Brooklyn City Intelligence.

FIRE.—Between twelve and one o'clock yesterday morning a fire broke out in the loft of Mr. J. Nodine's livery stable, No. 128 Pierrepont street. Fifty-seven horses, one hundred carriages, besides sleighs and sulkeys, were contained in the building at the time. The horses and carriages were all saved, but the sleighs, &c. being in the upper story, were destroyed, together with a quantity of fodder valued at about $1,000. The whole loss amounts to about $4,000, which is covered by insurance in the Phœnix Company of Brooklyn, and Excelsior Company of New York. The hotel of Mr. Richard Boerum, adjoining, was damaged to the extent of $1,000—covered by insurance in the American Company of Utica. The fire is supposed to have been the work of incendiaries, and John McLaughlin and John Ryan were arrested on suspicion. The former, it is alleged, threatened to burn the stable down a few days previous, in consequence of a difficulty with the proprietor. They were committed to answer.

THE CHOLERA HOSPITAL.—At the meeting of the Board of Health yesterday, the resolution designating the building on the corner of Raymond and Willoughby streets as a hospital for cholera patients, was rescinded, in consequence of the opposition of the neighbors, and the former resolution, designating a house in Lafayette avenue, between Raymond and Navy streets, for said purpose, was re-adopted. There were no new cases yesterday.

Personal Intelligence.

The President of the United States, accompanied by Mrs. Pierce and her relative, Mrs. Smith, of New Hampshire, Gen. Cass, the Secretary of the Navy, and his private secretary, Mr. Sidney Webster, embarked at an early hour on Friday, on the United States steamer Engineer, at the Washington navy yard, for Old Point Comfort, where the party propose to remain until Tuesday or Wednesday next.

Mr. and Mrs. Cazneau arrived at Norfolk on Tuesday, in the steamer North Carolina, from Baltimore. The *Beacon* learns that they will go out in the U. S. frigate Columbia, on a diplomatic mission to the Dominican Republic.

H. P. Banta, U. S. A.; W. W. Renney, Baltimore; J. D. Williams, Petersburg; Capt. N. B. Palmer, Stonington; Dr. Wright, California; Dr. Richards, do; J. Swigart, do.; Capt. J. M. Doer, do; J. Hawkins, do.; A. P. Harsyte, Ohio; J. S. Parker, Mass.; J. L. Adams, California; Dr. Young, New York; H. Williams, New Orleans; M. Greenleaf, do.; A. R. Clark, Charleston; R. W. Fraser, U. S. consul, and H. F. Betts, Baltimore, arrived yesterday at the Astor.

Hon. J. A. Dix, Rock Island; Mrs. H. Canfield, Cleveland, O.; Mr. Horace Pease, do.; Gen. Seth Montgomery Ala.; Signorina A. de Violetta, Cuba; Hon. Preston King, Ogdensburg, and Hon. Francis P. Blair, Washington, D. C., were among the arrivals yesterday at the Union Place Hotel.

G. W. Cramer, N. C.; Capt. H. O. Whitridge, New Bedford; L. Worcester and family, Washington, D. C.; F. K. Bartlett, Min.; H. G. Stanford and party, New Orleans; W. C. Bigelow and party, St. Louis, and C. H. Bellden, New Orleans, were among the arrivals at the Prescott yesterday.

Hon. A. Ballard, Dover, N. H.; B. Rush Mitchell, U. S. N.; Gen. T. Cadwallader, Philadelphia; John Leaming, Montreal; J. C. Rand, U. S. A.; Dr. Dyott, Philadelphia; Rev. S. S. Embler, Cincinnati, Ohio, and Joseph Sykes, England, arrived yesterday at the Irving House.

Hon. J. A. Hovey, Mass.; Hon. Russell Sage, Troy; H. N. Bridson, San Francisco; Hon. Judge Bronson, Florida; Dr. Burwell, Buffalo; Alexander Campbell; Trinidad; John Macfarlane, St. Lucia, W. I.; John Fox, New Orleans, and Hon. James Barnes, Springfield, arrived at the St. Nicholas.

ARRIVALS.

