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 4 o'clock p. m., from Pier No. 2 North River, foot of Vestry-st.
FOR NEW-LONDON,
there connecting with the Steamboat Express Trains 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.

STONINGTON LINE for BOSTON, via GROTON, NEW-LONDON, STONINGTON, PROVIDENCE, NEW-YORK, TAUNTON, and NEW-BEDFORD.—The splendid steamer CONNECTICUT and FALL RIVER, Capt. Hall, leaves Pier No. 18 N. R., foot of Courtlandt-st., daily (except Sundays) at 4 p. m. Office of Company, No. 219 West-st., corner of Courtlandt-st. Freight taken as low as by any other line. W. H. EDWARDS, Agent.

FOR NEW-HAVEN, HARTFORD AND SPRINGFIELD.—Steamers for New-Haven leave Peck-slip at 5 p. m. Passengers go north from New-Haven at 11 o'clock p. m., or remain on board overnight without charge.

FOR BOSTON and PROVIDENCE, via NEW-POINT and FALL RIVER.—The splendid and superior steamer METROPOLIS, Capt. Crowell, leaves New-York every TUESDAY, THURSDAY, and SATURDAY, at 4 o'clock p. m., and the EMPIRE STATE, Capt. Bragdon, on MONDAY, WEDNESDAY, and FRIDAY, at 4 o'clock p. m., from Pier No. 1 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 Wall-st.

NORTHERN RAILROAD of NEW-JERSEY.—Trains leave Jersey City for Piermont and Nyack at 9:15 a. m., 4:00 p. m. for Piermont, 12:30 p. m. and 4:30 p. m. on SUNDAYS only 4:00 p. m. T. W. DEMAREST, Supt.

ERIE RAILWAY.—Passenger trains leave as follows, viz:
7 a. m., Express for Dunkirk.
9 a. m., Mail, daily, for Port Jervis.
10:15 p. m., Accommodation, daily, for Port Jervis.
3:30 p. m., Way, for Middletown, Newburgh and Warwick.
5 p. m., Night Express, daily, for Dunkirk, Buffalo and Cincinnati.

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

From Chambers-st.	From 30th-st.
Express, 7 and 10 a. m., and 12:15 and 5 p. m.	12:20, 12:17 a. m., and 3:37 and 5:22 p. m.
Troy and Albany (with sleeping car), 10 p. m.	10:20 p. m. (Sundays included.)
Poughkeepsie train, 8:15 a. m., 12 m. and 3:45 p. m.	8:17 a. m., and 12:17 and 6:30 p. m.
Peekskill train, 3:45 p. m.	6 p. m.
Sing Sing train, 5:15 p. m.	5:17 p. m.
Tarrytown, 4:15 p. m.	4:17 p. m.

Persons in Brooklyn can purchase tickets at Westcott's Express Office, No. 323 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.

CENTRAL RAILROAD of NEW-JERSEY.—From foot of Courtlandt-st.—Connection at Hampton Junction with the Delaware, Lackawanna and Western Railroad, and at Easton with the Lehigh Valley Railroad and the connections leading to Allentown, Mauch Chunk, Pittsburgh and the West. Road change of gauge.
WINTER ARRANGEMENT—Commencing Nov. 17, 1862.—Leave New-York as follows:
HACKETTSTOWN EXPRESS—At 6 a. m. for Easton, Reading, Harrisburg, Mauch Chunk, Williamsport.
MAIL TRAIN—At 8:30 a. m. for Easton, Water Gap, Scranton, Great Bend, Binghamton, Elmira, Williamsport, &c.
DAY EXPRESS TRAIN—For Easton, Allentown, Reading, Pottsville, Harrisburg, Williamsport, &c.
4 p. m. TUNKHANNOCK TRAIN—For Easton, Bethlehem, Allentown, and Mauch Chunk.
5:30 p. m. WAY TRAIN—For Somerville and intermediate stations.
7 p. m. WESTERN EXPRESS—For Easton, Allentown, Reading, Harrisburg, Pittsburgh, and the West. Sleeping car from Jersey City through to Pittsburgh.
EXPRESS TRAIN FOR HACKETTSTOWN—The 6 a. m. Express Train from New-York arrives at Hackettstown at 9 a. m., connecting East and West on Pennsylvania Central Railroad, Northern Central Railroad, North and South, and with the Cumberland Valley Railroad.
THE TUNKHANNOCK EXPRESS TRAIN FOR THE WEST leaves New-York at 7 a. m. daily (Sundays excepted), making close connections at Harrisburg with Pennsylvania Railroad, with no change of cars to Pittsburgh, and at Lewisburg with Central Ohio. Two hours' time saved by taking this train.
EXCURSION TICKETS AND NEW-YORK EXPRESS—Leave New-York from Pier No. 2, North River, at 8:30 a. m. and 12:30, 4 and 5 p. m.
The boats stop at Beaver Point and Mariners' Harbor every trip each way. JOSIAH O. STEBBINS, Superintendent.

