Groceries and Provisions.

CHEAPEST FLOUR STORE.—Good Family Flour, $4 50 to $5; choice double extra, $5 50 to $6; best brands, $6 50; superfine Rye Flour, first quality, $3 75; small lots, $3 50; delivered free in New-York, Harlem, Brooklyn, Williamsburgh, Jamaica, Manhattanville, Morrisania, Brooklyn, Williamsburgh, Jamaica, Astoria, Hunter's Point, Greenpoint, Staten Island, Newark, N. J., Jersey City, &c., or on board steamboats, railroads, &c. W. B. GILLETTE, No. 204 Front-st., near Fulton Ferry.

Excursions.

CHEAP EXCURSION TO CAMPS on STATEN ISLAND.—FARE SIX CENTS, by Staten Island Ferry, foot of Whitehall-st., between Battery and South Ferry. BOATS LEAVE EVERY HOUR, from 6 a. m. to 7 p. m. On FINE SUNDAYS EVERY HALF HOUR, to 7 p. m.

Steamboats and Railroads.

BOSTON DAILY via GROTON.—The Steamers COMMONWEALTH and PLYMOUTH ROCK, from Pier No. 18, at 5 p. m. W. M. EDWARDS, Agent, office 115 West-st.

DAY BOAT FOR ALBANY.—Steamer AR-MENIA leaves foot of Harrison-st. Mondays, Wednesdays, and Fridays at 7 o'clock. Fare $7 to Buffalo, if you get your ticket at No. 239 Broadway, corner Park-place.

DAY BOAT for ALBANY and TROY.—The new and fast steamer DANIEL DREW leaves Jay-st. on TUESDAYS, THURSDAYS and SATURDAYS, at 7 a. m., calling at 30th-st. Excursion tickets to be had on board.

FOR NORWALK, connecting by Rail road with Kent, Ridgefield, Bethel, Danbury, Westport, Southport, Fairfield, &c.—The fast steamer ALICE PRICE leaves daily at 2 o'clock from Catharine-Market slip. Fare 50 cents. Leaves Norwalk daily, at 6 a. m.

STEAMBOAT THOS. POWELL, Capt. Anderson, leaves foot of Jay-st. every afternoon at ½ o'clock for West Point, Cornwall, Newburgh, Poughkeepsie, Rondout, &c.

HARTFORD DIRECT.—The Steamers CITY OF HARTFORD and GRANITE STATE leave Peck-slip daily at 4 p. m., Sundays excepted. Cabin fare to Hartford, $1 50; deck, $1.

NIGHT BOAT to NEW-HAVEN.—The ELM CITY leaves at 11 p. m., arriving in time for morning trains. The CONTINENTAL leaves at 3 p. m. Train for Meriden and Hartford leaves New-Haven at 11 p. m.

NOTICE—FARE REDUCED—STONINGTON LINE for BOSTON.—On and after MONDAY, Aug 26, 1861, the fare on this line will be reduced to the following rates: Fare to Boston—Cabin, $3; deck, $2. Fare to Providence—Cabin, $2 50; deck, $2. Boats leave daily, except Sunday, at 5 p. m., from Pier No. 18, N. R., foot of Courtlandt-st. Office of the Company, No. 115 West-st. Freight taken at reduced rates. W. M. EDWARDS, Agent.

STEAMER MASSACHUSETTS.—Time changed to 5 o'clock p. m. instead of 6 o'clock, on and after THURSDAY, SEPTEMBER 5. Leave James-slip for ORIENT, GREENPORT, SAG HARBOR, The Hampton, South Hold, Mattituck, &c.

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.

FOR BOSTON and PROVIDENCE, via NEWPORT and FALL RIVER.—The splendid and superior steamer METROPOLIS, Capt. Sumner, 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 freight 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. BORDEN, Agent, Nos. 70 and 71 West-st.

NEW-JERSEY RAILROAD—For PHILADELPHIA and the SOUTH and WEST via JERSEY CITY.—Mail and Express Trains leave New-York at 7 and 10 a. m., and 4 and 6 p. m. Fare, $3. Through tickets sold for Cincinnati and the West, and for Baltimore 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.

NEW-YORK & NEW-HAVEN RAILROAD. 1861. SUMMER ARRANGEMENT, COMMENCING AUGUST 19, 1861. 1861.

Passenger Station in New-York, cor. 27th-st. and 4th-av. Entrance on 4th-st.

