Ocean Steamers

OPPOSITION LINE
TO CALIFORNIA, VIA NICARAGUA,
THE NORTH AMERICAN STEAMSHIP COMPANY
will dispatch the fast and elegant steamship
SANTIAGO DE CUBA,
JERRY W. SMITH, Commander,
on SATURDAY, Sept. 29, at noon, from Pier No. 29 North River, foot of Warren-st.
AT GREATLY REDUCED RATES.
For passage and freight apply at No 177 West-st, corner of Warren-st.
D. N. CARRINGTON, Agent.

PANAMA, NEW-ZEALAND AND AUSTRALIAN ROYAL MAIL COMPANY.
OPENING OF STEAM COMMUNICATION BETWEEN NEW-YORK AND AUSTRALASIA VIA PANAMA.
The service of the above Company will be commenced from Panama to Wellington, New-Zealand, on the 24th June, by the steamship KAKAIA, followed by the KAIKOURA on the 24th July.
Passengers and goods will be forwarded from Wellington to Auckland, Otago, Nelson, Canterbury, Sydney, Melbourne and other parts of New-Zealand and Australia, by the Company's fleet Colonial steamers.
Arrangements are in progress for the conveyance of passengers and goods from New-York, at through fares and rates to all the principal ports in the Australasian Colonies.
The opening voyages of the Company's ships in conjunction with those of the Pacific Mail Steamship Company will be as follows:
OUTWARD.
From New-York, June 11.
From Panama, June 25.
From Wellington, N. Z., July 21.
Arriving at Sydney, July 29.
TIME.
From New-York to Wellington, 40 days.
From Panama to Wellington, 28 days.
To Sydney or Melbourne 8 days additional.
HOMEWARD.
From Sydney, 21st May or June 4.
From Wellington, N. Z., June 8.
From Colon (Aspinwall), July 12.
Arriving at New-York, July 26.
TIME.
Wellington to New-York, 43 days.
Wellington to Panama, 28 days.
From Sydney or Melbourne, 8 days additional.
The service will be continued monthly in unison with the foregoing dates.
Particulars of fares and freight on application to Pacific Mail Steamship Company, Office No. 30 Walnut-st., New-York, or
CHAS. W. WEST, Agent, No. 23 William-st., New-York.
WM. G. SEALY, Agent, Panama.
New York, May 22, 1866.

FOR CALIFORNIA, VIA PANAMA.—The Pacific Mail Steamship Company's steamer OCEAN QUEEN will sail on MONDAY, Oct. 1, at 12 o'clock, noon.
Freight is moved as usual.
For rates and freight at Freight Office, on Connover's Pier, No. 42 North River, foot of Canal-st.
WELLS, FARGO & Co.,
Sole Freight Agents P. M. S. S. Co.

FOR CHINA—The Pacific Mail Steamship Company's steamer COSTA RICA, Capt. W. G. FURBER, will sail from foot of Twelfth-st., East River, on WEDNESDAY, OCTOBER 10, for Hong-Kong, via the Cape of Good Hope, taking a limited number of first cabin passengers. Connections at Hong-Kong for Shanghai and Yokohama. For passage, apply at the Company's Office, No. 20 Wall-st.

FOR SAVANNAH, GA. MURRAY'S LINE
CHANGE OF DAY. EVERY TUESDAY.
The favorite Steamship VIRGO, R. M. Dailey, Commander, will run on TUESDAY, Oct. 2, at 3 p. m. precisely, from Pier No. 16, East River, foot of Wall-st.
Through Bills of Lading and Passage Tickets given to all points in connection with Georgia Central Railroad.
For freight or passage apply to
MURRAY, FERRIS & Co., Nos. 61 and 62 South-st.

FOR NEW-ORLEANS, DIRECT.—The new and first-class Steamship VICTOR, Capt. Osius, will leave Pier No. 9 N. R., on SATURDAY, Sept. 29, at 3 p. m.
For freight or passage, having unsurpassed accommodations, apply
H. R. CROMWELL & Co., No. 86 West-st.

FOR NEW-ORLEANS DIRECT.—The New-York Mail Steamship Company's steamer EVENING STAR will leave on SATURDAY, September 29, and the MISSOURI, on WEDNESDAY, October 3, at 3 p. m., from the Company's Pier, No. 146 N. R. Bills of Lading signed at the office upon the pier. For freight or passage apply to
P. N. GARRISON, President, No. 5 Bowling-Green.

FOR ST. THOMAS AND BRAZIL.
Regular United States Mail Steamers, sailing on the 22d of every month.
NORTH AMERICA, Capt. L. F. Zimmerman.....October 22.
SOUTH AMERICA, Capt. F. La Tour.....November 22.
GOLDEN STAR, Capt. W. C. Berry.....December 22.
These elegant steamers sail with regularity, and call at St. Thomas, Para, Pernambuco, Bahia and Rio de Janeiro, going and returning. For engagement of freight or passage, apply to
HARRISON & ALLEN, No. 5 Bowling-Green, N. Y.

