## Commerce of the Port of New York, Imports and Exports.

The quantity and value of certain articles exported from this port last week were as follows:—

COMMERCE OF THE PORT OF NEW YORK—VALUE OF EXPORTS.

| | Pkgs. | Value. | | Pkgs. | Value. |
|---|---|---|---|---|---|
| LIVERPOOL. | | | | | |
| Cotton, bls. | 1,114 | $55,075 | Cheese lbs. | 157,823 | $17,721 |
| Flour, bbls. | 5,458 | 67,341 | Rosin, bbls. | 704 | 1,495 |
| Wheat, bs. | 148,4[illegible]0 | 217,382 | Fustic, tons | 47 | 870 |
| Corn, bus. | 73,616 | 54,383 | Staves | 9,020 | 769 |
| Beef, tcs. | 40 | 1,200 | | | |
| Total | | | | | $396,237 |
| LONDON. | | | | | |
| Flour, bbls. | 9,667 | $68,587 | Ess. oil, cs. | 30 | $3,000 |
| Wheat, bus. | 25,485 | 42,275 | Sp. oil, gals. | 19,922 | 29,882 |
| Beef, bbls. | 10 | 111 | Rosin, bbls. | 5 | 200 |
| Pork, bbls. | 10 | 184 | Staves | 2,580 | 200 |
| Clocks, boxes | 19 | 345 | | | |
| Oil cake, tons | 303 | 10,433 | Total | | $155,157 |
| GLASGOW. | | | | | |
| Cotton, bls. | 50 | $3,198 | Bark, hhds. | 11 | $271 |
| Flour, bbls. | 9,868 | 69,910 | W'dware, doz | 425 | 1,275 |
| Wheat, bus. | 83,263 | 114,669 | Clocks, boxes | 25 | 375 |
| Beef, tcs. | 129 | 1,920 | Staves | 14,600 | 1,095 |
| Rosin, bbls. | 583 | 1,486 | | | |
| Domestics, cs | 14 | 1,310 | Total | | $195,318 |
| HAVRE. | | | | | |
| Flour, bbls. | 1,600 | $11,180 | Pot ashes, bbls | 25 | $950 |
| Wheat, bus. | 37,109 | 53,616 | Pearl ashes | 25 | 850 |
| Rosin, bbls. | 515 | 886 | Chrome ore | 200 | 2,800 |
| Total | | | | | $70,282 |
| NAPLES. | | | | | |
| Coffee, bags. | 1,292 | $21,191 | Logwood, tons | 15 | $291 |
| Rum, punch. | 25 | 320 | Mahogany | 339 | 1,69[illegible] |
| Total | | | | | $23,499 |
| BREMEN. | | | | | |
| Flour, bbls. | 620 | $4,310 | Drugs, cases | 2 | $521 |
| Gloves, bgs. | 109 | 1,124 | W. bone lbs | 53,664 | 23,754 |
| Tobacco, cases | 44 | 3,521 | Carriage | 1 | 318 |
| Apples, bbls. | 243 | 5,334 | Rosin, bbls. | 100 | 250 |
| Books, case | 1 | 245 | Ex. logw'd, bxs | 500 | 2,257 |
| Total | | | | | $41,652 |
| HAMBURG. | | | | | |
| Cotton, bales. | 267 | $13,029 | Tobacco, bales | 52 | $1,066 |
| Flour, bbls. | 550 | 3,450 | Furniture cs. | 4 | 2,075 |
| Corn, bush. | 5,000 | 3,400 | Rosin, bbls. | 500 | 875 |
| W. bone, lbs. | 2,089 | 1,427 | Honey | 19 | 202 |
| Potashes, bbls | 89 | 2,653 | L. cloth, cases | 36 | 2,800 |
| Shoe pegs | 316 | 1,264 | Ex logw'd, bxs | 636 | 4,069 |
| Drugs, cases | 41 | 1,271 | Logwood, tons | 25 | 534 |
| Total | | | | | $37,955 |
| BRISTOL. | | | | | |
| Flour, bbls. | 5,499 | $39,641 | Logwood, tons | 132 | $2,892 |
| Wheat, bus. | 48,427 | 75,211 | Rosin, bbls | 500 | 914 |
| Oilcake, tons. | 37 | 1,368 | Staves | 5,000 | 400 |
| Total | | | | | $120,426 |
| MARSEILLES. | | | | | |
| Wheat, bushels | | | | 7,970 | $13,100 |
| ST. SEBASTIAN. | | | | | |
| Flour, bbls. | 20 | $144 | Pepper, bags. | 10 | $112 |
