Steamboats and Railroads.

SUMMER ARRANGEMENT.—For ORIENT, GREENPORT, and SAG HARBOR—Steamer Massachusetts, Capt. HAVENS, leaves James slip (foot 32 East River), TUESDAY, THURSDAY, and SATURDAY AFTERNOONS, at 6 o'clock stopping at Fort Schuyler. Returning, leaves Sag Harbor alternate days, at 4½ o'clock p. m.

SUNDAY MORNING BOAT for HAVERSTRAW.—The Steamer METAMORA leaves Pier foot of Jay-st., every SUNDAY MORNING, at 8 a. m., making the usual landings.

SUNDAY BOAT for FORT SCHUYLER, CITY ISLAND, NEW-ROCHELLE, and GLEN-COVE.—The favorite steamboat MAYFLOWER, every SUNDAY, leaving James-st. at 8:30, Delancy at 8:45, 11th-st. at 9, and 26th-st. at 9:10 a. m.—returning in the afternoon.

STEAMER METAMORA—For Yonkers, Hastings, Dobb's Ferry, Nyack, R. Lake, Sing-Sing, and Haverstraw. Leaves Pier foot of Jay-st., daily at 9 a. m. and 4:30 p. m. Omitting 9 a. m. trip on FRIDAYS, and Sing Sing on 4:30 trip.

STATEN ISLAND FERRY.—Fare Six Cents.—Boats leave every hour, from 6 a. m. to 7 p. m., from foot of Whitehall-st., east side of the Battery.

NIGHT BOAT to NEW-HAVEN.—The TRAVELER leaves at 11 p. m., arriving in time for all early morning trains. The ELM CITY leaves at 9 p. m. Passengers for Meriden and Hartford go north from New-Haven at 11 p. m.

STATEN ISLAND FERRY, foot of Courtlandt-st.—FARE SIX CENTS.—The steamers FLORA, POMONA and THOMAS HUNT will leave Pier No 18, foot of Courtlandt-st., for New-Brighton, Sing Harbor, Factoryville, Port Richmond, and Elm Park, at 8, 9:15, and 11 a. m., and 1, 2:30, 4, 5:15 and 6:30 p. m. On SUNDAY at 9 and 11:15 a. m., 1:30, 3, and 7 p. m.

N. B.—The Encampment is within a short distance of New-Brighton.

FOR NORWALK DIRECT, connecting with the Danbury Railroad.—The steamer ALICE PRICE leaves Catharine Market Wharf, DAILY, at 2 p. m.; leaves Norwalk, DAILY, at 8 a. m. Fare 50 Cents.

LONG ISLAND RAILROAD.
SPRING ARRANGEMENT.—Change of Terminus and Running Time.—On and after FRIDAY, May 10, 1861, Passenger Trains will arrive and take their departure from the Company's New Depot, at Hunter's Point.
Passengers going East leave James slip and 34th-st. Ferries, New-York, at 9 a. m. for Greenport; 12 m. for Syosset; 3:30 p. m. for Yaphank; 4:30 p. m. for Greenport; 5:30 p. m. for Farmingdale; 6:30 p. m. for Jamaica.
Passengers for Hempstead leave 9 a. m., 12 m., 3:30, 4:30, and 5:30 p. m.
Passenger for Jamaica leave 9 a. m., 12 m., 3:30, 4:30, 5:30, and 6:30 p. m.
Trains leave Hunter's Point on arrival of Ferry Boat from James slip and 34th-st. Ferries.

NEW-JERSEY RAILROAD—For PHILADELPHIA and the SOUTH and WEST, via JERSEY CITY.—Mail and Express Lines leave New-York at 7, 9, and 11 a. m., and 4 and 6 p. m. Fare, $3. Through tickets sold for Cincinnati and the West, and for Washington, New Orleans, and the South, &c., and through baggage checked to Washington at 7 a. m. and 6 p. m. trains.
J. W. WOODRUFF, Assistant Superintendent.
No baggage will be received for any trains unless delivered and checked 15 minutes in advance of the time of leaving.

FOR BOSTON and PROVIDENCE, via NEWPORT and FALL RIVER.—The splendid and superior steamer METROPOLIS, Capt. Stevens, leaves New-York every TUESDAY, THURSDAY, and SATURDAY, at 5 o'clock p. m., and the BAY STATE, Capt. Allen, on MONDAY, WEDNESDAY and FRIDAY, at 5 o'clock p. m., from Pier No. 3 N. R.
Hereafter no rooms will be regarded as secured to any applicant until the same shall have been paid for.
Freight to Boston is forwarded through with great dispatch by an Express Freight Train.
WM. SORDEN, Agent, Nos. 70 and 71 West-st.

