Steamboats and Railroads.

SAFETY, SPEED, AND COMFORT.
FOR BOSTON,
WORCESTER, PALMER, PITTSBURG, 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
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. Drayton, 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 BRIDGEPORT—DAILY LINE.—The steamer BRIDGEPORT leaves Peck-slip, Pier No. 20 East River, Daily at 12 o'clock noon. Freight taken on the Wharf all day. Arriving in Bridgeport in time to connect with the Housatonic, Naugatuck, New-Haven and Hartford Railroads. Also, the Shore Line to Saybrook and New-London.
GEO. W. CORLIES, Agent.

CENTRAL RAILROAD of NEW-JERSEY.—From foot of Cortlandt-st.—Connecting at Hampton Junction with the Delaware, Lackawanna and Western Railroad, and at Easton with the Lehigh Valley Railroad and its connections, forming a direct line to Pittsburgh and the West without change of car.
SPRING ARRANGEMENT—Commencing April 20, 1863.
—Leave New-York as follows:
HARRISBURG EXPRESS—At 6 a. m. for Easton, Reading, Pottsville, Harrisburg, Mauch Chunk, Williamsport.
MAIL TRAIN—At 8 a. m. for Easton, Water Gap, Scranton, Great Bend, Pittston, Binghamton, Wilkesbarre, &c.
12 M. TRAIN—For Easton, Allentown, Mauch Chunk, Williamsport, Reading, Pottsville, Harrisburg, &c.
3:30 P. M.—For Easton, Bethlehem, Allentown and Mauch Chunk.
4:30 P. M.—For Somerville.
6:10 P. M.—For Somerville.
7 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, North ern Central Railroad, North and South, and with the Cumberland Valley Railroad.
THE THROUGH EXPRESS TRAIN FOR THE WEST leaves New-York at 7 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. Two hours' time is saved by taking this train.
ELIZABETHPORT AND NEW-YORK FERRY—Leave New-York from Pier No. 2, North River, at 9:30 a. m., 1:30, 4:30 and 6 p. m.
The boats stop at Bergen Point and Mariners' Harbor every trip each way. JOSIAH O. STEARNS, Superintendent.

DAY BOAT FOR ALBANY.—The large and commodious steamer DANIEL DREW leaves pier foot of Jay-st., every TUESDAY, THURSDAY, and SATURDAY MORNING, at 7 o'clock, touching at 24th-st., Yonkers, Cozzens's, West Point, Newburgh, Poughkeepsie, Rhinebeck, Tivoli, Catskill, and Hudson, arriving at Albany in time to take the cars for Saratoga and the West, arriving in Saratoga at 7 o'clock the same evening. Returning leave Albany EVERY MONDAY, WEDNESDAY, and FRIDAY MORNING, at 9 o'clock.

LONG ISLAND RAILROAD—INCREASED ACCOMMODATION.—Leave James-slip and foot of 34th-st. E. R. at 5 a. m. for Greenport, stopping at all Stations; and 3:30 p. m. for Jamaica, Mineola, Jericho and all stations east to Greenport. For Islip at 8 a. m., 3:30 and 5:30 p. m.; for Syosset at 8 a. m., 11 a. m., 4:30 and 6 p. m.; for Jamaica and Hempstead at 8 a. m., 11 a. m., 3:30, 4:30 and 6 p. m. Sunday Excursion Train at 9:15 a. m. from 34th-st. for points at all stations east to Yaphank at 2:30 p. m. Jamaica accommodation Train from Jamaica and Thirty-fourth-st. at 6:30 p. m.

