THE REGULAR MAIL LINE, via STONINGTON for BOSTON, PROVIDENCE—Land Route—The shortest and most direct—Carrying the Eastern Mail.

The steamers PLYMOUTH ROCK, Capt. Joel Stone, and C. VANDERBILT, Capt. D. B. Sturges, in connection with the Stonington and Providence, and Boston and Providence Railroad, leaving New York daily (Sunday excepted), from Pier No. 2, N. R. (first wharf above Battery-place), at 4 p. m., and Stonington at 8:30 p. m., or on arrival of the mail train which leaves Boston at 5:30 p. m.

The C. VANDERBILT, from New-York, Monday, Wednesday, and Friday. From Stonington, Tuesday, Thursday, and Saturday.

The PLYMOUTH ROCK, from New-York, Tuesday, Thursday, and Saturday. From Stonington—Monday, Wednesday, and Friday.

Passengers proceed from Stonington, per Railroad to Providence, and Boston in the Express Mail Train, reaching said places in advance of those by other routes, and in ample time for all the early Morning Lines connecting North and East. Passengers that prefer it, remain on board the steamer, enjoy a night's rest undisturbed, breakfast if desired, and leave Stonington in the 7 a. m. train, connecting at Providence with the 11 a. m. train for Boston.

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 of the Company, No. 19 Battery-place.

HUDSON RIVER RAILROAD.—From Nov. 14, 1859, Trains will leave Chambers st. Station as follows: Express Trains, 7 and 11 a. m. and 5 p. m.; for Sing Sing, 6 and 6:40 p. m.; for Poughkeepsie, 7:30 a. m. and 12:20 and 3:20 p. m.; for Peekskill, 5:30 p. m. The Poughkeepsie, Peekskill, and Sing Sing Trains stop at most of the Way Stations. Passengers take cars at Chambers, Canal, Christopher, and 31st-sts. Trains for New-York leave Troy at 6:15 and 10:10 a. m., and 4 p. m., and Albany about 15 minutes later. On Sunday, at 4 p. m. A. F. SMITH, Superintendent.

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 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. 2, 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 the Express Freight Train.

WM. BORDEN, Agent, Nos. 70 and 71 West-st.

NEW-YORK AND ERIE RAILROAD.—On and after Monday Nov. 14, 1859, Passenger Trains will leave Pier foot of Duane-st., as follows, viz:

DUNKIRK EXPRESS at 7 a. m., for Dunkirk, Buffalo, Canandaigua, and principal 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, Buffalo, Canandaigua, and principal Stations.

The Express Trains connect at Elmira with the Canandaigua and Niagara Falls Railroad; at Binghamton with the Syracuse Railroad; at Corning, with the Buffalo and New-York Railroad, for Rochester and Buffalo; at Great Bend, with the Railroad for Scranton, and at Buffalo and Dunkirk with the Lake Shore Railroad, for Cleveland, Cincinnati, Toledo, Detroit, Chicago, &c., and the Canada Railroads.

NATH'L MARSH, Receiver. CHAS. MINOT, Gen'l Sup't.

NEW-YORK and HARLEM RAILROAD
WINTER ARRANGEMENT.
FARE TWO DOLLARS TO ALBANY.

On and after MONDAY, Nov. 14, 1859, trains will leave 26th-st. station, New-York, as follows:

For Williamsbridge—8:30 and 11 a. m.; 2:30 and 5:30 p. m.
For White Plains—12:30 and 5 p. m.
For White Plains—6:15 p. m., from cor. White and Centre-sts
For Croton Falls—4 p. m., from 26th-st.
For Millerton—5 p. m., from 26th-st.
For Albany—9 a. m. from 26th-st. mail train.

Returning, will leave
Williamsbridge—6:40 and 9:30 a. m., 1 and 3:40 p. m.
White Plains—8 and 7:20 a. m., and 4:50 p. m.
Croton Falls—7 a. m.
Millerton—7 a. m.
Albany—11 a. m., mail train.

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 another 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 ..... 11:30 a. m.
Express Train leaves Philadelphia at ..... 10:30 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 11:30 a. m., go directly through.