NEW-YORK AND MONTREAL FREIGHT LINE.—The most expeditious and reliable Freight and Railroad Transportation. Time, from New-York to Montreal, St. Johnsbury, Ogdensburg, Montreal, and all intermediate towns, by Newhaven Steamers. Pier No. 23, East River, foot of Vestry-st. FRANCIS HYDE, Agent.

NEW-YORK, HARLEM, and ALBANY R. R.—For Albany, Troy, Bath and West.—WINTER ARRANGEMENT, commencing MONDAY, Nov. 17, 1862.
For ALBANY, 8 a. m., Express Mail Train from 26th st. Station. Returning leave Albany at 10:00 a. m.
For Local Trains see Time Table.
JOHN BURCHELL, Superintendent.

NEW-YORK & NEW-HAVEN RAILROAD.
1862. WINTER ARRANGEMENT. 1862.
COMMENCING DECEMBER 1, 1862.
Passenger Station in New-York, corner 27th st. and 4th av.; entrance on 27th-st.
TRAINS LEAVE NEW-YORK:
For New-Haven, 7, 8 a. m. (Ex.), 12:15, 2:15 (Ex.), 3:40, 4:30 and 6 p. m.
For Bridgeport, 7, 8 a. m. (Ex.); 12:15, 2:15 (Ex.), 3:40, 4:30, 6 p. m.
For Milford, Stratford, Fairfield, Southport, and Westport, 8 a. m., 12:15, 3:40, 4:30 p. m.
For Norwalk, 7, 8:30 a. m., 12:15, 2:15 (Ex.), 3:15, 4:30, 5:30, 6 p. m.
For Darien and Greenwich, 7, 8:30 a. m.; 12:15, 3:40, 4:30, 5:30, 6 p. m.
For Stamford, 7, 8 (Ex.); 8:30 a. m.; 12:15, 2:15 (Ex.), 3:40, 4:30, 5:30, 6 p. m.
For Port Chester and intermediate stations, 7, 8:30 a. m.; 12:15, 2:15, 3:40, 4:30, 5:30, 6 p. m.
For Port Chester and New-Rochelle, 8 p. m.
TRAINS LEAVE NEW-HAVEN:
For Boston, via Springfield, 8 a. m. (Ex.), 3:15 (Ex.), 8 p. m.
For Boston, via Shore Line, 12:15, 4 p. m.
For Hartford and Springfield, 8 a. m. (Ex.), 12:15, 3:15 (Ex.), 6 p. m.
For Connecticut River Railroad to Moodus, 8 a. m. (Ex.), and 3:15 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, 2:15, 6 p. m.
Canal Railroad, 12:15 p. m. to Northampton.
For Housatonic Railroad to Pittsfield, 8 a. m.
For Naugatuck Railroad, 7 a. m., 4 p. m.
For Danbury and Norwalk Railroad, 7 a. m., 3:40 p. m.
Commodious Sleeping Cars attached to the 6 p. m. Trains.
JAMES H. HOYT, Superintendent.

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 to Washington and Baltimore at 7 a. m. and 6 and 11 p. m. trains.
J. W. WOODRUFF, Assistant Superintendent.
No baggage will be checked for any trains either different from or checked 15 minutes in advance of the time of leaving.

LONG ISLAND RAILROAD.—CHANGE OF TERMINUS.—Passenger Depot, Johnson-slip and foot of Pearl-st., E. R.—Winter arrangements commencing Monday, Oct. 20, 1862: Leave New-York at 8 a. m. for Greenport, Sag Harbor, Orient, and Hampton; at 9 a. m. and 4 p. m. for Islip; at 3 p. m. and 4 p. m. for Hicksville; at 5 p. m. for Hempstead. Sundays the train leaves Brooklyn Ferry (Hunters Point) at 8:30 a. m., for Yaphank and intermediate stations. Stagecoaches meet the trains at Islip and Hicksville. On Friday and Saturday nights the 6 p. m. freight train will run through to Greenport, returning on Saturday and Monday mornings. Office 6 a. m., arriving in New-York at 9:30 a. m.