NEW-YORK & NEW-HAVEN RAILROAD.
1863. SUMMER ARRANGEMENT. 1863.
COMMENCING JULY 6, 1863.
Passenger Station in New-York, corner 27th-st. and 4th-av. Entrance on 27th-st.
TRAINS LEAVE NEW-YORK:
For New-Haven, 7, 8 (Ex.), 11:00 a. m.; 12:15 (Ex.), 3:30 (Ex.), 3:50, 5:30 and 6 p. m.
For Bridgeport, 7, 8 (Ex.), 11:30 a. m.; 12:15 (Ex.), 2:30 (Ex.), 3:50, 5:30 and 8 p. m.
For Milford and Stratford, 7, 11:30 a. m.; 3:50, 5:30 p. m.
For Fairfield, Southport and Westport, 7, 11:30 a. m.; 3:50, 5:30 p. m.
For Norwalk, 7, 9:30, 11:30 a. m.; 12:15 (Ex.), 2:30 (Ex.), 3:50, 4:30, 5:30, 8 p. m.
For Darien and Greenwich, 7, 9:30, 11:30 a. m.; 3:50, 4:30, 5:30 p. m.
For Stamford, 7, 8 (Ex.), 9:30, 11:30 a. m.; 12:15 (Ex.), 2:30 (Ex.), 3:50, 4:30, 5:30, 6:30 p. m.
For Port Chester and intermediate stations, 7, 9:30, 11:30 a. m., 3:50, 4:30, 5:30, 6:30 p. m.
For Port Chester and New-Rochelle, 8 p. m.
CONNECTING TRAINS
For Boston, via Springfield, 8 a. m. (Ex.), 2:30 (Ex.), 8 p. m.
For Boston, via Shore Line, 12 m. (Ex.), 8 p. m.
For Hartford and Springfield, 8 a. m. (Ex.), 11:30, 2:30 (Ex.), 8 p. m.
For Connecticut River Railroad to Montreal, 8 a. m. (Ex.), 11:30 a. m. and 2:30 p. m. to Northampton.
For Hartford, Providence and Fishkill Railroad, 8 (Ex.), 11:30 a. m.
For New-Haven, New-London and Stonington Railroad at 8 a. m., 12:15, 2:30, 8 p. m.
For Canal Railroad, 12:15 p. m. to Northampton.
For Housatonic Railroad, 8 a. m., 2:30 p. m.; to New-Milford Wednesdays and Saturdays, to Pittsfield.
For Naugatuck Railroad, 8 a. m., 2:30 p. m.
For Danbury and Norwalk Railroad, 7 a. m., 4:20 p. m.
Commodious Sleeping Cars attached to 8 p. m. Trains.
JAMES H. HOYT, Superintendent.

NEW-YORK, HARLEM, AND ALBANY RAILROAD.—Trains will leave 26th-st. Depot—For Albany, 10:30 a. m., stopping at Williamsbridge, White Plains, Bedford, Croton Falls, and stations north to Albany, connecting with Central and Northern Railroad for Saratoga, and all points north and west; for Croton Falls, 8:15 a. m. and 5 p. m. The 5 p. m. train will run Saturdays only; returning leaves Croton Falls 5:50 a. m. on Mondays. For White Plains, 8:15 and 10 a. m., 2:30, 4:10 and 5 p. m., and 6:15 p. m. from White-st. Depot; for Williamsbridge—8:15, 10 a. m., 2:30, 4:10, 5, 6, 6:15 and 8:30 p. m. Croton Falls, White Plains, and Williamsbridge trains stop at all stations. For Dover Plains, 4 p. m., stopping at White Plains and stations north to Dover. Returning leave Albany at 9:10 a. m., on arrival of Northern and Western Trains, stopping at all stations from Chatham to Croton Falls, also at Bedford, White Plains, and Williamsbridge; Dover Plains, 5:45 a. m., stopping at all stations north of and at White Plains; Croton Falls, 5 p. m.; White Plains 6:10, 7, 8:20 a. m., 12:30, 4:15 p. m.; Williamsbridge, 5:30 a. m. and 7:05 p. m. Croton Falls, White Plains, and Williamsbridge trains stop at all stations. Sunday Excursion Trains at Half Fare. For Croton Falls 8:15 a. m., stopping at all Stations except Yorkville. For Williamsbridge 8:15, 11:30 a. m., 2, 4:30 and 8 p. m. For White Plains, 8 p. m. Williamsbridge and White Plains trains stop at 26th-st. Returning leave White Plains 6:40 a. m. Williamsbridge 6:42, 10:25 a. m., 12:40, 3:10, 5:40, and 7 p. m., stopping at all Stations. Croton Falls 5 p. m., stopping at all Stations north of and at Williamsbridge.
JOHN BURCHILL, Superintendent.

N. Y. and FLUSHING RAILROAD.—Leave foot of New-York, at James-slip Ferry and 34th-st. Ferry, at 6, 7, 8, 9, 11, 2, 4, 5, 6, and 7½. Leave Flushing at 6, 7, 8, 9, 10, 12½, 3½, 5, 6, 7½. N. B.—Tuesdays and Fridays a special Night Train from Flushing at 11 p. m., and 34th-st. Ferry at 12 p. m.

