## Financial.

ALBERT H. NICOLAY,
AUCTIONEER AND STOCK-BROKER,
No. 22 William-st.—INSURANCE STOCK and other Securities at private sale. STOCKS and BONDS bought and sold at the Brokers' Board. A Price Current issued semi-monthly.

20TH DIVIDEND.—OFFICE OF GROCERS' FIRE INSURANCE COMPANY, No. 48 Wall-st., Bank of New-York Building, New-York, Sept. 3, 1860. The Board of Directors have this day declared a semi-annual Dividend of SIX (6) PER CENT on the Capital Stock of the Company, payable to the Stockholders on demand. JAMES G. PLATT, Sec.

FORECLOSURE SALE OF THE LANDS, ROADS, PROPERTIES and FRANCHISES, of the SOUTHERN MINNESOTA RAILROAD COMPANY.—Whereas the Southern Minnesota Railroad Company, a corporation organized under the laws of the Territory, now State of Minnesota, did on the first day of October, A. D. 1858, execute under its corporate seal, and deliver unto Benjamin Pringle, of Batavia, in the State of New-York, and Andrew G. Chatfield of Belle Plaine, in the State of Minnesota, in trust for the holders of the First Mortgage Bonds of said Company, a certain indenture and trust deed, whereby the said Southern Minnesota Railroad Company granted, conveyed, transferred and assigned unto said Benjamin Pringle and Andrew G. Chatfield, as joint tenants and not as tenants in common, and to them and their survivor or successor or successors in the trust therein expressed, the entire Railroad of said Company from La Crescent via Target Lake up the valley of Root River, to a point of Junction with a Railroad from Winona via St. Peter, to a point on the Big Sioux River south of the forty-fifth parallel of north latitude, east of range seventeen, in the State of Minnesota, and also the Railroads from St. Paul and St. Anthony via Minneapolis, to a point of junction at Shakopee City, in the County of Scott, and thence via Belle Plaine, Clarksville, Le Sueur, Traverse de Sioux, St. Peter, Kasota, and South Bend, to the southern boundary of the State of Minnesota, in the direction of the mouth of the Big Sioux River, also all the roads, lands, and franchises of said Company, and all the railways, rails, bridges, fences, ties, spikes, culverts, right of way, station houses, and other buildings and structures, and such lands as are selected or actually in use for depot or station grounds, then held or owned, or which might be thereafter held or owned by said party of the first part, for the purpose of constructing, operating and maintaining its said railroad, or the accommodation of the business thereof; also, all the net profits, incomes tolls, rents, issues, profits, and alienable franchises of the said Company connected with its said railroads, or relating thereto; also, all the locomotives, or stationary engines, tenders, and cars of every kind, machinery machine shops, tools, implements, and materials connected with, or intended for the construction, equipment, operating, and conducting of said railroads, hereby conveyed or intended to be conveyed, then owned or thereafter to be acquired by the said Company, all of which were declared to be appurtenances and fixtures of said Railroads, and were to be used therewith, and not separate therefrom, but were to be taken as part thereof, together with all the right, title, interest, or claim, whether legal or equitable, which said Company then had or possessed, or which it might thereafter acquire in and to that portion of the land of the United States by virtue of an act of Congress, approved on the third day of March, A. D. 1857, and by an act of the Legislative Assembly of the Territory of Minnesota, approved on the twenty-second day of May, A. D. 1857, were granted or intended to be granted to said Company, amounting in all to the estimated quantity of about seven hundred thousand acres, for the purpose of securing the payment of the First Mortgage Bonds of said Company, from time to time to be issued, to an amount not exceeding in the aggregate the sum of two millions of dollars, in denominations of one thousand dollars each, said bonds payable to the holder thereof on the first day of October, A. D. 1883, at the Bank of North America, in the City of New-York, with interest at the rate of seven per cent per annum, payable semi-annually, on the first days of April and October in each and every year, at said Bank; and

Whereas five hundred and seventy-five of said First Mortgage Bonds, in denominations of one thousand dollars each, were delivered to, and are held by the State of Minnesota as security for the payment of the principal and interest of an equal number of the bonds of the State of Minnesota, issued and delivered to said Company, payable on the first day of December, A. D. 1863, with interest at the rate of seven per cent per annum, payable semi-annually on the first days of December and June in each and every year; and