Tickets Westward may be obtained at the office 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 VIA 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 carriage 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, 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 any charged by any 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; R. S. Pierce & Co., Zanesville, Ohio; J. J. Johnston, Ripley, Ohio; R. McNeely, Maysville, Ky.; Ormsby & Grapper, Portsmouth, Ohio; Paddock & Co., Jeffersonville, Ind.; H. W. Brown & Co., Cincinnati, Ohio; Albert & 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. E. Koonts, Alton, Ill.; Murphy & Wahl, 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. 60 North-st., Baltimore.
LEECH & Co., No. 2 Astor-House, or No. 18, William-st., N.Y.
LEECH & Co., No. 44 Kilby-st., Boston.
H. H. HOUSTON, General Freight Agent, Philadelphia.
For through tickets apply at this office, No. 2 Astor-House.
J. L. ELLIOTT, Agent.
L. L. ROUPT, General Ticket Agent, Philadelphia.
T. A. SCOTT, General Superintendent, Altoona, Pa.

NEW-JERSEY RAILROAD.—For PHILADELPHIA and the SOUTH and WEST, via JERSEY CITY.—Mail and Express lines leave New-York at 7, 8, 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 train unless delivered and checked 15 minutes in advance of the time of leaving.

NEW-YORK and NEW-HAVEN RAILROAD
1858. WINTER ARRANGEMENT. 1859.
Commencing Nov. 14, 1859.

Passengers' 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.); 12:15, 3:15 (ex.); 3:50 and 4:30 p. m. For Bridgeport, 7, 8 a. m. (ex.); 12:15, 3:15 (ex.); 3:50 and 4:30 p. m. For Milford, Stratford, Fairfield, Southport, and Westport, 7 a. m.; 12:15, 3:50, and 4:30 p. m. For Norwalk, 7, 9 a. m.; 12:15, 3:15 (ex.); 3:50, 4:30, 5:30 p. m. For Darien and Greenwich, 7, 9 a. m.; 12:15, 3:50, 4:30, 5:30 p. m. For Stamford, 7, 9 (ex.), 9 a. m.; 12:15, 3:15 (ex.), 3:50, 4:30, 5:30, p. m. For Port Chester and intermediate Stations, 7, 9 a. m.; 12:15, 3:50, 4:30, 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 Hartford, Providence and Fishkill Railroad, 8 a. m. (ex.). For New-Haven, New-London and Stonington Railroad at 8 a. m. and 3:15 p. m. For Canal Railroad to Collinsville, 8 a. m. (ex.), and 12:15 p. m., to Northampton. For Housatonic Railroad, 8 a. 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.

Medical.

BRADDOCK'S Celebrated COUGH MIXTURE to be sold by A. B. & D. SANDS, BARNES & PARK, C. F. WELLS & Co., City of New-York.

DR. J. LEATHE'S YELLOW-DOCK SYRUP, For Costiveness, Dyspepsia, Rheumatism, Scrofula, Piles, and Female Debility, this great remedy has no equal. Depot, Nos. 130 Chatham-st., 502 Grand-st., 476 Broadway.

DAME'S COUGH LOZENGES—Established 15 years—cure CHRONIC COUGHS, COLDS, and all AFFECTIONS of the THROAT and LUNGS. Depot 159 Water-st.

HUNT'S LINIMENT for TWENTY YEARS has been the fast friend of millions of the human race. Ask the opinion of your physician, or your neighbor, they will tell you that for Rheumatism, Diseases of the Spine, Weakness in the Back or Side, Paralysis of the Limbs, Sprains, Weak Ankles, Frosted Feet, Sore Throat, Bunions, Corns, Ulcers, Swellings, Fresh Wounds, Burns, and all nervous affections, HUNT'S LINIMENT has made many remarkable cures, and is justly entitled to be called the greatest external remedy known to this enlightened public. For certificates of wonderful cures, see circular round each bottle. Price 25 cents. Sold by all Druggists and merchants. Office No. 189 Maiden-lane.