NEW-YORK and ERIE RAILROAD.—PASSENGER TRAINS leave, via Pavonia Ferry and Long Dock, from foot of Chambers-st.
DUNKIRK EXPRESS at 7 a. m.
MAIL at 8:30 a. m. This Train remains over night at Elmira, and proceeds the next morning.
WAY at 4:00 p. m. for Middletown, Newburgh, and Intermediate Stations.
NIGHT EXPRESS, daily, at 5:00 p. m. The train of Saturday stops at all Mail-Train Stations, and runs only to Elmira.
CHAS. MINOT, General Sup't.
NATHANIEL MARSH, Receiver.

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

From Chambers-st.		From 34th-st.
Express, 7 and 11 a. m., and 3:30 and 5 p. m.	7:25, 11:25 a. m., and 3:55 and 5:25 p. m.	
Troy and Albany (with sleeping-cars), 10:45 p. m.	10:45 p. m. (Sundays included)	
Poughkeepsie train, 8:00 a.m., 12:45 and 4 p. m.	6:25 a. m., and 12:40 and 4:25 p. m.	
Peekskill train, 5:30 p. m.	5:35 p. m.	
Sing Sing train, 9:00 a. m. and 3:45 and 4:30 p. m.	10:15 a. m. and 4:10 and 4:55 p. m.	
Fishkill train, 8:40 p. m.	7:35 p. m.	

A. F. SMITH, Superintendent.

NEW-YORK, HARLEM, and ALBANY R. R.—For ALBANY, TROY, NORTH and WEST. Summer arrangement, commencing MONDAY, May 27, 1861. Express Trains leave Grand Central Station: For Williamsbridge, White Plains, Croton Falls, Dover Plains, and all local Trains, see Time-table. JOHN BURCHELL, Ass't. Sup't.

NORTHERN RAILROAD of NEW-JERSEY.—Trains leave Jersey City for Piermont at 8 and 9:40 a.m., and 1:25 and 6:25 p. m.; for Monsey at 4:20 and 6:25 p. m.: for Suffern at 4:25 p. m. THOS. H. BERRING, President.

CENTRAL RAILROAD of NEW-JERSEY.—From foot of Courtlandt-st.—Connecting at Hampton Junction with Delaware, Lackawanna, and Western Railroad, and at Easton with Lehigh Valley Railroad and its connections, forming a direct line to all points in the West without change of cars.
SPRING ARRANGEMENT.—Commencing May 13, 1861—Leave New-York as follows:
HARRISBURG EXPRESS—At 6 a. m. for Easton, Reading, Pottsville, Harrisburg, Match Chunk, Williamsport.
MAIL TRAIN—At 8 a. m. for Easton, Water Gap, Scranton, Great Bend, Elmira, Wilkesbarre, &c.
12 m. THROUGH TRAIN—For Easton, Match Chunk, Williamsport, Reading, Pottsville, Harrisburg, &c.
3:30 p. m. THROUGH TRAIN—For Easton, Bethlehem, Allentown, and Match Chunk.
5:30 p. m. WAY TRAIN—For Somerville.
7:30 p. m. WESTERN EXPRESS—For Easton, Allentown, Reading, Harrisburg, Pittsburgh, and the West. Sleeping Cars from Jersey City through to Pittsburgh.
EXPRESS TRAIN FOR HARRISBURG—The 6 a. m. Express Train from New-York arrives at Harrisburg at 1 p. m., connecting in Union Depot with the Pennsylvania Central Railroad, Northern Central Railroad, North and South, and with the Cumberland Valley Railroad.
THROUGH EXPRESS TRAIN FOR THE WEST—An Express Train leaves New-York at 7:30 p. m., daily (Sundays excepted), making close connection at Harrisburg with Pennsylvania Railroad—with no change of cars to Pittsburgh, and but one to Cincinnati and Chicago. Three hours' time is saved by taking this train. Passengers arriving at any point west same time as those leaving at 5 or 6 p. m. by other routes.
ELIZABETHPORT AND NEW-YORK FERRY—Leave New-York from Pier No. 2, North River, at 7:20 and 11:20 a. m.; 3:20, 4:25, and 5:20 p. m.
The boats stop at Bergen Point and Mariners' Harbor every trip each way. JOHN O. STERNS, Superintendent.