FOR NEW-HAVEN, HARTFORD and SPRINGFIELD.—STEAMBOAT AND RAILROAD CONNECTION. THE CONTINENTAL leaves Peck Slip, East River, at 3:15 p. m. NIGHT LINE.—The ELM CITY leaves at 11 o'clock p. m., Sundays excepted.

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. 15 N. R., foot of Courtlandt-st., daily (except Sundays), at 5 p. m.
Freight taken as low as by any other line. Office of Company, No. 115 West-st., corner of Courtlandt-st.
New-York, March 2, 1863. W. M. EDWARDS, Agent.

1863. THE PENNSYLVANIA CENTRAL RAILROAD. 1863.
With its connections, forms
THE SHORTEST AND QUICKEST ROUTE
FROM NEW-YORK TO THE PRINCIPAL WESTERN CITIES.
Seven 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 4 p. m., one hour later than other lines.
By way of Allentown, evening passengers leave at 7 p. m., two hours later than the Northern lines, and by both routes arrive at the same time as Northern lines and by both routes points in the North-West, Crestline, Indianapolis, Louisville, St. Louis, Cleveland, Columbus, Cincinnati, and all main points West, with fewer changes of cars.
Sleeping Cars, without change, run from Philadelphia to Pittsburgh, 356 miles, and New-York to Pittsburgh, 430 miles.
Smoking and Saloon Cars on all trains.
Fare the same as other routes.
Baggage checked through. Transfers free.
Secure Tickets, good until used, by Pittsburgh.
WESTERN EMIGRATION.
The Pennsylvania Central Company runs an Emigrant Accommodation Line, which affords a comfortable mode of travel to parties moving westward, at one-half the usual rates of fare.
FREIGHTS.
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 in the West by the Pennsylvania Central 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.
LIVE STOCK.
Farmers and Dealers in Live Stock will find this a most advantageous route. Capacious Yards, well watered and supplied with every convenience, have been opened on this line and its connections, and every attention is paid to their wants. From Harrisburg, where will be found every convenience for feeding and resting, a choice is offered of the PHILADELPHIA, NEW-YORK and BALTIMORE MARKETS.
J. L. ELLIOTT, Passenger Agent, No. 1 Astor-House.
LEECH & Co., Freight Agents.
No. 1 Astor-House, and No. 1 South William-st.
McDONALD & BISCHOFF, Emigrant Agents.
No. 3 Battery-place.
ENOCH LEWIS General Superintendent, Altoona, Pa.

Steamboats and Railroads.

DAY BOAT FOR ALBANY.
Steamer ARMENIA leaves MONDAY, WEDNESDAY, and FRIDAY, from foot Harrison-st. at 7 o'clock, landing at 30th-st., making intermediate landings.

DIRECT STEAMBOAT LINE for HARTFORD, connecting with Railroad to SPRINGFIELD, NORTHAMPTON, BELLOWS FALLS, BRATTLEBORO', &c. Steamer GRANITE STATE leaves Peck-slip, at 4 p. m., Monday, Wednesday, and Friday. Steamer CITY OF HARTFORD leaves Peck-slip at 4 p. m., Tuesday, Thursday and Saturday.
The boats of this line are first-class Sound steamers, and are commanded by competent and experienced officers.
New-York, May 25, 1863.

ERIE RAILWAY.—Passenger trains.
7 a. m., Express for Buffalo.
10:00 a. m., Mail, daily, for Otisville.
10 a. m., Way for Dunkirk.
4 p. m., Way, for Otisville, Newburgh and Warwick.
4 p. m., Night Express, daily, for Dunkirk, Buffalo, Rochester, Chautauqua and Principal stations. Train of Saturday runs through to Buffalo, but does not run to Dunkirk.
7 p. m., Emigrant for Dunkirk.
CHAS. MINOT, General Superintendent.

FOR ORIENT, GREENPORT, SOUTHOLD, SAG HARBOR, &c.—THREE TRIPS PER WEEK.—The steamer DONALDSON, Capt. W. S. Havens, having been thoroughly rebuilt and put in order, will for the present leave Pier No. 32 East River (James-slip) on TUESDAY, THURSDAY, and SATURDAY AFTERNOONS at 5 o'clock; returning, leave Sag Harbor MONDAY, WEDNESDAY, and FRIDAY AFTERNOONS, at 4 o'clock. For freight or passage, apply on board or of
A. J. RICHARDSON, No. 160 Fulton-st.

FOR Newburgh, West Point, Poughkeepsie, and Rondout.—Steamer Mary Powell leaves pier foot of Jay-st. every afternoon at 3½ o'clock for West Point, Newburgh, Poughkeepsie, and Rondout.

