDS' SARSAPARILLA.
THE BEST SPRING ALTERATIVE AND TONIC.
We take much pleasure in reminding our numerous friends that at this season of the year, when sudden and rapid changes of climate are so trying to the constitution and prolific in the development of disease, that much suffering may be avoided by using this safe, pleasant and efficacious remedy, which purifies the blood, expels humors, and speedily cures all cutaneous and eruptive disorders. Prepared by
A. B. & D. SANDS, Druggists, No. 141 William-st.

WATTS'S NERVOUS ANTIDOTE.—Beware of counterfeits by bogus doctors and rascally druggists. We have no retail agents in this city except AXFORD, in the Bowery, and in Brooklyn it can only be had of HAYES, Fulton-st. The genuine has our name written on the label. JOHN PYNE & Co., 109 Nassau-st. If it fails, we will refund the money.

Water Cure.

BROOKLYN-HIGHTS WATER-CURE is located on the banks of the East River, overlooking the Bay, Harbor and City of New-York, making it one of the most delightful Summer residences in the city; three minutes' walk from Fulton Ferry. Address GEO. F. ADAMS, M. D., No. 63 Columbia-st., Brooklyn.

DR. TRALL'S WATER-CURE is located but one door from St. John's Park, at No. 15 Laight-st. Good BOARD can be obtained from $5 to $7 per week. Board with treatment, from $7 to $10 50 per week. R. T. TRALL, M. D., and D. A. GORTON, M. D., Physicians.

DR. E. J. LOWENTHAL'S WATER CURE and GYMNASIUM, No. 110 Bleecker-st., New-York. Treatment without board. Transient and permanent Boarders taken.

"SARATOGA WATER-CURE"—Now in order for the reception of guests. Great improvements have been made. N. BEDORTHA, M. D., Saratoga Springs, N. Y.

Legal Notices.

SUPREME COURT.—JOHN JAY, Receiver of the Mechanics' Fire Insurance Company of the City of New-York, against WILLIAM H. DE GROOT and ALICE E., his wife, Theodore R. B. De Groote, and Emma, his wife, James B. Murray, Charles Burrall, Eliza Ware, administratrix, and Charles Abernathy, administrator of John P. Ware, deceased, George Opdyke and Wilson G. Hunt.—Pursuant to a decree of sale made in the above entitled action at a special term of the Supreme Court, held at the City of New-York, on the 31st of October, 1857, I, the Referee in said decree named, will sell at public auction, at the Merchants' Exchange in New-York City, on the 20th day of May, 1859, at 12 o'clock at noon of that day, the following real estate or land, viz: All that certain lot, piece or parcel of Land, situate, lying and being in the Twelfth (12) Ward of said city, bounded and described as follows, viz: Beginning at a point on the southerly side of One-hundred-and-forty-second-st., distant four hundred feet southeasterly from the southeasterly corner of One-hundred-and-forty-second-st. and Eleventh-av., running thence southerly on a line parallel with said avenue to the center line of the block between One-hundred-and-forty-first-st. and One-hundred-and-forty-second-st.; thence along said center line easterly one hundred feet; thence southerly on a line parallel with said Eleventh-av., until it intersects the northerly line of the Bloomingdale road, thence northeasterly along said line of the Bloomingdale road until it intersects the southerly line of One-hundred-and-forty-second-st.; thence westerly along the southerly line of One-hundred-and-forty-second-st., to the place of beginning. Terms made known at the day of sale.—Dated April 27th, 1859. HOMER H. STUART, Referee.
CHARLES E. WHITEHEAD, Attorney. Apl28 2awtf
Adjourned to 27th of May, 1859, at same hour and place.
my23 2awtf HOMER H. STUART, Referee.

SUPREME COURT.—JOHN JAY, Receiver of the Mechanics' Fire Insurance Company of the City of New-York, against WILLIAM H. DE GROOT and ALICE E., his wife, JAMES B. MURRAY, CHARLES BURRALL, GEORGE OPDYKE and WILSON G. HUNT.—Foreclosure Sale.—Pursuant to a judgment or decree of sale, made in the above-entitled action, at a Special Term of the Supreme Court held in New-York City, Oct. 31, 1857, I, the Referee in said order named, will sell at public auction, at the Merchants' Exchange in New-York City, on the 20th day of May, 1859, at 12 o'clock m. of that day, the following property mentioned and described in said decree, viz: All that certain lot, piece or parcel of land situate, lying and being in the Ninth Ward of the City of New-York, being part of the land lately belonging to the rector, churchwarden and vestrymen of Trinity Church, commonly called the Church Farm, and distinguished on the maps of such part thereof as lies in the block between Le Roy and Morton streets, east of Hudson street, by the letter N, and bounded as follows, to wit: Beginning at a point on the northerly side of Le Roy street, distant three hundred and forty feet and five inches eastward from the corner formed by the easterly side of Hudson street and northerly side of Le Roy street, thence running northerly and parallel to Hudson street along the easterly side of lot M on said map, one hundred feet to the center lines of said block between Le Roy and Morton streets, thence easterly along the said center line parallel to Le Roy street, eighteen feet ten inches to the easterly boundary of the Church Farm, thence south-easterly along the same thirteen feet ten inches, thence southerly along the lands occupied by the German Lutheran Church and parallel to Hudson street eighty-six feet six inches to Le Roy street, and thence westerly along the northerly side of Le Roy street twenty-two feet one inch to the place of beginning. Terms made known on the day of sale.—New-York, April 27, 1859. HOMER H. STUART, Referee.
ap28 2awtf CHARLES E. WHITEHEAD, Attorney.
Adjourned to 27th of May, 1859, at same hour and place.
my23 2awtf HOMER H. STUART, Referee.

