AMERICAN INSTITUTE FARMERS' CLUB.

TUESDAY, July 19.—Actually, the Club, which usually meets every Tuesday afternoon at the Institute rooms in the Cooper building, is not in session to-day, having adjourned over July and August. Constructively, let us consider it as holding a meeting, and thereat we will introduce a series of "letters from the people," which are accumulating upon the hands of the reporter to such a degree that it is necessary to work them up. Such answers or opinions as may be given in reply to these letters may be considered as those of SOLON ROBINSON, and held for what they are worth, and replies from "outside members" of the Club may be addressed as usual to S. R., at THE TRIBUNE Office.

Coal Oil for Insects.—GEO. BUSH, Little Cooly, Tenn., reiterates his assertion that "coal oil," "rock oil," "petroleum," and "kerosene," are effectual destroyers of insects upon trees, and the application does not work any injury. He says that it is "coal tar" that kills trees, and not coal oil; because the tar dries and forms an impervious coating, excluding water and air, while the oil, whether used in a crude or refined state, is mainly washed off before it does any injury, except to the animals that it is desirable to kill. He earnestly advises those who have any doubts upon the subject to procure a single ounce of petroleum, and try its effect upon upon a worthless tree. To apply the oil, he says: "I thoroughly saturate a rag with crude petroleum and rub the bark until wet, and then wipe off with a dry cloth. I stated before a simple fact, which I had tested upon my own trees, and therefore recommended it through your Club to others. Some of them, instead of trying it, go into a dissertation about the injury that coal tar has done. I did not recommend coal tar, nor would I recommend barn-yard manure piled about a tree to exclude air."

We think that Mr. Bush, with his facts, has the best of the theorists. As a general rule, one such fact is worth a bushel of theory, and so we give another.

J. A. DONALDSON, St. Joseph, Mich., says: "A word about the effects of petroleum on fruit-trees, when used to kill the borer. An acquaintance of mine tried the experiment on about a dozen fine peach-trees, which a one hundred dollar legal tender would not have bought; the trees died. I did not learn whether it killed the worms or not."

Now, is it possible that what killed in one case did no harm in the other? Or did the parties use different substances?

How to Kill Canada Thistles.—A. N. KEFF, Amboy, Astabula County, Ohio, gives his experience with these pests of the farmer, for the benefit of the correspondent in Illinois, who stated that they were just beginning to make their appearance in his neighborhood. Mr. K. says:

"I will tell you how I did. I had a patch of several rods covered with them. I pulled them up two years, but they grew more plentiful. I was bound to get rid of them, and I did it thus: I took strong brine out of the bottom of a pork barrel, sharpened a stick and ran it down six inches close to the root of each thistle, and filled up the orifice with the brine. It killed them completely."

We have known a small patch of thistles killed most expeditiously as follows: They were first mown, and then a man went over the stubble with an oil-can filled with sulphuric acid, and poured a few drops from the spout into the hollow stalk of each plant. Except the labor, this is not an expensive application.

JAMES SHELLEY, Caroline (what State?), "thinks seeding and mowing the only remedy for this pest. To cultivate the ground, except by thorough fallowing, is a sure means of encouraging their growth and spreading. And even the most perfect and expensive fallowing is liable to fail of its object if in chance a single stalk is allowed to seed in the neighborhood, because the seeds are scattered by the wind with great facility, and the better the tilth the more readily the seed germinates. By ordinary cultivation the roots are broken and distributed, and the seed is matured usually before the crop is ripe enough to harvest. Under such circumstances the spread is very rapid. And even in pastures they multiply rapidly, especially in loose soils. To rid land of thistles seed it thickly with grass. A good strong growth of grass, besides reducing the amount of thistle at once, decreases its vitality, and thus retards the maturity until a later period than that at which the grass is ripe enough for haying. If, then, the crop is cut in season the slender stumps of the thistles are exposed to the damaging effects of the weather, and no fear need be entertained of spreading by either root or seeding. If the cutting is delayed, there is little danger from seeding, as it is rare to find seeds having vitality when grown among grass. True and patient determination are necessary to final success. How long a time will be required in every case to complete their destruction, I will not undertake to say; but I have never known an instance when enough thistles were found at the second cutting to injure the market value of the hay, or to materially lessen its amount. As a rule, I think the third mowing will prove effectual, except against what may yet spring from seed remaining in the soil."

Why do Hens Eat Eggs, and What Will Cure Them.—"A poultry novice" asks this question. He is considerably interested, as one of his sitting hens has been tasting eggs which cost ten cents each.

The best remedy we have ever tried for the cure of this disposition is feeding meat. But if we had such a hen we would fat her and eat her as soon as possible.