J. R. BURDSALL'S CELEBRATED ARNICA LINIMENT.—BEWARE of COUNTERFEITS, and buy none but BURDSALL'S ORIGINAL ARTICLE, the reputation of which has occasioned the production of several articles bearing a somewhat similar name, as well as some which are mere Counterfeits of the Genuine. Sold by all the principal Druggists and general Storekeepers. Price 25 cents.

MOFFAT'S LIFE PILLS and BITTERS.—In all Derangements of the Digestive Functions, and of the Liver, Bowels, Kidneys, Bladder, and principal Viscera, there is certainly nothing to be compared with them. Sold everywhere.

QUERU'S COD LIVER OIL JELLY, approved by the Academy of Medicine, is the only cure for CONSUMPTION, ASTHMA, and all kinds of COUGHS. It is twice more efficacious than the liquid oil.

ALSO,

QUERU'S PATENT JELLIFIED CASTOR OIL. Pleasantly flavored, and taken without nausea, and does not cause constipation after use. It is the best purgative for children. To be had at the inventor's, No. 135 4th-av., and all respectable druggists. PENNOLD, PARKER & MOWER, No. 15 Beekman-st., Wholesale Agents.

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 JOHN R. ROBISON, late of the City of New-York, deceased, to present the same with vouchers thereof to the subscriber, at her residence in West 68th street, near Broadway, in the City of New-York, on or before the twentieth day of April next.—Dated New-York, the 19th day of October, 1859. ELIZABETH ROBISON, Administratrix.
o21 law6moTh

IN PURSUANCE of an order of the Surrogate of the City and County of New-York, notice is hereby given to all persons having claims against GEORGE W. GEER, late of the City and County of New-York, deceased, to present the same with vouchers thereof to the subscribers, at the office of D. & T. McMAHON, at No. 271 Broadway, in the City of New-York, on or before the 1st day of April, 1860.—Dated New-York Sept. 21, 1859. BENJAMIN G. WELLS, ERASTUS H. LATHAM, Administrators with the will annexed.
s29 law6moTh

NEW-YORK SUPREME COURT—Kings County.—WILLIAM HARRIGAN, Plaintiff against WILLIAM H. HICKOCK and MARIAN CECELIA HICKCOX, Defendants.—To the Defendants above-named: You are hereby summoned and required to answer the complaint in this action, which has been filed in the office of the Clerk of the County of Kings, at the City Hall, City of Brooklyn, and to serve a copy of your answer to the said complaint on the subscriber, at his office, No. 5 Beekman-st., 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 Nov. 3, 1859. GEORGE TERWILLIGER, Plaintiff's Attorney.
d1 law6wTh

SUPREME COURT, Cattaraugus County.—BENJAMIN CHAMBERLAIN and ELEAZOR HARMON, sp'st JONATHAN B. STAUNTON, and SUSAN W. his wife, Stephen McCoy, Francis Green, jr., Chauncey W. Moore, Theodore Smith, Truman S. Coleman, John D. Fewler, Horace Herrington, William Van Campen, William Manley, Ernestus Dickinson, Robert H. Shankland, James Cotter, William W. Barnes, Ralph McMitchell, Thomas Tucker, George R. Clarke, Abraham Reed, Phillip Slocum, Allen Nichols, Bela Gratton, Mary McIrvaw, Andrew J. Chamberlain, Joshua French, James McMahon, John Wales, David P. Prime, Abram C. Prime, Mathew Fisher, Silas C. Mallory, and Julia his wife, Alanson O. Mallory, Philo B. Herrington, Edwin Baxter, Thomas Lynn, John McMahon, Sally D. Keyes.

To the Defendant, ALANSON O. MALLORY: You are hereby summoned to answer the complaint of the Plaintiffs in this action, which was filed in the office of the Clerk of Cattaraugus County on the 24th day of September, 1859, and to serve a copy of your answer on the subscribers, at their office in Ellicottville, Cattaraugus County, New-York, within twenty days after the service of this summons upon you, exclusive of the day of such service; and if you fail to answer the complaint within the time aforesaid the plaintiffs will apply to the Court for the relief demanded in the complaint.—Dated Dec. 1, 1859.
RICE, JONES & CROSBY, Plaintiffs Attorneys.
d1 law6wTh