FOR HAVANA DIRECT.
EVERY WEDNESDAY, from Pier No. 4 N. R., punctually at 3 p. m.
The elegant and favorite side-wheel Steamships
MORRO CASTLE, Adams, Commander, sails October 3.
EAGLE, Greene, Commander, sails October 10.
GUY MOLLAN, Sherman, Commander, sails October 17.
GARRISON & ALLEN, Agents, No. 5 Bowling-Green, New-York.

EMPIRE LINE FOR SAVANNAH.
EVERY SATURDAY, FROM PIER 13 N. R., PUNCTUALLY AT 3 P. M.
The favorite side-wheel Steamships
SAN SALVADOR, Atkins, commander, sails September 29.
ALABAMA, Lockwood, commander, sails October 6.
Through tickets and bills of lading to all points.
Elegant passenger accommodations.
GARRISON & ALLEN, No. 5 Bowling-Green, N. Y.

GREAT REDUCTION IN PRICE OF PASSAGE TO EUROPE by the only American Line to England and France.—The New-York and Havre Steamship Company's first-class mail steamships ARAGO and FULTON, having been thoroughly refitted, will leave Pier No. 27 North River, for Havre, calling at Falmouth, the following days, at noon precisely:
FULTON.....S. SANTEE.....Saturday, Sept. 29, 1866.
ARAGO.....REAR-ADM. A. GADSDEN.....Saturday, Oct. 27, 1866.
FULTON.....S. SANTEE.....Saturday, Nov. 24, 1866.
And every 28 days thereafter.
PRICES OF PASSAGE, PAYABLE IN GOLD.
First-Class, { Main Saloon.....$100. Lower Saloon.....$80.
Second-Class.....$60.
An experienced Surgeon on board.
The company will not be responsible for specie or valuables unless bills of lading, having the value expressed, are signed therefor.
JOSEPH J. CORNISH & CO., Agents,
No. 7 Broadway, New-York.
JAMES A. WOTTON, Havre, General Agent in Europe.
LHERBETTE, KAHN & Co., Agents Paris.

ONLY DIRECT LINE TO FRANCE.
THE GENERAL TRANSATLANTIC COMPANY'S MAIL STEAMSHIPS BETWEEN NEW-YORK AND HAVRE, CALLING AT BREST.
The splendid new vessels on this favorite route for the Continent will sail from Pier No. 50 North River, as follows:
VILLE DE PARIS, Surmont.....SATURDAY, Oct. 6
EUROPE, Lemaire.....SATURDAY, Oct. 20
ST. LAURENT, Poinsot.....SATURDAY, Nov. 3
FEREIRE, Duchesne.....SATURDAY, Nov. 17
PRICE OF PASSAGE, IN GOLD.
First Cabin, $150. Second Cabin, $80
including table-wine in either cabin.
The steamers of this line do not carry steerage passengers.
Passengers intending to land at Brest will be furnished here with railroad coupon-tickets, and their baggage checked to Paris, at an additional charge of $5 for first and $3 for second class.
Medical attendance free of charge.
For further information apply to
OGDEN MACKENZIE, Agent, No. 52 Broadway.

NEW-YORK TO VERA CRUZ DIRECT.—The GENERAL TRANSATLANTIC COMPANY will dispatch the following first-class steamers:
VERA CRUZ, Hilliard.....October 3.
FLORIDA.....October 31.
TAMPICO, Gilbert Pierce.....November 28.
Carrying Passengers and Freight at moderate rates.
Apply to GEORGE MACKENZIE, Agent, No. 52 Broadway.

STEAM TO LIVERPOOL, CALLING AT QUEENSTOWN.—The Inman Line, sailing semi-weekly, carrying the United States Mails.
CITY OF LONDON.....SATURDAY, Sept. 29
CITY OF CORK.....WEDNESDAY, Oct. 3
CITY OF PARIS.....SATURDAY, Oct. 6
KANGAROO.....WEDNESDAY, Oct. 10
and each succeeding SATURDAY and WEDNESDAY, at noon, from Pier No. 44, North River.
RATES OF PASSAGE.
By the mail steamer sailing every Saturday:

FIRST CABIN	$80	STEERAGE	$30
To London	85	To London	34
To Paris	100	To Paris	40

PAYABLE IN GOLD.
Passage by Wednesday's steamers, First Cabin $80, Steerage $35.
Payable in U. S. currency.
Passengers also forwarded to Havre, Hamburg, Bremen, &c., at moderate rates.
Steerage passage from Liverpool or Queenstown, $30 gold, or the equivalent. Tickets can be bought here by persons sending for their friends.
For further information apply at the Company's offices.
JOHN G. DALE, Agent, No. 15 Broadway, New-York.