Western Farming.—H. H. BLAKE, an Iowa farmer, writes from "Camp Weber, before Petersburg, Va., July 9," as follows:

"I notice in THE SEMI-WEEKLY TRIBUNE of July 5 a letter from 'N. C. M.' of Dongola, Union Co., Illinois, in which he makes some statements which are calculated to give strangers a very erroneous idea of farming in the West, and thus thinking I undertake to correct him. Your correspondent remarks as follows:

"'I am writing what I have learned by my own experience, and from what I have seen on the farms of others. I say that I can raise, one year with another, more grain, more potatoes, and more vegetables of any description on ten acres, with a plenty of manure, than in ordinary farming can be raised on fifty acres.'

"Impossible, Mr. N. C. M. You certainly did not take a second thought before writing that sentence, or you would not have hazarded so wild an assertion. Let us see. The fertile prairie soil of Illinois or Iowa, if it has been cultivated not more than ten years, will produce by ordinary cultivation and without manure, one year with another, forty bushels of corn per acre. And what I would consider ordinary cultivation would be, plowing in the Spring to a depth not exceeding eight inches, and plowing the corn, with the common shovel plow, three times. Mr. M. will not surely pretend to say that he can raise on an acre, with all the manure he wishes, five times that amount—200 bushels! I said forty bushels per acre. This is a low estimate. For if the ground be not too old, the season favorable, and a little care is taken in planting good seed and securing what would be called in Western parlance a 'good stand' (which, by the by, is the great desideratum), the careful farmer can hardly fail to harvest his 60 bushels to the acre, and 75 is not an uncommon yield. All this, mark you, without a particle of manure. Now, no one can for a moment suppose that an acre, be it ever so highly manured and cultivated, could be made to yield 200 or 375 bushels—five times 60 and 75 respectively. I have had an experience in farming of six years in Eastern Iowa, and I know whereof I affirm. Of potatoes and other vegetables I will say nothing. But how is it as regards wheat? Ten bushels per acre is a fair yield. Twice that amount, however, is frequently harvested from an acre, and this from land which and never been manured. Who ever heard of five times that amount being harvested from an acre? N. C. M. continues:

"'I would add a little manure in the fall, then plow deep in the Spring I would pare shallow, and spread the rest of the manure on the surface with a harrow. I am not certain but that one acre so prepared would be more profitable than fifty, when you take into account interest, cost of cultivation, fencing, and the wear and tear of tools, as well as of labor.' I am saying this to discourage land-hunters—to encourage those of forty acres or less; saying it to those who talk of buying farms or of coming West.'

"Now I would not say anything to discourage thorough farming, or to encourage farmers to buy more land than they can cultivate properly and profitably; but I know that Eastern people greatly err in supposing that it is either practicable or profitable to cultivate and manure the fertile prairies of the West as highly as the barren, rocky farms of New England and Middle States. The great majority of Western farmers are careless and unthinking, and no doubt need advice, but seldom do they receive any that is wise and judicious. I do not make extraordinary pretensions in this matter, but it does seem to me there is one subject which writers upon agriculture have paid too little attention to, viz., the importance and necessity of securing good seed. It does not matter so much with other crops as with corn, and this is the staple crop of the Western farmer. It is and this is the staple crop of the Western farmer. It is customary with most farmers to take their seed corn from the crib where it was thrown in the fall while yet damp, or perhaps pile it in the field all Winter, subject to the inclemencies of the weather, the freezes and thaws. In the former case it does, through its sweat, and the germ is injured. In the latter, it is evident that the freezes and thaws must materially damage the germinating power. In either instance, the seed is so poor that not over two-thirds of it will grow, and often not over half, by the time another year arrives for plantable. The proper way is to go through the field in September, before the first frost, and pick out the largest and best ears, and hang them up by the husks until they are completely dried through, taking care to cover it up at night as a protection from frost and rain. Treated in this manner it is almost morally certain to grow, and I know by experience that not one kernel in fifty will fail. I have been a careful observer on this point for several years, and I am confident that should every farmer secure his seed in the Fall in the manner I have indicated, the annual yield of this staple in the Western States would be increased at least 10 per cent. Viewed in the light of these facts, how important is it that every farmer should attend to this little affair in proper season. It can be done in a few hours, and you will be repaid a thousand fold the next Spring in time which you usually spend in replanting. As I said, it is sure to grow. Not only this, but it comes up quicker, and from the very first has a more healthy look and grows faster than the corn by its side, planted at the same time, but from damaged seed. Farmers, do not, I beseech you, neglect this matter another year. Try the experiment for once, and you will learn the day on which your attention was first called to it."

This letter is rather too long for the a report, but we insert it entire for the reasons, one to give correct information, and another to put upon record that our soldiers in camp and on duty, in spirit, and whether they write.

Cure for Goitre in Lewis.—JOHN MCVEAN, Scottsville, New-York, says that he cures goitre in cattle with one or two applications of a liniment composed of equal parts by weight of spirits of ammonia, oil origanum, gum camphor and sweet oil. It should be kept in a bottle with a glass stopper, as the ammonia destroys common cork and evaporates rapidly.