NEW-JERSEY RAILROAD—FOR PHILADELPHIA and the SOUTH and WEST, via JERSEY CITY.—Mail and Express Lines leave New-York at 7 and 10 a. m., 4, 6, 7:30 and 11:30 p. m. Fare $3. Through baggage checked at 7 and 10 a. m., and 7:30 and 11:30 p. m., for Washington and at 7 and 6 p. m. for the West.
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.

HUDSON RIVER RAILROAD.—FOR ALBANY and TROY, CONNECTING WITH TRAINS NORTH and WEST. Trains leave:

	From Chambers-st.	From 30th-st.
Express, 7 and 10 a. m., and 3:15 and 5 p. m.	7:22, 10:27 a. m., and 3:37 and 5:32 p. m.	
Troy and Albany (with sleeping car), 10:30 p. m.	10:37 p. m.	
Poughkeepsie train, 7:15 a. m., 3:15 and 6:15 p. m.	7:37 a. m., and 12:52 and 3:37 p. m.	
Peekskill train, 11:30 a. m., and 4:00 p. m.	11:52 a. m., 4:22 p. m.	
Sing Sing train, 3:30 p. m.	3:52 p. m.	
Tarrytown, 3:5 p. m.	4:07 p. m.	

On Sundays at 5:22 p. m., from 30th-st.
Tickets may be procured at any of the offices of Westcott's Express in New-York and Brooklyn, and baggage checked at the house to all points on the road and to Saratoga Springs.

Ocean Steamers.

THE ATLANTIC IRISH ROYAL MAIL STEAM NAVIGATION COMPANY.
(GALWAY LINE.)
ADRIATIC, 1,200 horse power, 4,000 tons.
HIBERNIA, 1,000 horse power, 3,000 tons.
COLUMBIA, 1,000 horse power, 3,000 tons.
ANGLIA, 1,000 horse power, 3,000 tons.
The magnificent steamship
ADRIATIC,
will sail from LIVERPOOL to GALWAY to NEW-YORK on WEDNESDAY, the 15th JULY, to be followed by the other steamers of the line every alternate WEDNESDAY.
Rates of passage from Liverpool to New-York, payable in gold or its equivalent in currency:
First Cabin $120
Second Cabin 80
Steerage 35
For passage, apply at the office of the agents.
SAGE & SEARLE, No. 23 Broadway.
ELISHA JONES, Manager.

STEAM WEEKLY to LIVERPOOL, touching at Queenstown, (Cork Harbor,) the well-known steamers of the Liverpool, New-York and Philadelphia Steamship Company are intended to sail as follows:
CITY OF NEW-YORK ..... Saturday, Aug. 8
CITY OF MANCHESTER ..... Saturday, Aug. 15
CITY OF BALTIMORE ..... Saturday, Aug. 22
And every succeeding SATURDAY, at noon, from Pier 44, North River.
RATES OF PASSAGE.
Payable in gold, or its equivalent in currency:
FIRST CABIN ..... $100 to $80 STEERAGE $32 50
First Cabin to London, $85 to Liverpool 35 50
First Cabin to Paris ..... 95 to Steerage to Paris 40 50
First Cabin to Hamburg ..... 90 to Steerage to Hamburg 37 50
Passengers also forwarded to Havre, Bremen, Rotterdam, Antwerp, &c., at equally low rates.
Fares from Liverpool or Queenstown: 1st Cabin, $75, $65, $55. Steerage, $25. Those who wish to send for their friends can buy tickets here at these rates.
For further information apply at the Company's offices,
JOHN G. DALE, Agent, No. 15 Broadway, N. Y.

STEAM COMMUNICATION TO LIVERPOOL.
The undersigned will dispatch one of the undermentioned or other first-class, full-powered British-built steamers from NEW-YORK TO LIVERPOOL, calling at Queenstown to land passengers and latest TELEGRAPHIC DISPATCHES.

Ships.	Tons.	Commander.	To Sail.
GEORGIA	2,876	Grindell	FRIDAY, July 31.
LOUISIANA	2,866	Brooking	FRIDAY, Aug. 14
VIRGINIA	2,876	Milburn	FRIDAY, Aug. 28.
CAROLINA	2,872	Pearce	

These steamers have all been built under the inspection of the Chief Surveyor to the Liverpool Underwriters' Registry of Iron Ships, they have extra water-tight compartments, and classed first-class for twenty-two years.
They are fitted up for first, second, and third-class passengers, which are charged at the following rates:
First-Class ..... $90 } Payable in Currency.
Second-Class ..... 50 }
Third-Class ..... 35 }
Dietary and accommodation unsurpassed by any other line of steamers.
For further particulars, apply to
WILLIAMS & GUION, No. 71 Wall-st.