1861 THE PENNSYLVANIA CENTRAL RAILROAD. 1861

GREAT DOUBLE-TRACK ROUTE.
The capacity of the Road is now equal to any in the country.
THE GREAT SHORT LINE TO THE WEST.
Office No. 1 Astor House, corner of Vesey-st.
Facilities for the transportation of Passengers to and from Cincinnati, Chicago, St. Louis, St. Paul, Nashville, Memphis, New-Orleans, and all other towns in the West, North-West, and South-West, are unsurpassed for speed and comfort by any route.
Through trains for the West leave New-York (foot of Courtlandt-st.)—Morning Express, 7 a. m.; Evening Express, 6 p. m.; also at 12 p. m. from same place, via Allentown, arriving at Pittsburgh at 12:40 next day, and connecting there with all Western lines.
Sleeping and smoking cars on all the trains.
Fare always as low, and the time as quick, as by any other route.
By this route, Freights of all descriptions can be forwarded to and from any point on the Railroads of Ohio, Kentucky, Indiana, Illinois, Wisconsin, Iowa, or Missouri, by RAILROAD DIRECT, or to any port on the navigable rivers of the West, by steamers from Pittsburgh.
The rates of Freight to and from any point of the West by the Pennsylvania Railroad are at all times as favorable as are charged by other Rail Road Companies. Merchants and shippers interested in the transportation of their Freight to this Company, can rely with confidence on its speedy transit.
This Company also maintains an Emigrant Accommodation Line, by which parties emigrating Westward enjoy a cheap and comfortable mode of conveyance at one-half the first-class rates of fare. J. L. ELLIOTT, Passenger Agent, No. 1 Astor House.
LEECH & Co., Freight Agents, No. 1 Astor House, and No. 1 South William-st.
McDONALD & BISCHOFF, Emigrant Agents, No. 8 Battery place.
ENOCH LEWIS, General Sup't, Altoona, Pa.

To Farmers and Others.

IMPORTANT NOTICE to FARMERS, SHIP-OWNERS, HOUSEKEEPERS, &c., &c.
CROWS! CROWS! CROWS!
RATS! RATS! RATS!
MICE! MICE! MICE!
All destroyed by MITCHELL'S POISONED WHEAT.
No preparation required. All that is necessary is to sprinkle some of the poisoned wheat where they frequent, and they immediately eat and die. Not dangerous to the human family.
The article has been used with great success in Europe, and is now offered to the American public as the best and most efficacious ever used. It will be found especially valuable to Farmers in destroying Crows.
One trial will prove its efficacy.
Sold everywhere. Price 25 cents per package.
N. B.—Those who have been disgusted by using Phosphorus Exterminators will find this a simple and effectual means for ridding their Houses, Barns, Stables, Store Houses and Granaries of all destructive Vermin.
Principal Depot for the United States at
CREAMER'S CASH DRUG-HOUSE,
No. 11 Gold-st., N. Y.
To whom all orders must be addressed.
AGENTS WANTED throughout the United States.

PELLHAM SEEDLING POTATOES for SALE.—They are the earliest known; white, mealy, and in season throughout the year; may be planted at any time before the 20th of June. Also, refined CIDER and VINEGAR, very choice. Apply at the Agency, No. 4 Exle Buildings, Hanover-st.
M. A. J. LYNCH.

Horses, Carriages, &c.

A VERY fine bay HORSE, 15 hands, kind in all harness; fine saddle horse; can trot in 3 minutes; Black Pony for boy to ride; Road Wagon, Double Harness; ladies' Side-saddle; 2 Rockaways, in good order; Top Wagon, cheap. Call till sold, corner Wooster and 4th-sts.

CARRIAGES.—MOTT & COMPANY, No. 656 Broadway, near Bond-st., have on hand, and are manufacturing to order, various styles of first-class Vehicles of new designs, embracing close and curtain quarter COACHES, CALECHES, COUPES, BLETTS, Ex-Top BAROUCHES, 4 and 6 passenger ROCKAWAYS, PHAETONS, &c., all made light and durable, and warranted, which they offer at reasonable prices.

Financial.

OFFICE OF THE HOWARD INSURANCE CO., NEW-YORK, May 29, 1861.
DIVIDEND.—THE BOARD OF DIRECTORS have this day declared a DIVIDEND of TEN PER CENT upon the capital stock of the Company, payable at their office, No. 66 Wall-st., on and after MONDAY, June 3, 1861.
HENRY A. OAKLEY, Secretary.

OFFICE OF THE JEFFERSONVILLE RAILROAD COMPANY, JEFFERSONVILLE, Ind., May 24, 1861.
JEFFERSONVILLE RAILROAD FIRST MORTGAGE BONDS.—Notice is hereby given, that this Company is ready to redeem, on the 1st day of July next, at the United States Trust Company, New-York City, at the lowest offer below par, a part of its First Mortgage Bonds, agreeable to the provisions of a contract made between this Company and the holders of said Mortgage Bonds, bearing date April 14, 1859. Offers for the sale of said bonds should be addressed, under seal, to the United States Trust Company aforesaid, and indorsed, "Offer of the First Mortgage Bond, or Bonds, of the Jeffersonville Railroad to the Sinking Fund;" which offers or bids will be received until noon of the 1st day of July aforesaid.
J. H. McCAMPBELL, Secretary and Treasurer.