SUPREME COURT—City and County of New-York.—EDWARD M. FESSER, plaintiff, against JUSTO MAZORRA and YGNACIO ROCA, defendants.—Amended summons for money demand on contract.—(Com. not ser.)—To JUSTO MAZORRA and YGNACIO ROCA, Defendants: You are hereby summoned and required to answer the complaint in this action, which will be filed in the office of the Clerk of the City and County of New-York, at the City Hall in the City of New-York, and to serve a copy of your answer to the said complaint on the subscribers, at their office, Number 52 Wall street, in the City of New-York, within twenty days after the service of this summons on you, exclusive of the day of such service; and if you fail to answer the said complaint within the time aforesaid, the plaintiff in this action will take judgment against you for the sum of eleven thousand one hundred and fifty dollars and sixty-one cents, with interest from the tenth day of August, one thousand eight hundred and fifty-nine, besides the cost of this action.—Dated August 22, 1859.
WRIGHT & MERRIHEW, Plaintiffs Attorneys.

The complaint in this action was filed in the Office of the Clerk of the City and County of New-York, at the City Hall in the City of New-York, on the fifteenth day of November, 1859.
WRIGHT & MERRIHEW, Attorneys to Plaintiff.
n17-law6wTh

SUPREME COURT.—WALTER QUIN, Plaintiff, against THOMAS A. QUIN and MARY JANE QUIN, his wife; ARTHUR A. QUIN, CHARLES H. QUIN, GEORGE A. QUIN, JOHN QUIN, JOHN E. DEVLIN, individually, and as of the Administrators of ARTHUR QUIN, deceased, and DAVID EVANS, defendants, in partition.—In pursuance of a judgment of the Supreme Court of the First District, bearing date on the 5th day of September, 1859, I, William Watson, the Referee in the said judgment named, will sell at Public Auction, at the Merchants' Exchange, in the City of New-York, by Anthony J. Bleecker & Co., on SATURDAY, the 5th day of November, 1859, at 12 o'clock at noon of that day, All that certain Lot piece or parcel of Land, with the Buildings thereon, situate, lying and being in the Ninth Ward of the City of New-York, bounded and described as follows: Beginning at a point being the north-westerly corner of Washington and Hammond streets, thence running northerly along the westerly line of Washington street fifty-one feet and six inches; thence westerly, on a line parallel with Hammond street, thirty-four feet four inches; thence southerly, on a line at right angles with Hammond street, fifty feet, to the northerly line of Hammond street, and thence easterly along the northerly line of Hammond street, twenty-two feet to the place of beginning. Also, all the certain lot, piece or parcel of Land, with the Building thereon, situate, lying and being in the Ninth Ward of the City of New-York, bounded and described as follows: Beginning at a point on the northerly line of Hammond street, distant twenty-two feet, westerly from the northwesterly corner of Washington and Hammond streets, thence running northerly at right angles with Hammond street fifty feet; thence westerly, parallel with Hammond street, twenty-two feet, and eight inches; thence southerly, at right angles to Hammond street, fifty feet to the said northerly line of Hammond street, and thence easterly along the northerly line of Hammond street, twenty-two feet to the place of beginning. Also, all that certain Lot, piece or parcel of Land, with the Building thereon, situate, lying and being in the Ninth Ward of the City of New-York, bounded and described as follows: Beginning at a point on the northerly line of Hammond street, distant forty-four feet westerly from the north-westerly corner of Washington and Hammond streets, thence running northerly at right angles to said Hammond street fifty feet; thence westerly parallel with Hammond street five feet and eight inches; then northerly and parallel with Washington street fifteen feet and four inches, thence westerly and parallel with Hammond street eighteen feet, thence southerly and parallel with Washington street fifteen feet and four inches, thence easterly, parallel with Hammond street one foot and eight inches; thence southerly and at right angles to Hammond street fifty feet, to the said northerly line of Hammond street, and thence easterly, along the northerly line of Hammond street, twenty-two feet, to the place of beginning, together with all and singular the hereditaments and appurtenances thereto belonging, or in anywise appertaining.—Dated 21st September, 1859. WILLIAM WATSON, Referee.
JOHN C. EMMOCK, Plaintiff's Attorney. s23 2aw8W

The sale of the above-described premises is adjourned to the 8th day of December, 1859, at the Merchants' Exchange, at 12 o'clock m.—November 5, 1859. WILLIAM WATSON, Referee.
n7 2aw M&Th to D9.

