WEEKLY COMMUNICATION by STEAM between NEW-YORK and LIVERPOOL, calling at QUEENSTOWN, Ireland, to land and embark passengers and dispatches—carrying the United States Mail.

The Liverpool, New-York and Philadelphia Steamship Company's splendid Clyde-built Iron Screw Steamships are intended to sail as follows:

FROM NEW-YORK FOR LIVERPOOL.
CITY OF BALTIMORE.....SATURDAY, Feb. 11.
CITY OF WASHINGTON.....SATURDAY, Feb. 18.
KANGAROO.....SATURDAY, Feb. 25.
GLASGOW.....SATURDAY, March 3.
And every Saturday throughout the year, from Pier No 44 N. R.

RATES OF PASSAGE.
Cabin to Queenstown or Liverpool.....$75
Cabin to London (via Liverpool).....80
Steerage to Queenstown or Liverpool.....30
Steerage to London.....33
Steerage Return Tickets, available for six months, from Liverpool.....60
Passengers forwarded to Havre, Paris, Hamburg, Bremen and Antwerp at through rates.
Certificates of Passage issued from Liverpool to New-York.....$40
Certificates of Passage issued from Queenstown to New-York.....30
These Steamships have superior accommodations for Passengers, are constructed with water-tight compartments, and carry experienced Surgeons.
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.
In Glasgow to WM. INMAN, No. 13 Dixon-st.

ATLANTIC ROYAL MAIL STEAM NAVIGATION COMPANY'S NEW-YORK AND GALWAY LINE.—The next departure from New-York will be the splendid and powerful steamship PRINCE ALBERT, Capt. Nicholas Prowse, which will leave on THURSDAY, March 1, 1860, touching at St. John's, N. F., to receive the royal mails. This vessel has been greatly improved, at a large outlay; her accommodations have been increased, and she is now one of the finest and fastest steamers afloat.

PRICES OF PASSAGE.—First class, $90, $75 and $60 (latter rate to Galway only); third, $30, including free tickets to many of the principal cities on the main railway routes of Great Britain and Ireland. Third class must provide plate, knife, fork, &c., and bedding. Passengers to St. John's, first class, $35 and $40. Passage in the third class can be secured to bring persons out from Galway for $30. For freight or passage apply only to
ALEX. HOLLAND & Co.,
Agents for the line, No. 64 Broadway.

FOR NORFOLK and PORTSMOUTH.—The new and first-class Steamship POTOMAC, Capt. George W. Watson, Will leave Pier No. 13 North River, EVERY SATURDAY, at 3 o'clock.
Connecting with the Norfolk and Petersburg Railroad for Petersburg and Richmond.
Freight to Norfolk 6 cents per foot, and Petersburg 8 cents per foot, and proportionate rates.
Goods forwarded to all parts of North Carolina free of commission. Apply to
H. B. CROMWELL & Co., No. 86 West-st.

THE NORTH GERMAN LLOYDS STEAMSHIP BREMEN, H. Wessels Commander, carrying the United States mail, will sail positively on
SATURDAY, Feb. 18, at 12 o'clock m.,
FOR
BREMEN VIA SOUTHAMPTON,
Taking passengers for
LONDON, HAVRE, SOUTHAMPTON AND BREMEN,
At the following rates:
First Cabin, $100; Second Cabin, $60; Steerage, $35.
For freight or passage apply to
GELPCKE, KEUTGEN & REICHELT,
No. 24 Broadway.

FOR SAVANNAH and FLORIDA.—U. S. MAIL LINE.—The favorite steamship FLORIDA, Capt. ISAAC CROWELL, will leave on SATURDAY, Feb. 11, at 3 p. m. from No. 4 North River. Through tickets given to Montgomery, Columbia, Atlanta, Albany and Macon. Bills of Lading signed only on board. For freight or passage apply to
SAMUEL L. MITCHILL & SON, No. 13 Broadway.

