Proposals.

OFFICE OF ASS'T COMMISSARY-GENERAL OF SUBSISTENCE, No. 4 STATE-ST., NEW-YORK, Sept. 30, 1862.

ARMY SUPPLIES.—Proposals will be received by the undersigned until 11 o'clock a. m. on THURSDAY, the 23d October, for receiving, for the use of the United States Army, SUBSISTENCE STORES, to be delivered in New-York as follows, viz:

1,000 barrels of first quality EXTRA MESS BEEF—The meat to be packed in full-hoped oak barrels, with two iron hoops.

1,000 barrels of first quality extra superfine Southern, St. Louis, or other brands of FLOUR, suitable for keeping in a warm climate. The barrels to be full weight.

For immediate delivery.

Small samples to accompany proposals for all articles except meats, the boxes containing them to be carefully labeled on the side.

Each bid must have a printed copy of this advertisement posted at its head, and must be specific in complying precisely with all its terms. Each bid to have combination, must contain the written guaranty of two responsible names, as follows:

"We, the undersigned, hereby guarantee that should all or any part of the above bid be accepted, it shall be duly fulfilled according to its true purport and conditions; also, that a written contract with bonds to the amount of one-fourth the value of the stores proposed to be furnished, shall be executed if required."

Bidders may propose for the whole or a part of either article.

Certificates of inspection by professional packers or inspectors other than the party furnishing the provisions, will be required for all the meats, certifying on the part of the seller their present quality and condition and the immediately preceding inspection. The meats will also be examined and passed upon by Robert P. Getty, Inspector on the part of the United States. The seller's name, place of business, with date of purchase, is required on each package of every article.

The Flour will be inspected at the date of delivery, and compared with the retained samples.

Contractors are expected to mild their goods, without expense to the United States, until required for shipment.

Proposers whose bids are not accepted are requested to send for their samples on Saturday, 4th October.

Blanks for Proposals will be furnished at this office, which must be inclosed in an envelope addressed to the undersigned and indorsed "Proposals for Subsistence Stores."

A. B. EATON, Lieut.-Col. and A. C. G. S.

NAVY DEPARTMENT, Bureau of Construction, &c., September 22, 1862.

PROPOSALS for MATERIALS for the NAVY.—SEALED PROPOSALS to furnish materials for the Navy for the fiscal year ending 30th June, 1863, will be received at this Bureau until 3 o'clock p. m. of the 21st October next. These proposals must be endorsed "Proposals for Materials for the Navy, Bureau of Construction," &c., that they may be distinguished from other business letters.

The materials and articles embraced in the classes named are particularly described in the printed schedules, any of which will be furnished to such as desire to offer, on application to the Commandants of the respective yards, or to the Navy Agent near each of them, and to one of all the yards upon application to this Bureau. The division into classes being for the convenience of dealers in each such purchase only will be furnished as are actually required for bids. The Commandant and Navy Agent of each station will in addition to the schedule of classes of their own yards have a copy of the schedules of the other yards, for examination only, from which it may be judged whether it will be desirable to make application for any of the classes of those yards.

Offers must be made for the whole of the class at any yard upon one of the printed schedules, or in strict conformity therewith, or they will not be considered. In computing 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.

The contract will be awarded to the lowest *bona fide* bidder who gives proper security for its fulfilment. The United States reserves the right to reject all the bids for any class if deemed exorbitant.

All articles must be of the very best quality, to be delivered in the Navy Yard in good order, and in suitable vessels and packages, properly marked with the name of the contractor, as the case may be, at the expense and risk of the contractor, and in all respects subject to the inspection, measurement, count, weight, &c. of the yard where received, and to the entire satisfaction of the commandant thereof.

Bidders are referred to the commandants of the respective yards for samples, instructions, or particular description of the articles, and, all other things being equal, preference will be given to articles of American manufacture.

Every offer, as required by the law of 19th August, 1846, must be accompanied by a written guarantee, the form of which is herewith given.

Those only whose offers may be accepted will be notified, and the contract will be forwarded as soon thereafter as practicable, which they will be required to execute within ten days after its receipt at the post-office or navy agency named by them.

Bonds in the full amount will be required to sign the contract, and their responsibility certified to by a United States district judge, United States district attorney, collector, or navy agent. As additional security, twenty per centum will be withheld from the amount of the bills until the contract shall have been completed; and eighty per centum of each bill, approved to triplicate by the commandants of the respective yards, will be paid by the navy agent at the points of delivery in certificates of indebtedness or Treasury notes at the option of the Government.