Soldiers' Farms—Work of Women.—J. PLOCKER, 30th Regiment Wisconsin Volunteers, stationed at Fort Sully, D. T., says: "I have been thinking that if ever I return from this cruel war, my first business on the farm will of necessity be to set the spinning-wheel in motion, in order to make my girls contribute something to the restoration of a farm that is fast going—like other soldiers' farms—to rack and ruin; still it seems to me that farmers might do better than this. With the introduction of so many labor-saving implements, a girl of 10 to 16 years might earn more by managing a cultivator, horse-rake, mower, or reaper, for a day's work of four hours, than she could in a week by close application to the loom or spinning-wheel. Brought up as I have been in the old country, and residing as I do among the Indians, I know too well the utter degradation that attends a race or nation, where those tasks requiring the greatest endurance devolve upon the females. Well do I know the retribution that surely follows such oppression."

He gives some details of the degenerate character of the Indians, and then proceeds as follows:

"Yet these Indians think they are the fellows for fighting, while their squaws do the drudgery. Like causes produce like effects among all races and nations. Notwithstanding this, our excessive horror of female field and shop labor carries us to the opposite extreme. As the result of war, we must either come down to grinding and often inefficient economy, or else get the assistance of females in our daily business. A strict account ought to be kept of every day's female labor, and fair wages paid for the same; and in the case of one's own household merely stipulating, that the money so earned be not expended in frivolous things. Encourage saving such wages for hiring superior teachers, producing schools, and cultivating music and drawing. The wife dreading prospective field labor for her daughters will be apt to exclaim, Well, on a pinch, we can do without such political papers as THE TRIBUNE, or such magazines as the Continental, Harper's, and the Atlantic, and we can get along with *The Smokeville Journal* or *The Ledger*.' Such sort of talk will never do. As hard times begin to appear we need the best periodical literature more than ever."

Effect of Heat upon Caterpillars.—JOSEPH YARDLEY, Milford, Delaware, says that the extreme hot weather of the last week in June entirely destroyed the caterpillars, and he wants to know if the same thing occurred in other places. The thermometer ranged from 90° to 100° in the shade—of course it was much warmer in the sun. It would be interesting to know how much heat will destroy these pests. The effect upon the fruit does not appear to have been injurious, only upon the gooseberries, a large proportion of which were so heated that they soured on the bush and have since fallen off.

What Ails the Apple-Trees?—G. A. COOKE, Wabasha County, Minn., says: "Can you or some one of your Club tell me what is the matter with my apple-trees? They are all dying off, a limb at a time. They commenced on this year's growth, then the limb turns black, and dies down to the trunk, and so continues till the whole tree is dead. It commenced three years ago among the Siberian crabs and killed them, and now the grafted trees are attacked. No insect can be discovered, though a kind of gum oozes out of the young growth. Unless I can find a remedy soon, I shall lose 100 fine trees, just beginning to bear. Cold weather has not affected them, although 40° below zero, when small. I have peach trees that stood the same degree without protection."

We wish we could tell Mr. Cooke how to save his apple trees, for the same disease has killed many thousands all over the New-England States.

A New Caterpillar Pest.—A. J. TRAVER, Lisbum, Cumberland Co., Pa., gives the following description of a new kind of caterpillar: "It first made its appearance in our section about two years ago; it has now become a terrible pest; it is a small worm with long hair, green body, with bright yellow and black spots, and quite unlike the old variety that used to infest apple orchards, but have now disappeared. They appear upon all kinds of fruits and shrubs in myriads; they do not take time to build webs, but appear to be continually 'marching on,' and, in many respects, resemble the ravages of the army worm, which I witnessed a few years ago in the West. They are entirely destroying my crop of grapes, by eating off the stems and letting them fall. I commenced cutting off branches and leaves as fast as possible, in order to defeat them, but their reinforcements entirely outhanded me. I next applied air-slacked lime, but all to no purpose. Does the Club know of any remedy?"

The Club does not know of any remedy. We wish it did, as the same pest has made its appearance in this vicinity this year in countless numbers.

A New Strawberry.—Mr. TRAVER also mentions a new strawberry called the Ida, originated by Mr. Cocking of York County, Pa., which after a test of several years promises to be a valuable acquisition to the list. "It is a strong grower, wonderfully productive and very hardy. The berry is of medium size, beautiful scarlet color, round and smooth, uniform in size, good flavor, bears high up, and is hard enough for transportation. I wish some member of the club to test it, as I wish it to stand or fall upon its own merit. I will send a few plants to any person that the clubs may designate, free of charge, as soon as the season for transportation arrives."

We will suggest the name of Wm. S. Carpenter, as the proper recipient of the plants, as he has tested more varieties than any other amateur member of the club.

Economy of Manure.—An old farmer asks the question of the Club about aftermath?