TRAINS LEAVE NEW-YORK:

For New-Haven, 7, 8 a. m., (Ex.); 12:15, 3, (Ex.); 3:50, 4:30, and 5 p. m.

For Bridgeport, 7, 8 a. m., (Ex.); 12:15, 3, (Ex.); 3:50 4:30, and 6 p. m.

For Milford, Stratford, Fairfield, Southport and Westport, 7 a. m.; 12:15, 3:50, 4:30, and 6 p. m.

For Norwalk, 7, 9:30 a. m.; 12:15, 3, (Ex.); 3:50, 4:30, 5:30, 8 p. m.

For Darien and Greenwich, 7, 9:30 a. m.; 12:15, 3:50, 4:30, 5:30, 8 p. m.

For Stamford, 7, 8, (Ex.), 9:30 a. m.; 12:15, 3, (Ex.), 3:50, 4:30 5:30, 8 p. m.

For Port Chester and intermediate stations, 7, 9:30 a. m.; 12:15, 3:50, 4:30, 5:30, 6:30, 8 p. m.

CONNECTING TRAINS.

For Boston, via Stonington, 8 a. m., (Ex.), 3 (Ex.), 8 p. m.

For Boston, via Shore Line, 12:15, 8 p. m.

For Hartford and Springfield, 8 a. m., (Ex.), 12:15, 3, (Ex.), 8 p. m.

For Connecticut River Railroad to Montreal, 8 a. m., (Ex.), and 12:15 p. m. to Northampton.

For Hartford, Providence, and Fishkill Railroad, 8 a. m., (Ex.)

For New-Haven, New-London, and Stonington Railroad at 8 a. m., 12:15, 3, 8 p. m.

For Canal Railroad, 12:15 p. m. to Northampton.

For Housatonic Railroad, to Bridgeport, 8 a. m., 3 p. m.

For Naugatuck Railroad, 8 a. m., 3 p. m.

For Danbury and Norwalk Railroad, 7, 9:30 a. m., 3:50 p. m.

JAMES H. HOYT, Superintendent.

CENTRAL RAILROAD of NEW-JERSEY.—Foot of Cortlandt-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 Pittsburg and the West without change of cars.

SUMMER ARRANGEMENT—Commencing June 10, 1861—Leave New-York as follows:

HARRISBURG EXPRESS—At 6 a. m. for Easton, Reading, Pottsville, Harrisburg, Mauch Chunk, Williamsport.

MAIL TRAIN—At 8 a. m. for Easton, Water Gap, Scranton, Great Bend, Pittston, Wilkesbarre, &c.

12 M. THROUGH TRAIN—For Easton, Mauch Chunk, Williamsport, Reading, Pottsville, Harrisburg, &c.

4 p. m. THROUGH TRAIN—For Easton, Bethlehem, Allentown, and Mauch Chunk.

4:30 p. m. WAY TRAIN—For Somerville.

8 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 East and West on Pennsylvania Central Railroad, Northern Central Railroad, North and South, and with the Cumberland Valley Railroad.

THE THROUGH EXPRESS TRAIN FOR THE WEST leaves New-York at 8 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. Four hours' time is saved by taking this train.

ELIZABETHPORT AND NEW-YORK FERRY—Leave New-York foot of Jersey-st., at 7:20 and 11:20 a. m.; 3:20, 4:20, and 5:20 p. m.

The boats stop at Bergen Point and Mariners' Harbor every trip each way. JOHN O. STERNS, Superintendent.

NEW-YORK AND ERIE RAILROAD.—Passenger Trains via Pavonia Ferry, from foot of Chambers-st.:

7 a. m., Express.
7 a. m., Mail.
8 a. m., Milk, daily, for Otisville and intermediate Stations.
11 a. m., Accommodation, daily, for Port Jervis.
4 p. m., Way, for Middletown, Newburgh and intermediate Stations.
5 p. m., Night Express, daily.

CHARLES MINOT, General Sup't.
NATHANIEL MARSH, Receiver.

NEW-YORK, HARLEM and ALBANY RAILROAD—Summer Arrangement.—Express train for Albany, Troy, North and West, leave 26th-st. station at 11 a. m. For local trains, see Time Tables. JOHN BURCHILL, Assistant Superintendent.

TO BOSTON, PROVIDENCE AND NEWPORT, by SHORE LINE.—Leaves 27th-st., 4th-av., 8 a. m., arrive in Providence 4:20 p. m.; 12:15 a. m., arrive in Providence 7:20 p. m.; 8 p. m., Express Through Mail Train, arrive in Providence 4:30 and Boston at 6 a. m. F. J. CALHOUN, Superintendent.