| Corn, bus. | 12,000 | 8,450 | | | |
| Total | | | | | $8,706 |
| OPORTO. | | | | | |
| Flour, bbls. | 820 | $5,950 | H'dware, cs. | 54 | $257 |
| Tea, chs. | 94 | 2,658 | Rosin, bbls. | 100 | 202 |
| W'bone, lbs. | 1,720 | 860 | L. r. goods, cs. | 3 | 210 |
| Alchohol, pun | 20 | 2,010 | Staves | 4,000 | 241 |
| Logwood, tons | 40 | 787 | | | |
| Total | | | | | $12,575 |
| BRITISH NORTH AMERICAN COLONIES. | | | | | |
| Flour, bbls. | 5,662 | $55,976 | Tea, chs. | 317 | $3,545 |
| Meal | 850 | 2,521 | Tob'co, lbs. | 19 365 | 3,463 |
| Beef | 50 | 270 | Leather, sides | 545 | 3 672 |
| Pork | 525 | 10,439 | Rum, puns. | 23 | 2,151 |
| Dried apples | 20 | 233 | Brandy, cs. | 6 | 6,434 |
| Sugar | 52 | 1,362 | Hops, bales | 20 | 393 |
| Total | | | | | $40,383 |
| CUBA. | | | | | |
| Flour, bbls. | 150 | $1,241 | Charcoal, hhds | 68 | $2,405 |
| Meal | 65 | 267 | Potatoes, bbls | 115 | 278 |
| Hams, lbs. | 12,721 | 1,400 | Candles, bxs. | 44 | 436 |
| Lard | 21,439 | 2,992 | Soap | 144 | 176 |
| Butter | 3,586 | 689 | Onions, cr. | 54 | 307 |
| Rice, tcs. | 103 | 3,143 | Bread, bbls. | 138 | 323 |
| Tobacco, lbs. | 4,299 | 817 | Saddlery, pkgs | 16 | 231 |
| Furniture, cs. | 30 | 420 | Drugs, cs. | 37 | 978 |
| Hardware | 43 | 7,798 | Pumps | 10 | 800 |
| Rope, coils | 14 | 232 | Shooks & hds. | 900 | 1,884 |
| Machinery, cs | 115 | 9,312 | | | |
| Total | | | | | $35,624 |
| HAYTI. | | | | | |
| Flour, bbls. | 494 | $3,850 | Tobacco, bales | 135 | $2,158 |
| Hams, lbs. | 1,076 | 150 | Codfish, lbs. | 54,897 | 2,840 |
| Pork, bbls. | 620 | 13,075 | Hardware, cs. | 47 | 1,184 |
| Butter lbs. | 1,977 | 251 | Sugar, bxs. | 18 | 787 |
| Lard | 6,153 | 897 | Fish, bbls. | 95 | 474 |
| Dry goods, cs | 91 | 7,293 | Rice | 25 | 319 |
| Soap, bxs. | 1,850 | 2,247 | | | |
| Total | | | | | $35,549 |
| BRAZIL. | | | | | |
| Flour, bbls. | 1,396 | $11,090 | Hardware, cs. | 21 | $658 |
| Lard, lbs. | 6,498 | 996 | Drugs | 39 | 761 |
| Sp. turp. bbls. | 14 | 156 | Tobacco, lbs. | 1,042 | 159 |
| Powder, kegs | 364 | 1,650 | Candles, bxs. | 80 | 1,052 |
| Matches, bxs. | 20 | 150 | Paper, reams | 80 | 234 |
| Domestics, bs. | 1,8 | 6,157 | Shooks | 340 | 432 |
| Tobacco, hhd. | 1 | 176 | Carriage | 1 | 400 |
| Total | | | | | $23,271 |
| NEW GRANADA. | | | | | |
| Flour, bbls. | 910 | $6,940 | Candles, bxs. | 150 | $502 |
| Hams, lbs. | 1,829 | 211 | Rice, kegs | 129 | 681 |
| Lard | 8,116 | 1,282 | Raisins, cs. | 300 | 410 |
| Codfish | 2,500 | 144 | Matting, rolls. | 50 | 558 |
| Total | | | | | $10,527 |
| AFRICA. | | | | | |
| Flour, bbls. | 538 | $3,788 | Lumber | — | $4,500 |
| Tobacco, lbs. | 5,590 | 1,431 | Domestics, cs. | 18 | 1,854 |
| Furniture, cs. | 100 | 848 | Rum, bbls | 162 | 3,300 |
| Buckets | 2,004 | 302 | Tobacco, hhds. | 46 | 10,586 |
| Staves | 46,000 | 5,500 | Shooks | 288 | 1,138 |
| Total | | | | | $32,963 |