PORTLAND and CANADA SEMI-WEEKLY LINE, via VICTORIA BRIDGE.
The first-class screw steamships
CHESAPEAKE.....Capt. Sidney Crowell,
PATAPSCO.....Capt. L. H. Layfield,
will leave Pier No. 13 North River, New-York, and Brown's Wharf, Portland, every WEDNESDAY and SATURDAY, at 3 o'clock p. m. Running time, 36 hours.
Passage, including meals and stateroom, $15.
These steamers connect with the Grand Trunk Railway, and form the cheapest and most expeditious freight line to Montreal and Quebec.
Apply to H. B. CROMWELL & Co., No. 86 West-st.

FOR SAVANNAH and FLORIDA—The American Atlantic Screw Steamship Company's new and favorite steamship MONTGOMERY, Wm. C. Berry, Commander, will leave Pier No. 12 N. R., on THURSDAY, Feb. 9, at 3 o'clock p. m. Passage to Savannah, with unsurpassed accommodation, $15. Through tickets to New-Orleans $29 75, to Mobile $26, Montgomery, $26, Albany, Ga., $24, Columbus $18, Atlanta $22, Macon $21, Augusta $20. Also, to principal places in Florida at lowest rates. Freight 10 cents per foot. Insurance one-half per cent. No risk taken under $200. Apply to
S. B. CROMWELL & Co., No. 86 West-st.

Steamboats and Railroads.

FOR SAG HARBOR, GREENPORT, and ORIENT.—Steamer MASSACHUSETTS, Capt. W. S. Havens will leave Pier No. 25, foot of Catharine-st., East River, for the above ports, on FRIDAY, the 10th inst., at 9 o'clock in the morning.

NORTHERN RAILROAD of NEW JERSEY.—Cars leave foot of Courtlandt-st., Jersey City Ferry, daily (Sundays excepted), 3:40 p. m., for Piermont and Suffern; 10 a. m. and 3 p. m., for Piermont. Leave Suffern at 7 a. m. and Piermont 6:45, 8 a. m., and 2:10 p. m. Stages connect for Hackensack, Schrabburg, Nyack, New-City, and Haverstraw.

NEW-YORK to NEW-HAVEN, HARTFORD, SPRINGFIELD, NORTHAMPTON, and Towns on the Line of Vermont Railroads.—Fare to New-Haven, $1.—The ELM CITY, Capt. Lewis, will leave Pier No. 25 E. R., on TUESDAY, THURSDAY, and SATURDAY, at 3 p. m. The GRANITE STATE, Capt. King, will leave on MONDAY, WEDNESDAY, and FRIDAY, at 3 p. m. Returning, leave New-Haven on alternate nights (except Sunday), at 11 p. m. No charge for Berths. The TRAVELER, Capt. Bowne, will leave at 4 p. m. on MONDAY, WEDNESDAY, and FRIDAY. Passengers for the Railroads can remain on board over night without charge. Merchandise forwarded to Vermont, Western New-Hampshire, Northern New-York, and Canada. Apply to FRANCIS HYDE, Agent, Pier No. 25 E. R., New-York.

THE REGULAR MAIL LINE, via STONINGTON, for BOSTON, PROVIDENCE, and NEWPORT—Rand Route—The shortest and most direct—Carrying the Eastern Mail.
The steamers COMMONWEALTH, Capt. J. W. Williams, 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. (foot 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 COMMONWEALTH, 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 Boston 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.
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 of the Company, No. 10 Battery-place.

HUDSON RIVER RAILROAD.—From Dec. 22, 1859, Trains will leave Chambers-st. Station as follows: Express Trains, 7 and 11 a. m., and 4:30 p. m.; for Sing Sing, 8:45 and 6:45 p. m.; for Poughkeepsie, 7:30 a. m. and 12:30 and 3:30 p. m.; for Peekskill, 5:15 p. m. A Montreal and Buffalo Passenger Train (with sleeping-cars) leaves 31st-st. daily at 9:30 p. m. The Poughkeepsie, Peekskill, and Sing Sing Trains stop at most of the Way Stations. Passengers taken at Chambers, Canal, Christopher, and 31st-sts. Trains for New-York leave Troy at 6:15 and 10:10 a. m., and 4 and 9 p. m., and Albany about 15 minutes later. On Sunday, at 7:15 p. m.
A. F. SMITH, Superintendent.