From Aspinwall in the steamship Illinois—S B Whipple, lady, two chi dren and servant; W Bray, lady and child; W J Street, J Picchi, Miss Greenleaf, J W Winans, lady and servant; Miss H H Wixans Mr Lawrencell, W P Harrington, O Low, R J Brown, D Meeker, Capt Jo Page; H J Selden, W H Brown, J L Wells, J H Moore, A D Thorn, G H Blake, A Whipple, J P Dsels, Mrs Hueston, Mrs J F Smith, Miss Rising, Mrs Rising and two children, F S Rising, A Rising, Jas Rising, A G Coffin Mrs G W Thompson and servant, L McLane, H B Godard, J F Hoyt, J E Hunter, L G Morgan, G F Knight, J Elderidge, J Surgart, J Elderidge, W Elderidge, Cook D B Hauna and lady, J Gelhausen, A Weston, J D Montana, Dr H Gray, Mrs Carter and infant, Mrs Bains and infant, M McNeil, H Flannery, H Flannery, Jr, J Rodgers, M G Lane, O Wells, P B Gatch, Isaac Mears, Mr Dickson and lady, Mrs Larned, Mr Constable, W L Plummer, Mr Seiler and lady, G Benedist, lady and child, G W Halstead, B Simpson and lady, Ann Johnson, A & Co's messenger, J G Adams, W F & Co's messenger, W Johnson, B & Co's messenger, J H Fuller, Mr Whitney, J S Barber, W R Young, A Correll, J Kel y, J D Crippin, Jas Barker, J Morton, J Waller, J Grimstead, J McKenzie, Capt Harris, W H Briggs, Mrs Bates and servant, Mr Stoutenburg, Mr Borland, Dr Tuttle, Mrs Price Mr Bartlett, Capt D Wood, Mr Bemis Mr Marian, W H Chapman, Capt Dorr, G B Nichols, D Frasier, Mrs R E Carpenter and child, Alex Brien, nurse and daughter, Mr Worsley, lady, nurse and child, J A Cross, H Cross, W Hart Dr Wright, Dr Sanders and servant, Dr Richardson, and 153 others in cabin, and 282 in steerage. In all 502 passengers.

From Savannah in steamship Knoxville—J Q A Butler and lady, A Mitchell, lady and son, Miss Telfair, W B Hodson, Miss O'Hara, Miss Doody, 3 children and servant, T Towle, Thomas Cady, A A M Webster, J R Clark, Mrs W H Meyer, Mrs G H Clerk and son, George Gordon and lady, Mrs C H Cemery, 3 children and servant J Butler and lady, J H Bull, Miss H Bull, A H Gordon, George Aldrich, W B Storm, Miss Lydia N Hind, Miss Sarah H Hone, Dr Hamilton and lady, T J Baldwin, W H Cumming, Wm Bancroft, Wm Wm Gaulden, J W H Cheney, Capt J W Bai y and son, C W Morgan J Hicks—and 16 steerage.

From Charleston, in steamship Southerner—Miss Wightman, Miss J J Nelson, Miss E W Ravenel, Miss M Howe, Mrs J S Jones, Rev Dr Dumont and lady, G H Silcox, M A Williams and lady, P Fraser and lady, R Frazer E Elwin, W H North, C S Stuart, A Pretre, Capt Davis, USN, B C Green, O Landreth, and 20 in the steerage.

From Liverpool, in ship Minnesota—Sarah McCormick, I McCormick, Emma Brewster, Caroline Murray, Elizabeth Murray.

DEPARTURES.

For Liverpool in steamship Pacific—Charles M B St John, bearer of despatches to Russia, NYork; Mr and Mrs and Miss Knight, Natchez; E Francillon, NYork; A Kirkcett and friend, NYork; Mr and Mrs C Kohn, infant and servt, F Kohn and Mr White, Jr, Gustav Kohn, Ohio; John Van Nest, Wm Topping, Mrs H Barney, child and servt, NYork; Jas Riddle, bearer of despatches, DC; H Seybert, Mr Thompsen, Mr S M Davis, lady, 2 children and servt, Mr Babecck, lady and child, NYork; S Hernandez and lady, Matanzas; Mr and Mrs Mead and Miss Bostwick, NYork; Mr Mittonberger, W Jackson, Geo Bulpin, Mrs Hook and child, Mrs Ropes and son, Chas B Young, NYork; Mr and Mrs Webb, Va; Rev M D Hogu, Jas Little, NYork; S R Ashley, Philadelphia; John W Rice, Mr and Mrs E F Sanderson, Miss and Master Sanderson, Miss Carver, Misses Sandarson, J S Wirth, &c. NYork; Mr and Mrs A W Shaus, consul to Falmouth; R B Le Prince, two sisters of Mercy, A F Moller New York; Mrs Jane Fotheringill, S J Gammers, J Knapp and lady, Montreal; A V Browne, E O Connell, R Reynolds and lady, Wm Iselin, New York; Mrs E Willard Troy; Ely and lady, E Dupansur, New York; P O Reilly, Baltimore; R S Williams and lady, Natchez; Dr E F Grant, lady and child, New York; F J De Silva, Har; Miss Fox, New York; Merini, Panama; A F Eggers, P Kalkman, Liverpool; B Mitchell, Mobile; Mrs Rosenberg and infant, San Francisco; E Frahuegettee, Jr, bearer of despatches; T S Cairns, R McClellan, New York; Martien and lady, Newark; Campbell and Wm Person, New York; A W Griswold, Boston; Dr A Coles, O Sinclair, New York, F Von Gerolt, minister resident of H M King of Prussia; Mrs M Bermites and D Loynaz, Havana; S M Cougburg, New York; H Thomas, Montreal; W T Gurk, lady and servant, New York; Mr and Miss McElivy, Mr Strain and lady, Albany; Chas Rostrand, bearer of despatches; Mrs and Mrs F Peter and son, Miss Peterson, N York; Mr Hutchinson and John Pollock; R Kemper, N York; James Anderson, (celebrated tragedian); O Cmayknski, Cape Haytien; George Crispo, Eng; S P Wiltbank, lady and child, Phila; Bias Ones and servt, Spain; and H Knox, Ala; Miss Clay, Mrs Coleman, NYork; A Bauche, France; Mr Pendleton, Mr Colcingh, Miss Colcingh, N York; J Pratts and E Corbillo, Havr; Count and Countess Penalver, child and three servts, Havr; Mrs W Rollings, J Picard, NYork; J Decourneal and friend France; Mrs G S Holland, A Mellier, Mr and Mrs McAllister, daughter and servt, Mr Denholm, A Kankin, N York. C Wozwood, Poland; C V Mitchell, SC; Mr and Mrs D Ross, New Orleans; J Phœnix and son, Mrs Phœnix and Misses Phœnix, J Brown, H Saffs, NY; James Moorehead, A Browne, G M Zaccora, New York; Jas Ogelray, Mr Balle, N N Hadden, Dr Ganahl and lady; Miss Cornelia Allen, Mr Williams, NY; John Sparks, Wilm; A S Farnholt, G Gresham, B Eakins, Mr McCullough and Miss C; Chas West, Chas Bogg, Mr Anderson and two servants; Mrs Jane Fisher, Mr de Con, Mde Conse and two daughters; Jno Cudgen, NY; F Mornir, Havre; Chas Luratj, Livitz, Melmbre, Jno E Richy, Mrs Rumsey, Mathew Lawton, Jno Snip, H Selzig, Newman Jackson, NY; J Ferguson, W C Dunbar, C Wheelock, Utah; F Harman; Mr Harman, Mrs Oliver, J F Halsted, NY; Mr O Simson, Mr Smead, Cincinnati, Ohio, bearer of despatches to Constantinople; Mr Smead, Jr, and Miss Smead—total 216.