STEAM TO GLASGOW AND LIVERPOOL,
Calling at Londonderry to land Mails and Passengers.
The favorite Passenger Steamers of
GUION AND INMAN LINE
SAIL EVERY SATURDAY,
CALEDONIA, Ferrier, sails SATURDAY, Sept. 29.
BRITANNIA, Laird, sails SATURDAY, October 6.
IOWA, Craig, sails SATURDAY, October 13.
Rates of Passage, payable in currency.—To Liverpool, Glasgow, and Derry, Cabin $80 and $70; Steerage $35.
Prepaid Certificates from these Ports to New-York, $30; to Hamburg, Havre, Antwerp, &c., $40 and $37.
For further information apply at the Company's offices.
FRANCIS MAC DONALD & Co., Agents,
No. 6 Bowling-Green, New-York.

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.
JAVA.....leaves New-York.....Wednesday, Oct. 3
CUBA.....leaves Boston.....Wednesday, Oct. 10
PERSIA.....leaves New-York.....Wednesday, Oct. 17
ASIA.....leaves Boston.....Wednesday, Oct. 24
SCOTIA.....leaves New-York.....Wednesday, Oct. 31
CHINA.....leaves Boston.....Wednesday, Nov. 7
FROM NEW-YORK TO LIVERPOOL.
Chief Cabin Passage.....$132 50
Second Cabin Passage.....80 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.

THE NORTH GERMAN LLOYD'S STEAMSHIP HANSA, K. v. Ostendorp, master, carrying the United States mail, will sail from the Bremen pier, foot of Third-st., Hoboken, on SATURDAY, Sept. 29,
FOR
BREMEN, VIA SOUTHAMPTON,
Taking passengers to
LONDON, HAVRE, SOUTHAMPTON AND BREMEN,
at the following rates, payable in gold or its equivalent in currency:
For the first cabin, $150; second cabin, $100; steerage, $37 50.
To be followed by the steamship NEW-YORK, G. Ernst, master, on October 6.
For freight or passage apply to
OELRICHS & Co., No. 61 Broad-st.

THE NORTH AMERICAN LLOYD.—ONLY AMERICAN LINE OF FIRST-CLASS OCEAN STEAMERS BETWEEN NEW-YORK and BREMEN via Cowes, carrying the United States Mail, and taking passengers to England, France and Germany, leave New-York September (to be advertised).
BALTIC, A. G. Jones, commander.....3,000 tons, 1,000 h. p., Sept. 20.
ATLANTIC, C. Hoyer, commander.....1,000 tons, 1,600 h. p., Oct. 4.
For Freight and Passage apply to
RUGER BROS., General Agents, No. 45 Beaver-st., N. Y.

Steamboats and Railroads.

New-Jersey Steamboat Company.
ALBANY BOATS—PEOPLE'S LINE.—The Boats of this line leave for ALBANY from foot of Canal-st. daily (Sundays excepted) at 6 o'clock p. m. The ST. JOHN on MONDAYS, WEDNESDAYS and FRIDAYS; and the DEAN RICHMOND on TUESDAYS, THURSDAYS and SATURDAYS.
For freight, passage, &c., apply at the office on the wharf.

SUNDAY MORNING BOAT FOR NEWBURGH—The Steamer THOMAS COLLYER leaves the foot of Chambers-st. on SUNDAY MORNING, Sept. 30, at 7½ o'clock, 34th-st. at 7:45; landing at Yonkers, Hastings, Dobbs Ferry, Irvington, Sing Sing, Riverstown, Cozzens, Cold Spring and Cornwall. Returning, leaves New-Hamburgh at 1 o'clock, arriving at New-York at 5:45 p. m.

FOR NEW-HAVEN, HARTFORD, WHITE MOUNTAINS AND LAKE MEMPHREMAGOG—Steamers leave for New-Haven at 3:15 and 11 p. m., connecting with Railroad.

Steamboats and Railroads.