THE NEW-YORK TRIBUNE.

THE TRIBUNE—now more than eighteen years old, and having over a quarter of a million of subscribers, or constant purchasers, diffused through every State and Territory of our Union—will continue in essence what it has been—the earnest champion of Liberty, Progress, and of whatever will conduce to our national growth in Virtue, Industry, Knowledge, and Prosperity. It will continue to urge the emancipation not only of the Black laborer from chattelism and legal impotence, but of the White likewise from Land Monopoly, Intemperance, Ignorance, and that dependence on remote Markets which paralyzes exertion by denying to Toil any adequate and morally certain reward. Believing that the chief evil of our time is the inordinate multiplication and disproportion of Non-Producers, it will continue to war against whatever tends to degrade Manual Labor, or deprive it of its just and full recompense. It will inflexibly commend the policy of winning hither from Europe the Useful Arts, and, wherever they may be needed, the Artisans as well, for whose products our country is now running recklessly into debt, while our laborers roam in fruitless quest of employment, leaving their children in want of bread, though the farmer is too often compelled to sell his crops at most inadequate prices. In short, while battling against Filibusterism and every other manifestation of that evil spirit which seeks through the spoliation of other countries that aggrandizement which is to be truly attained only through the due development and cultivation of our internal resources, it will urgently advocate a more effectively discriminative Tariff, the Freedom of the Public Lands, the construction of a Railroad from the navigable waters of the Mississippi to those of the Pacific, and every other measure which seems to us calculated to enhance the dignity or the recompense of Labor, and promote the well-being of Mankind.

The "irrepressible conflict" between Darkness and Light, Inertia and Progress, Slavery and Freedom, moves steadily onward. Isolated acts of folly and madness may for the moment give a seeming advantage to Wrong; but God still reigns, and the Ages are true to Humanity and Right. The year 1860 must witness a memorable conflict between these irreconcilable antagonists. The question—"Shall Human Slavery be further diffused by the power and under the flag of the Federal Union?" is now to receive a momentous if not a conclusive answer. "Land for the Landless, versus Negroes for the Negroless," is the battle-cry of the embodied Millions who, having just swept Pennsylvania, Ohio and the North-West, appear in the new Congress, backed by nearly every Free State, to demand a recognition of every man's right to cultivate and improve a modicum of the earth's surface wherever he has not been anticipated by the State's cession to another. Free Homes, and the consecration of the virgin soil of the Territories to Free Labor—two requirements, but one policy—must largely absorb the attention of Congress through the ensuing session, as of the People in the succeeding Presidential canvass; and, whatever the immediate issue, we cannot doubt that the ultimate verdict will be in accord at once with the dictates of impartial Philanthropy and the inalienable Rights of Man.

Having made arrangements for fuller and more graphic reports of the doings of Congress, and of whatever else transpiring at the Federal Metropolis shall seem worthy of public regard, and having extended both our Foreign and Domestic Correspondence and strengthened our Editorial staff, we believe THE TRIBUNE may safely challenge a comparison with any rival, whether as an exponent of principles or as a reliable mirror of the passing world. We purpose not to be surpassed our anticipated in the collection or presentation of intelligence, though we eschew that reputation for enterprise which is acquired by bribing messengers and clerks in public offices to connive at the premature publication of treaties or other official documents. We prize accuracy of statement quite as highly as promptitude, but endeavor not to sacrifice the latter while securing the former. Essentially, THE TRIBUNE will be what it has been, while we shall constantly study to improve its every feature, and "make each day a critic on the last." The general verdict of the Press and the Public has affirmed the success of our past labors, and those of the future shall be characterized by equal earnestness and assiduity. We ask those who believe the general influence of our journal to be salutary to aid us in extending that influence through an increase of our subscriptions.