It is stipulated in the contract that if default be made by the parties of the first part in delivering all or any of the articles mentioned in any class bid for in the contract, of the quality and at the time and places above provided, then, and in that case the contractor and his sureties will forfeit and pay to the United States a sum of money not exceeding 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, 1861.

In class No. 11 and those following if a quantity in addition equal to the face of the contract is demanded it is to be furnished on like terms and conditions during the fiscal year.

FORM OF OFFER.

Which, from a firm, must be signed by all the members.

I, ——, of ——, in the State of ——, hereby agree to furnish and deliver in the respective Navy-Yards all the articles named in the classes hereunto annexed, agreeably to the provisions of the schedule therefor, and in conformity with the advertisement of the Bureau of Construction, &c., of 22d September, 1862. Should my offer be accepted, I request it may be addressed at ——, and the contract sent to the Navy Agent at ——, or to ——, for signature and certificate.

Signature, A. B.

Date.

Witness.

The schedule which the bidder incloses must be pasted to his offer, and each of them signed by him. Opposite each article in the schedule the price must be set, the amount carried out, the aggregate footed up for each class, and the amount likewise written in words. If the parties who bid do not reside near the place where the articles are to be delivered, they must name in their offer a person to whom orders on them are to be delivered.

FORM OF GUARANTEE.

The undersigned ——, of ——, in the State of ——, and ——, of ——, in the State of ——, hereby guaranty that in case the foregoing bid of —— for any of the classes therein named be accepted, he or they will, within ten days after the receipt of the contract at the post-office named, or Navy Agent designated, execute the contract for the same, with good and sufficient sureties; and in case said —— shall fail to enter into contract as aforesaid, we guaranty to make good the difference between the offer of the said —— and that which may be accepted.

Signatures of two guarantors, { C. D. E. F.

Date.

Witness.

I hereby certify that the above-named —— are known to me as men of property, and able to make good their guarantee.

Date. Signature, G. H.

To be signed by the United States District Judge, United States District-Attorney, Collector, or Navy Agent.

Extract from a law of the United States, approved July 17, 1862.

Sec. 14. *And be it further enacted*, That no contract for order, or any interest therein, shall be transferred by the party or parties to whom such contract or order may be given to any other party or parties, and that any such transfer shall cause the annulment of the contract or order transferred so far as the United States are concerned: *Provided*, That all the rights of action are hereby reserved to the United States for any breach of such contract by the contracting party or parties.

Sec. 16. *And be it further enacted*, That when any contractor for subsistence, clothing, arms, ammunition, munitions of war, and for every description of supplies for the army or navy of the United States shall be found guilty by a court-martial of fraud or willful neglect of duty, he shall be punished by fine, imprisonment, or such other punishment as the court-martial shall adjudge; and any person who shall contract to furnish supplies of any kind or description for the army or navy, he shall be deemed and taken as a part of the land or naval forces of the United States for which he shall contract to furnish said supplies, and be subject to the rules and regulations for the government of the land and naval forces of the United States.

The following are the classes required at the respective Navy-Yards:

KITTERY, MAINE.

Class No. 1. White Oak Logs; No. 2 White Oak Keel; No. 3. White Oak Frames and Timber; No. 4. White Oak Plank; No. 5. Yellow Pine Logs; No. 7. Yellow Pine Beams; No. 8. Yellow Pine Mast and Spar Timber; No. 10. White Pine Mast Timber; No. 11. White Pine Plank and Boards; No. 13. Ash Plank and Boards; No. 14. White Ash Oars; No. 15. Hickory Butts; No. 16. Black Walnut and Cherry; No. 17. Cypress; No. 18. White Oak Staves and Heading; No. 20. Black Spruce; No. 22. Lignumvitæ; No. 25. Iron; No. 26. Steel; No. 27. Iron Spikes; No. 28. Iron Nails, wrought and cut; No. 30. Lead; No. 31. Zinc and Tin; No. 33. Hardware; No. 34. Tools for stores; No. 35. White Lead; No. 37. Zinc Paint; No. 38. Colored Paints, Dryer; No. 39. Linseed Oil, Turpentine, Varnish; No. 41. Glass; No. 42. Pitch, Tar, Rosin; No. 44. Oil, Tallow, Soap; No. 46. Miscellaneous—Dry Goods, Hair Cloth, Ship Chandlery for construction. Class A. Boiler Iron and Rivets; C. Lard Oil; F. Miscellaneous Tools for Engineers; G. Cooking Utensils, Stoves, &c.; H. Flax Canvass; I. Cotton Canvass; P. Twine; K. Leather; L. Hose; M. Brushes; N. Bunting, Dry Goods; O. Lanterns; Q. Sperm Oil; R. Ship Chandlery, for stores and equipment; S. Stationery; T. Fire Wood.