ANNOUNCEMENT.
TO MERCHANTS & SHIPPERS.
THE MERCHANTS' UNION EXPRESS COMPANY
Will open its DIRECT LINES to the Public
ON MONDAY, OCTOBER 1,
and be prepared to do
A GENERAL EXPRESS BUSINESS
with the
EAST, WEST, SOUTH-WEST AND NORTH-WEST,
including also the
CARRYING AND COLLECTING OF MONEYS, VALUABLES, &c.
The lines that opened, will embrace the routes between NEW-YORK, BOSTON, BUFFALO, DETROIT, CLEVELAND, CINCINNATI, CHICAGO, MILWAUKEE, LA CROSSE, PRAIRIE DU CHIEN, INDIANAPOLIS, ST. LOUIS, and all the intermediate places, and to be rapidly extended over all the routes of trade.
The capital of this Company is $20,000,000, and is an ample guaranty to the public of its responsibility. All losses or damages of property intrusted to it, will be promptly and equitably adjusted.
Every effort will be made to merit the patronage, and meet the just expectations of the public.
☞ For a few days previous to Oct. 1, we shall use our lines for the distribution upon them of our own merchandise.
J. N. KNAPP, Secretary. ELMORE P. ROSS, President.
Auburn, Sept. 20, 1866.
NEW-YORK OFFICES:
FREIGHT DEPOT—Corner of Hudson and Leonard-sts.
TEMPORARY OFFICE, for money and small packages, at No. 194 Broadway, until completion of Principal Office, Nos. 365 and 367 Broadway, corner of Franklin-st.
NORMAN C. MILLER, General Manager in New-York.

DAY BOAT for POUGHKEEPSIE.—On and after THURSDAY, May 31, the Steamboat ARMENIA will leave Desbrosses-st. at 9 a. m., and Thirty-fourth-st. at 9½, landing at Yonkers, Grassy Point, Cozzens's, West Point, Cold Spring, Cornwall, Newburgh, New-Hamburgh and Milton. Returning, leave Poughkeepsie at 2 p. m.

DAY-LINE.—STEAMBOATS C. VIBBARD and DANIEL DREW, will leave Desbrosses-st., DAILY, at 7:45 a. m., and Thirty-fourth-st. at 8 a. m., for Albany and Troy, landing at Yonkers, Cozzens', West Point, Newburgh, Poughkeepsie, Rhinebeck, Bristol, Catskill, and Hudson. A light-draught steamboat will, on arrival at Albany, carry passengers and baggage to Troy, making close connections with the New-York Central Railroad. No freight, horses or carriages received.

THE OLD LINE for ORIENT POINT, ORIENT, GREENPORT, and SAG HARBOR.—The new and elegant steamer ARTISAN, Capt. G. C. GIBBS, leaves Pier No. 43, foot of Rutgers-st., East River, for the above places, on TUESDAYS, THURSDAYS and SATURDAYS, at 3 o'clock p. m. Returning leaves Sag Harbor on MONDAYS, WEDNESDAYS and FRIDAYS, at 4 o'clock p. m. Passengers by this line will be forwarded to Bridgehampton, East Hampton and Southampton. Freight none less every day. Passengers and freight taken to New Suffolk direct on the Tuesday trip. For further information apply to
WILLIAMS BROTHERS, No. 5 Beekman-st.

FOR NEWBURGH, WEST POINT, POUGHKEEPSIE, RONDOUT and KINGSTON, landing at Cozzens's Dock, Cornwall, New-Hamburgh, and Milton. The STEAMER MARY POWELL leaves Desbrosses-st. every afternoon at 3 o'clock.

FOR NORWALK DIRECT, connecting with the Danbury Railroad. The new swift steamboat NEVERSINK leaves Pier No. 37 East River (foot of Market-st.) every afternoon at 3 o'clock. Returning, leaves Norwalk at 7:45 a. m., on arrival of railroad trains; through in three hours. Fare 75 cents. Excursion Tickets, $1 25.

FOR NEWBURGH, POUGHKEEPSIE and RONDOUT daily, at 4 p. m., landing at Cozzens, Cornwall, Marlborough, Milton, West Park, and Esopus. Steamer Jas. W. Baldwin on Mondays, Wednesdays, and Fridays. The Free or Freemen on Tuesdays, Thursdays, and Saturdays. Foot of Harrison-st., N. R.

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 from the above points, via Norwich and Worcester, Boston and Worcester, Worcester and Nashua, and New-London and Northern Railroads.
Freight taken at the lowest rates. For information inquire of
E. S. MARTIN, Agent, on the Pier.

CENTRAL RAILROAD of NEW-JERSEY—Passenger and Freight Depot in New-York, foot of Liberty-st., connects 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 cars.
ALLENTOWN LINE TO THE WEST.
Three Express Trains daily from the West, except Sundays, when one train in the evening.
Sixty miles and three hours saved by this line to Chicago, Cincinnati, St. Louis, &c., with but one change of cars.
SPRING ARRANGEMENTS.
Commencing May 21, 1866.—Leave New-York as follows:
7 a. m.—Express for the West—connects at Easton with train for Manch Chunk, Williamsport, Wilkesbarre, Mahanoy City, etc.
MAIL TRAIN—At 8 a. m. for Flemington, Easton, Water Gap, Scranton, Wilkesbarre, Great Bend, Pittston, Binghamton, etc.
9a. m.—Western Express for Easton, Allentown, Harrisburg, Pittsburgh and the West, with but one change of cars to Cincinnati or Chicago, and but two changes to St. Louis. Connects at Harrisburg with Northern Central and Philadelphia and Erie Roads, for Corry and the Oil Regions.
12 M. TRAIN—For Easton, Allentown, Manch Chunk, Reading, Pottsville, Harrisburg, &c.
4 p. m.—For Easton, Scranton, Great Bend, Bethlehem, Manch Chunk.
5 p. m.—For Somerville and Flemington.
6:15 p. m.—For Somerville.
7:30 p. m.—For Somerville.
8 p. m.—WESTERN EXPRESS TRAIN—For Easton, Allentown, Reading, Harrisburg, Pittsburgh and the West.
Sleeping Cars through from Jersey City to Pittsburgh every evening.
Tickets for the West can be obtained at the office of the Central Railroad of New-Jersey, foot of Liberty-st., N. R., at No. 1 Astor House, at Nos. 271, 355 and 944 Broadway, and at the principal hotels.
JOSIAH O. STEARNS, Superintendent.