STEAMSHIP GREAT EASTERN—From NEW-YORK TO LIVERPOOL.
THE STEAMSHIP
GREAT EASTERN,
WALTER PATON, Commander,
will be dispatched

From Liverpool,	From New-York,
WEDNESDAY, Aug. 12.	WEDNESDAY, Sept. 2.
At 4 o'clock p. m., precisely.	At 8 o'clock a. m., precisely.

and at intervals thereafter of about six weeks from each port.
FIRST CABIN, from ..... $95 to $130
SECOND CABIN—State-Room berths, meals at separate tables $70
Excursion Tickets out and back in the First and Second Cabins only, a fare and a half.
Servants accompanying passengers, and children under 12 years of age, half fare. Infants free.
THIRD CABIN—Intermediate State Rooms. Passengers found with beds, bedding, table utensils, and good substantial food $50
Price of Cabin Passage from Liverpool, same rate as above.
Price of Steerage do. do. $25
All Fares payable in Gold, or its equivalent in U. S. Currency.
Each passenger allowed 20 cubic feet of luggage. An experienced Surgeon on board. For passage, apply only to
CHAS. A. WHITNEY,
At the Office, No. 26 Broadway.
For freight, apply to
HOWLAND & ASPINWALL, Agents,
No. 54 South-st.

NEW-YORK and WASHINGTON STEAMSHIP LINE,
Semi-Weekly between NEW-YORK, WASHINGTON and GEORGETOWN, D. C.
Regular Sailing Days, SATURDAY and WEDNESDAY, at 4 o'clock p. m.,
From PIER No. 15 EAST RIVER, foot of Wall-st.
For freight or passage apply to
JAMES HAND, Agent, No. 117 Wall-st.
MORGAN & RHINEHART, Agents, Washington and Georgetown, D. C.

THE BRITISH AND NORTH AMERICAN ROYAL MAIL STEAMSHIPS,
BETWEEN NEW-YORK AND LIVERPOOL, CALLING AT CORK HARBOR,
AND BETWEEN BOSTON AND LIVERPOOL, CALLING AT HALIFAX AND CORK HARBOR.
PERSIA, Lott ..... leaves New-York .. Wednesday, July 29
AFRICA, Stone ..... leaves Boston ..... Wednesday, Aug. 5
SCOTIA, Judkins ..... leaves New-York .. Wednesday, Aug. 12
ARABIA, Moodie ..... leaves Boston ..... Wednesday, Aug. 19
CHINA, Anderson ..... leaves New-York .. Wednesday, Aug. 26
ASIA, Shannon ..... leaves Boston ..... Wednesday, Sept. 2
FROM NEW-YORK TO LIVERPOOL.
Chief Cabin Passage $132 50
Second Cabin Passage 60 00
FROM BOSTON TO LIVERPOOL.
Chief Cabin Passage $112 50
Second Cabin Passage 65 00
payable in gold, or its equivalent in United States currency.
Berths not secured until paid for.
An experienced Surgeon on board.
The owners of these ships will not be accountable for Specie or Valuables unless Bills of Lading having the value expressed are signed therefor.
For Freight or Passage apply to
E. CUNARD, No. 4 Bowling-green.

FOR CALIFORNIA via PANAMA.—A first-class steamer will leave New-York on the 3d, 13th and 23d of each month, except when those dates fall on SUNDAY, when the day of departure will be the MONDAY following.
For freight or passage, apply at the only office, No. 5 Bowling-green.
D. B. ALLEN, Agent.

Groceries and Provisions.

JOHN DWIGHT & Co.,
No. 11 OLD-SLIP, NEW-YORK,
Manufacturers of
SALERATUS, SUPER-CARB. OF SODA, &c.,
And Sole Agents in the City of New-York for
PROF. EBEN. N. HORSFORD'S
CREAM OF TARTAR SUBSTITUTE.
This Substitute is a simple Phosphate, and contains nothing but what is found in beef-steak, and in corn, wheat and other cereals, and is therefore highly nutritious.

Amusements.

