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XIV..FROM GEN. McCLELLAN'S ARMY: A Movement Expected Soon; An Attack from Jackson Anticipated.
XV..FROM EUROPE.
XVI..RECRUITING.
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XVIII..SPEECH OF GERRIT SMITH ON RELIGION: Made in Boston, June 15, 1862.
XIX..BONES: How Farmers Can Prepare them for Manure.
XX..CROPS—FROM MARYLAND TO NEW-YORK.
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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. NIGHT 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.
7a. m., Express for Buffalo.
8 a. m., Milk daily, for Otisville.
12:1 . 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 on 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, Bethlehem Allentown, and Mauch Chunk.

5:30 P. M. WAY TRAIN—For Somerville.

8 P. M. WESTERN EXPRESS—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.

ELIZABETHPORT AND NEW-YORK FERRY—Leave New-York from Pier No. 2, North River, at 7:20 and 11:20 a. m.; 3:30, 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 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 (Ex.); 3:50, 4:30 and 8 p. m. (Ex.)

For Bridgeport, 7, 8 a. m., (Ex.); 12:15, 3 (Ex.); 3:50 4:30, and 8 p. m., (Ex.)

For Milford, Stratford, Fairfield, Southport and Westport, 7a. 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, 8 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, 8 p. m., (Ex.)

For Port Chester and intermediate stations, 7, 9:30a. 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.), 8 p. m., (Ex.)

For Boston, via Shore Line, 12:15, 8 p. m., (Ex.)

For Hartford and Springfield, 8 a. m., (Ex.), 12:15, 3, (Ex.), 8 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. m., 12:15, 3, 8 p. m., (Ex.)

For Canal Railroad, 12:15 p. m. to Northampton.

For Housatonic Railroad, to Pittsfield, 8 a. m.; 3 p. m. to Barrington and on Saturdays through to Pittsfield.

For Naugatuck Railroad, 8 a. m., 3 p. m.

For Danbury and Norwalk Railroad, 7, 9:30 a. m., 4:30 p. m.

Commodious Sleeping Cars attached to 3 p. m. train. JAMES H. HOYT, Superintendent.

1862. THE 1862. PENNSYLVANIA CENTRAL RAILROAD, with its connections, forms THE SHORTEST AND QUICKEST ROUTE FROM NEW-YORK TO THE PRINCIPAL WESTERN CITIES. Eight trains run daily from New-York to Philadelphia, via New-Jersey and Camden and Amboy line.

ALL THROUGH TRAINS FOR THE WEST BY THIS ROUTE LEAVE NEW-YORK FROM THE FOOT OF COURTLANDT-ST.

By way of Philadelphia, the morning passengers leave New-York at 7 a. m., same time as other routes; Evening passengers at 6 p. m., one hour later than other lines.

By way of Allentown, evening passengers leave at 8 p. m., three hours later than the Northern lines, and by both routes arr