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RELATIVES and FRIENDS of deceased SOLDIERS, buried from the different Hospitals in Washington or Georgetown, District of Columbia, can receive all INFORMATION as to their PLACES of BURIAL by addressing FRANK T. SANDS, Government Undertaker, No. 446 F-st., Washington, D. C.

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LOST.—A $1,000 CHICAGO AND NORTH-WESTERN FIRST MORTGAGE BOND, No. 2,609. A suitable reward will be paid to the finder. To be left at C. Kowalski's office, No. 22 William-st. All persons are hereby cautioned against buying or negotiating the same.

Legal Notices.

BY WILLIAM GLEDHILL, Surrogate of the County of Passaic, in the State of New-Jersey.—ALBERT JOURNEAY, having filed in my office his petition, setting forth that EDWARD JOURNEAY, late of the City of New-York, in the County of New-York, and State of New-York, hath died intestate, and that it is necessary to have Letters of Administration upon his estate granted in this State, and praying that such Administration be granted to him, it is thereupon, on this twenty-eighth day of July, in the year of our Lord one thousand eight hundred and sixty-two, by me ordered that cause be shown before me, at my office, No. 151 Main street, in the City of Paterson, and state of New-Jersey, on the twenty-eighth day of August next, at ten o'clock in the forenoon of that day, why Letters of Administration upon said estate should not be granted to the said ALBERT JOURNEAY; and further that this order be published in The New-York Tribune and in The Paterson Guardian at least once in each week next preceding the said day.
WM. GLEDHILL, Surrogate.
A. B. WOODRUFF, Proctor and Counsel. jy31 law4wTh*

IN THE SUPREME COURT OF THE STATE OF PENNSYLVANIA, in and for the Eastern District.—WISTAR MORRIS, a holder of Bonds secured by two certain Mortgages of the Quakake Railroad Company, one dated July 1, 1857, the other dated June 29, 1861, as well for himself as for all others, holders of Bonds so secured, as agreeing to contribute to the expenses of this suit, may become parties hereto complainant, vs. The Quakake Railroad Company and against William D. Lewis and Charles Hartshorne, Trustees under and by virtue of said mortgages.—In Equity of July Term, 1862, No. 7.—Under and by virtue of a decree of the Supreme Court of the State of Pennsylvania, made in the above-entitled cause, upon the 11th day of June, A. D. 1862, will be exposed to public sale, by vendue or outcry, upon TUESDAY, the 26th day of September, A. D. 1862, at 12 o'clock, M., at the Philadelphia Exchange in the city of Philadelphia, by Moses Thomas & Sons, Auctioneers, the following described property, upon the terms and conditions hereinafter stated, to wit: The whole of the Railroad of the said Quakake Railroad Company, from its junction with the Beaver Meadow Railroad in Carbon County, State of Pennsylvania, to the point in Rush Township, Schuylkill County, State aforesaid, where the said the Quakake Railroad intersects the Catawissa Railroad including the right of way, and the road-bed and land occupied, or used, in connection with, or for, the maintenance of said railroad; and together with the railways, rails, bridges, masonry, and other superstructure, and all culverts, turntables, side tracks, depots, stations, buildings, and other structures and improvements of every kind and description, connected with the said railroad; and all Real Estate of every description, and all tolls, rents, issues, and profits, accrued and to accrue from the said railroad, or any part thereof (save only so much as may be necessary for expenses and repairs), and all the ways, streets, alleys, passages, waters, water-courses, easements, franchises, rights, liberties, privileges, appurtenances whatsoever, and generally all the lands, tenements, and hereditaments of the said the Quakake Railroad Company.

A more specific and detailed account of some of the items of property included in, and referred to in the foregoing description, may be given as follows:

RAILROAD,

which is about fourteen miles in length, and extends westwardly from its junction with the Beaver Meadow Railroad, at the confluence of the Quakake and Black Creeks in Carbon County, along the valley of the Quakake Creek, and that of the east branch of the Little Schuylkill river to the intersection of the said the Quakake Railroad with the Catawissa Railroad, in Rush Township, Schuylkill County. Ten miles of the railroad are graded for a double track. The length of the single track (including sidings) is about sixteen and one quarter miles. The railroad is constructed in the best manner, and laid with American iron weighing sixty pounds to the yard. There is one water station, one an engine house. There are [illegible] of the best construction, forty-five feet in diameter. The road is provided with all necessary sidings and switches.

BRIDGES.