BARNUM'S AMERICAN MUSEUM.
EVERY DAY AND EVENING THIS WEEK,
commencing MONDAY, August 3, 1863.
SPLENDID DRAMATIC PERFORMANCES
EVERY AFTERNOON at 3 o'clock, and EVERY EVENING at 7½.
A SHORT SUMMER DRAMATIC SEASON,
under the direction of the popular and talented actor,
C. W. CLARKE, esq.,
SYLVESTER BLEECKER, Stage Manager,
with a company made up of the most talented artists in the profession.
The season will open on MONDAY, Aug. 3, with T. G. WILKES'S Celebrated Drama, in two sets,
RAFFAELLE, THE REPROBATE;
Or,
THE SECRET MISSION AND SIGNET RING.
To be followed at each performance by a
DANCE BY MADEMOISELLE LOUISE.
The whole concluding with
THE LAUGHABLE FARCE
TRYING IT ON.
To be seen at all hours, day and evening,
LIZZIE HARRIS,
THE LARGEST FAT WOMAN LIVING!
WEIGHING 676 POUNDS!
AND
Measuring Round the Waist
4 YARDS 17 INCHES!
The greatest
MOUNTAIN OF HUMAN FLESH
Ever seen on the face of the globe.
Also,
THE LIVING OURANG OUTANG,
Or, WILD MAN OF THE WOODS,
TWO LIVING TIGER CATS,
TWO MONSTER LIVING BOA CONSTRICTORS,
ROBERT HOUDIN'S WONDERFUL AUTOMATON WRITER,
THE LIGHTNING CALCULATOR,
A DOMESTIC CAT NURSING TWO MINKS,
The GRAND AQUARIA, Learned Seal, Sea Lion, Monster Bear, Living Anacondas, Wax Figures, &c.
Admission to all 25 cents; Children under 10, 15 cents.

NIBLO'S GARDEN.
Lessee and Manager ..... Mr. WM. WHEATLEY.
Commence at 8; conclude 10:40.
EVERY EVENING
Till further notice,
TENTH WEEK! TENTH WEEK!
HOUSES STILL CROWDED, CROWDED, CROWDED
with
ADMIRING AND FASHIONABLE AUDIENCES.
130,000! 130,000!
persons having witnessed the Grand Romantic Drama by John Brougham, entitled
THE DUKE'S MOTTO,
pronounced the
BEST PLAY OF MODERN TIMES.
Mr. COLLINS,
the celebrated Irish Comedian and Vocalist, in his original character of
CARRICKFERGUS,
An Irish soldier of fortune, with the songs of "Wine, Bright Wine," and "While There's Life There's Hope."
Mr. WILLIAM WHEATLEY
in his original creation of
Capt. HENRI DE LAGARDERE.
Messrs. L. R. Shewell, J. G. Burnett, J. W. Collier, E. Lamb, F. Mordaunt, C. Kingsland, &c.; Mesdames Poniel, J. H. Allen, L. R. Shewell, &c., &c., &c.
Complete and splendid
GRAND BALLET.
BEAUTIFUL SCENERY AND EFFECTS,
GORGEOUS COSTUMES,
MAGNIFICENT FURNITURE and APPOINTMENTS,
ORIGINAL MUSIC under the direction of Harvey B. Dodworth.
Seats can be secured
THREE DAYS IN ADVANCE.

WINTER GARDEN.
Under the management of
MISS EMILY THORNE
AND
MR. MARK SMITH.
Fifth and last week of the most successful Summer Season ever played in New-York,
MR. SETCHELL,
and the COMEDY COMPANY,
are nightly received by
CROWDED AND FASHIONABLE AUDIENCES.
The management beg to announce that in consequence of an engagement to appear at the Howard Athenæum, Boston, this will be the last week of
Mr. FRANK WOOD'S
HIGHLY SUCCESSFUL BURLESQUE
OF
LEAH THE FORSOOK.
Messrs. Setchell, Mark Smith, A. H. Davenport, T. E. Morris, Sol. Smith, jr., C. Pardee, Miss Emily Thorne, Mrs. Mark Smith, Mrs. Grattan and Mrs. Floyd in the cast.
This burlesque will be preceded by the admiring farce of
POOR PILLICODDY.
To-morrow (TUESDAY),
BENEFIT OF
T. B. JACKSON, Treasurer.
SATURDAY, last night of the season, and
BENEFIT of Mr. MARK SMITH.
Doors open at ½ commencing at 8 o'clock.