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 lines.
ALL THROUGH TRAINS FROM PHILADELPHIA 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. and 4 p. m. (these are the regular Evening passengers at 6 p. m., one hour later than other lines.
By way of Allentown, evening passengers leave at 7 p. m., two hours later than the Northern lines, and by both routes arrive at the same time at Northwestern lines, to Chicago and all points in the North-West, Crestline, Indianapolis, Louisville, St. Louis, Cleveland, Cincinnati, Cleveland, and all points West, while lower charges of fare.
Sleeping Cars, without change, run from Philadelphia to Pittsburgh, 350 miles, and New-York to Pittsburgh, 450 miles.
Smoking and Parlor Cars on all trains.
Fare the same as other routes.
Baggage checked through. Transfers free.
Secure Tickets, good well and all Pittsburgh.
WESTERN EMIGRATION.
The Pennsylvania Central Company runs an Emigrant Accommodation Line, which affords a considerable saving 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 point 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 forwarding 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 for the accommodation of Stock, and every attention is paid to their welfare. Stock Stations, 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. 3 Battery-place.
ENOCH LEWIS, General Superintendent, Altoona, Pa.

Helmbold's Extract Buchu.

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A POSITIVE AND SPECIFIC REMEDY
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A POSITIVE AND SPECIFIC REMEDY
for Diseases of the
BLADDER, KIDNEYS, GRAVEL, AND DROPSICAL SWELLINGS.

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This medicine increases the power of digestion and excites the alimentary into healthy action, by which the water or calcareous depositions and all unnatural enlargements are reduced, as well as pain and inflammation, and is good for
MEN, WOMEN, AND CHILDREN.

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HELMBOLD'S EXTRACT BUCHU,
HELMBOLD'S EXTRACT BUCHU,
HELMBOLD'S EXTRACT BUCHU.

For weaknesses arising from Excesses, Habits of Dissipation, Early Indiscretions or Abuse, attended with the following symptoms:

Indisposition to Exertion,	Loss of Power,
Loss of Memory,	Difficulty of Breathing,
Weak Nerves,	Trembling,
Horror of Disease,	Wakefulness,
Dimness of Vision,	Pain in the Neck,
Hot Hands,	Flushing of the Body,
Dryness of the Skin,	Eruptions on the Face,
Universal Lassitude of the Muscular System,	Pallid Countenance.

These symptoms, if allowed to go on, which this medicine invariably remedies, soon lead to
IMPOTENCE, PALSY, EPILEPTIC FITS,
IMPOTENCE, PALSY, EPILEPTIC FITS,
IMPOTENCE, PALSY, EPILEPTIC FITS,
In one of which the patient may expire. Who can say they are not frequently poisoned by those "direful diseases,"
INSANITY AND CONSUMPTION!
INSANITY AND CONSUMPTION!
INSANITY AND CONSUMPTION!
Many are aware of the cause of their suffering, but none will confess,
THE RECORDS OF THE INSANE ASYLUMS,
And the premature deaths by consumption, bear ample witness to the truth of the assertion. The confirmed victim, whose nerves are shattered with
ORGANIC WEAKNESS
ORGANIC WEAKNESS
ORGANIC WEAKNESS
requires the aid of medicine to strengthen and invigorate the system, which
HELMBOLD'S EXTRACT BUCHU
HELMBOLD'S EXTRACT BUCHU
HELMBOLD'S EXTRACT BUCHU
invariably does.
A TRIAL WILL CONVINCE THE MOST SKEPTICAL

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FEMALES	FEMALES	FEMALES

Old or Young, Single, Married, or Contemplating Marriage, in every affection peculiar to Females.
THE EXTRACT BUCHU
is unequalled by any other remedy, as in Chlorosis or Retention, Irregularity, Painfulness or Suppression of Customary Evacuations, Ulceration or Slirrhous state of the Uterus, Leucorrhœa or Whites, Sterility, and in all complaints incident to the sex, whether arising from indiscretion, habits of dissipation, or in the
DECLINE OR CHANGE OF LIFE.
See symptoms above.
NO FAMILY SHOULD BE WITHOUT IT.