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

From Chambers-st.		From 30th-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-car), 10:15 p. m.	10:45 p. m. (Sundays included.)	
Poughkeepsie train, at 6 a. m., and 4:15 p. m.	6:25 a. m., and 4:40 p. m.	
Peekskill train, 4 p. m.	4:25 p. m.	
Sing Sing train, 9 a. m., and 6 p. m.	9:25 a. m., 4:55 and 8:25 p. m.	
Nyack train, 5:30 p. m.	5:55 p. m.	

A. F. SMITH, Superintendent.

LONG ISLAND RAILROAD—CHANGE OF TERMINUS.—Leave James-slip and 34th-st. Ferries, New-York, at 9 a. m. for Greenport; 3:30 p. m. for Greenport and Sag Harbor; 12 m. and 4:30 p. m. for Syosset; 5:30 p. m. for Farmingdale. For Hempstead 9 a. m., 12 m., 3:30, 4:30, and 5:30 p. m. 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 boat from James-slip.

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 Cortlandt-st.)—Morning Express, 7 a. m.; Evening Express, 6 p. m.; and at 8 p. m., from same place, via Allentown, arriving at Pittsburgh at 12 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 in the West by the Pennsylvania Railroad are at all times as favorable as are charged by other Railroad Companies. Merchants and shippers intrusting 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.

Ocean Steamers.

FOR CALIFORNIA via PANAMA.—A first-class steamer will leave New-York on the 1st, 11th, and 21st of each month except when these dates fall on SUNDAY, when the day of departure will be the MONDAY following. For freight or passage, apply at the only office, No. 5 Bowling-green. D. B. ALLEN, Agent.

FOR SOUTHAMPTON AND HAVRE, ON SATURDAY, OCT. 12.—The United States Mail Steamer FULTON, Wetton, Commander, will sail from Pier No. 37 North River, foot of Beach-st., on SATURDAY, Oct. 12, at noon.

This steamer, unsurpassed for safety and comfort, has double engines under deck, inclosed by watertight compartments, which, beside other results, tend, in the event of collision or stranding, to keep the pumps free to work, and secure the safety of vessel and passengers.

For Freight or Passage, apply to SAMUEL M. FOX, GEO. MACKENZIE, Agents, No. 7 Broadway.

The steamer FULTON will sail October 12.

STEAM FROM NEW-YORK TO LIVERPOOL.—The steamship GREAT EASTERN having fulfilled her contract with the British Government, will sail from New-York for Liverpool on SATURDAY, Oct. 5.

RATES OF PASSAGE:—$125 @ $135 in First Cabin, according to state-room accommodation, all other privileges being equal; Third Cabin, from $35 @ $50.

Suites of first class apartments for families may be engaged by special arrangement.

The GREAT EASTERN will leave Liverpool on her return trip TUESDAY, Oct. 29.

The GREAT EASTERN will leave New-York, (second voyage,) Nov. 23, 1861.

Plans of the ship can be seen and engagements made for freight and passage on application to HOWLAND & ASPINWALL, Agents, Nos. 54 and 55 South-st.

STEAM WEEKLY between NEW-YORK and LIVERPOOL, landing and embarking passengers at Queenstown (Ireland) for Liverpool, New-York, and Philadelphia Steamship Company intend dispatching their full-powered, Clyde-built Iron Steamships as follows:

KANGAROO.....Saturday, Sept. 28.
CITY OF NEW-YORK.....Saturday, Oct. 5.
EDINBURGH.....Saturday, Oct. 12.

And every succeeding SATURDAY, at noon, from Pier No. 44, North River.

RATES OF PASSAGE:			
FIRST CABIN	$75	STEERAGE	$30
First Cabin to London	80	Steerage to London	33
First Cabin to Paris	85	Steerage to Paris	38
First Cabin to Hamburg	85	Steerage to Hamburg	35

Passengers also forwarded to Havre, Bremen, Rotterdam, Antwerp, &c., at equally low rates.

Persons wishing to bring out their friends can buy tickets here at the following rates to New-York: From Liverpool or Queenstown—First Cabin, $75, $85 and $105. Steerage from Liverpool, $40; from Queenstown, $35.

These Steamers are superior accommodations for passengers, and carry experienced Surgeons. They are built in water-tight first section, and have patent Fire Annihilators on board.