WALLACK'S.
This elegant and popular establishment will open
ON THURSDAY EVENING, August 13,
with a beautiful play of absorbing interest, entitled
TRUE TO THE LAST.
In order to give effect to the extraordinary play, and regardless of outlay, arrangements have been made to introduce the
ASTOUNDING OPTICAL ILLUSION
adapted from the invention of H. Dircks, esq., by Professor Pepper, of the Polytechnic Institution, London, known as
THE GHOST,
A MARVELOUS SPECTER, PRODUCED BY COSTLY SCIENTIFIC APPARATUS,
which has puzzled, so entered and delighted all
LONDON AND PARIS.
A STRANGE AND INDESCRIBABLE ILLUSION,
totally different from and surpassing any other stage effect ever produced.
MR. AND MRS. WATKINS
have been engaged, and will make their first appearance since their return from Europe, supported by a company of
FIRST CLASS ARTISTES.
Box Office open on Monday, 3d inst.

WINTER GARDEN.
EXTRA ANNOUNCEMENT.
TUESDAY, Aug. 4,
BENEFIT OF
T. B. JACKSON,
TREASURER,
when will be presented (first time in five years) the laughable farce of
THE MUMMY.
Also, Mr. Frank Wood's new burlesque of
LEAH THE FORSOOK.
Messrs. Setchell, Mark Smith, A. H. Davenport, T. E. Morris, Sol. Smith, jr., C. Pardee, Miss Emily Thorne, Mrs. Mark Smith, Mrs. Grattan, and Mrs. Floyd in the cast.
BOX-BOOK NOW OPEN.

AMUSEMENTS.

The great dramatic sensation in London and Paris for some weeks past has been the production on the stage of a visible but intangible ghost, said to have been summoned from the vasty deeps of science by one H. Dircks, Esq., and to have been first applied to scenic uses by Professor Pepper, of the London Polytechnic Institute, who has successfully mustered it into theatrical service. Numberless communications have been sent to the English and French papers with the view of exposing the mystery of the said ghost, but their only effect has been to increase its celebrity and multiply its followers.

The credulous portion of the people are disposed to believe in the positive reality of the thing, and it would not surprise us any day to see a letter from Mr. Hume or Mr. Howitt attempting to prove that it is nothing more nor less than the disembodied spirit of Shakespeare, revisiting the glimpses of the moon and seeking an engagement in his favorite roll in "Hamlet!"

Meanwhile, the only practical communication on the subject that we have seen appeared in a late number of *The Public Opinion* (London, July 4), the writer of which says:

When we are told of the "mysterious effects of the great spectral illusion invented by H. Dircks, esq.," and that "these effects have been registered," so that "managers are cautioned that Prof. Pepper will take instant proceedings against any parties infringing his valuable patent," why, Sir, the student of natural philosophy has an irresistible disposition to laugh. Surely both Mr. Dircks and Prof. Pepper must know that these effects, said to be invented by the first-named gentleman, are as old as the hills. Showmen have again and again from an early period exhibited these illusions, to the no small wonderment of the sight-seer.

If they are not possessed of this information, the following extract from an American school-book will throw some light upon the subject: "Concave mirrors have the peculiar property of forming images in the air. The mirror and the object being concealed behind a screen, or a wall, and the object being strongly illuminated, the rays from the object, fall upon the mirror, and are reflected by it through an opening in the screen or wall, forming an image in the air. Showmen have availed themselves of this property of concave mirrors in producing the appearance of apparitions, which have terrified the young and the ignorant. These images have been presented with great distinctness and beauty, by raising a fine transparent cloud of blue smoke, by means of a chafing-dish, around the focus of a large concave mirror." This extract is from p. 164 of "A School Compendium of Natural Philosophy," by R. G. Parker, of the Johnson Grammar School, Boston. New-York: A. S. Barnes & Co., 1852.

In p. 165 of the same work the whole *modus operandi* is minutely explained. Moreover, in Germany, many years since, the spectre made his appearance in "Macbeth," with startling effect. In the "Marginalia" of Edgar A. Poe that extensive reader makes a allusion to this fact: "Von Rammer says that Eusebu, a German optician, threw a shadowy form into the chair of Banquo by optical means. Intense effect was produced."

This has nothing to do, however, with the attractiveness of the spectacle, and we are pleased, therefore, to learn that it is about to be produced at Wallack's Theater, which will be opened for the express purpose, and with an excellent company, on Thursday of this week. The necessary instructions were obtained directly from Prof. Pepper by Mr. H. Watkins, who will superintend its production, and with his wife (Mrs. Howard) take part in the play—a sensational drama entitled "True to the Lost"—which has been chosen as the happy medium for introducing the spectral wonder to the public.