PHILADELPHIA.

Class No. 1. White Oak Logs; No. 2. White Oak Keel Pieces; No. 3. White Oak Frames and Timber; No. 4. White Oak Plank; No. 5. Yellow Pine Plank Stock Logs; No. 7. Yellow Pine Beams; No. 8. Yellow Pine Mast and Spar Timber; No. 10. White Pine Mast and Spar Timber; No. 11. White Pine Logs, Plank, Boards, &c.; No. 12. Ash Logs and Planks; No. 14. White Ash Oars; No. 15. White Heart Hickory Capstan Bars; No. 16. Mahogany, Black Walnut, Cherry; No. 17. Cypress, Cedar Boards; No. 18. Locust; No. 19. Black Spruce Spar Timber; No. 22. Lignumvitæ; No. 25. Iron, round, flat, and square; No. 26. Steel; No. 27. Iron Spikes; No. 28. Iron Nails, wrought and cut; No. 30. Lead; No. 31. Zinc, Tin; No. 33. Hardware; No. 34. Tools for stores; No. 35. White Lead; No. 37. Zinc Paint; No. 38. Colored Paints, Dryer; No. 39. Linseed Oil, Turpentine, Varnish; No. 41. Glass; No. 42. Pitch, Tar, Rosin; No. 44. Fish Oil, Tallow; Soap; No. 46. Miscellaneous Dry Goods, hair cloth, and Ship Chandlery for construction; A. Iron Rivets for Boilers; C. Pig Iron; C. Lard Oil; D. Boiler Feeding; E. Gum Packing; F. Miscellaneous Tools for Engineers; G. Cooking Utensils, Stoves, &c.; H. Flax Canvass; I. Cotton Canvass; J. Twine; K. Leather; L. Hose; M. Brushes; N. Bunting, Dry Goods; Q. Sperm Oil; R. Ship Chandlery for Stores Equipments; S. Stationery; T. Fire Wood.

WASHINGTON.

Class No. 1. White Oak Logs; No. 6. Yellow Pine Plank Stock Logs; No. 11. White Pine; No. 13. Ash Plank; No. 14. Ash Oars; No. 15. Hickory Bars; No. 16. Black Walnut; No. 17. Cypress; No. 18. Staves and Heading; No. 21. Poplar; No. 25. Iron; No. 26. Steel; No. 27. Iron Spikes; No. 28. Iron Nails; No. 30. Lead; No. 31. Zinc, tin, solder; No. 33. Hardware; No. 35. White Lead; No. 37. Zinc Paint; No. 38. Colored Paints; No. 39. Linseed Oil, Varnish; No. 41. Glass; No. 42. Oakum; No. 43. Pitch, tar; No. 44. Brown Soap; No. 46. Miscellaneous Dry Goods, Ship Chandlery, &c., for construction; No. 48. Tents and Galleys; No. 49. Ingot Copper; No. 50. Cable Iron; No. 51. Poles; No. 52. Bellows; A. Boiler Iron and Rivets; B. Pig Iron; C. Lard Oil; D. Boiler Feeding; E. Gum Packing; F. Miscellaneous Engineers Tools; G. Cooking Stoves, &c.; H. Flax Canvass; I. Cotton Canvass; J. Twine; K. Leather; L. Hose; M. Brushes; N. Bunting and Dry Goods; P. Gas Pipe for steamer fitting; Q. Sperm Oil; R. Ship Chandlery for stores and equipments; S. Stationery; T. Fire Wood.

sep25 1awdwTh

To Whom it may Concern.

CORPORATION NOTICE.—DEPARTMENT OF FINANCE, CITY OF NEW-YORK.—Public notice is hereby given that a sale of property according to law for unpaid assessments on real estate for regulating, grading, paving, curbing and gutter-flagging, filling and fencing lots, and constructing sewers, will take place at public auction at the City Hall in the city of New-York, on THURSDAY, the ninth day of October next, at 12 o'clock at noon of that day, and be continued from day to day until the whole shall be sold. The detailed statement of the property to be sold is published in The New-York Commercial Advertiser, a daily newspaper printed and published in the city of New-York.