The quantity and value of certain articles imported into this port last week, were as follows:—

COMMERCE OF THE PORT OF NEW YORK—VALUE OF IMPORTS.

| | Pkgs. | Value. | | Pkgs. | Value |
|---|---|---|---|---|---|
| Bristles | 47 | 66,067 | India rubber | — | $5,228 |
| Books | 75 | 15,131 | Instruments— | | |
| Baskets | 35 | 3,076 | Musical | 40 | 7,591 |
| Brushes | 16 | 4,870 | Mathematical | 2 | 857 |
| Buttons | 21 | 7,726 | Optical | 3 | 1,188 |
| Bottles | — | 1,683 | Leather | 24 | 7,846 |
| Cheese | 950 | 700 | Patent do | 8 | 4,517 |
| China | 297 | 7,676 | Boots & shoes | 13 | 3,770 |
| Coffee, bags | 7,608 | 44,380 | Dress'd skins | 136 | 54,647 |
| Coal, tons | 6,016 | 50,436 | Undressed do. | — | 59,232 |
| Corks, bales | 777 | 12 149 | Jewelry | 15 | 17,203 |
| Clocks | 28 | 5,801 | Oil paintings | 6 | 1,525 |
| Cigars | — | 26,680 | Liquors— | | |
| Drugs &c.— | | | Ale | 706 | 7,122 |
| Arrowroot | 200 | 1,723 | Brandy | 353 | 24,426 |
| Antimony | 14 | 1,831 | Porter | 120 | 1,171 |
| Aloes | 52 | 569 | Rum | 100 | 4,716 |
| Blu'e powder | 164 | 2,777 | Whiskey | 4 | 875 |
| Bicarb. soda | 1,534 | 7,744 | Metal goods | 23 | 2,932 |
| Chaulk flowers | 7 | 967 | Brass do. | 6 | 2,905 |
| Cudbear | 14 | 416 | Copper | — | 14,435 |
| Chicory | 80 | 1,069 | Copper ore | — | 65,109 |
| Cochineal | 9 | 1,248 | Per. cans | 2 | 484 |
| Ess. oils | 5 | 285 | Sheathing | 12 | 1,824 |
| Gum tragac'h | 18 | 468 | Cutlery | 61 | 24,741 |
| Gum kouri | 50 | 800 | Hardware | 206 | 18,265 |
| Gambric | 2,386 | 11 917 | Gas | 51 | 6,464 |
| Gum damar | 16 | 300 | Iron—tons | 2 038 | 11,626 |
| Lic. paste | 138 | 5 434 | Chains | 100 | 5,229 |
| Lic. root | 29 | 500 | Hoop | 904 | 1,687 |
| Leeches | 10 | 697 | Pig | 1,250 | 22 864 |
| Magnesia | 26 | 1,580 | Rod | 1,910 | 7,457 |
| Oxide zinc | 800 | 9,914 | Tube | 80 | 809 |
| Opium | 23 | 18,048 | Wire | 75 | 867 |
| Peruv. bark | 744 | 47,869 | Lead, pigs | 2,945 | 30,949 |
| Quinine | 62 | 1,290 | Nails | 240 | 2,276 |
| Reg. antim'y | 12 | 1,314 | Needles | 56 | 11,602 |
| Potassum | 5 | 1,541 | Spelter | 946 | 3,043 |
| Saltpetre | 507 | 1,079 | Steel | 1,199 | 19,230 |
| Soda ash | 481 | 7,700 | Saddlery | 6 | 864 |
| Sal soda | 181 | 1,975 | Tin | 9 119 | 76,710 |
| Sugar of lead | 14 | 847 | Slabs | 4,435 | 77 190 |
| Cruse | 2 | 2,009 | Plated ware | 13 | 5 000 |
| Dyewoods, &c | — | | Zinc | 129 | 7,926 |
| Fustic | — | 1,963 | Old metal | — | 2,242 |
| Logwood | — | 3 136 | Machinery | 5 | 501 |
| Indigo | 126 | 12 838 | Marble | — | 3,720 |
| Madder | 26 | 5,229 | Molasses | 298 | 10 837 |
| Vermillion | 10 | 322 | Paper | 68 | 5,977 |
| Paints | 578 | 5,590 | Perfumery | 40 | 7,261 |
| Colors | 18 | 1,053 | Pipes | — | 901 |
| Oils— | | | Plaster | 400 | 424 |
| Cocoa | 20 | 2,862 | Spices | 200 | 4,793 |
| Linseed | 28 | 5,751 | Pepper | 790 | 6,174 |
| Olive | 2,515 | 17,114 | Seeds | — | 570 |
| Sperm | — | 4,262 | Linseed | 900 | 7,820 |
| Paris white | 43 | 615 | Soaps | 190 | 203 |
| Fruits— | | | Sponge | 30 | 250 |
| Citron | 25 | 1,553 | Rags | 489 | 6,470 |
| Currants | 139 | 1,645 | Salt | — | 14,300 |
| Lemons | — | 6,637 | Sugar, hhds & trs. | 1,791 | 118,239 |
| Oranges | — | 1,146 | Do boxes & bags | 485 | 12 985 |
| Prunes | 500 | 8,113 | Stationery | 25 | 3 354 |
| Raisins | — | 51,740 | Tea | 5 344 | 12,913 |
| Sauces | 400 | 1,954 | Tobacco | 149 | 8,168 |
| Earthen ware | 804 | 23,308 | Toys | 164 | 10,000 |
| Furniture | 15 | 1,893 | Watches | 58 | 55 137 |
| Furs | 57 | 23,518 | Wines | 3 522 | 51,561 |
| Fish | — | 24,840 | Champagne | 4,775 | 39,074 |
| Gas fixtures | 18 | 3,692 | Wool— | | |
| Gunny bags | 40 | 710 | Merino | — | 513 |
| Glass | 183 | 24,654 | Cork | — | 519 |
| Glassware | 163 | 3,924 | Saxon | — | 700 |
| Glass plate | 4 | 645 | Lincoln, &c. | — | 568 |
| Mirror glass | 26 | 3,225 | Worsted | — | 8,637 |
| Fancy goods | 130 | 13,198 | Cassimere | — | 2,715 |
| Hair | 47 | 6 749 | Lumber | — | 2,600 |
| Haircloth | 6 | 3,876 | Wool | 227 | 2,600 |
| Hat's goods | 259 | 10,025 | Clocks | 230 | 3,877 |
| Hemp | 8 425 | 141,190 | Waste | 27 | 732 |
| Honey | 113 | 3,585 | | | |
| Total | | | | | $1,917,412 |