Whereas, in case of default in the payment of the interest secured by said First Mortgage Bonds, and interest warrants or coupons thereto attached at the place where, and the times when the said interest warrants or coupons should become due, or in case the principal of said bonds or any of them should not be paid at maturity or immediately on demand thereafter, the said trustees, or their survivor, successor or successors in the trust thereby created, were authorized and directed upon the request in writing of the Governor of the State of Minnesota or of any bondholder, to enter upon, and take possession of all and singular, the premises, property, rights and franchises mentioned by said trust deed conveyed, and to sell and dispose of the same and all the appurtenances thereto belonging, and all benefit and equity of redemption of said Company, at public auction, after notice published for six weeks in one or more newspapers published in the cities of New-York and St. Paul, and as the Attorney for said Company, to make and deliver to the purchaser or purchasers, good and sufficient deeds in fee simple absolute for the same, and out of the money arising from such sale, first to retain and apply so much thereof as will discharge the principal and interest of all of said Bonds and the costs, commissions and charges incidental to such sale, rendering the surplus of the purchase money, if any, to said Company, or its assigns; and whereas, upon the neglect or refusal of said trustees, their survivor, successor or successors to proceed to foreclose said trust deed in the manner therein provided, the Governor of the State of Minnesota was authorized as the Attorney, and in the name of said Company forthwith, in case of such refusal or neglect, to proceed to foreclose the same, and make, execute and deliver all deeds and other instruments in writing, and to do and perform all acts and things necessary and proper to be done in and about said foreclosure, or in regard to the sale and conveyance of said properties, rights and franchises under said foreclosure, in as full and ample a manner as said trustees might or could do; and

Whereas, the interest upon the bonds of said State issued to said Company became due on the first day of June, A. D. 1860; and

Whereas, the interest on the First Mortgage Bonds of said Company became due and payable on the first day of April, A. D. 1860, and whereas said Southern Minnesota Railroad Company has made default in the payment of the interest due upon the bonds of said State, and upon the First Mortgage Bonds of said Company, becoming due respectively as aforesaid, and whereas, the Governor of said State did, on the 18th day of June, A. D. 1860, as required by law, make a demand and request in writing upon each of said trustees to foreclose said trust deeds and to sell the property and franchises thereby conveyed, pursuant to the terms thereof; and

Whereas, said trustees have utterly neglected and refused, and still do neglect and refuse to proceed to the foreclosure of said trust deed; and

Whereas, the sum of twenty thousand one hundred and twenty-five dollars, being the interest becoming payable upon said First Mortgage Bonds held by the State of Minnesota on the first day of April, A. D. 1860, is still due to said State, and unpaid thereon;

Now, therefore, notice is hereby given, that pursuant to the power vested in me by law, and by the provisions of said trust deed, I, as Governor and agent of said State of Minnesota, will sell or cause to be sold at Public Auction, at the Capitol in the city of St. Paul, in the State of Minnesota, on the Sixteenth day of October, A. D. 1860, at ten o'clock in the forenoon of that day, all the lands, properties, rights, privileges and franchises, hereinbefore enumerated and described and conveyed in and by said trust deed.

Dated at the Executive Office in St. Paul, the Sixteenth day of August, 1860. ALEX. RAMSEY, Governor.
GORDON E. COLE, Attorney-General of Minnesota.
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OFFICE of the TRUSTEES of the BONDHOLDERS and CREDITORS of the MILWAUKEE and MISSISSIPPI RAILROAD COMPANY, No. 29 William-st., New-York.—To the MORTGAGE and OTHER CREDITORS of the MILWAUKEE and MISSISSIPPI RAILROAD COMPANY, SIGNERS to the AGREEMENT of JULY 30, 1860.—The undersigned having been duly elected Trustees and Attorneys under an agreement made July 30, 1860, to purchase the Milwaukee and Mississippi Railroad, at any foreclosure sale of said railroad, which may be made, and "to do any and all things which we deem for your benefit, as fully as you might do if personally present" (subject to the restrictions and limitations named in the agreement), would respectfully inform you that the agreement under which we have been appointed has been signed by so large a majority of all classes of the First and Second Mortgage Bondholders, that there is no reasonable doubt but that we shall be able to carry out the plan which you have adopted. It is expected by us, that within a brief period of time, the road and its franchises will be sold by order of the United States District Court, for the payment of its First Mortgage Bonds.

It is necessary that we have the immediate control and possession of the bonds and claims which you have subscribed to the agreement.

We therefore request you, at your earliest convenience, and before the 31st day of October, 1860, to deposit your bonds and transfer your claims to us at our office, No. 29 William-st., City of New-York.