PROPOSALS FOR A LOAN OF $1,000,000.
[OFFICIAL.] SPRINGFIELD, Illinois, May 25, 1861.
Sealed proposals will be received at the office of the Treasurer of the State of Illinois, in the City of Springfield, Illinois, until 12 o'clock noon of the twenty-fifth day of June, 1861, and at the American Exchange Bank, in the City of New-York, until 12 o'clock noon of the first day of July, 1861, for One Million Dollars with an act of the Legislature, entitled, "An act creating a war fund and to provide for auditing all accounts and disbursements arising under the call for volunteers," approved May 2, 1861. The stock thus issued to be reimbursed at the pleasure of the state, after the year of our Lord 1879, in the City of New-York, to bear interest at the rate of six per cent per annum, payable on the first day of July, 1861. Interest payable in the City of New-York, and to consist of bonds payable to bearer with semi-annual interest coupons attached, payable on the first Mondays of January and July of each year, in amounts as follows, to wit:
Two hundred and fifty thousand dollars in bonds of one hundred dollars each. Two hundred and fifty thousand dollars in bonds of five hundred dollars each, and five hundred thousand dollars in bonds of one thousand dollars each.
The proposals must state the sum offered for each hundred dollars of stock, and the denomination of stock bid for, and must be unconditional without reference to the others. One per cent of the amount offered must be deposited with some bank in the City of Springfield, Illinois, or in the City of Chicago, Illinois, or in the City of New-York, and a certificate showing such deposit must accompany the offer, subject to the order of the Treasurer of the State of Illinois, said certificates to be returned in case the offerings are not accepted.
The persons whose bids are accepted will be required to deposit the amount thereof with the Treasurer of the State of Illinois, at his office in the City of Springfield, Illinois, or at the American Exchange Bank, in the City of New-York, subject to his order, within five days after the acceptance of their bids, at which time the bonds will be ready for delivery; the place where the offerings are accepted to be the place of deposit and the delivery of the bonds, unless otherwise specified in the bids. The right is reserved to reject any and all of the bids, if considered necessary to protect or promote the interests of the State.
The proposals must be sealed and addressed,

William Butler, Treasurer, Springfield, Ill. "Proposals for Loan, 1861." } or { William Butler, Treasurer of State of Illinois, at the American Exchange Bank, New-York. "Proposals for Loan, 1861."

RICHARD YATES, Governor of the State of Illinois.
JESSE K. DUBOIS, Auditor.
WILLIAM BUTLER, Treasurer.

PROPOSALS FOR A LOAN OF $1,200,000 to the STATE of INDIANA.—Sealed proposals will be received by the undersigned Commissioners, at the office of Winslow, Lanier & Co., in this city, until 12 o'clock, M., of SATURDAY, the 22d day of June next, for LOANING to the STATE of INDIANA the sum of TWELVE HUNDRED THOUSAND DOLLARS, being part of a Loan of Two Million Dollars, authorized by an act of the General Assembly, for the purpose of obtaining money for repelling invasion, and providing for the public defense, approved May 13, 1861.
In addition to the above amount, $300,000 is reserved for sales in Indiana, making in all $1,500,000 now offered of such authorized $2,000,000.
Such loan to bear an interest of six per cent per annum, payable semi-annually on the first days of May and November, in the City of New-York where the principal is reimbursable in twenty years from date, the interest between the date of sale and payment and November 1, 1861, to be paid in advance; and for the payment of the interest and liquidation of the principal thereof, a special tax of Five cents on each Hundred Dollars in value of the taxable property of the State has been levied, which tax is by such law to be collected annually until said loans are paid or redeemed. In addition to which a special tax of Two cents, and in 1863 and thereafter of Five cents is levied for reducing the State debt, making in all for the years 1861 and 1862, Seven cents, and for the year 1863 and thereafter Ten cents on each One Hundred dollars valuation of taxables in the State applicable to the reduction of this loan.
Bonds, payable to bearer, signed by the Governor, countersigned and registered, with coupons for interest, in sums of One Thousand dollars, will be issued for this loan—the bonds in sums of Five Hundred dollars, authorized by such law, being reserved for sales in Indiana.
No conditional proposals will be considered. The right is reserved to reject any and all of the bids, as shall be considered will promote the best interests of the State.
Upon the acceptance of any proposal, Ten per cent of the amount of such bid must be paid down, for which a certificate will be given, bearing Six per cent interest from date; the remainder in nine equal monthly payments thereafter, or the whole or any part at such prior dates as may be preferred by the bidder.
The bids will be opened at 12 o'clock M., on June 22, 1861, by the undersigned, at the place of reception, in presence of such persons as may see proper to be present, and the loan awarded to the highest bidder, if accepted on the TUESDAY succeeding June 25.
Proposals must be addressed, under seal, to the undersigned, care of Winslow, Lanier & Co., No. 52 Wall-st., marked "Proposals for Loan."
New-York, May 30, 1861.

JAMES M. RAY, JESSE J. BROWN, JOHN H. O'BOYLE, } Loan Commissioners.

NORTH AMERICAN FIRE INSURANCE COMPANY, No. 6 Wall-st., New-York, May 28, 1861.
DIVIDEND.—THE BOARD OF DIRECTORS have this day declared a SCRIP DIVIDEND of 33½ PER CENT, for the year ending May 1, 1861, on the earned premiums of all policies entitled to participate in the profits of the Company, for which Certificates will be issued to the policy holders on the 10th day of July next.
A SEMI-ANNUAL CASH DIVIDEND of FOUR PER CENT (4) on the Capital Stock has also been declared, payable to the Stockholders on demand.
R. W. BLEECKER, Secretary.