For further information, apply in Liverpool to WILLIAM INMAN, Agent, No. 22 Water-st.; in Glasgow to WM. INMAN, No. 2 St. Enoch-square; in Queenstown to C. & W. D. SEYMOUR & CO.; in London to EIVES & MACEY, No. 61 King William-st.; in Paris to JULES DECOUX, No. 5 Place de la Bourse; in Philadelphia to JOHN G. DALE, No. 111 Walnut-st., or at the Company's Offices. JOHN G. DALE, Agent, No. 15 Broadway, N. Y.

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 New-York call at Cork Harbor.
The ships from Boston call at Halifax and Cork Harbor.

PERSIA, Capt. Judkins.	AFRICA, Capt. Shannon.
ASIA, Capt. J. Stone.	CANADA, Capt. Leitch.
ASIA, Capt. E. G. Lott.	AMERICA, Capt. Hockey.
AUSTRASIAN, Capt. Cook.	NIAGARA, Capt. Moodie.
	EUROPA, Capt. Anderson.
	SCOTIA (now building.)

These vessels carry a clear white light at mast-head, green on starboard bow; red on port bow.

ARRIVE AT LIVERPOOL.

ASIA.....leaves New-York...Wednesday, Sept. 25	
EUROPA, Anderson.....leaves Boston.....Wednesday, Oct. 2	
PERSIA, Judkins.....leaves New-York...Wednesday, Oct. 9	
NIAGARA, Moodie.....leaves Boston.....Wednesday, Oct. 16	
ASIA, Lott.....leaves New-York...Wednesday, Oct. 23	

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.

Stationery and Fancy Goods.

AN ARTICLE for the TIMES—To save your Clothing—PATENT IMPROVED MARKING PENCIL, warranted indelible. B. & P. LAWRENCE, No. 73 John-st., AMES & BARNES, No. 41 John-st., J. J. MERRITT, No. 18 Beekman-st. (Samples by mail for 25 cents sent to E. P. C., Box No. 21 Northampton, Mass).

M. P. BROWN, Importer of ALL KINDS OF BEADS AND FANCY GOODS. Prices to suit the times. Depot, No. 186 Pearl-st.

Burning Fluid, Oils, &c.

COAL OIL—COAL OIL. Of the first quality, WHITE, PURE, SAFE (not explosive), AND ODORLESS. J. S. STANTON, Manufacturer, No. 246 GREENWICH-ST., N. Y.

LIGHT! LIGHT! LIGHT!—A GREAT VICTORY.—Camphene and Fluid exterminated, and Coal Oil is King. The UNION COAL OIL BURNER gives the greatest light the world ever saw from one single lamp, with no danger by explosion, and at half the cost of anything now in use. Camphene Lamps altered at a small expense, and new Lamps Coal Oil Cans, Wicks, &c., always on hand. Rights for sale to manufacturers only. N. B.—None of these Lamps are genuine without my stamp of patent applied for in front of the burner, and without which it is unlawful to make, sell, or use any improvement. Lamps altered at any place in the city, or by express in the country, on notice by letter or otherwise, being left at my place of business at No. 82 Catharine-st., New-York City. Satisfaction is guaranteed before payment is asked. JOHN MULVANY.

REFINED PETROLEUM ILLUMINATING OIL.—Received direct from the manufacturers, and for sale in quantities to suit, at the very lowest market rates, by SCHIEFFELIN BROTHERS & Co., Nos. 170 and 172 William-st., New-York.

Proposals.

NAVY AGENCY, No. 20 Nassau-st., NEW-YORK, Sept. 21, 1861.

NAVY BEEF and PORK.—SEALED PROPOSALS, indorsed "Proposals for Beef," and "Proposals for Pork," as the case may be, will be received at this office until 12 o'clock noon on Saturday the 28th day of September next, for furnishing and delivering free of all cost and risk to the United States, at the Navy Yard at Brooklyn,

500 barrels of Beef.
500 barrels of Pork.

To be packed in half-barrels, and delivered within thirty days from the date of the acceptance of proposals.

The Beef, Pork, and barrels to be of the quality and description inviorably required for the use of the Navy (except that the iron hoops be dispensed with), and be subject to the usual inspection of the Navy Yard.