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. 19, 1859.—Leave New-York for Easton and intermediate places, from foot of Courtlandt-st., at 8 a. m., 12 m and 4:30 p. m. For Somerville by the above trains, and at 5:30 p. m.
From Pier No. 2 North River, at 7:30 and 11:30 a. m. and 3:30 p. m. for Easton and intermediate stations; for Somerville by the above trains and at 4:30 p. m.
The 12 m. train from foot of Courtlandt-st., and the 11:30 a. m. from Pier 2 N. R. make a close connection at Easton with the Lehigh Valley Railroad, and thence via East Pennsylvania Railroad to Reading, without change of cars, and connects at Reading for Pottsville and Harrisburg.
Passengers for the Delaware, Lackawanna and Western Railroad will leave New-York at 8 a. m. from foot Courtlandt-st., or 7:30 from Pier 2 N. R. only; for Lehigh Valley Railroad at 8 and 12 a. m. from foot of Courtlandt-st., and at 7:30 and 11:30 a. m. from Pier 2 N. R. only. JOHN G. STEARNS, 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 an Express Freight Train.
WM. BORDEN, Agent, Nos. 70 and 71 West-st.

NEW-YORK and HARLEM RAILROAD.—WINTER ARRANGEMENT.
FARE TWO DOLLARS TO ALBANY.
On and after Wednesday, Jan. 18, 1860, Trains will leave 26th-st. station, New-York, as follows:
For Williamsbridge—6:30 and 11 a. m.; 3:30 and 5:30 p. m.
For White Plains—12:30 and 5 p. m.
For White Plains—6:15 p. m., from Depot corner of White and Centre-sts.
For Croton Falls—4 p. m., from 26th-st.
For Millerton—3 p. m., from 26th-st.
For Albany—9 a. m., from 26th-st., mail train.
For Albany—3:30 p. m., from 26th-st., express train.
All through trains connect with N. Y. Central R. R. for the West.
Returning, will leave
Williamsbridge—6:40 and 9:40 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, Mail train—11 a. m., mail, and 4:10 p. m., express train.
9 a. m. mail connect at Chatham for all stations on Western Railroad.
3:30 p. m. Express also connect at Chatham with a train for stations as far as Pittsfield.
Baggage checked for the Mail and Express corner of White and Centre-sts., from 7 to 8:15 a. m., and from 1 to 2:45 p. m.

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 trains unless delivered and checked 15 minutes in advance of the time of leaving.

FOR BRIDGEPORT—FARE 50 CENTS.—The Steamer ANSONIA, Capt. Chas. Dutcher, leaves Peck-slip EVERY TUESDAY, THURSDAY and SATURDAY, at 12 m. Freight taken at the lowest rates.
LOCKWOOD & Co., 119 South-st.

NEW-YORK and ERIE RAILROAD.—Passenger Trains leave Pier foot of Duane-st., as follows, viz:
DUNKIRK EXPRESS at 7 a. m., for Dunkirk, Buffalo, Canandaigua, and principal intermediate Stations.
NEWBURGH EXPRESS at 3:30 p. m., for Newburgh, Middletown, 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 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 NEW-HAVEN RAILROAD, 1860. WINTER ARRANGEMENT. 1860.
Commencing Dec. 12, 1859.
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.); 12:15, 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, 8 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, 8 (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, via Springfield, 8 a. m. (ex.), 3:15 p. m. (ex). For Boston, 12:15 p. m., via New-London, Stonington, and Providence. For Hartford and Springfield, 8 a. m. (ex.), 12:15, 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., 12:15, 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 Saugatuck Railroad, 8 a. m., 3:15 p. m. For Danbury and Norwalk Railroad, 7, 9 a. m., 3:15 p. m.
JAMES H. HOYT, Superintendent.