By order of the Comptroller.

July 30, 1862. P. H. KINGSLAND, Clerk of Arrears.

FRIENDS OF VOLUNTEERS—We have daily reports of deaths in hospitals in Washington. Can be seen at our office.

SOMES & BROWN, No. 2 Park-place.

INFORMATION WANTED—Of JOHN P. SHELTON, of Melrose, Mass., a private in Company A 13th Massachusetts Volunteers, Col. Leonard, who was severely wounded in the battle of Antietam, and is supposed to have been taken off the field in one of Sedgwick's division ambulances. Surgeons, Hospital Stewards and Nurses, or any person who can give any information where he may be found, will please address JOSEPH E. MARTIN, M. D., Baltimore, Md.

MRS. ANN COX, formerly from Whitchurch, minister, who left England on or about October, 1862, in the Bremenia steamer from Liverpool for Boston or Halifax, North America, with a Mr. Burbidge (under the assumed names of Mr. and Mrs. Clarke) is requested to communicate with Messrs. HAMMOND & NEPHEW, Newspaper Agents, No. 27 Lombard-st., London, England. If the said Ann Cox be dead, any person furnishing sufficient evidence of her death and burial will be remunerated and reimbursed all proper expenses.

UNITED STATES PATENT OFFICE, WASHINGTON, Sept. 24, 1862.

ON the PETITION of PATRICK L. DEVLAN of Jersey City, New-Jersey, praying for the Extension of a Patent granted to him Jan. 19, 1847, for an improvement in "Lubricating Compound," for seven years from the expiration of said patent, which takes place on the 19th day of January, 1863.

It is ordered, that the said petition be heard at the Patent Office, on MONDAY, the 29th day of December, 1862, at 12 o'clock m.; and all persons are notified to appear and show cause, if any they have, why said petition ought not to be granted.

Persons opposing the extension are required to file in the Patent Office their objections, specially set forth in writing, at least twenty days before the day of hearing; all testimony filed by either party to be used at the said hearing must be taken and transmitted in accordance with the rules of the office, which will be furnished on application.

The testimony in the case will be closed on the 15th of December, 1862; depositions and other papers filed upon as testimony must be filed in the office on or before the morning of that day; the arguments, if any, within ten days thereafter.

Ordered, also, that this notice be published in The National Intelligencer, Washington, D. C., and Tribune, New-York, N. Y., once a week for three successive weeks, the first of said publications to be at least sixty days previous to the day of hearing. D. P. HOLLOWAY, Commissioner of Patents.

s25 1aw3wTh

SOLDIERS, SAILORS, MARINES, and their relatives and friends, should send or call for our book relative to obtaining PENSIONS, BOUNTIES, BACK PAY, PRIZE MONEY, &c. For gratuitous circulation. Address, with stamp, SOMES & BROWN, No. 2 Park-place, New-York.

WIDOWS and HEIRS of all Army and Navy officers who have died in the service can promptly obtain all arrears of pay and pensions by applying at J. D. MORGAN & Co.'s, No. 399 Broadway.

Coal and Wood.

BARNARD'S STEAM KINDLING WOOD FACTORY and COAL YARD, Nos. 204 and 206 Front-st., Nos. 304, 305 and 306 Southst. Broad Shanks, Black Hearth and all kinds of Coal for Sale. Pine, Oak and Hickory Wood sawed and split ready for use. Bundles for Grocers always on hand. Shipping supplied at reduced prices.

COALS.—Best Red Ash, Egg and Stove, $7 00; Large Nut, $5 50; White Ash or Lehigh, Egg and Stove, $7 00; Liverpool, $8; Cannel, $10. Represented and delivered for cash when ordered. Apply at No. 314 Bowery, No. 211 Greenes.t., and No. 479 Broome-st.

JACOB WEEKS.

Miscellaneous.

BRUSHES of every description at the BRUSH FACTORY, No. 349 Pearl-st., Harpers' Building. All articles at the lowest factory prices. Fine Brushes of a superior quality constantly on hand. JOHN K. HOFFER.

CASH

Paid for all kinds of

PAPER MAKERS' STOCK,

At No. 56 Cliff-st., by

CYRUS W. FIELD & Co.,

Wholesale Paper Dealers,

No. 57 Rose-st.,

New-York.

FURNITURE, CARPETS, BOOKS, PAMPHLETS, and LIBRARIES bought for ready money, at No. 123 6th-av., between 9th and 10th-sts. For SALE, a set of the Natural History of New-York.