You will receive therefor a certificate to bearer, and your bonds will be carefully kept in some bank in the City of New-York.

The stockholders will, at some future day, be required to assign and surrender their respective certificates of stock.

JOHN CATLIN,
LOTIS A. VON HOFFMANN,
L. H. MEYER,
W. SCHALL,
ALLAN CAMPBELL,
JOHN WILKINSON, } Trustees.

New-York, Sept. 1, 1860.

Parties in interest who have not yet signed the agreement can do so at any time previous to Sept. 15, 1860. Those who do not sign within the time limited, will not have any of the advantages of the purchase. N. A. COWDERY, Secretary.

ATLANTIC SAVINGS BANK, New-Bowery, corner of Chatham-square. Open daily, from 10 a. m. to 2 p. m., and from 4 to 7 p. m. Deposits from 25 cents to $5,000 received. Six per cent interest paid on sums of $500 and under, and five per cent on larger sums.
M. D. VAN PELT, President.
CHAS. D. BAILEY, Treasurer.
J. F. COOPER, Secretary.

JOHN MUNROE & CO.,
AMERICAN BANKERS,
No. 5 RUE DE LA PAIX, PARIS,
and
No. 8 WALL-ST., NEW-YORK.
Grant LETTERS OF CREDIT for Mercantile Purposes.
Also, CIRCULAR LETTERS OF CREDIT on the principal towns and cities of EUROPE.
Also, on Alexandria, Cairo, Beyrout, Jerusalem, Algiers, &c.
BILLS ON PARIS, and STERLING BILLS in sums to suit.

PROPOSALS for $3,000,000 of "THE FLOATING DEBT FUND STOCK OF THE CITY OF NEW-YORK."—Sealed proposals will be received at the Controller's office until TUESDAY, the 18th day of September, 1860, at 2 o'clock p. m., when the same will be publicly opened, for the whole or any part of the amount of Three Million dollars of the Floating Debt Fund Stock of the City of New-York, authorized by chap. 406 of the Laws of 1860, and by an Ordinance of the Common Council, approved by the Mayor, Aug. 11, 1860, for the purpose of liquidating and funding the Floating Debt of the Corporation.

The said stock will bear interest at the rate of six per cent per annum, payable quarter-yearly, and the principal will be redeemable on the first day of May, in the year 1878.

The proposals will state the amount of stock desired, and the price per one hundred dollars thereof; and the persons whose proposals are accepted will be required to deposit with the Chamberlain of the City, within ten days after the opening of the bids, the sum awarded to them respectively, including the premium on the same.

On presenting to the Controller the receipts of the Chamberlain for such deposits, the parties will be entitled to receive certificates for equal amounts of the par value of the stock, bearing interest from the dates of payments.

Each proposition should be sealed, and indorsed, "Proposals for the Floating Debt Fund Stock of the City of New-York," and the same inclosed in a second envelope, addressed to the Controller.

The right is reserved on the part of the Controller to reject any or all bids, if considered necessary to protect or promote the interests of the city.

Holders of Revenue Bonds of the Corporation may make the same available in the purchase of this stock, if they desire so to do. ROBT. T. HAWS, Controller.

City of New-York, Department of Finance, Controller's Office, Aug. 14, 1860.

NEW-ORLEANS and MOBILE FUNDS bought by AUGUST BELMONT & Co., No. 50 Wall-st.

$5,000 WANTED, on BOND and MORTGAGE on first-class improved PROPERTY, worth more than the amount. For particulars apply to J. F. HALSTED, No. 36 Park-place.

OFFICE OF THE COMMONWEALTH FIRE INSURANCE CO.,
No. 6 Wall-st.,
NEW-YORK, Sept. 3, 1860.

AN ELECTION for DIRECTORS of this Company for the ensuing year, will be held at the Office, on WEDNESDAY, the 12th inst. The poll will be open from 1 to 2 p. m. GEO. F. HAWES, Secretary.

NOTICE.—Notice is hereby given to the Creditors of the late Bank of Massillon, at Massillon, Ohio, to present to the undersigned, Receivers of said Bank, at the office of Geo. Harsh, at Massillon aforesaid, on or before the 1st day of March, 1861, for dividends, all their CLAIMS against said Bank. All claims not so presented, will be forever barred from all dividends of the assets of said Bank. By order of Court.
GEORGE HARSH,
ISAAC STEESE, } Receivers.
P. C. HULL,
Massillon, June 19, 1860.