1860 THE PENNSYLVANIA CENTRAL RAILROAD. 1860
GREAT DOUBLE-TRACK ROUTE.
The capacity of this Road is now equal to any in the country.
THE GREAT SHORT LINE TO THE WEST.
Office No. 2 Astor House, Broadway.
Facilities for the transportation of Passengers to and from Cincinnati, Chicago, St. Louis, St. Paul, Nashville, Memphis, New-Orleans, and all other towns in the West, North-West and South-West, are unsurpassed for speed and comfort by any route.
Through trains for the West leave New-York (foot of Courtlandt-st.), Morning Express, 7 a. m.; Evening Express, 6 p. m.
Sleeping and smoking-cars on all trains.
Fare always as low, and the time as quick as by any other route.
By this route Freights of all descriptions can be forwarded to and from any point on the railroads of Ohio, Kentucky, Indiana, Illinois, Wisconsin, Iowa, or Missouri, BY RAILROAD DIRECT, or to any port on the navigable rivers of the West, by steamers from Pittsburgh.
The rates of Freight to and from any point of the West by the Pennsylvania Railroad are at all times as favorable as are charged by other Railroad Companies. Merchants and shippers intrusting the transportation of their Freight to this Company can rely with confidence on its speedy transit.
This Company also maintains an Emigrant Accommodation line, by which parties emigrating westward enjoy a cheap and comfortable mode of conveyance at one half the first-class rates of fare. J. L. ELLIOTT, Passenger Agent, No. 2 Astor House.
LEECH & Co., Freight Agents,
No. 2 Astor House, and No. 1 South William-st.
McDONALD & BISCHOFF, Emigrant Agents,
No. 3 Battery-place.
THOMAS A. SCOTT, General Sup't, Altoona, Pa.

Medical.

"MEDICAL COMMON SENSE."—Dr. E. B. FOTTS, the author of this popular book, returns to his resident office at Saratoga Springs the 1st of May. Let no one who has a difficult disease of long standing fail to consult him at once. Thousands of supposed incurable cases have been cured by his medicines and electricity. He gives no minerals. He is effecting miraculous cures in this city by his commonsense practice. Winter Office No. 548 Broadway (next door to Dusseldorf Gallery), New-York. Consultation free. Office hours from 1 to 5 p. m. Invalids at a distance can consult him by letter. His Book will be sent by mail, postage paid, to those who remit $1. Address as above.

NATURAL MINERAL WATER.
LOUISVILLE ARTESIAN WATER
Cures all Derangements of
The LIVER, The SECRETIONS,
The KIDNEYS, The GLANDS,
The DIGESTION, The CUTANEOUS SURFACES.
Also, Rheumatism, Gout, Gravel, Gleet, and all kinds of Stricktures.
An immediate and unfailing "SOBERIFIC."
Sold by all druggists, in well corked bottles.
Wholesale Agent, S. T. THOMPSON,
No. 613 Broadway, Room No. 4, up stairs.

QUERU'S PATENT COD LIVER OIL JELLY is much more efficacious than the Liquid Oil. It is the only certain cure for CONSUMPTION, Scrofula, Asthma, and all kinds of Coughs.
ALSO,
QUERU'S PATENT JELLIFIED CASTOR OIL.
To be had at the inventor's office, No. 185 4th-av., and all respectable Druggists.
PENFOLD, PARKER & MOWER, No. 16 Beekman-st., Wholesale Agents.

STOP BLEEDING!—STOP SPITTING BLOOD!—REMEDY READY.—A certain cure for Hemorrhage. Highest testimonials. Sent free by circular. In boxes containing 12 powders, at $2; or sent by mail in envelopes, $1 for 6 powders. Sold by S. T. MUNSON, Agent, Wholesale and Retail, No. 143 Fulton-st., New-York.

WE call the attention of Country DRUGGISTS, and the Public generally, to
ROGERS' CITRATE OF MAGNESIA.
Put up carefully in the shape of Powder, to keep in any climate. For sale by all Wholesale Druggists. Manufactory No. 193 Spring-st., N. Y.