The opinion probably would be, of a majority, if fairly taken, that, as a general thing, aftermath is more valuable on the land for mulch and manure than it is for feed. Its greatest value as feed is for calves, or for horses dropped in Autumn or Winter. It is also good for milch cows, but it must not be relied upon alone. It has not substance enough to keep up the supply of fat. In curing aftermath do not sun it too much. It is so succulent that if exposed long to a scorching sun the best of it is burnt out. If you cut it to-day, while the dew is off, let it be mulled to-morrow in the swath, then turn it over without shaking apart, when it is well heated in the sun. The next day put it up in large cocks, with hay caps. These are almost indispensable. Watch the cocks until cured to see that the inside does not sour and mold. Heating, if not carried to excess, will not hurt the hay. It may turn black and still be sweet. If carried to the barn when cured on a sunny day, that operation will dry off all the sweat, and it will keep very sweet. Some farmers salt aftermath. It is not a good way. Three or four days are necessary to cure aftermath in the swath or cock.

Marking Names of Trees.—We owe *The Gardener's Chronicle* for a valuable hint about marking trees. Instead of labels, which lose off or wear out, write the name with a stile in the smooth bark of the young tree, and it will outlast any label. We have seen hundreds of persons names in bark quite plain when over fifty years old. A scratch on the surface is more durable than a deep cut in the bark.

Cabbage for Forage.—In England cabbage is highly recommended as a forage crop. It is asserted that twenty-five tons per acre can be grown, and that it is a more valuable Winter food for all stock.

A Large Stockraiser.—ABEL BURRIS, Los Angeles, Cal., is reported as the owner of 40,000 head of horned cattle, and as losing 7,000 this year by starvation, in consequence of the terrible drought.

The New Fad of Carrot-Growers.—GEO. W. PUTNAM, Peterboro', N. Y., sends us the following description of the fly which is the parent of a worm which is devastating the carrot bushes of all Central New-York. It is from the pen of Thomas Barlow, an ardent entomologist, Cazenovia, N. Y.: "It is about three-eighths of an inch in length, abdomen lemon-yellow; neck and mouth yellow; head and eyes black; upper and lower sides of the thorax black; the other sides of the thorax yellow; legs yellow, except the terminal joints of the hind legs, which are black; antennæ about half the length of the body, or three-sixteenths of an inch; four wings or hymenopterous, with a small black spot on the outer edge of the upper pair about one-third distant from posterior extremity. The worms passed into the pupa state the 20th of May, and on the 6th of June they appeared in the perfect fly. The whole insect has a shiny glossy appearance, like a winged parasite. The wings are very transparent and ribbed considerably like the wings of an aphis. The abdominal form is much like that of the ant, and the wings lie along upon the body with but little spreading at the hind ends. Although I have specimens of last season presented me as stated in a former article, they were in too much of a shriveled condition for definite description." Mr. PUTNAM says:

"In that article Mr. Barlow described the worm, and speaks of the rapidity of its transformation. A few days only sufficing for it to become a perfect fly and to commence laying its multitude of eggs. Those eggs are soon hatched, and thus the pest is indefinitely increased. In that former article, Mr. Barlow gave us his opinion that neither lime, ashes, soap-suds, nor any similar remedies were of any avail worth mentioning, that the only effectual way was to place sheets of paper under the bushes, knock the worms off by striking the bushes lightly with a stick, and then destroy the worms. In this conclusion Mr. B. is undoubtedly right. I have tried both ashes and lime, and though they cause the worm some trouble they do not stop its ravages. With the leaf well covered with ashes or lime the worm will continue its operations along the edge of the leaf with undiminished appetite. I have taken the worms, covered them with lime or ashes and then slacked the same by applying a drop or two of water; but neither the slacked lime nor the lye from the ashes trough, both powerful enough to affect the fingers, seemed to produce any effect upon the worm. In each case they only squirmed a little, and finally came out as good as new, with apparently an increased appetite. By proper management, however, the destruction of these pests becomes comparatively a trifling task. The bushes should be cultivated well apart and out on open ground, and without grass under them. By placing sheets of paper as above (pieces of oil-cloth carpeting are better), then bending over the limbs and striking lightly with a rod, the worms will drop off by hundreds, and can be burned or drowned. A sprinkling of lime or ashes on the bushes will make them curl up and relax their hold more readily. The eggs already laid on the under side of the leaves will of course hatch out in a few days, and the same treatment must be administered to the new brood. Follow up this process for two or three weeks, and the fruit and foliage are mostly saved. It will readily be seen that the above remedy faithfully applied will well nigh exterminate this race of depredators, and if all the insect tribe which infest the garden and orchard could be as easily disposed of, the lovers of fruit would well rejoice. In the Hon. Grit Smith's garden the bushes stood on open ground, which was entirely free from grass and weeds. The worms had got a grand start before they were taken in hand. Men were then set at work to beat the bushes; the worms fell by thousands, and the men mashed them on the ground as they fell with the flat side of their spades, and thus a good portion of the foliage and most of the fruit was saved. An earlier application of this remedy would have been easier, of course, and more effectual. As the Hessian fly appeared with the coming of the Hessians, so the currant worm made its appearance with the great Rebellion. It might, therefore, with some propriety take the name of the 'Secession worm.' but I doubt if it would be morally right to libel any, even the most loathsome worm, by applying to them that hideous cognomen."