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Take no more Balsam, Mercury, or Unpleasant Medicine for Unpleasant and Dangerous Disease.
HELMBOLD'S EXTRACT BUCHU
AND
IMPROVED ROSE WASH
CURES SECRET DISEASES
in all their stages, at little expense, little or no change in diet, no inconvenience, and no exposure. It causes a frequent desire, and gives strength to urinate, thereby removing obstructions, mucoating and healing Ulcerations of the Urethra, allaying Pain and Inflammation so frequent in this class of diseases, and expelling all poisonous, diseased and worn out matter.
THOUSANDS UPON THOUSANDS WHO HAVE BEEN
THE VICTIMS OF QUACKS,
and who have paid heavy fees to be cured, in a short time, have found they were deceived, and that the "potent" has, by the use of "powerful astringents," been dried up in the system, to break out in aggravated form, and
PERHAPS AFTER MARRIAGE.

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USE HELMBOLD'S EXTRACT BUCHU
For all affections and diseases of the Urinary Organs, whether existing
IN MALE OR FEMALE,
From whatever cause originating, and no matter of how long standing. Diseases of these Organs require the aid of a Diuretic.
HELMBOLD'S EXTRACT BUCHU
IS THE GREAT DIURETIC,
AND IS CERTAIN
TO BRING THE DESIRED EFFECT IN ALL DISEASES
FOR WHICH
IT IS RECOMMENDED.
EVIDENCE OF THE MOST RELIABLE AND RESPONSIBLE CHARACTER
will accompany the medicine.
CERTIFICATES OF CURES,
FROM 20 TO 20 YEARS' STANDING, with NAMES KNOWN TO SCIENCE AND FAME.

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PHYSICIANS PLEASE NOTICE.
WE MAKE NO SECRET OF INGREDIENTS.
HELMBOLD'S EXTRACT BUCHU
is composed of Buchu, Cubebs, and Juniper Berries, selected with great care by a competent druggist.
PREPARED IN VACUO, BY
H. T. HELMBOLD,
Practical and Analytical Chemist, and Sole Manufacturer of HELMBOLD'S GENUINE PREPARATION.

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AFFIDAVIT.
Personally appeared before me, an Alderman of the City of Philadelphia, H. T. HELMBOLD, who being duly sworn, doth say, his preparations contains no narcotics, no mercury, or other injurious drugs, but are purely vegetable.
H. T. HELMBOLD.
Sworn and subscribed before me, this 23d day of November, 1854. W. M. P. HIBBERD, Alderman,
Sixth-st., above Race, Philadelphia.

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PRICE $1 PER BOTTLE, OR SIX FOR $5.
Delivered to any address, securely packed from observation.
Address letters for information to
H. T. HELMBOLD,
CHEMIST,
DEPOT,
No. 104 South 10th-st., below Chestnut,
PHILADELPHIA.

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BEWARE OF COUNTERFEITS
AND
UNPRINCIPLED DEALERS
who endeavor to dispose of their own" and "other" articles on the reputation obtained by
HELMBOLD'S GENUINE PREPARATIONS,
HELMBOLD'S EXTRACT BUCHU,
HELMBOLD'S EXTRACT SARSAPARILLA,
HELMBOLD'S IMPROVED ROSE WASH.
SOLD BY ALL DRUGGISTS EVERYWHERE.
ASK FOR HELMBOLD'S—TAKE NO OTHER.
Cut out this advertisement, and send for it, and avoid imposition and exposure.

Financial.

OFFICE OF THE NORTH AMERICAN FIRE INS. CO., No. 6 WALL-ST., NEW-YORK, Dec. 2, 1862.
THE BOARD OF DIRECTORS have THIS DAY declared a SEMI-ANNUAL INTEREST DIVIDEND of FOUR (4) PER CENT, payable on demand, free of Government tax. R. W. BLEECKER, Secretary.

OFFICE OF THE HOWARD INSURANCE CO., NEW-YORK, Nov. 26, 1862.
THE BOARD OF DIRECTORS have this day declared a SEMI-ANNUAL DIVIDEND of EIGHT (8) PER CENT upon the Capital Stock of the Company (free of the Government Tax), payable at their office, No. 66 Wall-st., on and after MONDAY, Dec. 1, 1862.
HENRY A. OAKLEY, Secretary.