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 59th 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. A. 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*

IN PURSUANCE of an order of the Surrogate of the County of New-York, Notice is hereby given to all persons having claims against CHARLES TEWING, late of the City of New-York, broker, deceased, to present the same with vouchers thereof to the subscribe, at the office of CHARLES TEWING & Co., No. 23 Wall-st., in the City of New-York, on or before the seventeenth day of June next.—Dated New-York, the 14th day of December, 1859. CHARLES TEWING, Administrator.
d15law6mTh

SUPREME COURT—County of Ulster, New-York.—MATTHEW VASSAR, plaintiff, against ROBERT MORRELL and EMILY L. MORRELL, widow, personally, and as administrators of Richard Morrell, deceased; Richard Morrell, Edward T. Hillyer and Eliza Ann his wife, David Davis, Jacob H. Davis, Frederic F. Davis and the Jersey City and Rosendale Cement Company, defendants.—Summons for relief.—(Com. not ser.)—To the defendants, EMILY L. MORRELL, RICHARD MORRELL, EDWARD T. HILLYER and Eliza Ann his wife, David Davis, Frederick F. Davis, and the Jersey City and Rosendale Cement Company: You are hereby summoned and required to answer the amended complaint of the plaintiff in this action, which was filed with the Clerk of the County of Ulster, at his office in Kingston, on the 22d day of December, 1859, and to serve a copy of your answer on the subscriber, at his office, in the City of Poughkeepsie, within twenty days after the service of this summons on you, exclusive of the day of such service; and if you fail to answer said complaint as hereby required, the plaintiff will apply to the Court for the relief demanded in the complaint.—Dated December, 1859.
C. SWAN, Plaintiff's Attorney, Poughkeepsie, N. Y.
j5 law6wTh

SUPREME COURT, City and County of New-York.—HERMANN COX and ERNEST FARRAND OELRICHS against CHRISTIAN MULLER. Summons for a money demand on contract—(Com. not served.)—To the Defendants above-named: 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, No. 111 Broadway, in the City of New-York, within twenty days after the service of this summons on you, exclusive of the day of such service; and if you fail to answer the said complaint within the time aforesaid, the plaintiffs in this action will take judgment against you for the sum of five thousand four hundred and eighty-six dollars and twenty-one cents, with interest thereon from July 28, 1859, besides the costs of this action. Dated New-York, —, 1859.
BARNEY, BUTLER & PARSONS, Plaintiffs' Attorneys.
The complaint in the above entitled action was filed in the office of the Clerk of the City and County of New-York aforesaid, on the 27th day of January, 1860.
BARNEY, BUTLER & PARSONS, Plaintiffs' Attorneys.
ja17 law6wTh

SUPREME COURT of the STATE of NEW-YORK.—City and County of New-York.—FRANKLIN A. FADDOCK, Receiver, &c., of the property and effects of WILLIAM HIRCHFELDT, Plaintiff, ags. WILLIAM HIRCHFELDT and JACOB BLOOMINGDALE, Defendants.—Summons for Relief.—(Com. not ser.)—To the Defendants above named: You are hereby summoned and required to answer the complaint in this action, which was February 6, 1860, filed in the Office of the Clerk of the City and County of New-York, at his office in the City Hall, in the City, County and State of New-York, and to serve a copy of your answer to the said complaint, on the subscriber at this office, number 34 Pine 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 said complaint within the time aforesaid, the plaintiff will apply to the Court for the relief demanded in the complaint.—Dated New-York, February 6, 1860. JOHN L. SUTHERLAND, Plaintiff's Attorney.
feb law6w Th

TO CHARLES BONNET and ROSE his wife, PETER ROBINET and CHARLES EXERTIER.—You are hereby summoned to answer the complaint of George W. Comstock, which was filed with the Clerk of the Supreme Court for the County of Queens on the fourteenth day of October, one thousand eight hundred and fifty-nine, against you, and to serve a copy of your answer on me at my office, No. 150 Nassau street, in the City of New-York, within twenty days after the service of this summons exclusive of the day of service. And if you fail to answer the complaint within the time aforesaid the plaintiff will apply to the Supreme Court of a Special Term thereof for the relief demanded in the complaint.—Dated New-York, October 14, 1859. H. L. RIKER, Plaintiff's Attorney.
feb9 law6wTh