ERIE RAILWAY.—Trains leave Depot foot of Chambers-st., Pavonia Ferry:
7:45 a. m., Day Express for Rochester, Buffalo, Salamanca, Dunkirk and all points West and South.
8:30 a. m., Way Train, daily to Otisville.
10 a. m., Express Mail, Buffalo, Salamanca and West.
2 p. m., Way Train, for Middletown.
4:30 p. m., Way, for Port Jervis, Newburgh, Warwick.
5:30 p. m., Night Express, Buffalo, Salamanca and Dunkirk.
7 p. m., Lightning Express, daily, for Buffalo, Salamanca, Dunkirk, and all points West and South.
8 p. m., Emigrant Train, daily, for the West.
Express Trains run in direct connection with all Southern and Western lines.
HUGH RIDDLE, Gen'l Supt.
WM. R. BARR, Gen'l Pass. Agent.

HUDSON RIVER and HARLEM RAILROADS.—On and after Monday, May 14, 1866, trains for Albany and Troy, connecting with Northern and Western trains, will leave New-York as follows:
7:45 a. m., Express train via Hudson River Railroad. Thirty-fourth and Twenty-ninth-sts., through to Buffalo and Suspension Bridge without change of cars, and connecting at Troy with trains for Rutland, Burlington and Montreal.
10 a. m., Mail train via Hudson River Railroad, connecting at Albany with Western trains, and at Troy with trains for the North.
11 a. m., Express train via Harlem Railroad, connecting at Chatham with Western Road for Lebanon Springs and Pittsfield; at Albany with trains for West, and at Troy with trains for Saratoga Springs, Rutland, Burlington and Montreal.
4 p. m., Express train via Hudson River Railroad, connecting at Albany with trains for West, and at Troy with trains for Montreal, with sleeping cars attached.
5 p. m., Express train via Harlem Railroad, connecting at Chatham with Western Road for Lebanon Springs and Pittsfield; at Albany with trains for West, and at Troy with trains for Rutland, Burlington, and Montreal.
7 p. m., Express train via Hudson River Railroad, with sleeping-car attached, and through to Buffalo and Suspension Bridge without change of cars. Also, Sleeping-Car every day excepting Saturdays, attached from New-York through to Ogdensburgh, without change, via Rome, W. and O. Railroad. This train will run on Sunday. Connection for Troy will be made at E. Albany.
11 p. m. train via Hudson River Railroad, with sleeping-car attached, arriving at Albany and Troy in the morning, and connecting with trains for North and West.
WM. H. VANDERBILT, Vice-President.

LONG ISLAND RAILROAD.—Summer arrangement from August 13, 1866.—Leaves James slip, N. Y., 8 a. m. for Greenport and way stations; 10:30 a. m. for Syosset and way stations; 2:30 p. m. Express Train for Greenport; 4:00 p. m. Syosset and way stations; 5:30 p. m. North Islip and way stations, and Saturday nights to Yaphank.

MORRIS and ESSEX RAILROAD COMPANY—Foot of Barclay-st.—On and after July 11, Morning mail trains for Hackettstown and intermediate stations will leave at 8.30 a. m. Mail Express for all stations west of Milburn at 4.10 p. m. Dover Express at 5 p. m.
S. SCHOCH, Assistant Superintendent.