Every offer must be accompanied by a written guaranty, signed by one or more responsible persons, to the effect that he or they undertake that the bidder or bidders will, if his or their bid be accepted, enter into an obligation immediately, with good and sufficient sureties, to furnish the article proposed. This guaranty must be accompanied by the certificate of the United States District Judge, District Attorney, Collector, or Navy Agent, that the guarantors are able to make good their guaranty. No proposal will be considered unless accompanied by such guaranty. I. HENDERSON, Navy Agent.

PROPOSALS for ARMY STORES.—Proposals will be received by the undersigned at his office, No. 7 Bowling-green, until 4 o'clock p. m. on THURSDAY, the 26th inst., for supplying for the use of the United States Army the following Subsistence Stores, viz:

2,425 barrels first-quality Mess Pork, full salted, 200 lb meat.
150,000 pounds first-quality smoked Bacon Sides, slip covers, packed in tight tierces of about 300 lb each.
50,000 pounds first-quality smoked Bacon Shoulders, shank cut off close to the brisket; slip covers, packed as above.
20,000 pounds first-quality Smoked Hams, slip covers, packed as above.
5,015 barrels first-quality Southern or St. Louis Flour.
2,000 barrels first-quality Western Flour.
2,250 bushels prime-quality White Beans, Peas, or Split Peas, in ordinary barrels, thoroughly coopered and in good order.
70,000 pounds of prime Rice, in clean, bright, spirit barrels.
30,000 pounds of prime No. 4 Hominy, in clean, bright, spirit barrels.
70,000 pounds of prime Rio Coffee, raw, in clean, bright, spirit barrels.
24,000 pounds of prime Rio Coffee, roasted, in clean, bright, spirit barrels.
3,000 pounds of good-quality Black Tea, one-half Oolong, one-half Souchong.
105,000 pounds of refined, light yellow Coffee Sugar, or the best quality, clean, dry, Raw Sugar, in ordinary well-coopered barrels.
8,400 gallons of good Cider Vinegar, put up in iron-hooped barrels.
10,000 pounds first-quality Adamantine Candles, to be sixteen ounces to the pound, one-third 6s and two-thirds 12s.
3,000 pounds first-quality Sperm Candles, sixteen ounces to the pound, one-half 6s and one-half 12s.
40,000 pounds good, hard Brown Soap, full weight.
750 bushels good, clean, dry fine Salt in strong, tight, well-coopered barrels, thirty-two quarts to the bushel.
4,000 gallons good Molasses or Syrup, in barrels or half barrels, with four iron hoops.
16,000 pounds first-quality Dried Apples, in tight barrels.
150 barrels of double rectified Proof Whisky, barrels to be of the best quality for containing Whisky, with four iron hoops, to be gauged and marked as shall be required.
35,000 pounds desiccated Potatoes.
25,000 pounds desiccated mixed Vegetables.
1,000 gallons mixed Pickles, in 10-gallon kegs, as for the Navy stores.

To be ready for delivery in any part of New-York City on the 4TH OF OCTOBER, and shall be so delivered without cost to the United States.

Small samples in labeled boxes to accompany the proposals, when practicable. Separate proposals will be required for each article, in which reference must be made to their proper samples.

Certificates of inspection will be required for all Meats and Flour, certifying, on the part of the seller, their present quality and condition. The seller's name, with date of purchase, required on each package.

Two iron hoops on each barrel of Pork. Boxes to be wood-strapped. Affidavit of Coffee-roaster required as to the identity of roasted Coffee with sample.

Bidders may propose for the whole or any part of each article.

All the stores will be carefully inspected before their delivery, and carefully compared with the retained samples.

Each bid must contain a copy of the printed advertisement to which it refers, and must also have the signatures of two responsible sureties, guaranteeing the fulfillment of the obligations of the bidder, in case any part of his proposal shall be accepted.

Proposals must be indorsed "Proposals for Subsistence Stores for the United States Army," and must be sent with samples to my office, M. R. MORGAN, Capt. and Com. Sub., U. S. A. Sept. 20, 1861.

NAVY DEPARTMENT, Bureau of Yards and Docks, Sept. 4, 1861.

SEALED PROPOSALS for each class separately, under "Proposals for Class No. (name the class)" for the Navy-Yard at (name the yard)," will be received at this office until 12 o'clock on the 2d day of October next, for furnishing and delivering at the several navy-yards named the materials and articles embraced in printed schedules which will be furnished on application, and sent by mail, if so requested, to persons desirous to offer to contract for any or all of the classes named therein, by the commandants of the several navy-yards for the classes for the yards under their command, or by the navy agent nearest there to, or by the nearest for any or all of the yards.