Protecting Plants from Frost.—Mr. E. ALLSWORTH, Peterboro', N. Y., has accidentally discovered how to protect plants in frosty nights. He was in the habit of using boxes, casks, pails, pans, and cloths. One very cold night he covered one plant with a basket: "In the morning on examination, everything was killed or nearly so except the plant under the basket! Now it is a well known fact, that on the approach of a frosty night, if the *breeze keeps on blowing* there is no frost to do much injury; but if the breeze goes down with the sun, and is succeeded by a calm, then woe to the young flowers and garden plants. Put any covering upon the sides or ends will create a draft in the stillest night, and this was the case with the basket. Ever since that time, Mr. A. has simply placed boxes, &c., at intervals, and laid boards on the top of them, leaving both sides wide open. It seems like no covering at all; but it is all that is needed, and he never loses a plant. The people are greatly troubled by frosts in that high region. In early June, and even in July, it is not an uncommon thing for them to put their flowers, &c., to bed, and tuck them up. Blankets, sheets, and cloth with boxes, pails, pans, &c., are all brought into requisition, and even with those the plants are often destroyed. But the gentleman above named always saves his plants by covering them in the method described."

Platte City, Mo., Burned to the Ground.

From The St. Joe Tribune, 16th.

From passengers who came up by the railroad last night we learned that the troops moved on to Platte City, which they occupied with little resistance, and we fear that our apprehensions regarding it have been realized, and it has shared the fate of those ancient cities of old whose wickedness doomed them to destruction by fire. Foolish and deluded people! Their day of repentance has been extended for a long time, and they have been tenderly treated by our Government, and their hearts have been fully set in them to do evil. As is generally the case, we fear that while they have been gathering up the tares they have destroyed some wheat also. We believe there were a few Union men there, and for them we have regrets; for the men who have brought desolation upon themselves none. They have listened to the counsel of Thornton and his band of villains, who brought murder and robbery in place of protection to life and property. Let us banish such men from our midst, or a like fate will come upon us.

COMMENDABLE LIBERALITY.—On Sunday evening, the 21st New-York Veteran Regiment of infantry arrived in Chicago, on route for Albany from the lower Mississippi. They arrived about 9 o'clock, and left about two hours afterward for home, via the Michigan Southern Railroad. The regiment numbered 300 men, very many of whom were sick or wounded. A pleasing episode in the journey was the noble and patriotic manner in which the Michigan Southern Railroad officials behaved toward them. They not only provided gratuitously conveniences for the transportation of the men from the U. C. R. R. Depot to that of the Southern, but they provided coffee for the entire regiment before they left the city, and prepared a breakfast for their consumption at Toledo yesterday morning. The sick officers were furnished with free accommodations in a sleeping car, and everything was done to enhance the comfort of all the men. Lieut.-Col. J. Tarbell, on behalf of the regiment, thanked the officials for their kindness, and paid a high tribute to Mr. Hough, the respected agent of the road in this city, who directed the noble act. We cannot speak too highly of such conduct. A beneficent act will ever bring its own reward. We need only add to other city railroad companies, "Go and do likewise."

[Chicago Tribune, July 19.

The following lines were found in a Rebel soldier's note book, on the camping ground near Breckinridge's Headquarters, before Washington, July 12, 1864:

Quoth Meade to Lee—
Can you tell me,
In the shortest style of writing,
When people will
Get their fill
Of this big job of fighting?

Quoth Lee to Meade—
Why yes, indeed,
I'll tell you in a minute:
When legislators
And speculators
Are made to enter in it.

Steubenville, Jefferson Co., Pa. C. B. WASON, JR.

Mails Close at the Post-Office.

For Great Britain, and the Continent, by steamer Germania, Saturday, July 23. 10½ a. m.
For Ireland, by steamer Etna, Saturday, July 23. 11½ a. m.
For South Pacific and Central America, by steamer Northern Light, Saturday, July 23. 12½ a. m.
For New-Orleans, by steamers Creole and Evening Star, Saturday, July 23. ½ p. m.
For Europe, by steamer Germania, Thursday, July 28. ½ p. m.
For California, Oregon, Washington Territory, and the Sandwich Islands, daily (Sundays excepted). ½ a. m. and 4½ p. m.
North—Albany, Buffalo and Canadas. 5½ a. m. and 3½ p. m.
North and West—Way Mails. 2 p. m.
Western Mail, via Erie Railroad. 5½ a. m. and 3½ p. m.
Southern and South-Western Mails. 5 a. m., 4½ and 12½ p. m.
Eastern Mail. 5 a. m., 12 and 4½ p. m.
Newport and Fall River. 4 p. m.
The Long Island Mail closes. 5 a. m. and 1 p. m.
Sunday Mails—On Sunday all mails close at. 12 p. m.

Travelers' Guide.