VISIT TO MRS. JAMES K. POLK.—A number of military companies in Nashville, Tenn., visited a few days ago the residence of the estimable relict of the late President, James K. Polk. The *Union* of that city says:—"The companies approached the grounds by the main entrance on Church street, and filed through the yard with marked precision and decorum, paying their respects, and passing out in the same order in which they entered. Such manifestations of respect were no less spontaneous on the part of the military than they were gratifying to the distinguished lady.

**United States Marshal's Office.**

OCT. 28.—*A Large of Recod*—Dennis Woody, John Rice, and Thomas Halloran, were held to bail on a charge of revolt on board the ship Hannah G. Vinnicoh, while on a voyage from New Orleans to New York.

## Our Havana Correspondence.

HAVANA, Oct. 25, 1856.

*Arrival of Col. Blyth, the new U. S. Consul—His Interview with he Captain General—Preparations in Spain for the Demonstrations against Mexico and St. Domingo—Decree Respecting United States Gold—Refusal of the Madrid Government to Sanction the Establishment of a Military College at Havana, &c., &c.*

The new United States Consul, Colonel Blyth, is, as I suppose you know, here. All of us who have had the pleasure of an introduction, are much pleased with him as a man and gentleman. Colonel Blyth called on the Captain General on Monday last, accompanied by the late acting United States Consul, Colonel Robertson, to present, I suppose, his credentials. The Captain General at the time was engaged in presiding at a Junta relating to the Beneficiencia; the aid-de-camp in waiting wished, however, to go and inform his Excellency of the presence of the two Consuls, this they very properly refused to permit, but, retiring, called again the following day, when Colonel Blyth was most graciously received, and on the succeeding day (Wednesday) received the requisite acknowledgment to enable him to enter upon the duties of his office as "Commercial Agent," which he did the next day. The exequator has, you know, to come from Spain.

A rather good joke occurred on Monday as Col. Blyth, accompanied by Mr. N. was proceeding to their hotel to dinner. As they passed the cathedral, by some chance two soldiers walked close in their rear with drawn bayonets, circumstance amply sufficient to arouse the excitable nature of the Cubans, and instantly the words passed from mouth to mouth, "*Los Americanos, voy para la Carcel*" (two Americans going to jail). A young man, an American, employed at the ice house in the Cartina de Valves, hearing the words, rushed out to see who were the two of his unfortunate countrymen who were to be incarcerated, when, perceiving it was our new Consul and Mr. N——, he undeceived the crowd that had collected, which dispersed upon being told who the *los Americanos* were.

You will remember I sent you recently the intelligence, I believe exclusively, of the Spanish fleet being about to proceed to Mexico. That intelligence is confirmed to the minutest particular. The *Diario de la Marina* in its afternoon bulletin, issued after the arrival of the steamer Isabel from Charleston, on the 22d inst., under the head "*Noticias de la Peninsula*," contains the following paragraph:—

Great activity prevailed in the various departments of the State, and in that of the marine important measures were announced. Much activity prevailed in the arsenals. The new ship of the line, Isabel, was the object of great admiration in the Bay of Cadiz. It was reported that Gen. Quesada would take command of the squadron destined for the Gulf of Mexico; other rumors were to the effect that our second general in command here would be appointed; also, that the commander of the naval forces would be invested with the powers of Plenipotentiary to the neighboring republic.

Thus you will observe the intelligence I sent you on this subject, some time since, is confirmed.

With respect to the 5,000 muskets to be sent to St. Domingo, they are shipped on board the Spanish brig-of-war Habanero, now in our harbor, but the Marquis de la Habana, like a prudent man, awaits further orders from Spain before he ventures to obey Senor Segovia's behest. A military friend of mine, however, told me a day or two since that it was intended also to send clothing for the Spanish soldiers at St. Domingo—those, of course, whom Segovia has enlisted into the service of Spain. As I suppose the clothing to be sent is a lot which I believe has been condemned here as unfit for service, these new levies will soon bear the appearance of fat Jack's ragged regiment.