THE NEW-YORK DAILY TRIBUNE

is printed on a large imperial sheet, and published every morning and evening (Sundays excepted). It contains Editorials on the topics of the times, employing a large corps of the best newspaper writers of the day; Domestic and Foreign Correspondence; Proceedings of Congress; Reports of Lectures; City News; Cattle, Horse, and Produce Markets; Reviews of Books; Literary Intelligence; Papers on Mechanics and the Arts, &c., &c. We strive to make THE TRIBUNE a newspaper to meet the wants of the public—its Telegraphic news alone costing over $15,000 per annum.

TERMS:

THE DAILY TRIBUNE is mailed to subscribers at $6 per annum, in advance; $3 for six months.

THE NEW-YORK SEMI-WEEKLY TRIBUNE

is published every TUESDAY and FRIDAY, and contains all the Editorials of the Daily, with the Cattle, Horse, and General Markets, reliably reported expressly for THE TRIBUNE; Foreign and Domestic Correspondence; and during the sessions of Congress it contains a summary of Congressional doings, with the more important speeches. We shall, as heretofore, make THE SEMI-WEEKLY TRIBUNE a Literary, as well as a Political newspaper, and we are determined that it shall remain in the front rank of family papers.

One Copy, one year.....	$3	Five Copies, one year...	$11 25
Two Copies, one year...	5	Ten " to one address	20 00
Ten Copies, or over, to address of each subscriber, $2 20 each.			

Any person sending us a club of Twenty, or over, will be entitled to an extra copy. For a club of fifty, we will send The Daily Tribune one year.

THE SEMI-WEEKLY TRIBUNE is sent to Clergymen at $2 per annum.

THE N. Y. WEEKLY TRIBUNE,

a large eight-page paper for the country, is published every Saturday, and contains Editorials on the important topics of the times, the news of the week, interesting correspondence from all parts of the world, the New-York Cattle, Horse, and Produce Markets, interesting and reliable Political, Mechanical, and Agricultural articles, &c.

We shall, during this year, as heretofore, constantly labor to improve the quality of the instructive entertainment afforded by THE WEEKLY TRIBUNE, which, we intend, shall continue to be the best Family Weekly Newspaper published in the World. We consider the Cattle Market Reports alone richly worth to cattle raisers a year's subscription price.

TERMS:

One Copy, one year.....	$2	Five Copies, one year.....	$8
Three Copies, one year....	5	Ten Copies, one year.....	12
Twenty Copies, to one address.....			20
and any larger number, $1 each.			
Twenty Copies, to address of each subscriber.....			24
and any larger number, at $1 20 each.			

Any person sending us a club of Twenty, or more, will be entitled to an extra copy. For a club of forty, we will send The Semi-Weekly Tribune; and for a club of one hundred The Daily Tribune will be sent gratis. We continue to send THE WEEKLY TRIBUNE to Clergymen for $1.

Subscriptions may commence at any time. Terms always cash in advance. All letters must be addressed to

HORACE GREELEY & Co., Tribune Buildings, Nassau-st., New-York.

New-York Daily Tribune.

FROM CALIFORNIA.

From Our Own Correspondent.

SAN FRANCISCO, Nov. 11, 1859.

The Address Committee, appointed by the late Pacific Railroad Convention, have published an address to the people of the State, urging them to borrow $15,000,000 with which to make a railroad from this city to the eastern boundary line of the State, via San José and Stockton. The project meets with much opposition, and it is pretty clear that the majority of the Legislature elect will not be willing to contract such a debt. I most confess that the proposed measure appears unwise to me as a "Pacific Railroad" scheme, when we do not know whether any Pacific Railroad will be built, or whether it will be built on the Central route. It would certainly be very unprofitable for this State to raise $15,000,000 in cash—by giving bonds for from $20,000,000 to $25,000,000 at a high interest—and build a road to the eastern line of the State, about latitude 38°, before the Federal Government announces its intention to contract a road across the continent in about the same latitude.