NEW-YORK and NEW-HAVEN RAILROAD.
1866. SUMMER ARRANGEMENT. 1866.
COMMENCING JULY 9, 1866.
Passenger Station in New-York, corner Twenty-seventh-st. and Fourth-ave. Entrance on Twenty-seventh-st.
TRAINS LEAVE NEW-YORK:
For New-Haven, 7.00, 8.00 (Ex.,) 11.30 a. m.; 12.15, (Ex.,) 2.00, (Ex.,) 3.45, 4.30 and 6.00 (Ex.,) p. m.
For Bridgeport, 7.00, 8.00, (Ex.,) 11.30 a. m.; 12.15, (Ex.,) 2.00, (Ex.,) 3.45, 4.30 and 6.00 (Ex.,) p. m.
For Milford, and Stratford, 7.00, 11.30 a. m.; 3.45, 4.30, p. m.
For Fairfield, Southport and Westport, 7.00, 11.30 a. m.; 3.45, 4.30 p. m.
For Norwalk, 7.00, 8.00, (Ex.,) 9.30, 11.30 a. m.; 12.15, (Ex.,) 2.00, (Ex.,) 3.45, 4.30, 5.30, 6.00 (Ex.,) p. m.
For South Norwalk, 7.00, 9.30, 11.30 a. m.; 3.45, 4.30, 5.30 p. m.
For Greenwich, 7.00, 9.30, 11.30 a. m.; 2.15, 3.45, 4.30, 5.30, 6.30 p. m.
For Stamford, 7.00, 8.00 (Ex.,) 9.30, 11.30 a. m.; 12.15, (Ex.,) 2.15, 3.00, (Ex.,) 3.45, 4.30, 5.30, 6.30, 8.00 (Ex.,) p. m.
For Port Chester and intermediate stations, 7.00, 9.30, 11.30 a. m.; 2.15, 3.45, 4.30, 5.30, 6.30, 7.00 p. m.
CONNECTING TRAINS.
For Boston, via Springfield, 8.00 a. m. (Ex.,) 3.00 (Ex.,) 12.00 p. m.
For Boston, via Shore Line, 12.15, (Ex.,) 8.00 p. m.
For Hartford and Springfield, 8.00 a. m., (Ex.,) 12.15, 3.00, (Ex.,) 8.00 p. m.
For Connecticut River Railroad, 8.00 a. m. (Ex.,) 12.15 p. m. to Montreal, 3.00 p. m. to Northampton.
For Hartford, Providence and Fishkill Railroad, 8.00, (Ex.,) a. m.; 12.15 p. m.
For New-Haven, New-London and Stonington Railroad at 8.00 a. m. 12.15, 3.00, 6.00 p. m.
For Canal Railroad, 12.15 p. m. to Northampton.
For Housatonic Railroad, 8 a. m., 3 p. m.
For Naugatuck Railroad, 8.0a. m., 3.00 p. m.
For Danbury and Norwalk Railroad, 7 a. m., 12.15 p. m., 4.30 p. m.
Commodious Sleeping Cars attached to 8.00 p. m. train.
JAMES H. HOYT, Supt.

NEW-JERSEY RAILROAD.—Trains leave foot of Courtlandt-st. for PHILADELPHIA, at 7 and 10 a. m., 12 m., 4, 6, and 12 p. m., for BALTIMORE and WASHINGTON at 8 and 10 a. m., 7 p. m., and 12 midnight.

Legal Notices.

SUPREME COURT, County of Genesee.—REUBEN H. FARNHAM age. at JAMES L. PAINE, JAMES H. WHITEHOUSE, EDWARD M. WHITEHOUSE, HECTOR MORRISON and DANIEL M. JARVIS. To ..... The above named defendants: You are hereby summoned to answer the complaint of the above named plaintiff, which was filed in Genesee County Clerk's Office August 29, 1866, and to serve a copy of your answer on the subscribers, at Batavia, (Genesee County, N. Y., within twenty days after the service of this summons, exclusive of the day of service, or the plaintiff will apply to the Court for the relief demanded in the complaint. Stamp, canceled. 50c. U. S. Revenue.
HENSHAW & BOWEN, Plaintiff's Attorneys.
au31 law6wF

SUPREME COURT, NEW-YORK.—THOMAS BAEUCKLE age., ROSINA RIHA and others.—In pursuance of a judgment order of the above Court, made in the above-entitled action, on the 21st day of August, 1866, I, JAMES H. COLEMAN, the Referee named in said judgment order, will sell through JOSEPH H. McGUIRE, Real Estate Auctioneer, at the Exchange Salesroom, No. 111 Broadway, in the City of New-York, on the 20th day of September, 1866, at 12 o'clock, noon, all the lands and premises described in said judgment order, that is to say: All that certain lot, piece, or parcel of land, with the improvements thereon, situate, lying and being in the Twenty-second Ward of the City of New-York, and the southerly side of Forty-fourth street, known on a map on file in the Office of the Register of the City and County of New-York, entitled "Map of a tract of land commonly called The Hermitage compiled from authentic surveys, February, 1825, by Daniel Ewen, City Surveyor," by the number four hundred and seventy-nine (479), said lot commencing on the southerly line of Forty-fourth street, at a point distant one hundred and twenty-five feet easterly from the south-easterly corner of Forty-fourth street and Ninth avenue, and extending thence easterly along the southerly line of Forty-fourth street, twenty-five feet, being in width twenty-five in front and rear by one hundred feet and four inches on each side.—N. Y., Aug. 27, 1866.
JAMES H. COLEMAN, Referee.
821 2aw2wF&M. ALBERT COMSTOCK, Pl'f's Atty.
The above sale is adjourned to Thursday, Oct. 4, 1866, at the same time and place.
JAMES H. COLEMAN, Referee.