As a personal favor I solicit permission to be allowed to correct an error, into which I was inadvertantly led, in my last letter to the HERALD. My object in making this correction—the error being but of slight moment—is to take the sting out of anticipated severe remarks from the pen of a certain writer in one of the daily papers of this city. It was not Captain Vilar, of the steamer Vajaro del Oceano, that was attacked early one morning when on his way to the railway station, as I stated, but an American gentleman named Isabee, recently the chief engineer of that ship.

We have lately been edified by the publication of a royal order, couched in a peculiarly "high falutin" style, respecting the receiving of American gold coin by the officers of the government for *boletas de desembarco*, of which I annex a translation as a curiosity:—

*Governor, Captain General, Superintendent Delegate of the Exchequer of the always faithful Island of Cuba—Secretary of Government.* His Excellency, the Senor Minister of Fomento, in a royal order to this Superintendency General, dated the 9th of August last, says as follows:—

MINISTRY OF FOMENTO, BEYOND THE SEA, No. 109.—

MOST EXCELLENT SIR—I have referred to the Queen (whom God preserve) your Excellency's letter, No. 887, of 27th May last, with the accompanying documents, asking for instruction in consequence of the administration General of Land Revenue refusing to receive $479 in American gold coin, arising out of the aggregate of fees for *boletas de desembarco*, collected by the sub commissary, charged with stating vessels from various passengers who have arrived in American vessels—the legal value that should be given in similar cases for said coin; and considering that foreign coin should never circulate as a legal tender, because the immediate consequences are the forcible and necessary admission thereof in social transactions is an admission of a sign of foreign sovereignty, capable of begetting evils of immense transcendency, considered both politically and economically; considering that the circulation of such coin, following the conduct which is generally observed, is a matter of purely private interest, which does not constitute any obligation whatever of giving or receiving, as a measure of value, that which is imported as merchandise having a value according to the oscillation in the commerce of the precious metals, subject, however, to the absolute regulation of the sole type of the national coin—Her Majesty has been pleased to resolve that the usual American coin, the circulation of which it is not convenient to authorize by a legal disposition, must remain at the free appreciation of private interests, without the administration, with its sequiescence, by admitting the same to the public treasury, creating a precedent in virtue of which reclamation of a grave character, capable of producing serious conflicts, might be made. At the same time, and in respect to the coin already received by the collector of fees for *boletas de desembarco*, her Majesty has been pleased to order that your Excellency shall cause the exchange thereof into national coin, with the least possible loss to the treasury; which by royal order I communicate to your Excellency for your intelligence and consequent effect. God preserve your Excellency many years.

MADRID, August 9, 1856. COLLADO.

To the Senor Governor, Superintendent of the Island of Cuba.

HAVANA, October 16, 1856. JOSE DE LA CONCHA.

I am not responsible for the markiness of a portion of the foregoing translation. I have rendered the Spanish words as nearly as possible into their literal sign fication in English, and if they are without sense the fault is not mine.

I cannot, however, avoid noticing that it has always been understood here that the money derived from the "*boletas de desembarco*" was always applied to charitable purposes; whereas, by the foregoing "royal order," it would seem such amounts as are derived from the "*boletas de desembarco*" are devoted to the public treasury, and not to the poor. If, however, it be said that such sums as are received into the treasury from the sale of "*boletas de desembarco*" are afterwards applied to charitable purposes, I would only say that from the tenacious character, of either the gold or the hands through which it passes—I will not pretend to say which—I much fear that but a very small proportion of the money received is ever applied for the benefit of the poor. Let us, however, take a suppositious case, and see how too refusal to receive our gold coin at its current value will "work." A party of ladies and gentlemen arrive here in a steamer, en route to your city, for instance. Upon landing at the government landing place to visit the city they are required to pay for a transient "*boleta de desembarco*," one dollar each. They have nothing but American gold coin, which they refuse to part with except at its full value. Will the Sub-Commissary be so ungallant as to compel ladies to return to the steamer without seeing the "lions" of Havana? I am certain his nature would revolt at so much rudeness, and that he would rather pay the dollar himself if he has it, than behave with such a want of gallantry to a lady. So I suppose we shall have to go back to the old and inconvenient method of compelling passengers to obtain the "*boleta de desembarco*," before their feet touches the soil of Cuba—unless, indeed, our highly refined and civilized Captain General should be induced to advise the abregation of the practice of compelling parties to pay for the privilege of landing, which is not done to my knowledge in any other portion of the civilized world, and which remnant of the barbaric age ought to be done away with if it be only for the sake of the Castilian character for civilization, &c., &c. We have had a "gentle norther" blowing for a day or two past.

Gen. Concha recently applied to Spain for permission to establish a military college or school, in this island, which, however, was refused—the answer being, "If the inhabitants of Cuba wish their sons to learn to be soldiers, let them be sent to Spain for the purpose."

APPOINTMENTS IN REVENUE CUTTER SERVICE.—James M Selden, Third Lieutenant, ordered to revenue cutter Jefferson Davis, at Port Townsend, Washington Territory.