It has been suggested here that the result of the modern improvements in the instruments of warfare, such as Minié rifles, rifled cannon, balloons, and military telegraphs, must be to give immense advantage in war to that side acting in self-defense, and that an enlightened people may be accustomed to the use of these arms, so that large forts and fortifications will lose much of their importance, and standing armies will be of much less value and strength than in times past. It is proposed, therefore, that the Federal Government should supply the State authorities of California with a number of rifled cannon, some long-range rifles, and a certain amount of ammunition annually, to be distributed among the counties, under proper security that the arms should be well cared for by volunteer military companies, and be used with sufficient frequency to give skill in their management, and should in case of an invasion all be subject, with their respective companies, to the orders of the State authorities—this supply of arms and ammunition to be in lieu of erecting further fortifications.

The Enriqueta Quicksilver mine, three miles south of the New-Almaden mine in Santa Clara County, though discovered only about eight months ago, and opened in June last, is already producing 1,900 pounds of quicksilver daily, or at the rate of 650,000 pounds yearly, a yield nearly equal to that of the Almaden mine. This great and unexpected productiveness has caught Mr. Laurencel, the chief owner, without a sufficient supply of quicksilver flasks, and all the iron "founderies" where iron is wrought as well as cast, are busy now in making flasks at a cost of about $4 apiece, though they can be imported for $1. A quicksilver flask is an iron cylinder a foot high and five inches in diameter, and closed at both ends. It is made of sheet iron an eighth of an inch thick, and all the joints are welded. The mouth of the flask is an inch hole in the middle of one of the end pieces, closed by a screw-stopple. *The Alta* describes the process of making these flasks thus:

"The sheet-iron is first cut by machinery into elongated squares, 12x15 inches in size. It is then rolled into the required tubular form by being heated and placed between immense iron rollers, carried by steam, and which, seizing the sheet, bend it into a perfectly round form, as neatly as one would roll up a strip of pasteboard. This operation is but the work of a few moments, and a similar process securely welds the edges together. It is then grasped with a pair of huge long-handled pincers or tongs, made to clasp around the flask, and placed inside of a roaring furnace, its fires fanned by a blower carried by steam power. When brought to the proper degree (white heat), it is taken out, and the bottom, which is made just large enough to fit nicely within the circumference of one end, is placed, gently hammered while still hot into its place, and again submitted to the furnace, after which it is a second time hammered and welded. The top is placed in the same manner. This, of course, has a small hole for the screw stopple, and this hole, as well as the peculiar bend which forms a neck to the flask, is made by a single blow of the great trip-hammer. The process is not only interesting for its novelty here, but for the remarkable celerity with which the flasks are made."

A Mr. John S. Harbison of Sacramento City, claims to have made some important discoveries in regard to the habits of bees, and inventions as to the best kind of hives for keeping them. He patented a hive in January last, and it has taken the premium at all the Californian fairs, when exhibited. The hive is so made that the honey and wax can be taken out in packages of two pounds each, without breaking the cells in the least, or disturbing the bees; and the whole hive can be transported from one place to another with much less inconvenience or injury than any other hive. A friend of mine who knows Mr. Harbison, says, that although an uneducated man, he has made many interesting observations upon bees, some of them as valuable as any of Huber's. It is well known that it is the custom of the old queen bee to fly off with a swarm when a young queen is about to issue from her cell; and the young queen is no sooner out than she tears open the other queen bee's cell and kills the grubs, thus making herself sole mistress of that community. If it happen that two young queens issue from their cells at the same moment, they have a deadly fight, and the survivor kills the grubs. Thus it is that all the young queens are killed save one, and the hive can be divided only into two parts after the hatching of a brood of young queens. But Mr. Harbison has learned to save all the queen grubs, and he can divide a hive into as many swarms as he has queens. Thus it is that he will have made a dozen hives from one in a single season; whereas, by the old method, not more than two or three can be made. He can also transfer bees at will from one hive to another—a task hitherto considered almost impossible. As an exemplification of Mr. Harbison's ability in managing bees, it is said that he brought a hundred hives of bees to the State a year ago, sold hives and bees during last Summer to the amount of $30,000, and has 300 hives left.

A meeting was held in this city on the 7th inst. to consult about the establishment of an Astronomical Observatory in this city. The following persons were elected Trustees:

Louis McLane, William Barron, Frederick Billings, Daniel Gilb Sammel J. Hennsey, John Parrott, Joseph B. Thomas, Joseph Mydick, and Henry H. Haight.