To Albany, by Hudson R. R., 60 Warren-st., 7.15 a.m., and 4, 6, and 10:45 p. m. Sunday train from office. 6:22 p. m.
To Albany, by Harlem R. R., 30th-st., 4 p. m. Sunday train. 4 p. m.
To Albany, Troy, Hoosick Hotel Dock, West Point, Newburgh, Poughkeepsie, Rhinebeck, Catskill, and Hudson, by steamers Jacob Drew and C. Vibbard, leaving Hoboken-st. Ferry at 5th-st., at 7 a. m.
To Baltimore, by the New-Jersey R. R., foot of Courtlandt-st., 9 and 10 a. m., 4½ p. m., and 12 midnight. Sunday. 7:30 p. m.
To Boston, by New-London line, Pier 39 N. R., and Stonington line, Pier 13 N. R., daily (Sunday excepted). 5:00 p. m.
To Boston, by New-Haven R. R., via Springfield, 27 Park-row, and Chatham-st. 8 a. m. and 3:00 p. m.
To Boston, by New Haven R. R., 27 Park-row, and 30th-st., via Shore Line, 12 and 3 p. m. Sunday. 5:00 p. m.
To Buffalo and the West, by Erie Railroad, foot of Chambers-st. 9 and 10 a. m. and 5:00 p. m.
To Bridgeport, by steamer Bridgeport, from Peck Slip, E. R., daily. 12 m.
To Greenport, Islip, Fireplace, and other resorts on Long Island, by L. I. Railroad, from James-slip and foot of Atlantic-st., E. R. 8 a. m. and 3:30 p. m.
To Long Branch, by Harlem and Delaware Bay R. R., via steamer Jesse Hoyt, foot of Murray-st., daily at. 6½ and 11 a. m. and 4½ p. m.
To New-Haven, Hartford, and Springfield—Steamers leave Peck Slip at. 7 and 11 p. m.
To Long Haven, by the New-Haven R. R., 27 Park-row, at 7, 8, 11¼ a. m., 1¼, 3, 4½, 5, 6, 7, 8, 11½ p. m. Sunday at 8:00 p. m.
To Newburgh, Cornwall, West Point, Fort Putnam, and intermediate points, on board the steamer Mary Powell, leaves Jay-st., daily, at 4½ p. m.
To Newburgh, by steamboat Thomas Cornell, leaves Jay-st., daily, leaving at 30th-st., N. R., Grassy Point, Cornwall, West Point, Cold Spring and Cornwall. 4 p. m.
To the West, by Pennsylvania Central Railroad, foot of Cortlandt-st., 7 a. m. and 6 and 7 p. m. Sunday train. 6:00 p. m.
To the West, by Central Railroad of New-Jersey, foot of Cortlandt-st., 9 a. m., 12 m. and 7:00 p. m.
To Philadelphia, by New-Jersey Railroad, foot of Cortlandt-st., 7 and 10 a. m., 12 m., 4 and 6 p. m., and 12 midnight. Sunday. 6:00 p. m.
To Washington, by New-Jersey R. R., foot of Cortlandt-st., 9 and 10 a. m., 7½ p. m., and 12 midnight. Sunday. 7:00 p. m.
For further information in regard to Railroad Time Tables, see advertisements in another part of this paper.

Movements of Ocean Steamers.

TO DEPART.

Steamships.	Leave.	For.	Date.
Etna	New-York	Liverpool	July 23
Northern Light	New-York	Aspinwall	July 23
Persia	Boston	Liverpool	July 23
Australasian	New-York	Liverpool	July 27
Golden Rule	New-York	San Francisco	July 27
Edinburgh	New-York	Liverpool	July 30
Westfalia	New-York	Liverpool	July 30
Caledonia	New-York	Liverpool	July 30
TO ARRIVE.			
Edinburgh	Liverpool	New-York	July 6
Kangaroo	Liverpool	New-York	July 9
Bavaria	Southampton	New-York	July 12
Manhattan	Liverpool	New-York	July 12
City of Washington	Liverpool	New-York	July 13
Saxonia	Liverpool	New-York	July 16
Virginia	Liverpool	New-York	July 19
Africa	Liverpool	Boston	July 23
Saxonia	Southampton	New-York	July 26
Persia	Liverpool	New-York	July 30