H. P BLAIR & Co.,

No. 236 STATE-ST., HARTFORD, Conn.,

Dealers in

WELDED WROUGHT IRON PIPE,

GALVANIZED IRON PIPE FOR WATER, BRASS AND IRON FITTINGS, of every description,

STEAM BOILERS, PUMPS—STEAM, WATER AND VACUUM GUAGES, STEAM WHISTLES, GUAGE COCKS, CONDENSERS, RUBBER HOSE, BELTING, PACKING AND GASKETS,

PORTABLE FORGES, &c.

All kinds of work connected with the business done in the best manner by experienced men, and warranted. Orders from all sections solicited, and letters of inquiry as to prices of materials and work promptly answered.

SHEET IRON.—Polished Belgian Charcoal SHEET IRON, of superior quality, assorted Nos. for sale by A. A. THOMSON & Co., 215 Water and 119 Beekman-st.

THE GOTHIC FURNACE—"For schools, churches, stores and dwellings has few equals." 1860. American. LESLEY & ELLIOTT, 494 Broadway, N. Y.

WIGS—WIGS—WIGS.

HAIR DYE—HAIR DYE.

HAIR DYEING—ALL COLORS.

MOLDAVIA CREAM,

For PRESERVING, BEAUTIFYING, and FORCING THE HAIR TO GROW.—All these articles in the greatest perfection, at

W. A. BATCHELOR'S celebrated establishment.

No. 16 Bond-st., N. Y.

Writing-Machines.

SEWING-MACHINES for SALE.—Several first-class SEWING-MACHINES, for family and manufacturing, in perfect order, will be sold very cheap to close an estate. Will exchange for Watches or Diamonds. Apply at No. 335 Broadway, Room No. 3, up stairs.

486.—First-class Sewing-Machines to Rent and for Sale new and 2d-hand. N. Y. Sewing Machine Emporium, 486 B'way, opp. Broadway st. 486.

Steamboats and Railroads.

SAFETY, SPEED, AND COMFORT.

FOR BOSTON,

WORCESTER, PALMER, FITCHBURG, NASHUA, LOWELL, CONCORD, THE WHITE MOUNTAINS, AND INTERMEDIATE POINTS.

The new and staunch steamers of the Norwich line, CITY OF BOSTON and CITY OF NEW-YORK, leave New-York daily (Sundays excepted), at 5 o'clock, p. m., from Pier No. 39 North River, foot of Vestry-st.

FOR NEW LONDON,

there connecting with the steamboat Express Train for the above points, via Norwich & Worcester, Boston & Worcester, Worcester & Nashua, and New London & Northern Railroads.

Freight taken at the lowest rates. For information inquire of E. S. MARTIN, Agent, on the Pier.

MORNING LINE for ALBANY and TROY, and intermediate landings, touching at 30th st.—Steamer ARMENIA leaves from the foot of Harrison-st. MONDAY, WEDNESDAY, and FRIDAY at 7 a. m. The DANIEL DREW leaves the foot of Jersey-st., TUESDAY, THURSDAY, and SATURDAY, at 7 a. m. N. B.—Hudson River Railroad Tickets will be received on board.

NEW-JERSEY RAILROAD—FOR PHILADELPHIA and the SOUTH and WEST, via JERSEY CITY.—Mail and Express Lines leave New-York at 7 and 10 a. m., 4, 6 and 11 p. m. Fare $3. Through tickets sold for the South and West, and through baggage checked in 7 a. m. and 6 and 11 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.

ERIE RAILWAY.—Passenger trains leave as follows, viz:

6 a. m., Mail, for Dunkirk. This train remains over night at Elmira, and proceeds the next morning.

7 a. m., Express, for Buffalo.

8 a. m., Milk, daily, for Otisville.

12:15 p. m., Accommodation, daily, for Port Jervis.

4 p. m., Way, for Middletown and Newburgh.

6 p. m., Night Express, daily, for Dunkirk and Buffalo. The Train of Saturday runs through to Buffalo, but does not run to Dunkirk.

7 p. m., Emigrant, for Dunkirk.

CHARLES MINOT, General Sup't.

FOR FISHKILL and POUGHKEEPSIE.—The steamboat WILLIAM HUNT, Capt. Brett, leaves the foot of Robinson-st. EVERY TUESDAY and FRIDAY at 5 o'clock, leaving at Low Point, Marlborough, and Milton. Fare 50 cents.