For Savannah, in steamship Alabama—E Marsh, Wm J King, Capt J G Martin—21 in the steerage.

For Charleston, in steamship Nashville.—Capt. J Wellsman, J K Sass, Mrs W H Ewan, H Stoddard, S B Stoddard, H Clark, F Goodell, P C Calhoun, J M Phillips, Master Blake, Miss Galway, A Abbott, James Ellenwood, J R Brown, Frank Jerner, W Frothman and lady, John Morris, Miss Jane Morris, Henry Stevens, R S Duryea, W C Main—and 19 in the steerage.

The Troubles on the Erie Railroad.—Circular.—New York and Erie Railroad.—Office General Superintendent, New York, June 24, 1854.—My attention is called to an article in the New York Daily Times of the 23d inst., signed by John Donahue, John C. Megianis and William Schrier, committee, in relation to the present difficulty between this company and the engineers; also, an article signed "Cosmos," both of which contain statements which are calculated to mislead and give the public an impression that no circumstances whatever connected with any accident caused by the violation of any rule would be considered, but that the accused would be immediately discharged and allowed no right to any explanations whatever. If this were so it would, indeed, be arbitrary, and the public would be justified in denouncing it as despotic in the extreme. Rule 92 has been quoted as its sanction, and under which the gentlemen referred to had served for years, and still express a willingness to comply with it. The rule reads as follows:—

"92. Every engineer, in approaching a road or switch, should move at a moderate speed, and see that the way is clear before he reaches it. If the switch be not seen to be right, he should stop till he is sure, and a very good excuse will be required for running off at a switch left on the wrong track. The absence of the proper lights at those switches or crossings where usually shown, is to be considered as a signal to stop the train, which the engineer must always do, and he must not proceed till he is sure that all is right, and all such omissions of lights must be immediately reported to the superintendent."

This rule, or its equivalent, has long been upon our instruction book; but during a period of more than six years in which I have served this company, it has in no case within my knowledge been enforced by the dismissal of an engineer for running off at a switch—thus rendering it practically a nullity.

At no time has any officer of the board refused to hear the explanations of any employee who has been dismissed from the service of the company; but each has considered it a duty which he owed to the company, the accused and himself, to carefully weigh all the circumstances connected therewith. This I clearly explained to the committee at our first interview, and at that time stated that no person would be discharged for violating any rule that circumstances rendered it impossible to comply with; and that if any cases occurred to show that injustice would be done unless exceptions were made to the rule, they might rest satisfied that I would, in such cases, do all that was right and proper.

It is urged by the committee that in one case the engineer was discharged, whilst the agent, who by the rule is also held responsible, is still continued in the employment of the company. This statement in relation to the particular case referred to is true; but the committee seemed to have overlooked the fact that there are different degrees of responsibility, and that it would be unreasonable to dismiss an agent who had a large number of switches in charge, and had to employ others to perform the duty of switchmen, unless great carelessness had been shown by him in the selection of men to perform the duty; whilst others are so situated as to be able to attend to the duty themselves, or to see that others do so; this class of agents are directly responsible. The engineer having the same personal control and direction of the movement of his engine, is held to the same degree of responsibility.