DIVIDEND.—The Directors of the KNICKERBOCKER STAGE COMPANY have this day declared a Semi-annual DIVIDEND of FOUR PER CENT, out of the earnings payable on and after January 1, 1863. The transfer books will be closed from the 15th inst. to date of payment of dividend. GEO. C. PEYERS, Treasurer.
New-York, Dec. 8, 1862.

WERMILYE & Co.,
No. 14 WALL-ST.,
have on hand for immediate delivery the
NEW TWENTY YEARS SIX PER CENT BONDS of the UNITED STATES, designated as the "FIVE TWENTIES," redeemable at the pleasure of the Government after five years, and authorized by act of Congress, approved Feb. 25, 1862.
The COUPON BONDS are issued in sums of
$50, $100, $500, $1,000, and $1,000.
The REGISTERED BONDS in sums of
$50, $500, $1,000, and $5,000.
Interest will commence from DATE OF SUBSCRIPTION, and is PAYABLE IN GOLD, at the Mint, or any Sub-Treasury or Depository of the United States, on the first days of May and November of each year. At the present premium on Gold, the BONDS YIELD ABOUT EIGHT PER CENT PER ANNUM.
The ample provision made by Custom Duties, Excise Stamps, and Internal Revenue, for the payment of interest and liquidation of the principal, makes an investment in this Loan SAFE, PROFITABLE, and AVAILABLE at all times.
This being the permanent Loan into which the Legal-Tender Notes are convertible, it will become the PRINCIPAL LOAN in the market, and a PROFITABLE MODE OF INVESTMENT for TRUST FUNDS, the SURPLUS FUNDS of CAPITALISTS, as well as the EARNINGS OF THE INDUSTRIAL CLASSES.
Subscriptions received at PAR in LEGAL-TENDER NOTES, or NOTES and CHECKS of BANKS AT PAR in NEW-YORK. Subscribers by mail will receive prompt attention, and every facility and explanation will be afforded on application at our office.
Also, FOR SALE, at lowest market rate, 7 3-10 TREASURY NOTES, SIX PER CENT BONDS of 1881 and SIX PER CENT CERTIFICATES OF INDEBTEDNESS.

U. "FIVE-TWENTY" YEAR S.
SIX PER CENT. BONDS,
COUPON AND REGISTERED, IN DENOMINATIONS OF
$50, $100, $500, $1,000 and $5,000,
CONSTANTLY ON HAND AND FOR SALE AT PAR.
INTEREST TO COMMENCE FROM DATE OF PURCHASE.
The INTEREST on these Bonds is at the rate of 6 PER CENT per annum, payable 1st of May and November, in Gold, which, at the present rate of premium on Gold, is equivalent to EIGHT PER CENT PER ANNUM.
They are the CHEAPEST GOVERNMENT SECURITY NOW IN THE MARKET, and pay the largest interest on their cost.
They are destined to become the MOST KNOWN, MOST POPULAR and MOST AVAILABLE of all the issues of the Government.
They are the bonds upon which the Government rely most for Men, through the confidence and patriotism of the people, for continued financial support.
We keep them for sale to facilitate investment to them and make them more accessible to the public, and every dollar invested in them through us contributes to the direct and immediate support of the Government.
FISK & HATCH,
BANKERS and DEALERS in all issues of GOVERNMENT and other desirable Securities, No. 38 Wall-st.
DEPOSITS received, COLLECTIONS made, LOANS negotiated, GOVERNMENT VOUCHERS bought, sold, collected, &c., &c.

SEVING SAVINGS INSTITUTION, No. 96 Warren-st.—Interest allowed at the rate of 6 per cent on sums from $1 to $50, and 5 per cent on sums over that amount. OPEN DAILY, from 10 a. m. to 2 p. m.; also on MONDAY, THURSDAY, and SATURDAY EVENINGS from 6 to 8 p. m. N. B.—MONEY to LEND on BOND and MORTGAGE.
WALTER W. CONCKLIN, President.
VANDERBILT L. BUXTON, Sec.

U. S. FIVE-TWENTY LOAN for SALE.—These Bonds bear six per cent interest, payable semi-annually in gold, commencing from date of subscription. We are prepared to deliver them, without delay, in denominations of $50, $100, $500, and $1,000, (Coupon or registered) at par for current funds. Purchases of this Loan made through us contribute directly to the aid of the Government.
Orders by mail or telegraph will receive immediate attention. LIVERMORE, CLEWS & Co., No. 31 Wall-st., Bankers and Dealers in Securities.