FOR ORIENT, GREENPORT, SAG HARBOR, &c.—The steamboat MASSACHUSETTS, Capt. Havens, will leave James-slip (Pier No. 37), East River, TUESDAY, THURSDAY, and SATURDAY AFTERNOONS, at 5 o'clock. Will leave at 5 on and after the 20th inst. For freight or passage, apply on board, or to

A. J. RICHARDSON, No. 160 Fulton-st.

TO BOSTON, PROVIDENCE AND NEWPORT, by SHORE LINE.—Leaves 27th-st. 4th-av., 8 a. m., arrive in Providence 3:20 p.m.; 12:15 a.m., arrive in Providence 7:30 p.m.; 8 p.m., Express Through Mail Train, arrive in Providence 4:30 and Boston at 5 a.m.

F. J. CALHOUN, Superintendent.

FOR HARTFORD, MERIDEN, and SPRINGFIELD—STEAMBOAT and RAILROAD CONNECTION, via NEW-HAVEN.—The CONTINENTAL leaves Peck-slip, East River, daily (Sundays excepted), at 3:15 p. m. The steamboat train leaves the wharf at NEW-HAVEN on the arrival of the boat for all way stations. MIDNIGHT LINE—The TRAVELER leaves for New-Haven at 11 o'clock.

FOR BOSTON and PROVIDENCE, via NEWPORT and FALL RIVER.—The splendid and superior steamer METROPOLIS, Capt. Brown, leaves New-York every TUESDAY, THURSDAY, and SATURDAY, at 5 o'clock p. m., and the EMPIRE STATE, Capt. Braxton, 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. BORDEN, Agent, Nos. 70 and 71 West-st.

NEW-YORK, HARLEM, and ALBANY R. R.—For Albany, Troy, North and West.—SUMMER ARRANGEMENT, commencing THURSDAY, May 7, 1862.

For ALBANY, 10:30 a. m., Express Mail Train from Hubbel's Station.

For Local Trains see Time Table.

JOHN BURCHILL, Assistant Superintendent.

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 Pittsburgh and the West without change of cars.

SUMMER ARRANGEMENT—Commencing May 5, 1862.

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

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

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

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

5:30 p. m. WAY TRAIN—For Somerville.

8 p. m. WESTERN EXPRESS—For Easton, Allentown, Reading, Pottsville, 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 Chicago and Chicago. Four hours' time is saved by taking this train.

EXCHANGE TICKET AND NEW-YORK FERRY—Leave New-York from Pier No. 2, North River, at 7:30 and 11:30 a. m.; 3:30, 6:30 and 9 p. m.

The boats stop at Bergen Point and Mariners' Harbor every trip each way.

JOHN G. STEARNS, 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 8 a. m., and 3:15 and 5 p. m.	7:25, 9:25 a. m. and 3:40 and 5:25 p. m.
Troy and Albany (with sleeping car), 10:15 p. m.	10:10 p.m. (Sundays included).
Poughkeepsie train, 7:30 a. m.	7:35 a. m.
Local, 6:15 p. m.	6:20 and 6:35 p. m.
Nyack train, 10:30 a. m. and 4 p. m.	10:50 a. m. and 4:05 p. m.
Sing Sing train, 9:30 and 5:30 p. m.	9:50 a. m. and 5:35 and 5:55 p. m.

Persons in Brooklyn can purchase tickets at Woolcott's Express Office, No. 249 Washington-st., City Hall Square, and have their baggage checked at their residences to all points on the road, and to Saratoga Springs.

A. F. SMITH, Superintendent.

NEW-YORK & NEW-HAVEN RAILROAD.

SPRING ARRANGEMENT. 1862.

COMMENCING MAY 5, 1862.

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

TRAINS LEAVE NEW-YORK:

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

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

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

For Norwalk, 7, 9:30 a. m.; 12:15, 3, (Ex.); 3:50, 4:30, 5:20, 6 p. m. (Ex.)

For Darien and Greenwich, 7, 9:30 a. m.; 12:15, 3:50, 4:30, 5:20 p. m.

For Stamford, 7, 8, (Ex.), 9:30 a. m.; 12:15, 3, (Ex.), 3:50, 4:30, 5:20, 6 p. m. (Ex.)

For Port Chester and intermediate stations, 7, 9:30 a. m.; 12:15, 3:50; 4:30, 5:20, 6:30 p. m.