NOTICE to CREDITORS.—Notice of application for the discharge of an insolvent from his debts, pursuant to the provisions of the third article of the fifth chapter of the first title of the second part of the Revised Statutes.
Thomas C. Gilman, of the city of Rochester, in the county of Monroe, an insolvent debtor, notice first published January 17, 1860.
Creditors to appear before the Hon. John C. Chamberlain, County Judge of Monroe County, at his chambers in the city of Rochester, in said County, on the 5th day of April next, at 10 o'clock in the forenoon, to show cause, if any they have, why an assignment should not be made of such insolvent's estates, and he be discharged from his debts. jan19 d1aw10w

New-York Daily Tribune.

THE SKATING RACES AT BOSTON.

The Boston papers state that not less than eight thousand persons were present at the Skating Park to witness the skating races on Saturday afternoon. There were two matches: the first was for ladies, with two prizes for the best time for half a mile; and the second was gentlemen, for five miles, or ten times around the track. For the first race the prizes consisted of a silver goblet, valued at $25, and a pair of skates, valued at $10. The second prizes were a silver goblet, worth $35, and a pair of skates, valued at $10.

For the ladies' race there were entered, the Misses Lucy Crocker, Addie M. Fogg, Carrie St. Clair, M. B. Lunt, Eliza Yenehki, Alice Twombly, M. D. Lamb, and Mrs. John L. Brown, and Mrs. Carrie Ashby of Boston; Mrs. Anna Walker of Roxbury; Mrs. George Farnum of Lowell; Miss E. A. Roberts of Andover.

The large crowd, it is supposed, deterred several of the ladies from contending, for only the following made their appearance in the first division: They drew lots for position, No. 1 having the inside of the track: Miss Alice Twombly of Boston, first; Miss M. D Lamb of Boston, second; Miss Anna Walker of Roxbury, third; Miss Addie M. Fogg (or "Little Red Riding Hood," as she is familiarly called) of Boston, fourth.

After two false starts they got the word "go," and went off in gallant style, followed by a crowd of boys and men, whom the police could not keep back. This, added to the shouts and yells of the people, was sufficient to cause the most indifferent of the contestants to lose their confidence, and before they had turned the first quarter all but "Little Red Riding-Hood" and Miss Lamb were entirely lost sight of. At the first quarter Miss Fogg, known by her Highland dress and beautiful execution, took the lead and kept it, and on the home stretch she made a splendid burst. A few rods from the stand, however, she struck some bad ice and fell, but was up in an instant, and came in eight or ten lengths ahead of Miss Lamb, who was second, the other two being distanced. "Little Red Riding-Hood" made the half mile in 3 minutes and 11 seconds, and Miss Lamb in 3:35, and it must be understood that the ice was much cut up, and that Miss Fogg supposed that to win the first prize it was only necessary for her to keep ahead of her companions. She was not aware that she was on time, or she could have done much better. She is only about 13 years of age, and is not only a swift but a fancy skater of much promise.

As soon as the above parties had concluded the heat, the other ladies took their places as follows: Mrs. George Farnum of Lowell, first; Mrs. John L. Brown of Boston, second; Mrs. Carrie Ashley of Boston, third.

To prevent the boys from interfering and surrounding the contestants, this time, a party of gentlemen, under the direction of Mr. Charles E. Fuller, one of the judges, formed a line with locked hands behind the ladies, and when the word "go" was given, skated after them, and by this means the second division had a much better chance than the other, for the first quarter, and then the boys dashed between the legs of the "guards," scaled the rails, wallowed through the snow, and once more surrounded the ladies, and it was difficult to tell from the judges' stand the position of the racers.

Mrs. Farnum of Lowell at the start took the lead, having the inside of the track, and kept it all the way home, the boys having some respect for the lady because she was the fastest, and while they skated by her side, they did not impede her progress by heading her. She came home in fine style, with bold, vigorous strokes, each one of which sent her over the ice at a rapid rate, and she reached the judges' stand in two minutes and fifty-nine seconds, distancing her companions, and beating "Little Red Riding Hood's" time just twelve seconds.