To prevent confusion and mistakes in sealing the offers, no bid will be received which contains bids for more than one yard in one envelope; and each individual of a firm must sign the bid and contract.

Bidders are hereby cautioned and particularly notified that their offers must be in the form herein after prescribed, and be mailed in time to reach their destination before the time expires for receiving them; *no bid will be considered which shall be received after the period stated, and no allowance will be made for failures of the mail.*

To guard against offers being opened before the time appointed, bidders are requested to indorse on the envelope above the address, and draw a line under the indorsement, thus:

"*Proposals for Class No. (name the class) for the Navy Yard at (name the yard).*"

To the Chief of the Bureau of Yards and Docks, Washington, D. C.

Form of Offer.

(Here date the offer.)

I (here insert the name or names comprising the firm) of (name the town), in the State of (name the State), hereby offer to furnish under your advertisement, dated (date of advertisement), and subject to all the requirements of the same, and of the printed schedule to which it refers, all the articles embraced in Class No. (name the class), for the Navy Yard at (name the yard), according to said schedule, viz.: (here paste on the printed class from the schedule, and opposite each article set the price and carry out the amount in the columns for dollars and cents, and foot up the aggregate amount of the bid for the class), amounting to (here write the amount in words).

I propose as my agent (here name the agent, if one is required by the schedule) for the supply under the classes miscellaneous, by a non-resident of the place of delivery, and should my offer be accepted, I request the contract may be prepared and sent to the navy agent at (name the agency) for signatures and certificate.

(Here the bidder and each member of the firm to sign.)

Form of Guarantee.

The undersigned (name of guarantor) of (name the town,) and State of (name the State,) and (name of second guarantor &c.,) hereby undertake that the above named (name the bidder or bidders) will, if his (or their) offer as above be accepted, enter into contract with the United States within fifteen days after the date of notice through the Post-office of the acceptance of his (or their) offer before mentioned. (Signature of guarantors.)

Witness:

I certify that the above-named (here name the guarantors) are known to me to be good and responsible guarantors in this case. (Signature).

To be signed by the District Judge, District Attorney, Collector, Navy Agent, or some person known to the Bureau to be responsible.

PORTSMOUTH, N. H.

Class No. 6, White Pine, Spruce, Juniper, and Cypress. Class No. 9, Gravel and Sand. Class No. 11, Iron, Iron Nails, and Spikes. Class No. 12, Steel. Class No. 14, Pipe. Class No. 16, Ship Chandlery. Class No. 17, Hardware. Class No. 18, Stationery. Class No. 23, Belting, Packing, and Hose. Class No. 26, Augers.

BOSTON.

Class No. 1, Bricks. Class No. 2, Stone. Class No. 3, Yellow Pine Timber. Class No. 5, Oak and Hard Wood Timber and Lumber. Class No. 6, White Pine, Spruce, Juniper, and Cypress. Class No. 7, Lime, Hair, and Plaster. Class No. 8, Cement. Class No. 9, Gravel and Sand. Class No. 11, Iron, Iron Spikes, and Nails. Class No. 13, Steel. Class No. 13, Pipe Iron. Class No. 15, Paints, Oils, and Glass. Class No. 17, Hardware.

NEW-YORK.

Class No. 1, Bricks. Class No. 2, Yellow Pine Timber. Class No. 4, Yellow Pine Lumber. Class No. 5, Oak and Hard Wood. Class No. 6, White Pine, Spruce, Cypress, and Juniper. Class No. 7, Lime, Hair, and Plaster. Class No. 8, Cement. Class No. 9, Gravel and Sand. Class No. 10, Slate. Class No. 11, Iron, Iron Spikes, and Nails. Class No. 12, Pipe Iron. Class No. 13, Paints, Oils, and Glass. Class No. 15, Ship Chandlery. Class No. 17, Hardware. Class No. 23, Belting, Packing, and Hose. Class No. 25, Iron Work, &c.

PHILADELPHIA.

Class No. 3, Yellow Pine Timber. Class No. 5, Oak and Hard Wood. Class No. 6, White Pine, Spruce, Juniper and Cypress. Class No. 11, Iron, Iron Spikes and Nails. Class No. 14, Pipe. Class No. 17, Hardware. Class No. 23, Belting, Packing and Hose. Class No. 25, Augers.

WASHINGTON.