SUPREME COURT—City and County of New-York. BENJAMIN J. HART and HARRIETTE his wife against SOLOMON J. HART and others. In pursuance of a Judgment of partition and sale, made and rendered in the above action, on the 23d day of August, 1866, I, JAMES H. COLEMAN, the Referee named in said Judgment, will sell through Joseph McGuire, Real Estate Auctioneer, at the Exchange Salesrooms, No. 111 Broadway, in the City of New-York, on the 23 day of November, 1866, at 12 o'clock noon, the following lands and premises described in said Judgment, that is to say:
(1.) All that certain lot of ground with the buildings thereon, known and distinguished as number four hundred and eighty-eight (488) Pearl street, situate, lying and being in the City of New-York, on the north-easterly side of Pearl street, and beginning at a point on the line of said street, six feet eight inches north-westerly, from the north-westerly wall of the house, now or late belonging to Dr. Felix Pascalis and known as number four hundred and eighty-six (486) Pearl street and running thence north-westerly along Pearl street, twenty feet, to the corner of the party wall of the house number four hundred and eighty-eight (488) Pearl street, and of the next adjoining house, known as number four hundred and ninety (490) Pearl street, thence running along the center of said party wall north-easterly forty-five feet, to the rear of the said houses, thence still north-easterly, in a straight line, along the fence, separating the yards of said lots, numbers four hundred and eighty-eight (488) and four hundred and ninety (490) Pearl street, as the said fence now stands, nine feet two inches and a half inches; thence, still north-easterly, in a straight line by and with the said fence, as the same now stands, thirteen feet four inches to the easterly corner of the adjoining lot, number four hundred and ninety (490) Pearl street; thence south-easterly in a straight line nineteen feet, to a point sixty feet distant in a straight line, and thence in a straight line fifteen feet to the north-west corner of the said house, number four hundred and eighty-eight (488) Pearl street, and thence in a straight line along the south-east side of said house, forty-five feet to the place of beginning.
(2.) Also all those two certain lots of land with the buildings thereon, situated, lying and being in the Seventh Ward of the City of New-York, and known and distinguished as numbers fifty-one (51) and fifty-three (53) Pike street, and taken together, bounded and contained as follows: Beginning on the easterly side of Pike street, at the north-westerly corner of fifty-one (51) Pike street, thence running north-easterly along a house and lot of ground known as number forty-nine (49) Pike street, part of the Estate of Jordan Wright, deceased, forty feet, three inches; thence northerly along the same, two feet; thence easterly along the same, fourteen feet eight inches; thence northerly three feet; thence easterly along the same, thirty-one feet one inch to ground now or late of the Estate of Albertson Coles; thence southerly along ground now or late of the Estate of Albertson Coles, the same thirty-five feet two inches; thence southerly along the same thirty-six feet nine inches, to premises known as number fifty-five Pike street, part of the Estate of the said Jordan Wright, deceased, thence westerly along the same fifty feet four inches to Pike street, thence northerly along Pike street forty-one feet nine inches to the place of beginning, be the said dimensions more or less.
(3.) Also, all that certain lot of land with the buildings thereon, situated in the City of New-York, and known as number seventy-one (71) Second street, bounded and contained as follows, to wit: Beginning at a point on the southerly side of Second street, distant two hundred and seventy-five feet westerly from the south-westerly corner of the Fireman's avenue and Second street, at the north-westerly corner of a lot of land distinguished on a map of the property in the 17 Ward, belonging to the heirs of William Hilyer, made by Edward Doughty, City Surveyor, dated November 26, 1827, and filed in the Register's Office of the City and County of New-York, as lot number seventeen (17); running thence southerly along the westerly line of said lot number seventeen (17) sixty-four feet six inches, to land now or late of Cornelius Dubois; thence north-westerly along land now or late of Cornelius Dubois sixteen feet and nine inches, more or less, to land now or late of William S. Ingraham; thence northerly along said last mentioned land, and through the center of the party wall standing partly upon this lot and partly upon the lot adjoining, on the west, sixty-one feet nine inches, more or less, to Second street, and thence easterly along Second street, sixteen feet eight inches, more or less, to the place of beginning.
(4.) Also, all that certain lot of land, with the house thereon erected, situated in the City of New-York, and known and distinguished as number forty-one (41), formerly sixty-five (65) Macdougal street, and bounded as follows: Beginning at a point on the north-westerly side of Macdougal street, distant fifty-eight feet two inches southerly from the north-westerly corner of Sixth and Macdougal streets, thence running north-westerly, on the north-westerly side of Macdougal street, sixteen feet two inches; thence north-westerly sixty-nine feet to a stable; thence rather south-westerly twelve feet three inches to the corner of said stable; thence westerly twelve feet ten inches; thence southerly two feet six inches; thence south-westerly seventy-six feet six inches to Macdougal street, the place of beginning, be the said dimensions more or less.
(5.) Also, all those two certain lots, pieces or parcels of land, situated in the City of New-York, on the northerly side of Water street, between Pike and Rutgers slips, and now known and distinguished by the street numbers four hundred and eighty-four (484) and four hundred and eighty-six (486) Water street, and taken together, described as follows: Beginning at a point on the northerly side of Water street, distant two hundred and nineteen feet three inches easterly from the easterly side of Pike slip at the intersection of the northerly side of Water street, with the easterly side of land late of William Smith, deceased, running thence northerly along said last-mentioned land and parallel with the easterly side of Pike slip sixty feet to the center line between Water and Cherry streets; thence easterly along said center line and parallel with the northerly side of Water street forty-four feet, to the westerly side of lot number four hundred and ninety-six (496) Water street; thence southerly along said last-mentioned lot sixty feet, to the northerly side of Water street, and thence westerly along the same forty-three feet eight inches to the place of beginning.
JAMES H. COLEMAN, Referee.
SAMUEL RIKER, Pltf's Atty. Sept1 law6wF