For Port Chester and New-Rochelle, 8 a. m., (Ex.)

CONNECTING TRAINS.

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

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

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

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.), 12:15 p. m.

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

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

For Housatonic Railroad, to Pittsfield, 8 a. m.; 3 p. m. to Barrington, and on Saturdays through to Pittsfield.

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

For Danbury and Norwalk Railroad, 7, 9:30 a. m., 4:30 p. m.

Commodious Sleeping Cars attached to 8 p. m. train.

JAMES H. HOYT, Superintendent.

1862. THE 1862.

PENNSYLVANIA CENTRAL RAILROAD, with its connections forms

THE SHORTEST AND QUICKEST ROUTE

FROM NEW-YORK TO THE PRINCIPAL WESTERN CITIES.

Eight trains run daily from New-York to Philadelphia, via New-Jersey and Camden and Amboy line.

ALL THROUGH TRAINS FOR THE WEST BY THIS ROUTE LEAVE NEW-YORK FROM THE FOOT OF COURTLANDT-ST.

By way of Philadelphia, the morning passengers leave New-York at 7 a. m., same time as other routes; Evening passengers at 6 p. m., one hour later than other lines.

By way of Allentown, evening passengers leave at 8 p. m., three hours later than the Northern lines, and by both routes arrive at the same time as Northern lines, in Chicago and all points in the North-West, Cincinnati, Indianapolis, Louisville, St. Louis, Cleveland, Columbus, Cincinnati, and all main points West, with fewer changes of cars.

Sleeping Cars, without change, run from Philadelphia to Pittsburgh, 355 miles, and New-York to Pittsburgh, 450 miles.

Smoking and Saloon Cars on all trains.

Fare the same as other routes.

Baggage checked through. Transfers free.

Secure Tickets, good until used, by Pittsburgh.

WESTERN EMIGRATION.

The Pennsylvania Central Company runs an Emigrant Accommodation Line, which affords a comfortable mode of travel to parties moving Westward, at one-half the usual rates of fare.

FREIGHTS.

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.

LIVE STOCK.

Farmers and Dealers in Live Stock will find this a most advantageous route. Capacious Yards, well watered and supplied with every convenience, have been opened on this line and its connections, and every attention is paid to their wants. From Harrisburg, where will be found every convenience for feeding and resting, a choice is offered of the PHILADELPHIA, NEW-YORK and BALTIMORE MARKETS.

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.

GRAPE VINES.

My list comprises all of the valuable varieties, and I offer them at prices that would not pay for the production of Vines of like excellence under ordinary circumstances.

I have made the production of Vines my business for many years, and by care and attention have learned their wants and the best method of supplying them, so as to develop the naturally strong and healthy constitution which our best kinds possess when in unimpaired vigor.

I have for my assistants more than thirty men who are trained to the business, and feel a delight in their careful painstaking occupation for the beautiful results which their skill and diligence accomplish. All of the different departments are under my own immediate supervision, and nothing is suffered to be omitted that my care or knowledge can supply, under the feeling that the matter deserves my best attention.

To those who wish to purchase Vines, for Garden or Vineyard, for any part of the country, I shall from time to time, through the columns of THE TRIBUNE, offer such hints and testimonials as will enable them to become well informed in all that pertains to the purchase of Vines.

All vines are warranted true to name and description, and to be received in perfect order.

Illustrated Catalogue (sixth edition) contains, beside price list and full descriptions of all valuable varieties, directions for preparation of ground for garden or vineyard, and all that pertains to the management of the vine; and all vines sent by me, and treated as directed, will give satisfaction.

I am disposed to make the most favorable terms with all who wish to procure any number, from one single plant of the cheapest description to the plants for the largest vineyards.

Single vines, under the present postal arrangement, can be sent safely any distance at small cost, by letter. But it will be far better for seller and buyer to form clubs and receive the vines by express, thus saving at least half the cost of the vines.

The vines ordered by each person will be labeled with his name, and reach him in as good condition as they entered my packing cellar. The roots of the vines are never exposed while in my care more than a few moments to the air. Amateurs and buyers who are equally careful of them and follow the plain, common-sense directions given in Illustrated Catalogue never lose a vine or fail to have them perform all that I promise for them, each according to their grade.