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, of JOSIAH COLBY, an insolvent. Notice first published April 18, 1859. Creditors to appear before the Hon. F. D. CULVER, City Judge, at his office No. 355 Fulton-st., in the City of Brooklyn, on the 30th day of June, 1859, at 9 o'clock in the forenoon, to show cause why the said insolvent should not be discharged from his debts.
D. T. MUDGETT, No. 90 Wall-st., N. Y.,
ap18 1aw10wM Attorney for Petitioner.

SUPREME COURT.—In the matter of the application of the Mayor, Aldermen and Commonalty of the City of New-York, by the Board of Commissioners of the Central Park, relative to the acquisition of lands for a public park or place, between 100th and 110th streets and the 5th and 8th avenues, in the city of New-York.—The Mayor, Aldermen and Commonalty of the City of New-York, by the Board of Commissioners of the Central Park, pursuant to the statute entitled "An Act to alter the Map of the City of New-York, by laying out thereon a public Place, and to authorize the taking of the same," passed April 2, 1859—three-fifths being present—hereby give notice to the owners, lessees, parties and persons respectively entitled unto or interested in the lands, tenements, hereditaments and premises hereinafter mentioned and described, that they will apply to the Supreme Court of the State of New-York, at a special term of said Court, to be held at the City Hall of the City of New-York, on Monday, the 20th day of June, 1859, at the opening of the Court on that day, or as soon thereafter as Counsel can be heard, for the appointment of three Commissioners of Appraisal in the above entitled matter, to estimate in favor of the several owners, lessees, parties and persons aforesaid, a just and equitable compensation for taking all those lands, tenements, hereditaments and premises as lie between 100th and 110th streets, and 5th and 8th avenues, in said city, and which the said Board of Commissioners of the Central Park, deem advisable to be acquired for the purpose of extending said Central Park in the City of New-York, which said lands and premises are laid out on the map or plan of said city, under and by virtue of an act entitled "An Act relative to improvements touching the laying out of streets and roads in the City of New-York, and for other purposes," passed April 3, 1807.—Dated May 12, 1859.
RICHARD BUSTEED, Counsel to the Corporation,
my14tu20 and to said Board of Commissioners.

New-York Daily Tribune.

PUBLIC MEETINGS.

THE NEW-SCHOOL GENERAL ASSEMBLY.

Correspondence of The N. Y. Tribune.

WILMINGTON, Del., Friday, May 20, 1859.

The General Assembly met yesterday in the Rev. G. F. Niswell's Church, and was opened with a sermon by the last Moderator, the Rev. Dr. THOMPSON of Buffalo. His text was 1 Tim., iii, 1: "This is a true saying, if "a man desire the office of a Bishop he desireth a good "work." The sermon was an able one, and delivered with great eloquence. In the proprieties and earnestness which belong to the pulpit the Doctor excels, and there is but one opinion expressed concerning his opening sermon.

At the afternoon session the Assembly elected the Rev. R. W. Patterson, D. D., of Chicago, Moderator, and the Rev. Messrs. C. P. Bush of Illinois, and H. E. Niles of Western New-York, temporary Clerks. The Rev. Dr. Kendall of Pittsburgh, was appointed permanent Clerk pro tem., in place of the Rev. Henry Darling, who is not present on account of sickness.

The report of A. P. HALSEY, esq., Treasurer of the Assembly, was read and referred to an Auditing Committee.

The Assembly chose Pittsburgh as the place for the next meeting.

The evening was occupied in religious services conducted by the Rev. JOHN JENKINS of Philadelphia.

FRIDAY, May 20, 1859—a. m.

The first hour of the morning was occupied with devotional exercises, under the conduct of the Moderator. The singing, prayers and addresses were conducted generally without any suggestion. Now a prayer, or a verse, or an exhortation, just as the spirit inclined each one. It was an unusually interesting meeting.

Quite a number of delegates appeared in the Assembly this morning. It is said that more than two hundred are now present, and by the time the rest come it will be one of the largest assemblies ever held in this church.

The statistical reports and narrations from the Presbyteries were collected and referred to the Committee on the Narrative, on which I notice are the Rev. James Eels of Cleveland and the Rev. T. S. Hastings of New-York. The Moderator also announced the various Standing Committees.