"Cosmos" also makes the assertion that persons are discharged without a hearing, and cites two particular cases in proof thereof; but in pointing out the locality where the trains of these persons ran off the track, he has indicated the particular individuals referred to. It is perhaps unnecessary to say that he has been misinformed on the subject. Both of these men held an interview with me, and were afforded an opportunity to explain the cause of their running off; and regarding them as I did as good and competent engineers, I should have been glad to learn that they might be retained on the road without the sacrifice of those principles which I deemed essential in safely and successfully operating the road. Their explanations however, failed to convince me of this, and with regret, I concluded to dispense with their services, but in doing so I did not, as has been charged, attempt to injure their reputation or prospects for employment on other roads. In one case I furnished the engineer with a written statement of the facts and cause of his discharge, with a very palliating circumstance that he could suggest, and expressing my regret at the necessity which compelled him to leave the road, that he might exhibit it to those to persons whom he might apply for employment. With reference to the other individual, the following statement of Mr. Spaulding, who happened to be present will, I think, show that he was allowed a hearing, and no injustice done to him.

"I was present at the time an interview was held between Mr D. C. McCallum, general superintendent, and Mr. A Carpenter engineer, on which occasion, after talking over the subject of his discharge, Mr Carpenter admitted that he was in fault, and expressed his intention to go West to seek for other employment. Mr. McCallum offered him a pass over the road, and a letter stating the fact of his having sustained a good reputation as an engineer, and the circumstances under which he was discharged. Mr. McCallum said he would give him as good a letter as truth would warrant, and one that would undoubtedly be sufficient for his purposes, and after regretting the loss of his services they parted with every appearance of mutual satisfaction and friendship. M B. SPAULDING.

"Late General Freight Agent, N. Y. & E. R. R.

"Cosmos" says, "I can't blame any man for refusing to work under this rule," which he states as follows:

"The engineer is responsible for running off at a switch at a station where his train stops, whether he shall run off before or after receiving a signal to go forward from a switchman or any other person. Should the switch intentionally or through carelessness of the person having charge of it be displaced so as to cause an accident to the train, the engineer is held responsible and will be discharged."

I have only to say that there is not, nor ever has been any such rule. The 6th rule, which the foregoing is intended to represent, reads thus:—

6. Every engineer will be accountable for running off at a switch at any station where his train stops; but he will not be held responsible for running off at a switch at a station where his train does not stop.

And was explained to the committee in circular dated June 19, inst., as follows:—

"The 6th rule simply means this: that the engineer is responsible for running off at a switch at a station where his train stops, whether he shall run off before or after receiving a signal to go forward from a switchman or any other person.

"The engineer is expected to see for himself as to the position of the switches, and take no person's authority in the matter, at stations where his train stops.

"The engineer is in no manner responsible for running off at a switch where his train does not stop, whether said switch is lighted or not, or whether there is or is not a target, or whether the target is right or wrong; nor when he is backing out of or into a switch, or when a switch is turned wrong after having been seen to be right.

"The engineer is expected to report all switches which he finds wrong, and in the absence of all lights at switches or crossings where usually shown, which I understand to be the true meaning of that portion of the 5th rule, as you will see by reading that you are entirely relieved from the responsibility of running off at a switch where you do not stop.

"That you are to run past stations where your train does not stop, at a much reduced rate of speed, and to haul up at such stations where, by the time table, a train should be receiving or discharging passengers. By the term "much reduced rate of speed" I shall be satisfied by your running past a station where you do not stop, at such a rate of speed as you are willing to hazard on your own account, we reserving the right in this, as in all cases to decide when an engineer is running recklessly. But the simple fact that you do run off at a switch at a station where you do not stop, will not of itself be considered an evidence of recklessness.

"We expect you will use all due diligence in making time on the road, which you may conceive consistent with proper safety to yourself or train, and you will be fully justified in taking just such reasonable means to ensure safety as you may think proper, remembering always, that the road must be run safe first, and fast afterwards; this you will not consider as justifying you in taking such an advantage of the same as to lose hours where minutes would be sufficient."

It is stated that an engineer was dismissed in consequence of the switch being turned wrong by a switchman after the train had started.

In answer to this, I would say, that no such case has occurred, nor would any engineer be dismissed under this or any other circumstances, not clearly under his control.

With the above statement, which seems not only due to the engineers but to the company, we have nothing further to say, but are willing to submit all the facts in the case to a discerning public, who are equally interested with the company in the enforcement of all rules tending to promote the safety and security of lives and property entrusted to them.

We do, therefore, most seriously object to the publication of what are called the rules of this road, when no such rules exist, to the perversion of such rules as do exist, and to the misrepresentations above referred to. It is also charged that I have on occasions of dismissals, written letters to their prejudice to the superintendents of the Chicago and Rock Island, Hudson River, and other railroads, which is not true, as I have written no such letters to them or any other superintendents, but as has been before stated, have simply given notice, without comment, to the officers of this company, and some, by not all of the branch offices; and the notice to the branch roads is not regarded as important, and would not be given if circumstances admitted of its discontinuance.