Class No. 1, Bricks. Class No. 3, Oak and Hard Wood. Class No. 6, White Pine, Spruce, Juniper and Cypress. Class No. 11, Iron, Iron Spikes and Nails. Class No. 14, Pipe. Class No. 15, Paints, Oils and Glass. Class No. 16, Ship Chandlery. Class No. 17, Hardware. Class No. 24, Sperm and Lubricating Oils. Class No. 25, Anthracite Coal. Class No. 26, Bituminous Cumberland Coal.

The schedule will date the times within which articles will be required to be delivered; and where the printed schedule is not used, the periods stated in it for deliveries must be copied in the bids. All the articles which may be contracted for must be delivered at such place or places, including drayage and cartage to the place where used within the Navy-Yards, respectively, for which the offer is made, as may be directed by the commanding officer thereof; and, all other things being equal, preference will be given to articles of home manufacture. No article will be received after the expiration of the period specified in the schedule, or for the compensation in excess of that specified, unless expressly authorized by the Department. In comparing the classes the price stated in the column of prices will be the standard, and the aggregate of the class will be carried out according to the prices stated.

It is to be provided in the contract, and to be distinctly understood by the bidders that the amount and number of articles enumerated in classes headed "Miscellaneous" are specified as the *probable* quantity which may be required, as well as to fix data for determining the lowest bid; but the contractor is to furnish more or less of the said enumerated articles, *not in such quantities, or at such times, as the bureau or commandant may require*; such increase, however, not to exceed one half of the quantities stated (and requisitions sent through the post-office shall be deemed sufficient notice) during the first year ending each of June, 1862, and whatever the quantities required be more or less than those specified, the prices shall remain the same.

All the articles under the contract must be of the best quality, delivered in good order, free of all and every charge or expense to the Government, and subject to the inspection, gauge, weight or measurement of the said Navy-Yard, and be in all respects satisfactory to the commandant thereof. Bidders are referred to the Navy-Yard for plans, specifications, or samples, and any further description of the articles. When bidders shall be in doubt as to the precise articles named in the schedule, they will apply to the commanding officer of the Navy-Yard and *not to employees* for description of the article or articles in doubt, which information the said officer will give in writing. Contractors for classes headed "Miscellaneous," who do not reside near the place where the articles are to be delivered, will be required to state in their proposals an agent at the navy-yard or place near the yard of delivery, who may be called upon to deliver articles without delay when they shall be required.

Approved sureties in the full amount of the contract will be required, and twenty per centum as additional security deducted from each payment until the contract shall have been completed or canceled, unless otherwise authorized by the Department. On classes of articles headed "Miscellaneous," to be delivered as required during the fiscal year, the twenty per centum retained may, at the discretion of the commandant, be paid quarterly on the 1st of January, April, July, and October, when the deliveries have been satisfactory, and the balance (eighty per cent) will be paid by the respective navy agents within thirty days after the presentation of bills, in triplicate, duly vouched and approved.

No part of the per centum reserve is to be paid until all the rejected articles offered under the contract shall have been removed from the yard, unless specially authorized by the Department.

It will be stipulated in the contract, that if default shall be made by the parties of the first part in delivering all or any of the articles mentioned in any class bid for, of the quality and at the times and places above provided, then and in that case the said parties will forfeit and pay to the United States a sum of money not to exceed twice the amount of such class, which may be recovered, from time to time, according to the act of Congress in that case provided, approved March 3, 1843.

The sureties must sign the contract, and their responsibility be certified to by a Navy Agent, Collector, District Attorney, or some other person satisfactorily known to the Bureau.

It is to be provided in the contract that the Bureau shall have the power of annulling the contract, without loss or damage to the Government, in case Congress shall not have made sufficient appropriations for the articles contained, or for the completion of works estimated for, and on which this advertisement is based, and shall also have the power to increase or diminish the quantities named in the classes not headed "Miscellaneous" in the schedule, twenty-five per centum.

Persons whose offers shall be accepted will be notified by letter through the Post-Office, which notice shall be considered sufficient; and if they do not enter into contract for the supplies specified within fifteen days from the date of notice from the bureau of the acceptance of their bid, a contract will be made with some other person or persons, and the guarantors of such defaulting bidders will be held responsible for all the delinquencies.

All offers not made in *strict conformity* with this advertisement will, at the option of the bureau, be rejected.

Those only whose offers may be accepted will be notified, and contracts will be ready for execution as soon thereafter as may be practicable.

Chances for Business Men.