Two very able reports were read this morning, the one from the Permanent Committee on Foreign Missions, the other from the Publication Committee. The former was read by the Rev. Mr. McLEOD of Philadelphia, and was an exceedingly well-arranged discussion of three points, viz:

First: The past history of foreign missions, so far as our church is related to the enterprise. This brings it through the period of miscellaneous effort, when such men as Azariah Horton, David and John Brained were sent to the Indians, &c.

Second: The General Assembly's action in the same field, sending such men as the Rev. Gideon Blackburn to the Indians.

Third: The united action of Congregationalists, Presbyterians, Reformed Dutch, &c., in the American Board. This was traced minutely and generously.

These three items constitute the first point of the report, viz., the Historical.

The second point described the results of these efforts in a happy strain. The third showed the part our denomination has taken in this work; what proportion of the executive and other offices belong to us; how many missionaries we have in the field, where they are stationed, their names, &c.

The report further stated that our churches contribute about one third of the money to the American Board, and by analysis showed that, in proportion to our numbers of communicants, the number of missionaries, and the amount raised, are not much less than in New-England, and that they are greatly in advance of some other denominations, not excepting the Old-School Church.

The report showed three things, viz: 1. This Church is doing more in the way of raising money for foreign missions than is generally supposed. 2. That the proportion of missionaries to our membership is better than has been thought by many; and, 3. That we are, notwithstanding, doing far less than we ought. In conclusion, several suggestions were made showing how we can be more efficient in this work.

The report manifests a very catholic spirit indeed, and probably has a look toward independent action at some future day. It is referred to a Committee of which the Rev. Dr. Poor of Newark is the chairman.

The report on Publication, by the Rev. JOHN W. DULLER of Philadelphia, was a thorough analysis of the work done, the work to be done, the encouragements and discouragements which attend it. He showed that great progress has been made already, and that the signs are very hopeful indeed. The report is too long to copy, and this general statement of it must suffice.

I have had occasion to notice a better tone in this Assembly than in any previous one in this particular; that these reports seem to indicate the determination of the body to do its own denominational work (in the best sense of that term), and to do this as the best way of doing good.

The most exciting topic to be discussed at this meeting is the relations of this Church to the Home Missionary Society. It seems that, for several years, there has been not a little feeling in some parts of the Church in reference to this Society, as if it were exercising an undue control over affairs not belonging to it. This has been true especially in the north-west, and this matter will come up in this way. The Presbytery of Alton has been receiving funds from the Home Missionary Society, but it has refused to pay the money raised in its own churches into the Treasury of that Society, claiming the right to disburse it according to its own wishes. For this reason, as is said, that Society refuse to aid the feeble churches in that Presbytery. The same is said to be true of other Presbyteries, but to what extent I have not yet learned. I do not doubt but the discussion will bring out not a little feeling, and that the alleged facts in the case will be subjected to a searching examination.

Any one who is conversant with the New-School Church cannot fail to see that a new and powerful life is beating through it from heart to extremity, and that the time will come when, like the Old-School, and the Reformed Dutch, it will do its own work in its own way. While the old people remain who helped form the American Board and the American Home Missionary Society, this tendency will be retarded, but only retarded. The thing will come to pass in time.

Friday p. m.—The Assembly met and proceeded to the unfinished business, and hearing the reports of the Permanent Committees. The Rev. Dr. T. A. MILLS, the Secretary, presented the reports of several Theological Seminaries, Marion, Lane, Auburn, &c. It was also stated that the Seminary at Carlinville, Ill., and the Lind University, in the vicinity of Chicago, were soon to be put in operation. Already there are academic departments started at these places. The Secretary read the report, showing what has been done. The various Presbyteries have been asked what they are doing in the matter of education for the Ministry. Some are acting according to the Assembly's plan, some according to their own plans, and some are not acting at all. Upon the whole, progress has been made, and a large number additional of students in the various stages of progress was reported. The report was full of valuable facts, and is to be published.

The Assembly accepted an invitation to attend a social entertainment at Mr. Latimer's house to-morrow afternoon.

The Rev. Mr. SPENCER moved to instruct the Publishing Committee to publish the reports of the various Permanent Committees. After some discussion, the motion was referred to the Standing Committee on Publication.

The Assembly adjourned.

The Rev. Mr. Mills is to preach this evening on the subject of Education.

EXCISE COMMISSIONERS.

Mr. KERR made his appearance at the meeting of the Board on Saturday.

After the minutes were read Mr. HASKETT said that he perceived by the report of the Deputy Superintendent of police, that that functionary had placed in the hands of Mr. Kerr 6,000 complaints against persons for violating the provisions of the Excise law, which he had left with this Board for prosecution under the second section of the act.

Mr. HASKETT thereupon moved that Mr. Kerr be very respectfully requested to deposit those complaints with this Board at its next meeting.

Mr. KERR called for the yeas and nays. The motion carried, Messrs. Haskett and Holmes voting in the affirmative and Mr. Kerr in the negative. The usual proclamation to persons desiring to make applications for licenses was made, but no applicant appeared.

The Board then adjourned to Monday afternoon.

A HORRIBLE MYSTERY.

PORTIONS OF A HUMAN BODY FOUND IN A VAULT.

NO CLUE—THE INQUEST.

The citizens of the