Those engineers who are so disposed, still have an opportunity to resume their duties in the service of the company, and those who do not intend to re enter our service are notified that the pay rolls are in the hands of the paymasters, from whom they will receive their due; and their places will be supplied by others; and we are happy in expressing to such new engineers as may engage with us, the assurance on the part of those who withdraw, that they will offer no molestation or disturbance to them in the performance of their duty. But should mistaken persons offer any such resistance, this company pledge themselves to guard and protect the engineers to the full extent of their power.

It is proper, in conclusion, to remark that this circular is issued with the design to correct wrong impressions should any exist in any quarter; and to show to all who may be concerned, that while the company intend no injustice to their employes, they have no alternative left to them but to enforce their regulations. D. C. McCALLUM,

Approved, by order of the Board. Gen'l Supt.

HOMER RAMSDELL, President.

NOTICE.—The company desire to engage the services of competent engineers, to whom they will pay (to such as they may engage within the next four weeks) as follows:—For the first year's service $65 per month; for the second year $70 per month; and for the third year $75 per month, with a gratuity of five dollars per month in addition thereto, from the date of engagement, provided no accident occurs to their engine during the month through any fault of their own. And engineers who shall remain in the service of the company for four consecutive years will be entitled to an additional gratuity of $100 provided no accident occurs, as above, during that term; and the reasonable expenses incurred by engineers in moving themselves, their families and effects, will also be allowed and paid by this company. Applicants will be required to produce satisfactory letters of recommendation.

The foregoing rates are $5 per month higher than those heretofore paid on this road and are not offered with a view of affecting the established rates of other corporations, but have been rendered necessary by the circumstances under which we are now placed; and we call upon all railroad companies and engineers friendly to the establishment of wholesome rules and discipline, to render us the aid we need in this emergency. D. C. McCALLUM, General Superintendent

Cameo-Daguerreotypes, by Chas. H. Williamson. Gallery in Brooklyn, 249 Fulton street, opposite Clinton.

Rees & Co.—Certain Individuals Try to Represent this company and establishment removed, to raise the wind; but the report is as void of fact as one would be that the North river had been removed. REES & CO., and the original 2s. daguerreotype factory is nowhere but at 289 Broadway.

New Savings Bank.—The Rose Hill Savings bank will go into operation on Monday, the 26th inst., at ten o'clock A. M., at their new banking house, No. 251 Third avenue, one door above Twenty-first street. The following gentlemen are the trustees and officers:—

William H. Platt,	Peter N. Cutler,
Samuel Perry,	Alexander M. Lawrence,
Barrett H. VanAnken,	E S. Brown,
Alex. H. Freeman,	Thomas Cumming, Jr.,
John Sparks,	Robert H. Gregory,
William Good,	John W. Conklin,
James R. Keeler,	William A. Keeler,
George C. Baker,	Thomas S Negus.
George Hencken.	

WILLIAM H PLATT, President.
JAMES R. KEELER, Vice President.
HORACE LOOPBOROW, Secretary.

Bank will be open to depositors daily, from 10 o'clock A. M. to 7 o'clock P. M.

Horace Waters, 333 Broadway, is Selling pianos, melodeons and music, wholesale and retail, at extremely low prices. His motto is quick sales and small profits. His stock is the largest in the United States, and instruments of superior quality.

New Music.—"Flora's Festival Polka," by the great composer and popular pianist, Alfred Iael. Price sixty-three cents. This is a splendid composition, varied, but not difficult. "The Wanderer's Return," song by M. Travers, in ninette on title page. Price thirty-eight cents. HORACE WATERS, publisher, 333 Broadway. N. B.—Music sent by mail postage free.

Second Hand Pianos at Great Bargains.—One for $25; one for $85; one for $90; one for $110; one for $125, and one for $150. A fine assortment of new 6½, 6¾, and 7 octave pianos to rent.
HORACE WATERS, 333 Broadway

E. Evans, Clothing Warehouse, 66 & 68 Fulton street.—We observe that this large establishment is always full of customers, and it is no wonder, EVANS is selling really cheap. Just think, fine frock coats at $8 and $10; fine white double breasted vests, $2; complete summer suits, $2 50.

Cast off Clothing.—A large Quantity wanted.—The highest price liberally given, and cash paid in current money for large or small lots of good second hand clothing. Gentlemen wishing to dispose of the above will please address or call on JAMES MORONEY, No. 11 Orange street, near Chatham.

Mitts! Mitts! Mitts!—Peter Roberts & Co., No. 375 Broadway, have just received a large stock of short and long lace mitts, at half price, of superior quality. A fresh consignment of thread laces; also, all that is new and fashionable in embroidered and lace goods generally.