DUNCAN, SHERMAN & Co.,
BANKERS,
Corner of Pine and Nassau-sts., New-York,
Issue
CIRCULAR NOTES and LETTERS of CREDIT
For TRAVELERS, available in all the
PRINCIPAL CITIES of the WORLD.
Also,
MERCANTILE CREDITS
For use in Europe, China, &c.

THE MUTUAL BENEFIT LIFE INSURANCE CO has accumulated funds amounting to over $3,500,000, and on the 1st of January, 1860, declared a DIVIDEND of 45 PER CENT. Dividends are annual, and are PAID IN CASH. Papers furnished (gratis) by
JOS. L. & J. P. LORD, Agents, No. 11 Wall-st., N. Y.

NOTICE.—The holders of the Coupons of the First Mortgage Bonds of the OHIO AND MISSISSIPPI RAILROAD COMPANY (Eastern Division), due July 1, 1859, are requested to call at the office of Barclay & Livingston, No. 24 Beaver-st., and are notified that the agreement in reference to these Coupons will be carried into effect on and after September 3, 1860.

P. W. GALLAUDET,
NOTE BROKER.
Business Paper Negotiated at Lowest Rates.
LOANS OBTAINED ON FIRST-CLASS SECURITIES.
No. 11 PINE-ST., near Broadway.

FOR SALE:
Missouri State Guaranteed 7 per cent Bonds,
Illinois River R. R. First Mortgage 10 per cent Bonds,
Fulton County (Ill.) 8 per cent Bonds,
Jersey County (Ill.) 6 per cent Bonds.
Apply to GEO. T. M. DAVIS, No. 47 Exchange-place.

THIRD AVENUE SAVINGS BANK,
CORNER 3D AVENUE AND 25TH STREET—CHARTERED 1854.
Six per cent interest paid on all sums from $1 to $1000. Bank open daily from 10 a. m. to 3 p. m. Also on the evenings of Monday, Wednesday, and Saturday from 6 to 8 o'clock.
SPENCER K. GREEN, President.
S. S. CHILDS, Secretary.

NEW-YORK SCRIP of 1860, now ready for issue, bought by
WM. C. GILMAN & SON, No. 18 Merchants' Exchange.

## Dry Goods.

SPECIAL NOTICE.
DE FOREST, ARMSTRONG & Co.,
DRY GOODS MERCHANTS,
HAVE REMOVED
TO THEIR NEW AND SPACIOUS WAREROOMS,
Nos. 75, 77, 79, 81, 83, and 85
DUANE-ST.,
NEAR BROADWAY.
Where they will offer for sale a new and elegant stock of DRY GOODS for the Fall Trade, suited to all sections of the country. They are opening weekly
AMOSKEAG
and
WAMSUTTA PRINTS,
in new and desirable styles. These celebrated Prints are the
CHEAPEST
and
BEST
now sold in the United States, and they beg leave to call the particular attention
OF DEALERS
to them.

REAL INDIA CAMEL'S HAIR SHAWLS,
AND SCARFS.
ARNOLD, CONSTABLE & Co.
Will make their
FALL EXHIBITION
Of the above Goods on
MONDAY, September 10th.
The quality and richness of this collection will surpass any thing ever imported into this country.
CANAL-ST., corner of MERCER.

CLOAKS AND SHAWLS.
E. S. MILLS & Co.
Offer CLOTH, BEAVER and VELVET CLOAKS, ARABS, &c., in all the latest styles, at very low prices.
FRENCH, GERMAN, and SCOTCH Fancy Wool and Broche SHAWLS from Auction, below the cost of importation. New styles of Zephyr Worsted HOODS, COATS, NUBIAS, &c.
Nos. 342 and 344 BROADWAY, N. Y.

OPENING at RETAIL
OF
NEW and BEAUTIFUL
DRESS GOODS,
SILKS, &c.,
PERHAPS THE MOST BEAUTIFUL
AND BEST SELECTED ASSORTMENT
IN THIS CITY, OR IN THIS COUNTRY.
TO WHICH
CONSTANT ADDITIONS WILL BE MADE,
NOW OPEN
AT THE
POPULAR RETAIL STORE,
No. 561 BROADWAY,
Opposite the Metropolitan Hotel.
EDWARD LAMBERT & Co.

AT JAMES TUCKER'S, Nos. 759 and 361 Broadway,
NEW PARIS FLOWERS!
NEW PARIS FLOWERS!
FEATHERS! FEATHERS!
BRIDAL SETS! BRIDAL SETS!!
VAILS! VAILS!! VAILS!!!
COIFFURES! COIFFURES!!
AND
TOILET FIXINGS IN ABUNDANCE.