Sacramento would be a much better place for taking observations than San Francisco, because it has none of the fogs which obscure our sky every day in July and August, and many days in other months, from 8 p. m. till 8 a. m.

We have had a large amount of rain during the last week. The Sacramento and San Joaquin and all their tributaries have risen from two to four feet, and water is abundant for the present in all the mining districts.

The new iron tubular bridge across the Yuba River at Park's Bar was swept down the stream on the morning of the 6th, by the high water.

The company of militia engaged during the last Summer and Fall, under Gen. Kibb, in hunting Indians in Pitt River Valley and vicinity, have captured 400 prisoners, killed 80, driven others away from their fishing grounds, prevented them from laying up stores of acorns for the Winter, separated them from their friends, and destroyed their huts.

W. S. Jarboe, captain of a band of Indian-hunters in Mendocino County, writes as follows to *The Santa Rosa Democrat*, under date of the 16th ult.:

"Believing John Blan's friends would like to know something of his death, I furnish you the confession of the Indians that committed the savage deed.

"I left Round Valley on Oct. 9, and went out in search of his body, on the Weaverville trail. On the 11th, I found a portion of his remains where he had been burned, about 25 miles north of Round Valley. On the same day, the Indians collected in large numbers near by. I attacked them at night—killed 20, and took 33 prisoners. The prisoners confessed to killing Blan, by tying him to a stake and burning him—during which time they had a war-dance around his burning body."

A telegram from Auburn to the press of this city, under date of the 8th inst., says:

"The Yankee Jim stage is in. The driver reports an unsuccessful attempt to rob the stage a little this side of Todd's Valley. The stage was stopped by four men, who demanded the treasure box. Two Sacramento police officers were in the stage. They fired upon the robbers from each side, killing two of them, and then got out and fired again, wounding the third."

The Sacramento Union gives the following account of the attack:

"The stage left Todd's Valley on the morning of the 8th, at 3 o'clock, with a pretty heavy case of bullion, but with two Sacramento police officers, who appeared to have gone out upon some inkling of what was to happen, and who were well armed and seated inside of the wagon. About three-quarters of a mile this side of the valley, four men came out of the chapparal by the roadside, and, after hailing the driver to stop, demanded the treasure box. They were instantly fired upon from each side of the stage by the officers, and two of the robbers killed at the first fire. The remaining two returned the shots and retreated, pursued by their brave assailants, firing briskly. Some fifteen or twenty shots were exchanged, which resulted in bringing down another of the robbers, who is reported to have been mortally wounded. No injury was inflicted on the officers or the passenger, but the driver had one of his fingers grazed by a shot. The remaining highwayman escaped. The names of the officers who acted in this gallant affair, and who have rendered this signal service to the traveling public, are Daniel C. Gay and Charles P. O'Neil. They are presumed to have learned in this city of a plot being laid to rob the stage, and thus went prepared for the rascals. One of the robbers who was slain was a Mexican, and the other an American, whose face was blackened. All the robbers are said to have been known to the officers, but as yet no names have been divulged."

The Pacific Expositor says there are from 5,000 to 7,000 Welchmen in California.

The San Francisco Times gives the following prices of game and poultry in our city:

"Per dozen: Quail and English snipe, $2 to $2 50; common snipe, $1 to $1 50; wild geese, $4 to $5; brant do., $2 to $2 50; white do., $2 to $2 25; mallard ducks, $5 to $6; small do., $2 50 to $4; wild pigeons, $2 50 to $3; rabbits, $1 50 to $2; chickens, $6 to $7; hens, $9 to $10; tame pigeons, $3 50 to $4; tame ducks, $8 to $9. Per pound: Venison, 12 to 16c.; turkeys, 20 to 25c. Hares, each, 50 to 62½."

It is reported that Sainsevain Brothers, owners of a large vineyard in Los Angeles, and largely engaged in the native wine business in this city, have purchased the steamer Santa Cruz, and will employ her in the trade between this city and Los Angeles, partly in carrying their own wines.

The Los Angelos correspondent of *The Ultra* gives the following statement of the amount of wine made and to be made in Los Ang