To Mrs. Farnum was awarded the first prize of a silver goblet worth $25, and to Miss Fogg the second prize, a $10 pair of skates.

This is the second Winter of Mrs. Farnum's experience on the ice, and she has made wonderful proficiency in so short a period. It was expected that several ladies from Jamaica Plain, noted for their exploits on skates, would enter, but they did not show themselves.

The gentlemen's race resulted in favor of George E. and F. O. Lawrence of Gardiner, Me., who made the five miles in 22 minutes and 42 seconds, the latter falling behind only two seconds.

NEW-YORK HISTORICAL SOCIETY.

The regular monthly meeting of the N. Y. Historical Society was held on Tuesday evening, President BRADSHAW in the chair. After routine business Mr. E. GEORGE SQUIER gave the paper of the evening on the Unexplored Regions of Central America. He commenced with some account of the Rio Frio and the inhabitants of its valley, a hardy race who have repelled all attempts at invasion. A large portion of country between Mexico and Guatemala has never been explored, and there are preserved the unconquered races of the Aztecs, who retired thither on the advent of the Spaniards and have kept their original customs intact. This country was almost entirely unknown until in 1840 a Frenchman, under the patronage of the Institute, passed through it from Palenque to Itza and filled up the void in our geographical knowledge of Central America. His discoveries were not published until 1848, and then only privately. Mr. Squier gave from him a florid description of the tropic scenery of the lower portion of the principal river basin. He followed it up to Lake Itza, of which he gave an elaborate description. Here he found a new crocodile. The Island of Flores, in the midst of this lake, was exceedingly lovely—a sort of nineteenth-century Arcadia. No title to property was known but possession; nobody, consequently, cared to accumulate it. The inhabitants did nothing in the daytime, and in the evening they always danced. The dress of the women did not include corsets and crinoline; it consisted merely of a chemise trimmed with coarse lace and a simple skirt. Further on was the Province of Vera Paz, formerly the scene of the labors of Las Casas, and called by the Spaniards Tierra de Guerra. Beyond this came the unexplored region to the conjectures regarding which Mr. Squier devoted the remainder of his lecture. He was warmly applauded, and at the close a copy of his paper was requested for the archives.

The Rev. Dr. OSGOOD referred to the death of Macaulay; he thought that the Secretary should take some action in regard to it. He gave a brief appreciation of his character. He thought that Macaulay had rather narrow limitations, yet these had given him the greater strength within themselves. He was an example of magnificent mediocrity. He strove to present new English liberty, which sprang up with the Revolution of 1688. He did not believe in one man making himself judge and executioner. He would not have been the enlargist of a John Brown in the New-World or the Old, and he did not believe in tyranny, whether the tyrant held in his hand a scepter, or another instrument perhaps as offensive, though not as romantic. He believed in liberty regulated by law, and in law animated by liberty.

The Chair was instructed to appoint a Committee to draft resolutions of respect to the memory of Macaulay, and the Society adjourned.

THE GROWTH AND PRESENT POSITION OF THE NEW-YORK TRIBUNE.—The rapid growth of the circulation and business of THE NEW-YORK TRIBUNE during the last year, and especially the last six months, is proof of three gratifying facts—the return of prosperity to the country at large, the increasing strength and popularity of the Republican party, and the accession of THE TRIBUNE to the position of the first of American journals. The cash receipts of the office for the four weeks ending Jan. 14 were $110,478, or nearly twice those of *The Herald* in December; and the present circulation of THE TRIBUNE, as compared with what it was in August, 1858, appears in the following remarkable table:

	Aug., 1858.	Present Circ'n.
Daily	21,500	39,000
Semi Weekly	14,250	27,500
Weekly	252,000	200,000
Edition for California	4,500	4,500
Total No. copies	302,250	276,000

No journal in the country can approach these figures, and no journal ought to. Yet notwithstanding this immense circulation of the great metropolitan Republican journal, the local Republican journals have increased during the same time in equal, if not greater, proportion. *The Chicago Press and Tribune*, the leading Republican paper of the north-west, has, we believe, doubled its circulation within two years, and the growth of our own paper has shown a greater per cent than THE NEW-YORK TRIBUNE. The success of the Republican party in the Presidential election next year will be achieved more through the influence of the circulation and popularity and power of the press supporting its principles and candidates than any other cause. The Democratic press is nothing compared to it. [Springfield Republican.