CLEVELAND AND TOLEDO RAILROAD CO.'S OFFICE, CLEVELAND, Ohio, March, 1861.
THE CLEVELAND AND TOLEDO RAILROAD COMPANY are ready to receive exchange for their Sinking Fund Mortgage Bonds all the other outstanding Bonds, including Junction Railroad First Mortgage First Division Bonds, dated April 1, 1852; Junction Railroad First Mortgage Second Division Bonds, dated Dec. 1, 1852; Junction Railroad Second Mortgage Bonds, dated Nov. 1, 1852; Junction Railroad Income Bonds (unsecured), dated June 1, 1852; Toledo, Norwalk, and Cleveland First Mortgage Bonds, dated Sept. 1, 1851; Toledo, Norwalk, and Cleveland Second Mortgage Bonds, dated Sept. 1, 1851; Cleveland and Toledo Income and Dividend Bonds (all the various issues up to the present time.)
The SINKING FUND MORTGAGE BONDS, offered in exchange for the foregoing Bonds, are secured upon the main line of the Company's Road, subject to about $[illegible],000 only of Toledo, Norwalk, and Cleveland First and Second Mortgages, and also upon all other property belonging to the Cleveland and Toledo Railroad Company, and also by a Sinking Fund of one per cent per annum of the Funded Debt of the Company, managed by Commissioners into whose hands the Company has already paid about $100,000 cash for investment. They are made payable in New-York city in 1886, and bear semi-annual interest Coupons at 7 per cent, payable at Corn Exchange Bank, New-York, in January and July. They are all of the denomination of One Thousand Dollars, and are limited to the amount of Three and a Half Millions.
Exchanges have been effected to the present time to the amount of considerably over One Million of Dollars of the various classes, for which the Sinking Fund Mortgage Bonds have been issued and are now outstanding.
The attention of parties now holding the remaining portion of the various classes named above is invited to the arrangement thus afforded them to take the new Mortgage Bonds in exchange for the Bonds they now hold, and which are worth no more in the market than the Sinking Fund Mortgage Bonds.
We would remark: That the absorption of new outstanding Bonds of the several issues above named, enhances the security upon the new Bonds, and therefore the value of the Bonds themselves—that in a few years these Bonds will become the First Mortgage Bonds upon a property costing twice their amount—that already these Bonds have sold in the New-York market as high as 81 per cent; and that the payment of any portion of the Bonded Debt will still more enhance the value of these already favorite securities, and render them very desirable for investment.
Parties wishing to make the exchange may do so by sending the old Bonds, in sums of $1,000, to Messrs. CARPENTER & VERMILYE, No. 44 Wall-st., New-York (who will issue new Bonds and adjust any differences of interest), or to this Office (at our expense, if sent by the United States Express), in either case relying upon a prompt return of the new Bonds.
H. C. LUCE, Treasurer.

OFFICE OF THE BUFFALO, NEW-YORK, & ERIE R. R. CO., BUFFALO, May 27, 1861.
TO the BOND and STOCKHOLDERS of the BUFFALO, NEW-YORK, and ERIE RAILROAD COMPANY: The late President of this Company, A. D. PATCHIN, esq., having tendered his resignation, the same has been accepted by the Board of Directors, who have elected Mr. CHARLES G. MILLER, in whose capacity and integrity they have full confidence.
The Board of Directors regret to be obliged to state that the available funds of the Company are not sufficient to pay the half year's interest on the first Mortgage Bonds, falling due on the 1st June next, and that the Company is obliged to avail itself of the three months' grace provided for by the Mortgage, within which period they confidently believe that sufficient funds will be derived from the earnings of the Road to pay the interest, of which due notice will be given. By order of the Board,
WM. F. MILLER, Secretary.

PITTSBURGH, FORT WAYNE AND CHICAGO RAIL ROAD.—Holders of the First and Second Mortgage Bonds of the Ohio and Pennsylvania Railroad; First and Second Mortgage Bonds of the Ohio and Indiana Railroad; First Mortgage Bonds of the Fort Wayne and Chicago Railroad, and of the Construction Bonds of the Pittsburgh, Fort Wayne and Chicago Railroad, are requested to Sign the Contract for Re-organization in the hands of JOHN FERGUSON, No. 35 Pine-st. Holders of these Bonds desiring to avail themselves of the benefits of the proposed re-organization, should call and sign the agreement without delay.
J. E. D. LANIER, Chairman Purchasing Committee.
JOHN DAY FERGUSON, Secretary.