Defiance Salamander Safes.—Robert M. PATRICK is the sole manufacturer in the United States of the above celebrated safes, and E. C. Goffin's impenetrable defiance locks and cross bars, the best safes and locks combined in the world. Depot, No. 192 Pearl street, one door below Maiden lane; manufactory, Nos. 60, 62, 64 and 66 Cannon street.

The Max Sutaine Champagne Drops, containing the pure wine, are a novel triumph in confectionery, and the most delicate and delicious bonbon of the season, to which the attention of the ladies is especially directed. The Max Sutaine Drops are prepared and sold only at TAYLOR'S Saloon, Broadway.

Use Gouraud's Italian Medicated Soap freely, and you can defy the assaults of the cholera. This remarkable soap penetrates through the skin and forces a free circulation of the blood through the capillary vessels, besides rendering the darkest and sallowest cuticle white, clear and transparent. Gouraud's Poudre Subtile uproots hair from any part of the body. Liquid rouge, lily white, hair dye and restorative, at the old depot 67 Walker street. Calleader, 88 South Third street, Philadelphia; Sheldon, Troy, &c.

Has thy Beauty Faded?—Is thy Head Bereft of nature's covering?—If so, Hurd's hair restorer is guaranteed to produce a new growth of hair on any bald head or no pay. He will agree to forfeit one thousand dollars if he fails to produce the hair. Price $1 per bottle.
W. C. HURD, 291 Broadway.

Batchelor's Hair Dye is still the Leading article, by all acknowledged to be the best dye extant for perfectly coloring the hair the moment it is applied. Tens of thousands in all parts of the world proclaim it the only reliable dye known. Sold at BATCHELOR'S, No. 233 Broadway.

Barker's Cheveux Tonique.—The Seeds of Hair are contained in this pure, transparent greaseless fluid; grease is not the thing to restore the hair. Nature needs assistance. The life-giving power need stimulation. Here you have it—price 25 cents. Sold everywhere. Headquarters, BARKER'S, 439 Broadway.

Wigs and Toupees.—Batchelor, of No. 233 Broadway, is pleased to announce another beautiful improvement in the manufacture of these articles. This invention is applied to ladies' and gentlemen's hair work, and is the most perfect imitation of nature yet discovered.

The Max Sutaine Champagne Cakes are made by MAILLARD & CO., No. 651 Broadway, corner of Houston street. They are the only cakes to be partaken of with champagne, giving additional zest and flavor to the wine.

Asthma cured by Inhalation.—Dr. Curtis— Dear sir—I have used one package of your hygeana, and can now safely say I am cured of the asthma, a disease of six years standing. The hygeana needs no puffing, a single trial of it is sufficient to prove its vast superiority to other medicines for the cure of all diseases of the lungs or throat. Yours truly, JAS F KEESBURY, Postmaster,
DUNCANNON, PA., June 2, 1854.

Any person enclosing $3 to Dr CURTIS, No 149 Chambers street will receive the hygeana by express, free. Sold by Boyd & Paul, No. 149 Chambers street; C. H Ring, corner of John street and Broadway; P H Knapp, Nos 363 Hudson street and 472 Eighth avenue; C H Phillips corner of Wooster and Houston streets; Mrs Hayes, No. 175 Fulton street, Brooklyn; and Russell & Schott, No. 35 Market street, Philadelphia. Price, $3 a package, or four packages for $10, sent free by express.

Great Excitement Opposite Metropolitan Hotel.—JOHN MADDEN, 587 and 573 Broadway, will open this morning one case of goods containing 240 ladies' embroidered muslin sacks, at $5 each; also from auction a large lot of ladies' embroidered skirts slightly soiled, at half price. A lot of splendid silk lace shawls, from $3 to $5.

M. Levett, Dentist, respectfully informs his southern and western patients that he has removed from his old establishment to No. 12 Waverly place, near the New York Hotel. The improvements for the convenience and comfort of his patients are now complete. Office hours only from 9 to 5 o'clock.

Scrofula, Rheumatism, &c.—Hyatt's Life balsam is the most certain remedy for these terrible diseases. You who are suffering the most torturing pains, remember that a few doses of this powerful yet pleasant compound will afford certain relief. Thousands of cases have been cured, and published in the Sun, Herald, and other papers. These certificates are from well known citizens, who can be seen and consulted at any hour. Circulars containing these certificates can be had at the principal depot, No. 246 Grand street. Seventy-five cents per bottle.

Very Important.—We were yesterday informed by one of our most respectable citizens that he had invented a preparation for the certain and speedy cure of Dyspepsia, and from all we could learn we have no doubt of the fact; and we were most gratified to learn from him that his medicine would very soon be offered to the public.

Married.

On Saturday, June 24, by the Rev. Dr. Parker, JOHN HOLMES, to CAROLINE J. WHITMAN, all of this city.

In Brooklyn, by the Rev. Mr. Noyes, D. A. McDERMUT, to MISS ELIZABETH CONNER, both of New York.

At Staten Island, June 18, by the Rev. Mr. Swianta, LAWRENCE H. BOGART, to MISS KATE MARTLING, of the same place.

Died.