The wide-spread belief in spiritual phantoms (for, after all, the last thing that a man gives up is the ghost) will doubtless add largely to the success of the new-comer, which threatens to eclipse in celebrity the famous ghost of Twenty-seventh street.

In addition to Mr. and Mrs. Watkins—who have just returned from a very successful tour in England—the Ghost will be supported by Mr. and Mrs. Floyd, Mrs. Sloane, Mr. George Holland, Mrs. Sefton, and other well-known artists.

At the other theaters there is nothing calling for special notice. Niblo's Garden seems to thrive on the *toujours perdrix* system, and we are likely to have "The Duke's Motto" there till the end of the month and the advent of Messrs. Forrest and Bandmann. The other Garden is luxuriating in the success of "Leah the Forsook" which continues to draw crowded houses, and will be played to the end of the week, after which it is to be transported to the City of Nations. Meanwhile, a benefit is announced on Tuesday for Mr. T. B. Jackson, the well-known Treasurer of the establishment; and on Saturday, for Mr. Mark Smith, the associate manager, to whom and to Miss Emily Thorne the public is indebted for one of the pleasantest Summer seasons on record.

Mr. Barnum commences his summer theatricals this evening under the experienced management of Mr. C. W. Clarke. The bill comprises T. G. Wilkes's powerful drama of "Raffaelle the Reprobate," the amusing farce of "Trying it on," and a series of dances by the graceful Mlle. Louise. Additions are constantly being made to the other attractions of the Museum, which continues to be one of the most entertaining places in town.

COMMERCIAL MATTERS.

Sales at the Stock Exchange—Aug. 1.

$100 U. S. 6's, 5-20's Coup.	104	450 Hud. Riv. Railroad	12½
2,000 Tr. 7-3-10 p.c. Notes		200 do	12½
Oct & April	103	100 do	12½
5,000 U. States Int. Cer.	104	300 Harlem R. R.	124
10,000 do New, 9	103	100 do	124
1,000 Illinois War Loan	100	200 do	124
5,000 Virginia State 6's	67	100 Har. R. R. Pref.	119
10,000 Tenn. State 6's, '90	67	1,000 Reading R. R.	111
15,000 N. Carolina State 6's	59	200 do	111
3,000 Mo. State 6's, gold	72	100 do	111
20,000 do	71½	100 do	111
10,000 do	71½	100 do	112
15,000 Ohio & M. R. R. C.	27	21 Mich. Cen. R. R.	94
12,000 do	26	50 do	95
10,000 do	26	100 do	95
2,000 N. Y. Cent. 7s, '76	116	100 Chic. & N. W. R. R.	73
5,000 Erie 2d Mtg. R.R.	71	200 do	73
1,000 Hudson R. 2d Mtg.	91	100 do	73
1,000 Michigan Sth Mtg.	74	100 Mil. S. & N. Ind. R. R.	43
12,000 Chic. & N.W. 2d M.	69	100 do	43
6,000 Mil. & Mis. 1st M.	104	100 do	43
6,000 American Gold	125½	100 do	43
10,000 do	125½	100 do	43
3,000 do	125½	100 do	43
200 Canton Company	56	200 do	30
100 do	56	15 do	30
1,000 Cent. Pac. Gold	64	100 Mil. S. & N. I. C. Sta.	103
100 Quicksilver Min. (Com.)	41	100 Ill. Central RR. Scrip	116
100 Cent. Am. Trans. Co.	20	100 do	116
11 Minnesota Min. Co.	50	100 do	116
50 do	50	100 do	116½
100 Rocky Co. Land Co.	11	12,000 Ill. Cen. Con. R. S.	95
100 Adm. & M. R. R.	27	42 N. Cleve. & Pitts. R. R.	97
10 Pac. M. S. Co.	136	100 do	98½
5 do	136	100 do	98½
100 W. C. R. R.	12½	200 do	98½
500 do	12½	100 Cleve. & Pitts. R. R.	97
1,000 do	12½	100 do	97
1,000 do	12½	100 do	97
500 Central R. R.	20	100 do	97
100 do	20	100 do	97
100 do	20	100 do	97
100 do	20	100 do	97
100 do	20	100 do	97
100 do	20	100 do	97
100 do	20	100 do	97
100 do	20	100 do	97
100 do