UNION DIME SAVINGS BANK, No. 429 CANAL, CORNER OF VARICK-ST. Open daily from 10 to 2, and from 5 to 7 p. m. Six Per Cent Interest allowed on all sums of $500 and under, and Five Per Cent on larger amounts.
THIS BANK HAS RECEIVED ON DEPOSIT $505,371 45 DURING THE PAST 2½ 1-2 MONTHS.
E. V. HAUGHWOUT, President.
GARDNER S. CHAPIN, Secretary.

BROADWAY BANK, May 24, 1861.
ELECTION.—The annual election for Directors of this Bank for the ensuing year, and for Inspectors of the next succeeding election, will be held at the Banking House, on TUESDAY, the 11th day of June, proximo. The poll will remain open from 12 m. to 1 o'clock p. m.
J. L. EVERITT, Cashier.

CHICAGO AND NORTHWESTERN RAILWAY CO., CHICAGO, May 2, 1861.
THE Annual Meeting of the Bondholders and Stockholders of this Company will be held at the office of the Company in the city of Chicago, on THURSDAY, the 6th day of June, 1861, at 2 o'clock p. m., for the election of Directors for the year ensuing, and for the transaction of any other business that may come before them.
WILLIAM B. OGDEN, President.

THE NOTES of the PITTSTON BANK hereafter rate the same as other Interior Pennsylvania Banks—ray 2½ per cent discount.

STATE OF ILLINOIS, TREASURER'S OFFICE, SPRINGFIELD, May 25, 1861.
PUBLIC NOTICE is hereby given that the Treasurer of the State of Illinois will, on and after the FIRST MONDAY of JULY, 1861, until the 31st day of said month, be ready at the AMERICAN EXCHANGE BANK, New-York to PAY the INTEREST maturing on the first Monday of July, 1861 on the PUBLIC DEBT of the STATE of ILLINOIS. The interest then due and not called for prior to the 31st day of July will thereafter be paid only at the office of the Treasurer of the State of Illinois, in the City of Springfield, Illinois.
WILLIAM BUTLER, Treasurer.
Holders of ILLINOIS AND MICHIGAN CANAL BONDS, where coupons are exhausted, are required to present the bonds.
WILLIAM BUTLER, Treasurer.

CLEVELAND AND TOLEDO RAILROAD CO.'S OFFICE, CLEVELAND, O., May 29, 1861.
THE Annual Meeting of the Stockholders of the CLEVELAND AND TOLEDO RAILROAD COMPANY for the Election of Directors and the transaction of other appropriate business, will be held at the Company's office in the City of Cleveland, State of Ohio, on WEDNESDAY, the nineteenth day of June, 1861—the polls to be opened at 2 o'clock p. m. The transfer books will be closed on Wednesday, June 5, at 3 o'clock, p. m., and remain closed till after the election.
By order of the Board. H. C. LUCE, Secretary.

Proposals.

PROPOSALS FOR ARMS.—Sealed Proposals will be received at Springfield, Ill., on or before the eleventh (11th) day of June next, at noon, by the undersigned, Commissioners on the part of the State of Illinois, for furnishing delivered at Springfield, Ill., the following arms and equipments:
(10,000) ten thousand Minie Rifled Muskets, with angular bayonets, fifty-eight hundredth (.60) inch caliber, 33-inch length of barrel.
(12,000) two thousand Minnie Rifles, with sword bayonets, fifty-eight hundredth (.58) inch caliber, 33 inch length of barrel. The barrels to be rifled with three grooves, one twist in six feet; the lands and grooves to be equal. Each part to be equal in all respects to the standard required by the United States, and to be subjected to the same tests now in use by said Government.
To each musket and rifle 1 screw-driver, with cone-wrench; 1 wiper; 1 tompion, and 1 spare cone.
To each 25 (twenty-five) muskets and rifles, 1 ball-screw; 1 spring vice; 1 tumbler and wire punch.
12,000 Cartridge boxes, 12,000 Scabbards, 12,000 Waist Belts, } Adapted to the above standard of arms.
The Commissioners reserve the right to reject any proposal. The terms of payment under the law are 80 per cent on delivery, 20 per cent on completion of contract.
Address
COMMISSIONERS FOR PURCHASING ARMS.
JAS. H. STOKES, JOHN TILLSON, WM. SHEPHARD, } Commissioners.
Springfield, Ill., May 18, 1861.