John E. Vinson, Third Lieutenant, ordered to revenue cutter Wm. L. Marcy, at San Francisco, California.

Dennis Bremond, Third Lieutenant, ordered to revenue cutter Lewis Case, at New Orleans, Louisiana.


## ADVERTISEMENTS RENEWED EVERY DAY.

### POST OFFICE NOTICES.

POST OFFICE NOTICE.—THE MAILS FOR EUROPE, via Southampton and Bremen, per United States steamer HERMANN, will close at this office on Saturday, the 1st day of November, at 10½ o'clock A. M.
ISAAC V. FOWLER, Postmaster.

### FALL MILLINERY, &c.

BUGLES.
STRASSBURGER & NUHN,
No. 65 Maiden lane.
Corner of William street.

### FINE ARTS.

THE COUNTRY,
Is being flooded
With pictures
Called ambrotypes.
They are not durable.
Persons wishing lasting souvenirs
Of themselves or friends
Should procure
Photographs or daguerreotypes,
Which will stand the test of time.
MEADE BROTHERS,
233 Broadway.
Four doors above Astor House.

### THE MILITARY.

NATIONAL GUARD, ATTENTION.—A MEETING OF the above named company will be held at the Bunker Shelter, corner of Bloom and Lafayette streets, on Saturday evening, Nov. 1, at 7½ o'clock, P. M. By order of
P. McQUIRE, Orderly Sergeant. E. O. HASTON, Captain.

### DENTISTRY.

DENTISTRY.—DR. R. G. DUSRIS, CANAL, NEAR Varick street—and number 776, now attempts attention to his long and successful experience. Pain in extracting the nerve and harmless scientific agents to execute all operations moderate.

### SHIPPING.

NEW YORK AND LIVERPOOL—UNITED STATES mail steamships for Liverpool.—The United States mail steamship ATLANTIC, Oliver Eldridge, commander, will depart with the United States mails for Europe positively on Saturday, November 8, at 12 M., from her berth, foot of Canal street. The steamers of this line have improved water tight bulkheads. For freight or passage, having unequalled accommodations for elegance and comfort, apply to
EDWARD K. COLLINS, 56 Wall street.
Passengers are requested to be on board at 11 A. M. All letters must pass through the Post office; any others will be returned.
The steamship ADRIATIC, Jas. West, commander, will succeed the Atlantic, and sail on Saturday, Nov. 22.
The rate of freight from Liverpool to New York is reduced to £4 per ton measurement, until further notice.

THE BRITISH AND NORTH AMERICAN ROYAL MAIL steamships.
FROM NEW YORK TO LIVERPOOL.
Chief cabin passage ..... $130
Second cabin passage ..... 75
FROM BOSTON TO LIVERPOOL.
Chief cabin passage ..... $110
Second cabin passage ..... 60
The ships from Boston call at Halifax.
PERSIA, Capt. Judkins. CANADA, Capt. Lang.
ARABIA, Capt. J. Stone. AMERICA, Capt. Wickman.
ASIA, Capt. E. G. Lott. NIAGARA, Capt. Ryrie.
AFRICA, Capt. Shannon. EUROPA, Capt. J. Leitch.
These vessels carry a clear white light at mast head; green on starboard bow; red on port bow.
Shippers will bear in mind, leaves Boston. Wednesday, Oct. 22, 1856.
Persia, Judkins, " N. York Wednesday, Oct. 29, "
Arabia, Stone, " Boston, Wednesday, Nov. 5, "
Asia, Lott, " N. York Wednesday, Nov. 12, "
Canada, Lang, " Boston, Wednesday, Nov. 19, "
Europa, Leitch, " N. York Wednesday, Nov. 26, "
Niagara, Wickman, " Boston, Wednesday, Dec. 3, "
Persia, Judkins, " N. York, Wednesday, Dec. 10, "
Arabia, Stone, " Boston, Wednesday, Dec. 17, "
Africa, Shannon, " N. York Wednesday, Dec. 24, "
Berths not secured until paid for.
An experienced surgeon on board.
The owners of these ships will not be accountable for gold, silver, bullion, specie, jewelry, precious stones or metals, unless bills of lading are signed therefor, and the value thereof therein expressed.
For freight or passage apply to
E. CUNARD, No. 4 Bowling Green.

FOR LIVERPOOL.—THE CELEBRATED SHIP AMERICA will positively sail on Saturday, Nov. 8. Second cabin, $70; steerage, $18, and found with provisions. Apply on board, pier 6 North river, or to DEMAREST & JONES, 49 south street and 36 Old slip.

FOR LIVERPOOL.—SAILS SATURDAY, NOVEMBER 1, the celebrated packet ship ONTARIO. The packet ship AMERICAN CONGRESS, for London, sails Nov. 1. Fare in either ship—Second cabin, $70, steerage, $18, and found. Apply to THOS. C. SOUHE, 63 South street.