SUPREME COURT, City and County of New-York.—URIAH HENDRICKS and al. vs. KATHERINE S. GROSVENOR and others.—Pursuant to a judgment of the Supreme Court, rendered in the above entitled action on the 28th day of August, 1866, I, JAMES H. COLEMAN, the Referee named in said judgment, will sell through JOSEPH H. McGUIRE, Real Estate Auctioneer, at the Exchange Salesroom, No. 111 Broadway, in the City of New-York, on the 20th day of September, 1866, at 12 o'clock, noon, all the lands and premises described in said judgment order, that is to say: "All that certain lot of land situate, lying and being in the Sixteenth (late Twelfth) Ward of the City of New-York, known and distinguished on a map of certain lands belonging to Cornelius Dubois, made by Edward Doughty, City Surveyor, and filed in the Register's Office of the City and County of New-York, as lot number seventeen (17); running thence southerly along the westerly line of said lot number seventeen (17) sixty-four feet six inches, to land now or late of Cornelius Dubois; thence north-westerly along land now or late of Cornelius Dubois sixteen feet and nine inches, more or less, to land now or late of William S. Ingraham; thence northerly along said last mentioned land, and through the center of the party wall standing partly upon this lot and partly upon the lot adjoining, on the west, sixty-one feet nine inches, more or less, to Second street, and thence easterly along Second street, sixteen feet eight inches, more or less, to the place of beginning; and also all that certain piece of land situate, lying and being on the northerly side of Twenty-second street, being lot number one hundred and twenty-four (124), being the easternmost half of the lot distinguished on the said map by the number 123 (one hundred and sixty-two), and is described as follows, to wit: Beginning at a point on the northerly side of Twenty-second street, distant two hundred feet from the north-west corner of the Eighth avenue and Twenty-second street, running thence westerly along the Twenty-second street twenty-five feet six inches; thence northerly on a line at right angles with Twenty-second street ninety-eight feet eight inches to the center of the block between Twenty-second and Twenty-third streets, thence easterly and parallel with Twenty-second street twenty-five feet six inches, and thence southerly at right angles with Twenty-second street ninety-eight feet eight inches to the place of beginning, be the said several dimensions of the above described pieces of land more or less.—New-York, September 5, 1866.
JAMES H. COLEMAN, Referee.
CAMPBELL NO & PYNE, Plaintiffs' Attorneys.
The above sale is adjourned till WEDNESDAY, October 3, at same time and place.—New-York, Sept. 26, 1866.
JAMES H. COLEMAN, Referee.

SUPREME COURT.—JOHN K. MYERS and GEORGE V. HOYLE, Trustees, &c., plaintiffs, against THE CLAYTON BURGH and MONTREAL RAILROAD COMPANY and others, defendants.—In pursuance of a judgment order or judgment in the above action, I, the undersigned Referee appointed for this among other purposes, hereby notify and require all persons holding prior or first lien or second mortgage bonds of the above named Plattsburgh and Montreal Railroad Company to produce and exhibit such bonds to me, at my office, No. 67 Wall-street, in the City of New-York, by the 15th day of October next (1866), and upon such production to prove the same and the amount due thereon or secured thereby.
And notice is hereby further given that by the terms of the said order or judgment the said Referee will be at liberty, upon the completion of the publication of this notice (that is after the said 15th day of October next), to assume that no such bond, other than those by that date produced to him, or proven and