I cannot in an advertisement give very precise ideas of the relative value of the different kinds and classes, but those who look into the catalogue will find there all that they wish to know, clearly stated as the subject will permit. I have three grades of quality that are not stated. They are Nos. 4, 5 and 6. These are all below No. 3 of the catalogue, and offered to sell by special negotiation. They are all warranted healthy, and are small because they were started late in the season. Those that are started early, it will be conceded, have the advantage of two seasons, or rather of a double season, without any of the disadvantages. A very common error is that of deciding to purchase vines several years old. I cannot here discuss that subject, but it is one of importance to buyers, and half an hour of study will enable them to be well informed on the subject. I can only state that the best possible vine of one year old is the best possible vine that can be produced, both for immediate bearing and for permanent productiveness.

The catalogue gives much information on the subject, and is large, as it is fully represented, so that no student can fail to comprehend it.

It is the part of the labor of the propagator of vines to produce good ones, and another to represent their qualities clearly to purchasers.

On the part of purchasers it should be understood also that the climates are complex, and do not conform to the simple purchase of points.

They should know something of the characteristics of good sense, and how to treat them, and these they cannot fully understand without knowing something of how they are produced.

The Delaware is the most difficult of propagation, one good large vine of that cooling more than two of the same size of Hamburgh, and more than four or six even of Concord, Perkins, Isabella, Catawba, or Northern Muscadine, or any of that class.

The following are the prices of a few grades of Delawares. It should be noted that the numbers have no relation to vines in general, but only to those of the present stock who mean them. My numbers four and five have often been made into one and sold at double the price of one. In this way many thousands have been sold, purchasers thinking they were buying according to my numbers.

PRICE OF IONA VINES PER HUNDRED.

Delaware Vines grown from single eyes, in open air—No. 1, $50; No. 2, $35; No. 3, $25. All of these grades are produced and carried through the season, with such care as no other propagator has ever bestowed upon vines to maintain all their parts in perfect health through the first season, but with care a longer time is needed to make them perfect in their ability to endure and produce when planted in gardens or vineyards. Vines two years old at the same price. I have vines grown under glass in pots at the same prices for the same numbers or grades.

I do not talk much about equal. I have made the prices so. But the best of vines as they are seldom fully grown in open air is not more than one-third or one-fourth as great. Of such I have 25,000, which I offer at from $20 to $50 per hundred, and I claim for them unusual excellence for their kind, for they have been grown with the best care and skill, and such regard to their health as fair vines receive.

The first three classes are the cheapest vines, so far as money is concerned, and if waiting for the fruit is estimated, none but the best class will be bought.

Of the three numbers, No. 1 will also be found to be the cheapest.

A letter which I have just received will illustrate this folly. It may be taken as a sample of many from all parts of the country.

"WAYNESBURG, New-York, September 25.

"Dr. GRANT—*Dear Sir*: When I first bought vines, I had to buy a little experience too. I had no idea of looking out to the hindsun, then, for vines. The little things that I then bought show what those that are fully propagated will do, and yours, that were bought later, show what good vines will do. I have adopted your ideas of cultivation in everything except distance, and may come to that soon. I have just sold my grapes, Isabellas—the finest that I ever saw—at twenty cents a pound, and Delawares for thirty cents; each vine that I had of you bearing enough to pay its full cost and the others—I won't mention them. You might see than the truth when you say the difference in the first crop will pay one difference between the cost of best and poorest vines. Like all others that I know of that have made the trial, I shall hereafter buy only of you. I have a Club of 20 for LANDMARKS.

"I remain truly yours, F. C. BREHM.

"P. S.—Although my Isabellas brought a good price, I am glad I have no more of them, for no one who has eaten one good of Delawares will ever buy another of Isabellas. His feelings are set to new music, and tuned up to concert pitch. Since I have seen how good vines are produced, I do not grudge the cost. F. C. B."

All letters of inquiry will be promptly answered and information given.

C. W. GRANT, Iona, N. Y.

LANDMARKS.

No. 2 is now ready.

CONTENTS OF NO. 2.

IDEA OF A BORDER AND SOIL—Illustrated by Engravings. Magnified representation of roots, showing their composition of the soil.

PROPAGATION OF THE VINE—Showing the characteristics of good plants, and how they are produced, with Engravings.

STRAWBERRY CULTURE IN FRANCE—A very interesting and instructive article, with editorial remarks.

DESCRIPTION OF VARIETIES, with Engravings.

FALL PLANTING, with fine large Engraving.

LARGE ENGRAVING OF BARTLETT STRAWBERRY, in full bearing.

TRAINING OF THE VINE, with Engravings accurately drawn to a scale from life.

Price $1 a year, or

To Clubs of 6