There are five bridges. All are substantially built, save one, which is on trestles. It is well built, and intended to replace the bridge over the Quakake Creek at the Beaver Meadow Junction, recently destroyed by fire. With this exception there is no trestle work on the road. The masonry of the bridges over the Quakake Creek, and the east branch of the Little Schuylkill River, is laid and erected for the purpose of accommodating a double track.

TERMS OF SALE.

The said Railroad, Property, Franchises and Premises mentioned in the said two mortgages, and hereinabove described, will be exposed to sale entire, and in one lot, and the following terms and conditions will be observed in the making of the said sale, in accordance with the decree of the Court:

The said premises shall be sold to the highest and best bidder; and, in case any of the holders of any of the said bonds, or coupons, intended to be secured by said two mortgages, shall become purchasers by themselves, or with others, they shall be, and are by said decree, authorized to deliver their said bonds, or coupons, to the Trustees under said two mortgages (and acting as in said decree is mentioned), who shall indorse thereon the shares or dividends, if any, which the holders would be respectively entitled to receive on account of such bonds, or coupons, as their portion of the proceeds of sale on distribution. If the purchase money was paid in cash, after deducting therefrom all proper commissions, expenses, counsel fees, and costs, incurred by said Trustees in said proceeding; for which shares, or dividends, the said indorsement shall be a full discharge and acquittance, and the total amount thereof shall be credited to said purchasers on account of the price or purchase money bid by them, and the balance of said purchase money shall be paid in cash to said Trustees. And, in the event that the holders of said bonds or coupons shall not be entitled to any share or division on account thereof, out of the said purchase money, or that the property shall be purchased by others than the holders of bonds or coupons, so entitled then the whole of said purchase money shall be paid in cash to said Trustees.

The sum of five thousand dollars of the purchase money of said property shall be paid in cash, at the time and place of the sale, and the balance within twenty days thereafter. And after the confirmation of said sale by the Court, and the compliance with the terms thereof by the purchasers, the said WILLIAM D. LEWIS and CHARLES HARTSHORNE, Trustees under the two mortgages under which said sale is decreed, shall forthwith execute and deliver to the purchaser or purchasers, a deed of conveyance for the property, rights, privileges, immunities, and franchises aforesaid, in fee simple, and said purchaser or purchasers shall have, take, and enjoy the same, freed and discharged from all trusts and incumbrances whatsoever.

Any further information in respect to said sale or premises may be had upon application to either of the undersigned Trustees by whom said sale is held.

WILLIAM D. LEWIS,
CHARLES HARTSHORNE, } Trustees,
jel9 2aw to Sept. 29, ThSM. Philadelphia.

IN PURSUANCE of an order of ROSWELL C. BRAINARD, esq., Surrogate of the County of Kings, NOTICE IS HEREBY GIVEN, according to law, to all persons having claims against JOHN RAY, late of the City of Brooklyn, deceased, that they are required to exhibit the same, with the vouchers thereof, to the subscriber, the administratrix, at No. 63 Fulton-street, in the City of Brooklyn, on or before the 10th day of November next.—Dated May 7, 1862.
MARY J. RAY, Administratrix.
My8 law6moTh.

NOTICE to CREDITORS.—Notice is hereby given, according to law, to all persons having claims against STEPHEN B. BALLOU, late of the Village of Lockport in the County of Niagara and State of New-York, deceased, that they are required to exhibit the same, with the vouchers thereof, to the subscribers, the executors of the last will and testament of the said deceased, at the store of J. M. Chrysler & Son in the Village of Lockport aforesaid on or before the 6th day of December next.—Dated this 15th day of May, 1862.
JACOB M. CHRYSLER, } Executors
May 22, 1862—6 moTh* JOB W. VAIL, } SUMNER BALLOU,

THE CITY COURT of BROOKLYN.—JOHN H. BOSCHEN and JOHN C. MIDDENDORF, plaintiffs against WILLIAM POLVOOT, defendant. Summons, for a money demand on contract. (Com. not served.)—To the Defendant: 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 Court of Brooklyn, County of Kings, and State of New-York, at the City Hall, in the City of Brooklyn, and to serve a copy of your answer to the said complaint on the subscriber, at his office, No. 229 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 four hundred and forty 63/100 dollars, with interest from the 8th day of May, one thousand eight hundred and sixty-two, beside the costs of this action.—Dated May 27, 1862.
GEORGE F. MARTENS,
Plaintiff's Attorney, No. 229 Broadway, N. Y.
The complaint was filed in the office of the Clerk of the City Court of Brooklyn on the 9th day of July, A. D. 1862.—Dated July 9, 1862. GEORGE F. MARTENS, Plaintiff's Attorney.
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Steamboats and Railroads.