On Saturday morning, June 24, GEORGE, son of John and Mary Snedecor, aged 1 year, 7 months and 6 days.

The relatives and friends of the family are respectfully invited to attend the funeral, this afternoon, at 2 o'clock, from the residence of his parents, No. 8 Walker street.

On Friday evening, June 23, after a lingering illness, which he bore with Christian patience and resignation, Mr. CONRAD S. MAYER, aged 53 years.

Albany papers please copy.

On Saturday, June 24, Mrs. SUSAN BEBELL, aged 34 years, 10 months and 15 days.

The relatives and friends of the family are respectfully invited to attend the funeral, from her late residence, No. 75 West Twenty ninth street, at 2½ o'clock to-day, without further invitation.

On Saturday, June 24, JOHN FARRELL, of Dublin, Ireland, aged 31 years.

The friends and relatives are invited to attend his funeral, on Monday the 26th inst., from his late residence, No. 12 Laurens street, at 2 o'clock.

Baltimore papers please copy.

On Saturday, June 24, of consumption, in the 30th year of her age, Mrs. MARY RAFFERTY.

Her friends, and those of Mr. Couzens, are particularly requested to attend her funeral, on Monday afternoon, at 2 o'clock, from her late residence, 172 West Thirteenth street, corner Greenwich avenue. Her remains will be interred at Flatbush.

On Saturday morning, June 24, JOHN THOMAS, aged 56 years.

The friends and relatives of the family are respectfully invited to attend his funeral, this afternoon, at 2 o'clock, from his late residence, No. 48 Orchard street. His remains will be interred in Greenwood.

On Wednesday, June 21, after a long and painful illness, JANE QUIN, in the 56th year of her age.

Her remains were taken to Williamsburg and interred. At Kingsbridge, Westchester county, on Saturday morning, June 24, the Rev. BEZALEEL HOWE, of the New York Conference of the Methodist Episcopal Church, in the 74th year of his age.

ADVERTISEMENTS RENEWED EVERY DAY.

PERSONAL.

INFORMATION IS WANTED OF THE WHEREabouts of H. G. A. J. Spiegelberg, born in Criwitz, Mechlenburg Schwerin, Germany; went to America in 1835 or '36, and kept himself in the neighborhood of 8th Louis, as a place called Bookbagguse Prairie, Madison County. He was living, for some years, with Dr Gercke at the same place, and has not been heard from since. Any information left at J. C. F. Decker's 64 Essex street, will be thankful y received. St. Louis papers please copy.

INFORMATION IS WANTED OF MR. B. FARNHAM, supposed to have been engaged on board some vessel which loaded at some pier in the neighborhood of pier No 7 East river, about the 7th of March last. Any information as to where Mr. Farnham may be heard of, will be thankfully received by J. W. Paige & Co., 87 Broadway, or by Joseph Foulke's Son's, 48 South street.

INFORMATION WANTED—OF JAMES SHORTALL, from Freshford, who came here two years ago. Any information respecting him will be thankfully received by his friend, Mrs. Walsh, 242 avenue A, upper story, room 14.

INFORMATION WANTED IMMEDIATELY OF BARTLY Clancy, who arrived by the ship Western Empire, on the 23d June, instant, a native of the county Leitrim, Ireland. Any information of him will be thankfully received by his father, Thomas Clancy, at 132 Anthony street.

INFORMATION WANTED—OF THOMAS LOUGHLIN, who was run over by a horse and dray in crossing Cortlandt, near Washington street, on June 22d, will be thankfully received by Anne Loughlin, 193 Prince street, near Sullivan.

SPECIAL NOTICES.

A RARE CHANCE—A PECULIAR OPPORTUNITY now offered to any party wishing to publish a weekly journal. Materials new, and an excellent location. A moderate sum only required, and expenses small. A small outlay of capital would probably soon prove remunerative. Full particulars on an interview. Address R. H. O., Herald office.

EDGEWORTH COMPANY.—AN ADJOURNED MEETing of the stockholders in the Edgeworth Company will be held at the office of the Treasurer, No. 4 Thorndike Building, State street, Boston, on Wednesday, 28th of June next, at 12 o'clock M. JAMES C. DUNN, Secretary.

HUSTED & KROEHL, SUBMARINE ENGINEERS, NO. 4 Broad street, having completed their contract with the city of New York, to remove by submarine blasting the Vanderbilt rock, off the foot of Jackson street, East river, are now prepared to make contracts with local governments, insurance companies, or individuals, to remove sunken rocks and other obstructions in harbors and rivers, in any part of the world. The most satisfactory reference will be given as to promptness, expedition and fidelity in the performance of contracts.

HELLGATE AND ASTORIA FERRY, EIGHTY-sixth street, the nearest and best route to the National course, Long Island. The Third avenue cars run from Barnum's Museum every three minutes to Yorkville, and the ferry boats, of which there are now two, run from the foot of Eighty-sixth street to and from Astoria every five minutes, up to 10 P. M., and good riding for carriages is afforded on Fifth avenue. Stages will run from Astoria to the race course, which is but three miles from this ferry. Fare 25 cents.