U. S. POST-OFFICE DEPARTMENT, WASHINGTON, May 15, 1861.
PROPOSALS for CONVEYING the MAILS of the UNITED STATES, from July 1, 1861, to July 1, 1865, on the following route, in the City of New-York, will be received at the Contract Office of this Department, until 3 p. m. of the 15th of June next, to be decided by the following days:
No. 1425. From the Post-Office on Nassau-st., by Station A, at No. 129 Spring-st.; Station C, at the corner of Troy and 4th-sts.; Station E, at No. 303 8th-av.; Station G, No. 1 1399 Broadway (old number); Station F, No. 466 3d-av.; Station D, No. 12 Bible House, and station B, No. 420 Grand-st., back to the Post-Office in Nassau-st. Also, from Post-Office in Nassau-st., by the stations in the following order, viz.: B, D, F, G, E, C and A, back to the Post-Office; the entire trips, averaging about 13 miles each, to be performed five times each day, except Sundays, the first leaving Post-Office on Nassau-st. at 6 a. m., and the last at 7 p. m., and all of them to reach the proper station, and return to Post-Office, within two hours. The service to be performed with water-tight covered one-horse wagons.
FORM OF PROPOSAL, GUARANTY, AND CERTIFICATE.
PROPOSAL.
The undersigned, ——, whose post-office address is ——, County of ——, State of ——, proposes to carry the mails of the United States, from July 1, 1861, to June 30, 1865, on Route No. 1425, between ——— and ———, under the advertisement of the Postmaster-General, dated May 15, 1861, for the annual sum of ——— dollars.
Dated
GUARANTY.
The undersigned, residing at ——, State of ——, undertake that, if the foregoing bid for carrying the mail on Route No. 1425 be accepted by the Postmaster-General, the bidder shall, prior to the 1st day of July, 1861, enter into the required obligation, or contract, to perform the service proposed, with good and sufficient sureties.
This we do, understanding distinctly the obligations and liabilities assumed by guarantors under the 27th Section of the Act of Congress of July 2, 1836.
Dated
CERTIFICATE.
The undersigned, Postmaster at ——, State of ——, certifies, under his oath of office, that he is acquainted with the above guarantors, and knows them to be men of property, and able to make good their guaranty.
Dated
INSTRUCTIONS.
CONTAINING CONDITIONS TO BE INCORPORATED IN THE CONTRACT TO THE EXTENT THE DEPARTMENT MAY DEEM PROPER.
1. No pay will be made for trips not performed; and for each of such omissions not satisfactorily explained three times the pay of the trip may be deducted. For arrivals so far behind time as to break connection with depending mails, and not sufficiently excused, one-fourth of the compensation for the trip is subject to forfeiture.
2. Fines will be imposed, unless the delinquency be promptly and satisfactorily explained by certificates of Postmaster of New-York, or of other creditable persons, for failing to arrive in correct time; for neglecting to take the mail from, or deliver it into a branch, or the principal post-office, for suffering it to be wet, injured, destroyed, robbed, or lost.
3. The Postmaster-General may annul the contract for repeated failures to run agreeably to contract; for violating the Post-Office laws, or disobeying the instructions of the Department; for refusing to discharge a carrier when required by the Department to do so; or for conveying mailable matter out of the mail.
4. The Postmaster-General may order an increase in the number of stations, or trips, by allowing therefor a pro rata increase of the contract pay. He may change the schedules of departures and arrivals without increase of pay, provided the running time be not abridged. The Postmaster-General may also curtail or discontinue the service, in whole or in part, at pro rata decrease of pay, allowing one month's extra compensation on the amount dispensed with, whenever, in his opinion, the public interest requires the change, or in case he desires to supersede it by a different grade of transportation.
5. Payments will be made by collections from or drafts on Postmasters, or otherwise, after the expiration of each quarter—say in February, May, August, and November.
6. A bid received after the last day and hour named, or without the guaranty required by law and a certificate as to the sufficiency of such guaranty, cannot be considered in competition with a regular proposal reasonable in amount.
7. A modification of a bid in any of its essential terms is tantamount to a new bid, and cannot be received, so as to interfere with a regular competition, after the last hour set for receiving bids. Making a new bid, with guaranty and certificate, is the only way to modify a previous bid.
M18 2awtw M. BLAIR, Postmaster-General.

PROPOSALS FOR ARMS.
Sealed Proposals will be received at Springfield, Illinois, on or before the twelfth (12th) day of June next, at noon, by the undersigned Commissioners on the part of the State of Illinois for furnishing, delivered at Springfield, Illinois, the following arms and equipments:
Twelve (80) 6-lbs. brass Guns, rifled.
Six (6) 12-lbs. brass Howitzers, rifled.
Twelve (12) Caissons for 6-lb. guns.
Six (6) Caissons for 12-lb howitzers.
Three (3) Traveling Forges.
Three (3) Battery Wagons.
Three (3) Spare Gun-Carriages.
One hundred and ninety-eight (198) sets of Artillery Harness, with all the implements and equipments, for three companies of light artillery companies, corresponding in all respects with the arms and equipments used by the United States, and to be subjected to the same tests.
One thousand (1,000) Cavalry Sabers.
One thousand (1,000) pairs Cavalry Pistols (revolvers).
One thousand (1,000) Carbines.
One thousand (1,000) Holsters.
One thousand (1,000) Belts.
To correspond in all respects to the like arms and appendages used in the United States, and of the newest and most approved style and finish, and to be subjected to the same tests.
The Commissioners reserve the right to reject any proposal not satisfactory.
The terms of payment under law, eighty per cent on delivery, twenty per cent on completion of contract.
Address Commissioners for Purchase of Arms, &c., Springfield, Illinois.
JAS. H. STOKES, JOHN TILLSON, WM. SHEPHARD, } Commissioners.
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NAVY DEPARTMENT, BUREAU OF CONSTRUCTION, EQUIPMENT, AND REPAIR, May 22, 1861.
THE NAVY DEPARTMENT hereby invites proposals for BUILDING the STEAM MACHINERY of a number of SCREW GUN BOATS. The machinery of each gun-boat to consist of two back-action, horizontal engines, with surface condensers, and of two vertical water-tube boilers. The cylinders to be 30 inches in diameter and the stroke of piston 18 inches. The two boilers to contain 91 square feet of grate surface and 2,700 square feet of heating surface. No proposals will be considered except from proprietors of engine-building establishments.
Such parties desiring to propose for the above machinery will apply to this Bureau, which will furnish them with a complete specification of the same, and cross sections of the vessel, together with the provisions and conditions of the contract they will be required to execute. JOHN LENTHALL, Chief of the Bureau.