MORNING LINE for ALBANY and TROY, and intermediate landings, touching at 13th st.—Steamer ARMENIA leaves from the foot of Harrison-st. MONDAY, WEDNESDAY, and FRIDAY at 7 a. m. The DANIEL DREW leaves the foot of Jay-st. TUESDAY, THURSDAY, and SATURDAY at 7 a. m. N. B.—Hudson River Railroad Tickets will be received on board.

TO BOSTON, PROVIDENCE AND NEWPORT, by SHORE LINE.—Leaves 27th-st. 4th-av., 8 a. m., arrive in Providence 4:20 p. m.; 12:15 a. m., arrive in Providence 7:30 p. m.; 8 p. m., Express Through Mail Train, arrive in Providence 4:30 and Boston at 6 a. m.
F. J. CALEGUN, Superintendent.

FOR ORIENT, GREENPORT, SOUTHOLD, SAG HARBOR, &c.—Steamer NIAGARA, Capt. Havens, will leave Pier No. 32 (James-slip), East River, TUESDAY, THURSDAY, and SATURDAY AFTERNOONS, at 6 o'clock. For freight or passage, apply on board, or to
A. J. RICHARDSON, No. 160 Fulton-st.

STONINGTON LINE for Boston, via GROTON, NEW-LONDON, STONINGTON, PROVIDENCE, NEWPORT, TAUNTON, and NEW-BEDFORD.—The splendid steamers COMMONWEALTH and PLYMOUTH ROCK will leave Pier No. 18 N. R., foot of Courtlandt-st., DAILY (except Sunday), at 5 p. m.
Freight taken as low as by any other line. Office of Company, No. 115 West-st., corner of Courtlandt-st.
W. M. EDWARDS, Agent.

SAFETY, SPEED, AND COMFORT.
FOR BOSTON,
WORCESTER, PALMER, FITCHBURG, NASHUA, LOWELL, CONCORD, THE WHITE MOUNTAINS, AND INTERMEDIATE POINTS.
The new and staunch Steamers of the Norwich line, CITY OF BOSTON and CITY OF NEW-YORK, leave New-York daily (Sundays excepted), at 5 o'clock, p. m., from Pier No. 39 North River, foot of Vestry-st.
FOR NEW LONDON,
there connecting with the Steamboat Express Train for the above points, via Norwich & Worcester, Boston & Worcester, Worcester & Nashua, and New London & Northern Railroads. Freight taken at the lowest rates. For information inquire of E. S. MARTIN, Agent, on the Pier.

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.

FOR HARTFORD, MERIDEN, and SPRINGFIELD—STEAMBOAT and RAILROAD CONNECTION, via NEW-HAVEN.—The CONTINENTAL leaves Peck-slip, East River, daily (Sundays excepted), at 3:15 p. m. The steamboat train leaves the wharf at NEW-HAVEN on the arrival of the boat for all way stations. MIDNIGHT LINE—The TRAVELER leaves for New-Haven at 11 o'clock.

LONG ISLAND RAILROAD—CHANGE of TERMINUS.—Passenger Depot, James-slip and foot of 34th-st., E. R.—At 8 a. m. for Greenport, Sag Harbor, Orient, and Hamptons; at 12 m. and 4:30 p. m. for Syosset; at 3:30 p. m. for Greenport; at 6 p. m. for Farmingdale. Sundays the train leaves Hunter's Point (34th-st. Ferry) at 8:30 a. m., for Riverhead and intermediate stations, at excursion rates; returning, leaves Riverhead at 3 p. m.

NEW-YORK, HARLEM, and ALBANY R. R.—For Albany, Troy, North and West.—SUMMER ARRANGEMENT, commencing THURSDAY, May 7, 1862.
For ALBANY, 10:30 a. m., Express Mail Train from 26th-st. Station.
For Local Trains see Time Table.
JOHN BURCHILL, Assistant Superintendent.

FOR FISHKILL and POUGHKEEPSIE.—The steamboat RIP VAN WINKLE leaves every TUESDAY and FRIDAY, at 1 o'clock p. m., from the foot of Robinson-st., landing at Cozzens's, Cold Spring, Cornwall, Newburgh, Low Point, Marlborough, and Milton. Returning, leaves Poughkeepsie the same evening at 7 o'clock, landing at Low Point and Fishkill. Fare 50 cents.