HALSTED & STILES,
Nos. 52 and 54 MURRAY-ST., New-York,
Importers and Jobbers of CLOTHS, CASSIMERES, VESTINGS, and every style and quality of Goods used by Clothiers and Merchant Tailors for Men's and Boys' wear.

PARIS FALL MILLINERY.
Mrs. DAVIDSON, No. 125 Bleecker-st., respectfully informs Southern and Western merchants that she is now prepared to exhibit the latest styles of PARIS PATTERN BONNETS and FALL MILLINERY, at her Showrooms, No. 125 Bleecker st., west of Broadway.

## Boots, Shoes, &c.

BOOTS, GAITERS, and SHOES of all styles; also, Boys' Boots, Gaiters, and Shoes, of my own manufacture, the best and cheapest. You will always find a large assortment at R. MARTIN'S Old Stand, No. 74 Nassau-st., near John-st.

LADIES' FRENCH SHOES.
JEFFERS of No. 572 Broadway would respectfully solicit the ladies of New-York, and from all parts of the Union, to call and examine his elegant assortment of French BOOTS and SHOES, and embroidered Toilet and Bridal SLIPPERS. Prices commensurate with the times.
JEFFERS, No. 572 Broadway, opp. Metropolitan.

$3 SHOES and GAITERS at JONES'S, Nos. 10 and 12 Ann st. A new style, and warranted to give perfect satisfaction.

## Ocean Steamers, &c.

REDUCTION IN PRICES.
ATLANTIC STEAM NAVIGATION COMPANY.
NEW YORK AND GALWAY LINE.
Touching at St. John's, N. F., to land Passengers and receive the Royal Mail and Government Dispatches.
The Steamers comprising this Line have been approved by the Admiralty, and are the
NEW IRON SIDE-WHEEL STEAMERS,
CONNAUGHT.....4,400 tuns burden.
LEINSTER.....4,400 tuns burden.
MUNSTER.....4,400 tuns burden.
ULSTER.....4,400 tuns burden.
PARANA.....4,400 tuns burden.
The next departure from New-York will be on
TUESDAY, Sept. 11,
From Pier No. 36, North River.
Rates of passage to any part of Ireland, or a Railway, and to the principal cities of England and Scotland.
First Class, $100, $90, and $75, according to state-room accommodations. Third Class, $30, including cooked provisions.
And to St. John's, N. F.—First Class $35. Third Class, $18. Children under 12 years, half price; under 1 year, free. Third Class passengers are required to furnish beds and tins.
The steamers of this company have been constructed with the greatest care as regards safety and comfort, combined with model and propelling power, and are built with water-tight compartments. They are confidently expected to surpass, in speed and rough-weather qualities, any vessels ever built, and are replete with elegancies and conveniences.
An experienced surgeon is attached to each ship. Persons wishing to send for their friends can obtain return tickets at the following greatly reduced prices:
In third cabin, from Galway, $35. In third cabin, from any town in Ireland, on a railway, $32 50. In third cabin, from the principal cities of England and Scotland, $35.
For freight or passage apply to
HOWLAND & ASPINWALL, Agents,
Nos. 54 and 55 South st.

FOR CALIFORNIA via PANAMA.—A first-class steamer will leave New-York the 1st, 11th, and 21st of each month; except when these dates fall on SUNDAY, when the day of departure will be the MONDAY following. For freight or passage apply at the only office, No. 177 West-st., corner of Warren st. D. B. ALLEN, Agent.

STEAMER of OCTOBER 6,
FOR SOUTHAMPTON and HAVRE.
The United States Mail Steamship
ADRIATIC,
Joseph J. Comstock, Commander, will sail from the foot of Canal-st. on SATURDAY, Oct. 6, with Mails, Passengers, and Specie, for the above ports.
For Freight or Passage apply at the office of the North Atlantic Steamship Company (room No. 4), No. 88 Wall-st.
J. P. STEPHENS, Secretary.

STEAMER of SEPTEMBER 8.
FOR SOUTHAMPTON AND HAVRE.
U. S. M. Steamship
VANDERBILT,
Capt. P. E. Lefevre.
Will sail from Pier No. 3, N. R., New-York, at noon, SATURDAY, Sept. 8, with mails, passengers, and specie, for England and France.
PRICE OF PASSAGE.
First Cabin, $120. Second Cabin, $80.
Third Cabin to Havre, $35; Southampton, $40.
D. TORRANCE, Agent,
No. 5 Bowling-Green, New-York.
Steamship ILLINOIS sails Sept. 22.