NEW-YORK CATTLE MARKET.

REPORT
FOR THE WEEK ENDING WEDNESDAY, Feb 8, 1860.
TOTAL RECEIPTS OF CATTLE OF ALL KINDS FOR THE WEEK.
According to the reports from the several market-places in the city, there have been received this week:

	Beeves.	Cows.	Veals.	Sheep and Lambs.	Swine.	Total.
At Allerton's, 44th-st.	3,524	27	291	293	....	....
at Browning's, 6th-st.	30	18	24	3,318	....	....
At O'Brien's, 8th-st.	32	24	61	1,425	....	....
At Chamberlin's, R-st.	47	22	16	4,151	....	....
fd. Hutchings at Berg's	1,068	..	....	....	....	....
Total	4,721	53	402	9,192	2,456	16,832
Total previous week	3,479	128	317	6,762	1,892	12,998
Av. 4 wk. last year	3,545	182	343	9,769	7,686	22,567

BEEVES FROM DIFFERENT STATES.

A. M. Allerton & Co. proprietors of the Washington Drove Yards, 44th-st., report the Cattle in market from the following States:

New-York	1,118	Iowa	50
Pennsylvania	128	Connecticut	42
Ohio	1,118	New-Jersey	25
Indiana	359	Texas	—
Illinois	521	Michigan	76
Kentucky	—	Canada	50
Virginia	57		

STOCK BY RAILROADS, &c.

They also report Beeves and other Stock received by Railroad, &c., as follows:

	Beeves.	Cows.	Veals.	Sheep and Lambs.	Swine.
By the Erie Railroad	905	....	....	....	....
Hudson River Railroad	1,731	....	....	....	....
Harlem Railroad	426	29	291	293	....
Camden and Amboy Railroad	279	....	....	....	....
Broadway Boats	....	....	....	....	....
On foot	132	....	....	....	....

The New-York and Erie Railroad makes the following report of transportation of Stock for the week ending this day: Beeves, 2,041; Horses, —; Sheep and Lambs, 250; Swine, 2,900.

SEES CATTLE.

Number reported for this market at Forty-fourth street, 3,381.

The prices to-day are quoted as follows:

First quality	9 @10c.	Ordinary	7 @ 9c.
Medium	8 @ 8½	Some extra good quoted	10½

The general average of the market at over 8½c

The most of the sales range from 8 to 9½ cents

Prices ℔ head and ℔ lb, of different weights, will be found in accounts of sales of sundry Droves

Total number of Beeves received in the city this week..4,721

This is 1,223 head more than last week and 713 head more than the average of last year. The average number at each Wednesday market last year was 3,979 head, while the number to-day, being 3,381, shows 402 head more than the average, and 848 head more than this day week.

The following Droves are in market:

FROM NEW-YORK.

J. S. Clymer	16	J. B. & T. B. Rider	12	W. Elliott	32
S. C. Sutton	14	B. Marshall	14	Capt. Vail	45
Eb. Kelly	12	M. Dalton	19	S. Roe	17
John Hogg	18	A. Lester	20	J. Aymar	31
D. K. Belden	13	W. Thompson	14	F. C. Eastman	16
D. Whalen	14	J. Carpenter & Co.	64	B. Driven	14
D. G. Culver	12	Beach & Bray	34	A. Crowley	15
D. McIlvoe	25	C. A. Shepard	17	S. W. Clark	17
John Lasher	13	A. Emmons	41	Stanhoecker & Turner	61
G. Dakin	13	L. Pistner	14		
J. J. Pistner	13	Pat Kearns	16		
D. Miller	15	A