FOR LIVERPOOL.—THE BLACK BALL LINE CLIPper packet ship NEPTUNE, Capt. Peabody, sails Saturday, 1st of November. Rates of passage, including cooked provisions, second cabin, $70, steerage, $18. Apply on board, foot of Beekman street, East river, or to JACOB WILSON, 108 South street.

FOR LIVERPOOL.—THE BLACK STAR LINE CLIPper packet ship SARATOGA, Capt. Trask, sails on Monday, 3d of November. Fare in second cabin, $70; steerage, $18, including cooked provisions. Apply on board, pier 27 East river, or to JACOB WILSON, 108 South street.

NOTICE.—TAPSCOTT'S LINE OF LIVERPOOL packets—Packet of November 4—The new clipper ship EMERALD ISLE, Capt. Cornish, sails as above. Fare in second cabin, $70, steerage $18, and found in provisions. For passage apply on board, pier 34 East river, or to TAPSCOTT & CO., 86 south street.

THE LIVERPOOL AND PHILADELPHIA STEAMSHIP Company's splendid and powerful steamships.
CITY OF BALTIMORE, 2,466 tons, Capt. Robt. Leitch;
CITY OF WASHINGTON, 2,380 tons, Capt. Wm. Wylie;
CITY OF MANCHESTER, 2,109 tons, Capt. P. U. Petrie;
KANGAROO, 1,574 tons, Capt. R. Ewing,
are intended to sail—
FROM PHILADELPHIA.
Kangaroo ..... 8th November.
City of Washington ..... 4th December.
City of Manchester ..... 18th do.
FROM LIVERPOOL.
City of Manchester ..... 19th November.
City of Baltimore ..... 3d December.
Kangaroo ..... 17th do.
RATE OF PASSAGE FROM NEW YORK.
Saloon, $90, $65, and $55, according to stateroom.
A limited number of third class passengers will be taken from Philadelphia and Liverpool and found in provisions.
From Philadelphia ..... $30 | From Liverpool ..... $40
These steamers are constructed with improved water tight compartments, and each vessel carries an experienced surgeon.
Parties wishing to bring out their friends can obtain certificates of passage and drafts on Liverpool in sums of £1 sterling and upwards. Apply to
JOHN G DALE, agent, 17 Walnut street, Philadelphia, or SABEL & CORTIS, 177 Broadway, New York.

STEAM TO GLASGOW.—ANCHOR LINE OF STEAM packet ships.
UNITED KINGDOM, 2,200 tons ..... —, commander.
JOHN BULL, 1,800 tons ..... Jas. Alexander, "
TEMPEST, 1,800 tons ..... John Henderson, "
Fitted up with a view to the comfortable accommodation of all classes of passengers. The splendid Clyde built iron screw steamship Tempest, a fast sailer, for many years in the Liverpool trade, will touch and passengers, direct from New York to Glasgow, on Saturday, 8th November.
First cabin passage ..... $85
Second do ..... 40
Intermediate passage ..... 35
Steerage passage ..... 30
Are found in a liberal supply of well cooked provisions. An experienced surgeon is attached to each ship. For freight or passage apply to FRANCIS MACDONALD & CO., 87 Broad street, corner of Broad William.

FOR SOUTHAMPTON AND HAVRE.—THE UNITED States steamer FULTON, J. A. Walton, commander, will leave for Havre, touching at Southampton to land the mails and passengers on Saturday, November 8, at 12 o'clock from pier No. 37, North river, foot of Beach street.
First cabin ..... $130
Second cabin ..... 75
This ship has five water tight compartments enclosing the engines, so that in the event of a collision or stranding, the water could not reach them, and the pumps being free to work, the safety of the vessel and passengers would be secured. Baggage not wanted during the voyage should be sent on board the day before sailing, marked "Below." For freight or passage apply to MORTIMER LIVINGSTON, agent, 52 Broadway.

FOR BREMEN VIA SOUTHAMPTON.—THE U. S. M. steamship HERMANN, E. Higgins, Commander, will sail for Bremen, touching at Southampton to land the mails and passengers for England and France on Saturday, Nov. 1, at 12 o'clock M., from pier No. 37 North river.
RATES OF PASSAGE FROM NEW YORK TO SOUTHAMPTON OR BREMEN:
In first cabin, main saloon ..... $130
In first cabin, lower saloon ..... 110
In second cabin ..... 60
An experienced surgeon is attached to each steamer. Specie delivered to Hawes or London. No parcels received on the day of sailing. All letters must pass through the Post office. For passage or freight, apply to
C. G. SAND, Agent, 11 South William street.
The steamer WASHINGTON will succeed the Hermann, and sail November 29.

STEAM BETWEEN NEW YORK AND GLASGOW.—EDINBURGH, 2,500 tons, William Cumming, commander, NEW YORK, 2,150 tons, Robert Craig, commander, GLASGOW, 1,862 tons, John Duncan, commander. The Glasgow and New York Steamship Company intend sailing their new and powerful steamers from New York for Glasgow direct as follows:—The Edinburgh, on Saturday, 15th November, at 12 o'clock, noon; New York, Saturday, 29th November, at 12 o'clock, noon; Glasgow, Saturday, 13th December, at 12 o'clock, noon.
RATES OF PASSAGE.
First class, $75; third cabin, found with cooked provisions, $35. An experienced surgeon attached to each steamer. For freight or passage apply to JOHN McMYNN, 17 Broadway, New York city. Bills of lading only received for passage.