FOR SAVANNAH and the SOUTH.—The steamship MONTGOMERY, Capt. W. C. Berry, will leave Pier No. 13, North River, on THURSDAY, Sept. 13, at 4 p. m. Passage to Savannah, with accommodations unequaled, $15; through tickets to New-Orleans, $39 75; Mobile, $35; Montgomery, $25; Memphis, $31 75; Nashville, $29 75; Knoxville, $25 50; Chattanooga, $25; Albany, $23; Columbus, $21; Atlanta, $21; Macon, $20; Augusta, $17 50, including carriage fare in Savannah. H. B. CROMWELL & Co.,
No. 86 West-st., and No. 335 Broadway.
The R. R. CUYLER, succeeds on SATURDAY, Sept. 15.

THE NORTH GERMAN LLOYDS Steamship BREMEN, H. Wessels, Commander, carrying the U. S. Mail, will sail on
SATURDAY, Sept 29, 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, REUTGEN & REICHELT,
No. 82 Broadway.

THE BRITISH AND NORTH AMERICAN ROYAL MAIL STEAMSHIPS.
FROM NEW-YORK TO LIVERPOOL.
Chief Cabin Passage.....$130
Second Cabin Passage.....75
FROM BOSTON TO LIVERPOOL.
Chief Cabin Passage.....$110
Second Cabin Passage.....60
The ships from New-York call at Cork Harbor.
The ships from Boston call at Halifax and Cork Harbor.
PERSIA, Capt. Judkins. CANADA, Capt. Lang.
ARABIA, Capt. J. Stone. AMERICA, Capt. Miller.
ASIA, Capt. E. G. Lott. NIAGARA, Capt. Anderson.
AFRICA, Capt. Shannon. EUROPA, Capt. J. Leitch
SCOTIA (now building).
These vessels carry a clear white light at mast-head; green on starboard bow; red on port bow.
ARABIA, Stone.....leaves Boston.....Wednesday, Sept. 5
AFRICA, Shannon.....leaves New-York.....Wednesday, Sept. 12
CANADA, Lang.....leaves Boston.....Wednesday, Sept. 19
ASIA, Lott.....leaves New-York.....Wednesday, Sept. 26
EUROPA, Leitch.....leaves Boston.....Wednesday, Oct. 3
PERSIA, Judkins.....leaves New-York.....Wednesday, Oct. 10
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.

WEEKLY COMMUNICATION by STEAM between NEW-YORK and LIVERPOOL, calling at QUEENSTOWN, Ireland, to land and embark passengers and dispatches.
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, Sept. 8.
CITY OF MANCHESTER.....SATURDAY, Sept. 15.
CITY OF WASHINGTON.....SATURDAY, Sept. 22.
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 steamers have superior accommodation 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.

## Steamboats and Railroads.

NEW-YORK to the WHITE MOUNTAINS and LAKE MEMPHREMAGOG direct, and Pleasure Route to Ogdensburgh Montreal, and Quebec. Apply at the N. Y. and N. H. R. R. Office, 27th-st., N. Y.

DAY BOAT for ALBANY and TROY, making the usual Landings.—The steamer DANIEL DREW leaves Jay-st. Pier Tuesdays, Thursdays, and Saturdays, at 7 a. m.

FOR WEST-POINT, NEWBURGH, AND POUGHKEPSIE.—Steamer THOMAS POWELL from foot of Jay-st. every afternoon at 3½ o'clock.

DAY-BOAT for ALBANY—Steamer DANIEL DREW leaves Jay-st. every TUESDAY, THURSDAY, and SATURDAY, at 7 a. m., connecting at Albany with trains for Saratoga and the West.

DAY BOAT for WEST POINT, CORNWALL, NEWBURGH, MILTON, and POUGHKEEPSIE.—The steamboat ALIDA will leave Jay-st. Pier DAILY, at 8:30 a. m. (touching at 30th-st. Pier); returning to the city at 6:30 p. m. Passengers for Albany, Troy, Saratoga, or any point west, can make sure connections at Poughkeepsie. Baggage transferred free.

FOR SAG HARBOR, ORIENT, and GREENPORT.—The MASSACHUSETTS, Capt. Havens, having unsurpassed passenger accommodations, will leave Pier No. 32 James-slip, East River, TUESDAY, THURSDAY, and SATURDAY AFTERNOONS, at 6 o'clock. Will leave at 5 o'clock on and after the 11th inst.