FOR HARTFORD DIRECT—By steamers CITY OF HARTFORD and GRANITE STATE, daily, from Peck-slip, at 4 p. m., connecting at Hartford with steamboat to Springfield, and all points North, East and West.

ERIE RAILWAY.—Passenger trains leave as follows, viz:
6 a. m., Mail, for Dunkirk. This train remains over night at Elmira, and proceeds the next morning.
7 a. m., Express for Buffalo.
8 a. m., Milk, daily, for Otisville.
12:1 p. m., Accommodation, daily, for Port Jervis.
4 p. m., Way, for Middletown and Newburgh.
6 p. m., Night Express, daily, for Dunkirk and Buffalo. The Train of Saturday runs through to Buffalo, but does not run to Dunkirk.
7 p. m., Emigrant, for Dunkirk.
CHARLES MINOT, General Sup't.

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, forming a direct line to Pittsburgh and the West without change of cars.
SUMMER ARRANGEMENT—Commencing May 5, 1862.
Leave New-York as follows:
HARRISBURG EXPRESS—At 6 a. m. for Easton, Reading, Pottsville, Harrisburg, Mauch Chunk, Williamsport, &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, Williamsport, Reading, Pottsville, Harrisburg, &c.
4 P. M. WAY PASSENGER TRAIN—For Easton, Allentown, and Mauch Chunk.
5:30 P. M. WAY TRAIN—For Somerville.
6 P. M. EXPRESS TRAIN—For Easton, Allentown, Reading, Harrisburg, Pittsburgh, and the West. Sleeping cars from Jersey City through to Pittsburgh.
EXPRESS TRAIN FOR HARRISBURG—The 6 a. m. Express Train from New-York arrives at Harrisburg at 1 p. m., connecting East and West on Pennsylvania Central Railroad, Northern Central Railroad, North and South and with the Cumberland Valley Railroad.
THE THROUGH EXPRESS TRAIN FOR THE WEST, leaves New-York at 8 p. m. daily (Sundays excepted), making close connection at Harrisburg with Pennsylvania Railroad—with no change of cars to Pittsburgh, and but one to Cincinnati and Chicago. Four hours' time is saved by taking this train.
NEWBURGH AND NEW-YORK FERRY—Leave New-York from Pier No. 2, North River, at 7:20 and 11:20 a. m.; 2:10, 4:30, and 6 p. m.
The boats stop at Bergen Point and Mariners' Harbor every trip each way.
JOHN G. STERNS, Superintendent.

NEW-YORK & NEW-HAVEN RAILROAD.
1862. SPRING ARRANGEMENT. 1862.
COMMENCING MAY 5, 1862.
Passenger Station in New-York cor. 27th-st. and 4th-av. Entrance on 27th-st.
TRAINS LEAVE NEW-YORK:
For New-Haven, 7, 8 a. m., (Ex.); 12:15, 3 (Ex.); 3:50, 4:30 and 6 p. m. (Ex.)
For Bridgeport, 7, 8 a. m., (Ex.); 12:15, 3 (Ex.); 3:50, 4:30, and 6 p. m., (Ex.)
For Milford, Stratford, Fairfield, Southport and Westport, 7 a. m.; 12:15, 3:50, and 4:30 p. m.
For Norwalk, 7, 9:30 a. m.; 12:15, 3, (Ex.); 3:50, 4:30, 5:30, 6 p. m., (Ex.)
For Darien and Greenwich, 7, 9:30 a. m.; 12:15, 3:50, 4:30, 5:30 p. m.
For Stamford, 7, 8, (Ex.), 9:30 a. m.; 12:15, 3, (Ex.), 3:50, 4:30, 5:30, 6 p. m., (Ex.)
For Port Chester and intermediate stations, 7, 9:30 a. m.; 12:15, 3:50; 4:30, 5:30, 6:30 p. m.
For Port Chester and New Rochelle, 8 p. m., (Ex.)
CONNECTING TRAINS.
For Boston, via Springfield, 8 a. m., (Ex.), 3 (Ex.), 6 p. m., (Ex.)
For Boston, via Shore Line, 12:15, 6 p. m., (Ex.)
For Hartford and Springfield, 8 a. m., (Ex.), 12:15, 3, (Ex.), 6 p. m., (Ex.)
For Connecticut River Railroad to Montreal, 8 a. m., (Ex.), and 12:15 p. m. to Northampton.
For Hartford, Providence, and Fishkill Railroad, 8 a. m., (Ex.), 12:15 p. m.
For New-Haven, New-London, and Stonington Railroad at 8 a