Furniture.

A BEDROOM SUITE of ENAMELED FURNITURE for $25 and upward, in all colors, warranted. Also, solid Chestnut CHAMBER SUITES, plain and ornamental, at FARRINGTON'S Warerooms, No. 303 Canal-st., opposite Wooster. Established in 1848.

AT the EAGLE ENAMELED FURNITURE MANUFACTORY, No. 634 Broadway—Elegant Chamber Suites of this celebrated Furniture, in all styles, designs, and colors, at prices from $25 and upward. The best manufactured Wardrobes, Elliptic Spring Beds, &c. Goods packed for the trade.

FURNITURE, CARPETS, BOOKS, &c., bought for ready money at No. 123 6th-av., between 9th and 10th-sts.

Professional Notices.

DR. HOMER BOSTWICK will continue the practice of his profession, and gives especial attention to diseases of the Throat, Consumption, Female Complaints, and Nervous Debility, produced by youthful indiscretion. Office No. 35 East 12th-st., six doors west of Broadway.

Burning Fluid, Oils, &c.

EXTRA REFINED ILLUMINATING COAL OIL, AND PETROLEUM, At Reduced Prices.
EMPIRE OIL COMPANY, No. 126 Maiden-lane.

House Furnishing Goods.

ATTENTION, HOUSEKEEPERS!
AUCTION PRICES IN THE SHADE!
We are selling Mattresses, Spring Beds, Spring Pallisses, and Enameled Chamber Furniture, at less than factory prices, at GRIFFIN'S Manufactory, 181 Canal-st., one door from Mott-st.

IMPORTANT TO HOTEL-KEEPERS.
HARRISON'S IMPROVED EUROPEAN RANGE
Will do a given quantity of COOKING With one-fourth part of the coal used by ordinary Ranges.
"ST. NICHOLAS HOTEL, New York, April 2, 1861.
"Messrs. BRAMHALL, DEANE & Co.: * * * We have had the HARRISON KITCHENER in use for three years past, and we consider it invaluable. You are at full liberty to refer to us. We will be pleased to furnish any information in reference to its use. Yours, &c.,
"TREADWELL, WHITCOMB & Co."
We have similar testimonials from all who have had an opportunity to test our Ranges.
BRAMHALL, DEANE & Co., Manufacturers, No. 442 Broadway, New-York.

LYMAN'S REFRIGERATOR COMPANY, No. 175 Washington-st.—Refrigerators for Families, Cooling-Houses, for Hotels, Markets, Packing and Slaughter-Houses, Steamers, &c., on hand and to order at short notice. Warranted to operate satisfactorily; surpassing anything in use hitherto.

REFRIGERATORS! REFRIGERATORS!! and ICE-CREAM FREEZERS. The largest and cheapest assortment of House Furnishing Goods in the world, at E. D. BASFORD'S, Cooper Institute, New-York.

THE POLAR REFRIGERATOR is the best Preserver of Meats, Fruits, &c., in use. Call and see, or send for circular. BARTLETT & LESLEY, Manufacturers, A liberal discount to the Trade. No. 426 Broadway.

706 BROADWAY. 706
DELMAR'S HOUSE-FURNISHING STORE.
Plated Ware, Cutlery, Refrigerators, Wooden and Tin Ware.

New-York Daily Tribune.

COMMERCIAL MATTERS.

Sales at the Stock Exchange.....MAY 31.

2,000 U. S. 6s, '81, coupons	85	855	N. Y. Central R.R.		72½
15,000 Tenn. State 6s, '90	s10 40½	100	do	b10	72½
1,000 do	40½	50	do	s30	72
1,000 do	40½	300	do	s10	72
1,000 do	s3 40½	650	do		72½
12,000 Virginia State 6s	45	200	do	s5	72½
10,000 do	s10 44½	150	Erie Railroad		22½
10,000 do	s10 44½	50	do		22½
6,000 do	s3 45½	250	do		22½
5,000 N. C. State 6s	54	100