Passengers Arrived

In steam transport Fulton, from Port Royal—Brig.-Gen. Rufus Saxton, lady and servant, Col. W. H. Davis, Lieut.-Col. T. Barney, Lieut.-Col. P. Pimes, lady and daughter, Miss S. Newcomb, Miss E. Hood, Mr. and Mrs. G. Fox, Miss K. D. Conant, Miss M. C. Harris, Miss M. E. Pierce, Miss E. Ripley, Miss A. E. Rice, Miss A. Hiscock, Miss M. Kennedy, Miss M. Davis, Mrs. Sears and two children, Mrs. M. E. Davis, Miss E. Murray, Miss H. Murray, Mrs. Valentine, Miss Valentine, Miss C. Smith, Miss C. A. Dana, Surg. Goodard and lady, Miss J. S. Hobart, Miss J. Gould, Capt. J. E. Thornsitts, Capt. J. H. Mulliman, Capt. N. J. Manning, Capt. F. Hambrick, Capt. J. E. Bryant, Capt. F. S. Meyer, Capt. S. Schmidt, Surgeon Meyer, Chaplain Van Wyck, Rev. G. Newcomb, Surgeon Roberts, Lieut. Bloor, Lieut. Maloney, Lieut. Hudson, Lieut. Hollis, Lieut. Houston, Lieut. Beach, Chaplain Moore, Lieut. Dennis, Lieut. Saxton, Lieut. Reid, Lieut. Nelson, Lieut. Adee, Lieut. Greer, Lieut. Richardson, Surg. Mesner, A. Morrison, Major Pike, L. D. Cunningham, John Gleason, W. O. Jones, S. Brady, Geo. Baker, Capt. Crowell, E. Harris, Capt. Hallett, R. W. Mason, R. F. Ryerson, G. C. Baker, W. O. Gray, Evelyn Town, Lieut. Reid, Zenkin Blanchard, J. G. King, J. S. Bailey, B. W. Clark, F. S. Hansen, R. P. Walker, R. F. Montgomery, G. M. Wells, Rev. M. Harrison, S. E. Rogers, G. T. Davis, R. Harding, L. Richman, R. C. Parker, H. A. Pendleton, Mr. and Mrs. Lane, A. Auerbach, O. Davis, A. T. Poole, Chas. Wendell, Lieut. C. C. Burlingam, John Strong, S. W. Walcott, R. Todd, R. S. Peck, A. H. Sherratt, A. Louden, J. F. Freeman, J. F. Manahan, A. Nesbitt, M. Angelo, T. M. Williams, C. C. Ellery, J. W. Hyatt, C. N. Alvin, P. H. Crowell, W. Houser, J. Berry, J. Cosgrove, S. Allen, John Meemer, John Wilson, G. H. Brewn, R. E. Martin, A. B. Wakeman, lady, three children and nurse, and others in the steerage.

In steamer Carolina, from Beaufort—Mrs. Carter, nurse and child, Miss Bishop, Mrs. Hammond, Mrs. Campbell, Miss Hobb, Mr. Reed, lady and child, E. Blake, S. Venbrook, P. F. Cornell, Wm. Alsop, John Cook, Maj. Blair, A. D. Sawyer, H. M. Thompson, S. Murrell, Mr. and Mrs. Dennis, Capt. Graffam, Mr. and Mrs. Bibbs, Mrs. Hoyt, Mr. and Mrs. Hurlbut, Mr. Wible, J. Thomas, Mr. and Mrs. Reed, R. Totten, Mr. and Mrs. Haden, J. Austin.

MINIATURE ALMANAC.

Sun—Rises.... 4:47 | Sets.... 7:28 | Moon—Rises.... 9:23
HIGH WATER THIS DAY.
Sandy Hook..10:05 | Gov. Island..10:45 | Hell Gate.....12:27

SHIPPING INTELLIGENCE.

PORT OF NEW-YORK.....JULY 21.

Cleared.

Steamship—Mississippi, Kennedy, New-Orleans, master.
Steamer—Archaelie, Jones, Philadelphia, Leper & Kirkpatrick.
Ships—Chattanooga, Hamilton, River Saguenay; Connecticut, Lucas, Liverpool; Thos. Richardson; De Barth (Ham.), Haas, Hamburg; Sleman & Edye.
Brigs—Loch Lomond (Br.), Steele, Glace Bay, Thayer & Co.; Jaboste (Braz.), Da Cunha, Pernambuco, H. H. Swift & Co.
Schooners—Hound (Br.), Pearson, Bermuda, Middleton & Co.; Evelyn, Crowley, Boston, Holyoke & Murray; Wm. Cousins (Br.), Bell, St. John, P. E., R. P. Smart & Co.; Magellan, Cranmer, Accomac, Van Brunt & Slight; Indus (Br.), Turner, St. Pierre, Mar., H. A. Vatable & Co.

Arrived.