FOR BRIDGEPORT—DAILY LINE—FARE 50 CENTS—The Steamer CATALINE, Capt. William A. Vail, will leave Oliver Slip EVERY DAY, at 12 o'clock NOON, running in connection with the Housatonic Railroad. The Steamer BRIDGEPORT will leave Peck Slip EVERY MONDAY, WEDNESDAY, and FRIDAY, at 12 o'clock, NOON, arriving in time to connect with all the Express Trains.
GEO. W. CORLIES, Agent.

SHORT LINE to HARRISBURG, via CENTRAL RAILROAD OF NEW-JERSEY,
AN EXPRESS TRAIN LEAVES NEW-YORK DAILY (Sundays excepted), from foot of Courtlandt st., at 6 O'CLOCK A. M., FOR HARRISBURG,
*Via Easton, Allentown, and Reading,*
Connecting at Reading with Philadelphia add Reading Railroad for POTTSVILLE and PHILADELPHIA;
and at HARRISBURG with MAIL TRAINS on PENNSYLVANIA CENTRAL RAILROAD, East and West; NORTHERN CENTRAL RAILROAD, North and South; and with the CUMBERLAND VALLEY RAILROAD, arriving at Harrisburg at 12:40 noon.

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.

NEW-YORK and ERIE RAILROAD.—DUNKIRK EXPRESS at 7 a. m., for Dunkirk, Buffalo, Canandaigua, and principal Stations.
MAIL at 8:15 a. m., for Dunkirk and intermediate Stations. This Train remains over night at Elmira.
WAY at 3:45 p. m., for Middletown, Newburgh, and intermediate Stations.
NIGHT EXPRESS, *daily*, at 5 p. m., for Dunkirk, Buffalo, Canandaigua, and principal Stations. The train of Saturday stops at all mail train stations, and runs only to Elmira.
CHAS. MINOT, General Supt.

CENTRAL RAILROAD of NEW-JERSEY—From foot of Courtlandt st.—Connecting at Hampton Junction with Delaware, Lackawanna, and Western Railroad, and at Easton with Lehigh Valley Railroad and its connections.
SUMMER ARRANGEMENT—Commencing May 23, 1860—Leave New-York as follows:
HARRISBURG EXPRESS—At 6 a. m., for Easton, Reading, Harrisburg, Mauch Chunk, &c.
MAIL TRAIN—At 8 a. m., for Easton, Water Gap, Scranton, Great Bend Pittston, Wilkesbarre, &c.
12 M. THROUGH TRAIN—For Easton, Mauch Chunk, Reading, Pottsville, Harrisburg, &c.
4 P. M. THROUGH TRAIN—For Easton, Allentown, Mauch Chunk, &c.
6 P. M. WAY TRAIN—For Somerville and intermediate stations.
EXPRESS TRAIN FOR HARRISBURG.
The 6 a. m. Express Train from New-York arrives at Harrisburg at 12:40, noon, in time to connect with trains on Pennsylvania Central Railroad, east and west, Northern Central, north and south, and with Cumberland Valley Railroad.
LEAVE NEW-YORK FROM PIER NO. 2 N. R. at 7:30 and 11:30 a. m. and 3:30 p. m. for Eastern and intermediate stations, and at 3:30 p. m. for Somerville and intermediate stations.
JOHN O. STEARNS, Superintendent.

1860 THE PENNSYLVANIA CENTRAL RAILROAD. 1860
GREAT DOUBLE-TRACK ROUTE.
The capacity of the Road is now equal to any in the country.
THE GREAT SHORT LINE TO THE WEST.
Office No. 1 Astor House, corner of Vesey-st.
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 the 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 part 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. 1 Astor House.
LEECH & Co., Freight Agents,
No. 1 Astor House and No. 128 South William-st.
McDONALD & BISCHOFF, Emigrant Agents,
No. 8 Battery place.
ENOCH LEWIS, General Supt., Altoona, Pa.

NORTHERN RAILROAD of N. J.—Leave foot of Courtlandt-st. Jersey City Ferry daily (Sunday's excepted) 5 a. m. and 4 and 6 p. m., for Piermont and Suffern; 9 a. m. for Piermont. Leave Suffern at 6:40 a. m. and 7 p. m., and Piermont 8 and 7:25 a. m., and 3:40 and 5:15 p. m. Stages connect for Hackensack, Nyack, New-City, and Haverstraw.