MONEY WANTED.—The Proprietors of an extensive Machine Establishment and Foundery, conveniently located near this city, have decided to devote their entire works to the manufacture of Firearms, Gun Machinery, and Cannon, for which they have great facilities. Orders are already in hand from this Government, with reasonable assurance from that and other sources to warrant a permanency to the business for years to come. Additional means, to the amount of $30,000 or $60,000, are wanted, for which ample security can be given, with a percentage from the returns.

The opportunity here afforded for investing in a safe, legitimate, and profitable business is of no common character. Address BUSINESS, Tribune Office.

$1,000 TO $2,000 WANTED—In an honorable business, that will pay 100 to 200 per cent profit, where the security is in hand all the time. The receipt for the manufacture exclusively in my hands. Full particulars can be had from me by stating, with real name, where and when an interview can be had. Address J. H., Box No. 3,530 Post-Office.

$150 PER MONTH made by enterprising Agents selling DOWNER'S HEMMER and SHIELD for hand-sewing; indispensable to every lady; protects the finger, and makes a beautiful hem. Sample sent on receipt of 25c. Address A. H. DOWNER, No. 443 Broadway.

Houses and Farms Wanted.

HOUSE and FURNITURE WANTED.—I will pay cash for about $1,000 worth of HOUSEHOLD FURNITURE, medium quality, and will take the HOUSE if in a desirable neighborhood; Brooklyn preferred. For particulars, inquire of F. COLTON, No. 113 Fulton-st., near Nassau.

WANTED—A genteel PLACE, on or contiguous to the North or East River, with 25 to 50 acres of Land, good House and outbuildings; garden and fruit suitable for the premises; well fenced and well watered. Something similar to this may find a cash purchaser by inclosing particulars, addressed to A. B., Tribune Office.

Real Estate for Sale.

TO LUMBERMEN and OTHERS.—For SALE or EXCHANGE—1,500 acres of excellent PINE, BEACH, and MAPLE TIMBER LANDS, near the Philadelphia and Erie Railroad, near the Clinton County line, Pa. For particulars, address WM. M. WILLIAMS, No. 3,125 P. O., New-York.

FOR SALE—On the south-east corner of Madison-av. and 39th-st., one of the very best HOUSES in the city, just completed in the most exquisite manner, 20½ by 66, will be sold very low and on easy terms. Seen at all hours. Apply to B. SMITH, No. 75 West 26th-st., or at No. 42 East 20th-st.

To Let.

FURNISHED HOUSE to LET to a small family at low Rent, and part of rent taken by reservation by owner for himself alone, of one or more rooms if preferred. Situation central and home first-class. Address Box No. 1,291 P. O.

NEWBURGH, Orange County.—To LET, 60 miles up the Hudson, a pleasantly located furnished HOUSE in Montgomery-st., supplied with gas and good pond water, large yard, fruit trees, and shrubbery, stable and carriage-house, good garden vegetables; till the 1st of May next. Possession any time this month.—Sept. 4, 1861. Inquire of G. FURMAN, No. 27 Courtlandt-st., N. Y., or DEWINT & MACKINS Office, Washington Hall, Water-st., Newburgh.

SECOND STORY FRONT ROOM and HALL BEDROOM attached TO LET—Furnished, with Board, to a gentleman and his wife, or 2 single gentlemen, at No. 362 4th-st., near Lafayette-place. Location quiet and central. References exchanged.

TO LET—BROOKSIDE, the residence of CHAS. H. RUGGLES, esq., within the City of Poughkeepsie, containing 10 acres of land. The house is large and convenient, the grounds are filled with fine fruit trees of every variety—to let with or without the furniture. Horses, Carriages, Cows, Poultry &c. Possession will be given on the 1st November. For particulars inquire on the premises, or of A. J. BLEECKER, SON & Co., No. 7 Pine-st., New-York.

TO LET—A Three-story and Basement HOUSE, in good order, with modern improvements, in Ludlow-place, Houston-st., between Sullivan and Macdougal-sts. Rent, $30 a month. Inquire on the premises, or of F. S. TALLMADGE, No. 51 Macdougal-st.

TO LET or for SALE very low—Two first-class, brown-stone, four-story HOUSES; have all the modern improvements. Nos. 23 and 25 West 46th-st. Inquire on the premises, or at No. 126 Chambers-st., up stairs.

Sales by Auction.

AUCTION NOTICE.—Magnificent sale of HOUSEHOLD FURNITURE—THIS DAY (Wedn