LABORERS U. B. SOCIETY.—PURSUANT TO A CALL of the delegates at their last convention, held at No. 40 Spring street, the officers and members of the society are requested to attend a general meeting at No. 40 Spring street, on Monday evening June 26, at 8 o'clock, in order to revise the bye-laws, as also to transact other important business. By order of HUGH BYRNES, President.
JOHN GLYNN, Secretary.

NOTICE.—ELIHU LOCKWOOD'S NOTE, DATED 22D March, 1854, six months after date to the order of and endorsed by Wm. N. McIntyre, has been lost or mislaid. All persons are cautioned not to negotiate said note, as payment of the same has been stopped.

NEW YORK AND HARLEM RAILROAD COMPANY.—On and after Monday, June 19, 1854, the fare in the city line cars, between the Astor House and Twenty-seventh street, will be reduced to five cents.
JOHN D. ELIOT, Superintendent.

NATIONAL BANK, NEW YORK, JUNE 23, 1854.—AT a meeting of the Board of Directors, held this day, Benjamin T. Hoogland was appointed cashier of this bank, in the place of F. Dobbs, resigned on account of ill health.

TAX COMMISSIONERS' OFFICE, NEW YORK, MAY 11, 1854.—Notice to Tax Payers.—The assessment rolls of the several wards of the city and county of New York will be open for examination and review from Saturday, the 20th day of May, until Monday, the 26th day of June inclusive. All tax payers desirous of examining or correcting the assessment rolls are requested to make application to the undersigned at their office, No. 32 Chambers street, basement of the new Court house, between the hours of 9 A. M. and 4 P. M. J. W. ALLEN,
GEO. H. PURSER, } Tax Commissioners.
WM. J. PECK,

LOST AND FOUND.

BOY MISSED.—A GERMAN BOY, JOHANNES, 11 years old, left his parents, Sixth avenue, corner of Twenty seventh street on Thursday last, in the morning. He wore a shirt, dark blue pants, and shoes; nothing on his head. He is tall, but delicate looking, and has red hair and fair complexion. Anybody who can relieve the parents' distress by bringing him back or giving such information as will lead to his discovery, will be thankfully rewarded by calling at 290 Broadway, room 15.

LOST—ON THE 23rd, COMING IN A BLEECKER street stage to South ferry, a lawn dress, belonging to a poor servant girl. The finder, by returning it at No. 6 Clinton street, Brooklyn, near Hamilton avenue, will be rewarded and receive the thanks of the owner.

WATCHES, JEWELRY, &C.

DIAMOND AND ENAMELLED WATCHES—SOME IN hunting cases, $60 to $175 each. G. C. ALLEN, 11 Wall street, near Broadway, second floor.

ENAMELLED WATCHES FOR LADIES—BEAUTIFUL styles, from $35 to $60; warranted. G. C. ALLEN, 11 Wall street, near Broadway, second floor.

JURGENSEN WATCHES, IN HUNTING CASES, from $150 to $200, warranted perfect time keepers. G. C. ALLEN, 11 Wall street, near Broadway, second floor.

SPLENDID GOLD POCKET CHRONOMETERS, WHICH run without any perceptible variation, from $125 to $175. G. C. ALLEN, 11 Wall street, near Broadway, second floor.

NEW PUBLICATIONS.

FOR SALE—THE NEW YORK HERALD FOR 1831 and 1832, at William H. Fleet's news depot, 147 Canal st.

FINE ARTS.

FINE ARTS, FINE ARTS—THE UNDERSIGNED will be pleased to see his patrons and friends at No 92 President street, South Brooklyn. Cross the Hamilton avenue ferry. E. C. COATES, Artist.

WANTS.

AN AMERICAN LADY DESIRES A SITUATION TO go to Europe, as companion and assistant to an invalid lady; is accustomed to travel and not apt to be sea sick. Address M L, Herald office, for two days.

A FRENCH LADY WISHES A SITUATION IN AN American family as governess. She understands dressmaking perfectly well. Apply at 115 Wooster street for three days. MADAM BRAVIE

A RESPECTABLE YOUNG WOMAN WANTS A SITuation as cook, washer and ironer. The best of city reference can be given. Please call at 69 West Twentieth street, three doors west of Sixth avenue.

A YOUNG MAN, WHO WRITES A FAST AND legible hand, is desirous to obtain a situation as copyist, or porter in some wholesale store. Is anxious to go to the country. Wages not so much an object as a permanent situation. Advertiser is twenty three years of age. Address A B., box 101 Herald office.

A DRUG CLERK WANTED—ONE WHO UNDERstands the city business. Apply immediately in the drug store at the corner of Bridge and Tillary streets, Brooklyn.

BOOKKEEPER WANTED—IN A FIRST CLASS JOBbing house. Address box 718 Post Office.

DRUG CLERK WANTED—ONE WELL ACQUAINTED with the retail and prescription business, and can come well recommended from