NEW-YORK AND HARLEM RAILROAD.
FARE TO ALBANY $2.
On and after MONDAY, June 25, 1860, trains will leave 26th st. Station, New-York, as follows:
For Williamsbridge and all way Stations, 7:40, 11 a. m., and 3:30 p. m. For White Plains and all way Stations, 2:30, 4 and 5 p. m. For White Plains and all way Stations, 6:15, from White-st. Depot. For Croton Falls, from 26th st. Depot, 9:15 a. m., stopping at Williamsbridge and Stations above. For Dover Plains, from 26th st. Depot, 2:30 p. m., stopping at White Plains and Stations above (this train runs to Millerton every Saturday evening). For Albany, from 26th st. Depot, 10:15 a. m., express mail train, stopping at White Plains, Bedford, Croton Falls, and Stations North.
Returning—Will leave Williamsbridge, stopping at all way Stations, 6:40, 9 a. m. and 1 p. m. White Plains, stopping at all way Stations, 6 and 7 a. m., 4:15 and 7 p. m. Dover Plains, stopping at all Stations north of Fordham, 6 a. m.; this train leaves Millerton every Monday morning at 5:25; Croton Falls, 5 p. m., stopping at all Stations north of Fordham; Albany, 9 a. m., stopping at all Stations north of White Plains.
JOHN BURCHILL, Ass't Supt.

HUDSON RIVER RAILROAD for ALBANY and TROY, connecting with trains NORTH and WEST. From Monday, April 30, 1860, Trains will leave Chamders-st. Station as follows: Through Express Trains, 7 and 11 a. m. and 5 p. m.; Albany Mail, 6 a. m.; Sleeping Car Train, 9:20 p. m. (Sundays included); Way Trains for Sing Sing, 9:45 a. m. and 4:15 and 7 p. m.; for Poughkeepsie, 1:15 and 3:30 p. m.; for Tarrytown, 8:35 and 10:45 p. m.; for Peekskill, 5:30 p. m. From 31st-st., Buffalo and Northern Lightning News Train, 3:20 a. m.; Emigrant, 6:15 a. m. Passengers taken at Chambers, Canal, Christopher, and 31st-sts. Trains for New-York leave Troy at 4:45 (Sundays included) and 3:45 and 10:10 a. m., and 3:45 and 5:05 (Sundays included) and 3:38 p. m., and Albany about half an hour later. A. F. SMITH, 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 15 minutes in advance of the time of leaving.

NEW-YORK AND HARLEM RAILROAD.—Summer arrangement for pleasure travel; trains leave 26th st. Station as follows:
10:15 a. m.—Express for Albany, Troy, Saratoga, Sharon Springs, Niagara Falls, Lake George Lebanon Springs, and Lake Mahopac. Connecting at Albany with N. Y. C. R. R. for Sharon Springs, Niagara Falls, and all places West. Also, with trains for Saratoga and all points North. 3:15 a. m.—For Croton Falls, connecting at Golden's Bridge with Stages for Lake Waccabuc; and at Croton Falls, with Stages for Lake Mahopac. 4:30 p. m.—For Dover Plains, connecting at Golden's Bridge with Stages for Lake Waccabuc, and at Croton Falls with Stages for Lake Mahopac. JOHN BURCHILL, Assist. Sup't.

## Medical.

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For the retention and radical cure of HERNIA or RUPTURE, &c.—WHITE'S PATENT LEVER TRUSS and SUPPORTER. A GREAT IMPROVEMENT; CLEAN, LIGHT, and PERFECTLY SURE TO HOLD. FEMALE SUPPORTERS on the same principle. Applied only at No. 25 Bond-st., N. Y. Descriptive pamphlets gratis. LADIES' DEPARTMENT attended by a lady.

BRANDRETH'S VEGETABLE UNIVERSAL PILLS, cure Apoplexies, Bilious Diseases, and diseases generally. How? Because they purify the blood and remove all obstructions from the bowels and circulation. Their timely use has saved many a life. Sold at No. 294 Canal-st. (not the corner of Broadway), but No. 294 Canal-st., Brandreth House; No. 4 Union square; Campbell's, corner 8th-av. and 26th st.
And by all respectable dealers.
Price 25 cents per box.

BURNTON'S QUICK RELIEF, the Great Internal and External PAIN ERADICATOR. For Rheumatism, Contractions, Dysentery, Swellings, Lameness, or Pains and Aches, it is a sure and never failing remedy. Sold at Nos. 241 Hudson-st.; 351 8th-av. and Druggists. DEPO