FOR CALIFORNIA.—NEW YORK AND SAN FRANcisco steamship line via Nicaragua—shortest route by 700 miles—direct reduction of prices—the new and splendid steamship TEXAS, Lefferts commander, will sail for the above port, at Beach street, North river, from San Juan de Nicaragua, on Monday, Nov. 24, at 3 o'clock P. M., to connect with the steamer ORIZABA, from San Juan del Sur, on the Pacific, for San Francisco. Passengers will find this the healthiest and cheapest route. Fifty pounds of baggage allowed each passenger; 10 cents per pound on excess.
RATES OF PASSAGE FROM NEW YORK.

| TO SAN FRANCISCO | | TO SAN JUAN DEL SUDIE. | |
|---|---|---|---|
| Including Isthmus transit. | | First cabin | $75 |
| First cabin | $175 | Second cabin | 50 |
| Second cabin | 125 | Steerage | 35 |
| Steerage | 75 | | |

For freight or passage apply to
CHAS. MORGAN & SONS,
No. 2 Bowling Green, N. Y.

SUTTON & CO.'S DESPATCH LINE FOR SAN FRANcisco, sailing regularly and positively on or before the day advertised—Notice of Thursday, 13th November—The A 1 fast clipper ship ANDREW JACKSON, Williams, master, is completing her loading at pier 10 East river, and will positively sail as above. Unsurpassed in speed, sailing as an early day, and taking freight at low rates, the Andrew Jackson presents unequalled inducements.
SUTTON & CO., South street, corner of Wall.
N. B.—No freight taken after the day advertised.

ONLY LINE WITH SURE CONNECTION.—TRANSIT 150 miles shorter than any other route, and no exposure to river navigation.—UNITED STATES LINE.—Fifty pounds of baggage free; ten cents per pound on excess. Four hours from Albany to Buffalo by Panama Railroad. Through for California via Panama Railroad. The United States Mail Steamship Company will despatch for Aspinwall on Wednesday, Nov. 5, at 2 o'clock P. M., precisely, from pier foot of Warren street, North river, the well known and fast steamship ILLINOIS, Captain Chas. S. Rogers, U. S. N. Passengers and baggage will be forwarded by Panama Railroad, and connect at Panama with the Pacific Mail Steamship Company's magnificent steamship GOLDEN AGE, J. T. Watkins, commander, which will be in readiness and leave immediately for San Francisco. The public are informed that the Pacific Mail Steamship Company always have one or more extra steamers lying at Panama ready for sea, to avoid any possible detention of passengers or mails. For passage apply to F. W. RAYMOND, at the only office of the companies, No. 177 West street, corner of Warren, New York. Regular United States mail steamer days 5th and 20th of each month.

UNITED STATES MAIL STEAMSHIP LINE.—FOR Havana and New Orleans.—On Monday, Nov. 3, at 2 P. M., from pier foot of Warren street, North river, the fast and favorite steamship PHILADELPHIA, Captain John McGowan, will sail as above. Passage can be secured at the office of the line. Freight to New Orleans 30 cents per cubic foot. Shippers will be supplied with bills of lading of the form signed by the line, on application at their offices. No other forms signed, and no bill of lading will be signed after the hour of sailing. For freight or passage apply at the office, No. 177 West street, corner of Warren.
M. O. ROBERTS, Agent.

FOR NORFOLK AND RICHMOND.—THE UNITED States mail steamship JAMESTOWN, Captain Parrish, will leave for the above places on Saturday, the 1st Nov., at 10 o'clock P. M. from pier 13 North river. She will arrive at Norfolk on Sunday afternoon, and at Richmond on Monday morning. Passengers for the South will proceed without delay by the great mail line to Charleston, Augusta, Savannah, &c. Travellers will find this the cheapest, pleasantest and most expeditious route. Passage and fare, including stateroom, to Norfolk, $6; Petersburg or Richmond, $10; steerage half price. Apply to LUDLAM & PLEASANTS, 32 Broadway.

FOR SAVANNAH AND FLORIDA—UNITED STATES Mail Line.—The steamer ALABAMA, Capt. A. Schepel, will leave on Saturday, 1st of November, from pier No. 4 North river, at 4 o'clock P. M. Bills of lading signed on board. For freight or passage apply to S. L. MITCHELL, 13 Broadway. Through tickets from New York to Jacksonville, $31; to Palatka, $33. Steamers from Florida connect at Savannah with the steamers from New York on Tuesdays and Saturdays.

FOR NEW ORLEANS AND HAVANA—UNITED States mail steamship CAHAWBA, J. D. Bulloch, commander, will commence receiving freight on Saturday, Nov. 8, and sail for the above ports on Wednesday, Nov.