Steamship Fulton (U. S. transport), Wotten, Port Royal 17th, to U. S. Quartermaster. The F. towed to this port the steam transport America, disabled.
Steamer America (U. S. transport), Cliff, Port Royal 17th, to U. S. Quartermaster.
Steamer Carolina, Bulkley, Beaufort 18th inst., naval stores and pass. to Murray & Nephew.
Steamer Pelican, Waldron, Providence, mdse. and pass. to E. Synnor.
Steamer Trenton, Wilson, Trenton, mdse. to C. H. Hoagland.
Steamer D. Uiley, Phillips, Philadelphia, mdse. to J. & N. Brinn.
Steamer Uncas, ——, Norwich, ballast to master.
Bark Harriet Spalding, Wallace, Cow Bay 13 days, coal to R. W. Trendy.
Bark Schlesier (Russ.), Thiele, Bremen 62 days, mdse. and pass. to Roger Bros.
Brig T. H. A. Pitt (Br.), Webb, Bermuda 5 days, oil and cotton to Middleton & Co.
Brig Theoliste, Hill, Cienfuegos 21 days, sugar to Tucker & Lightbourne.
Brig A. B. Cook, Speed, Port Royal 10 days, hides to F. M. Bixby & Co.
Schr. N. Chase, Deane, Baracoa 15 days, fruit to Willet Rowe.
Schr. Wataucs, Cook, Beaufort 8 days, timber to Murray & Nephew.
Schr. Antelope, McMurchy, Matanzas 12 days, sugar to Hargous & Co.
Schr. Evelyn, Crowley, Newburn for Boston.
Schr. Sarah Jane, Sandrs, Newport.
Schr. Mifflin Fillmore, Chase, Boston 3 days, mdse. to S. W. Lowle & Co.
Schr. Agnes, Naples, Bangor 6 days, barrels to C. & E. J. Peters.
Schr. Maggie Reid, Gilkey, New-Haven.
Schr. J. O. Ireland, Hutchinson, Boston.
Schr. Y. Scout Robbins, Gloucester.
Sch. Lizzie Crystal, Guptill, Dutch Island.
Schr. S. M. Tyler, Crosby, Boston for Albany.
Sch. Cyrus Chamberlain, Boston for Albany.
Schr. Maria Cousins, Rankin, Portland 5 days, heading to Wardell & Co.
Schr. Delaware, Crockett, New-Bedford.
Schr. Fair Dealer, Young, Ellsworth 13 days, lumber to T. M. Mayhew.
Schr. S. J. Lindsey, Higgins, Stonington.
Schr. Ellen Rodgers, Lawman, New-Bedford.
Schr. Anna Gardner, Snow, Boston.
Schr. R. Baker, Baker, Gloucester.
Schr. Caroline & Cornelia, Green, Southport.
Schr. Martha Ann, Sargent, Eastport 13 days, lumber to master.
Schr. Arcus, Crowley, Somerset for Poughkeepsie.
Schr. Oregon, Baker, Boston for Albany.
Schr. Eva, Northam, Elizabethport for Boston.
Schr. Spalleover, Chase, Elizabethport for New-Bedford.
Schr. J. P. Walker, Alen, Elizabethport for New-Bedford.
Schr. H. W. Rockwell, Bowditch, Rockland for Boston.
Schr. Harriet Ryan, Snow, New-Bedford.
Schr. Gentilla, Getchell, Rockland.
Schr. Louis Spunner, Lewis, Boston for Albany.
Schr. Mary Tice, New-Haven for Philadelphia.
Schr. M. A. Hildreth, Cleveland, New-Bedford.
Schr. Young America, Potter, Newport.
Schr. Corsica, Gott, Port Jefferson.
Schr. Mecca, Parmet, Lubec 10 days, plaster to Walter Thomas of Newark.
Schr. Angelia Jacobs, Sheppard, New-Haven.
Schr. Silas Hamilton, Baker, Lowell.
Boat A. B. Terry, Overton, Rondout for Boston.

Sailed.

JULY 20.—Steamers—Prendre, Thorn, Varona.
Ships—Cordilera, Sellers, Southampton.
Barks—Henry, Anna, Chein.
Brigs—Village Belle, Antonia, Thos. Young, Benj. Dolano.
Schooners—Lord of the Isles, William, Mary Potter, Serene, S. C. Evans, J. H. Decrosett, Quickstep, and Gertshom Hunter.

Spoken.

July 12, lat. 43 20, lon. 57 21, ship Lawrence, from Liverpool for New-York.
July 19, 20 miles S. W. of Cape Hatteras, brig Sarah B. Crosby, from Havana for New-York.

Port-Wardens' Notice.

STATE OF NEW-YORK,
PORT-WARDENS' OFFICE, No. 194 Wall-st.

NOTICE is hereby given, in accordance with section 4 of the act passed April 14, 1857, entitled "An Act to Reorganize the Wardens' Office of the Port of New-York," to all persons interested in, or having charge of, the subject matter of such inquiry, examination or survey, that the following vessels are ready for under examination by the Port Wardens, and that the said surveys or examinations will be completed within ten days next succeeding the notice on board said vessels:

Steamship Celebrate.....Pier No. 20 N. R.
Ship Jacob A. Stephens.....Pier No. 6 N. R.
Ship Star of the West.....Pier No. 6 N. R.
Ship Hudson.....Pier No. 16 E. R.
Ship A. A. F. Lovett.....Wood & Robinson's.
Ship Robert.....Pier No. 28 N. R.
Park Gem.....Pier No. 46 N. R.
Bark Yentna.....Pier No. 1 E. R.
Brig Antiota.....Pier No. 20 E. R.
Brig Baker.....Hermann's.
Brig Elizabeth.....Pier No. 8 N. R.
Schr. J. M. Warren.....Jersey City.

M