OFFICE CLEVELAND AND TOLEDO RAILROAD CO., CLEVELAND, O., Sept. 30, 1862.
NOTICE TO BONDHOLDERS.—This Company is now prepared to pay, at the office of Messrs. WERMILYE & Co., No. 14 Wall-st., New-York, the following Bonds of the Company, with accrued interest, viz:
Junction Railroad 1st Mortgage bonds, due ..... Nov. 1, 1862.
Toledo, Norwalk and Cleveland 1st Mortgage Bonds due ..... Aug. 1, 1863.
Toledo, Norwalk and Cleveland 2d Mortgage bonds due ..... Aug. 1, 1863.
Cleveland and Toledo Income Bonds, due ..... Sept. 1, 1862.
The privilege of exchanging the different classes of outstanding Bonds of said Company for the sinking fund Bonds will cease from and after this date.
The Coupons of the different classes of Bonds will be paid as heretofore at the Chase Exchange Bank, deducting 3 per cent Government tax. JOHN BARBERO, President.

INTEREST NOTICE.—The INTEREST upon Iowa State Stocks, due January 1, 1863, in New-York, will be paid, on and after that date, at the Banking House of GERMAN SON & CO.,
No. 47 Exchange-place, New-York.
December 1, 1862.
SAMUEL J. KIRKWOOD, Governor.

THIRD-AVENUE SAVINGS BANK,
CORNER Eighth-st. and 10th-St.
SIX PER CENT INTEREST ALLOWED.
DEPOSITS MADE ON OR BEFORE JANUARY FIRST WILL DRAW INTEREST FROM THAT DATE.
Bank OPEN DAILY, from 10 to 3, also on MONDAY, WEDNESDAY and SATURDAY EVENINGS, from 6 to 8.
SPENCER K. GREEN, President.
Amos F. Ives, Secretary.

STATE OF ILLINOIS, TREASURER'S OFFICE, SPRINGFIELD, Dec. 2, 1862.
PUBLIC NOTICE IS HEREBY GIVEN, That the Treasurer of the State of Illinois will on and after the first MONDAY of January, 1863, until the 6th day of February, 1863, be ready, at the American Exchange Bank, New-York, to pay the interest maturing on the first Monday of January, 1863, on the public debt of the State of Illinois. The interest thus due and not called for prior to the 6th day of February, 1863, will thereafter be paid only at the office of the Treasurer of the State of Illinois, in the city of Springfield, Illinois.
Holders of Illinois and Michigan Canal Bonds, where coupons are exhausted, are requested to present the bonds.
WILLIAM BUTLER, Treasurer.

M. C. MORGAN,
(late of the firm of Winslow, Lanier & Co.)
STOCK, BOND AND NOTE BROKER,
No. 20 Wall-st. (Conway's Court, No. 6).
U. S. Securities of all classes bought and sold.
Reliable investments made for Estates.

MARINERS' SAVINGS BANK,
No. 1 3d-av., corner of 7th-st.
Open from 9 to 2 o'clock daily, and on Monday, Wednesday, and Saturday evenings from 5 to 8 o'clock.
THOMAS B. STILLMAN, President.
ISAAC T. SMITH, Secretary.

HOLDERS of TRUSTEES' CERTIFICATES issued for Second and 3d both classes of Third Mortgage Bonds of the CHICAGO AND MISSISSIPPI or the ST. LOUIS, ALTON AND CHICAGO RAILROAD COMPANY, are hereby notified that the Trustees of the consolidated creditors of the late Chicago and Mississippi Railroad Company are prepared to issue therefor the Preferred and Common Stock of the Chicago and Alton Railroad Company upon the terms of the Bondholders' agreement, as altered, modified, and amended, on surrender of the Certificates to
L. H. MEYER, Chairman of Trustees,
Room No. 9, No. 25 William-st.
New-York, Dec. 12, 1862.

OFFICE BOHEMIAN MINING COMPANY, NEW-YORK, Nov. 14, 1862.
NOTICE is hereby given to the Stockholders of the BOHEMIAN MINING COMPANY that an ASSESSMENT of FIFTY CENTS per Share has been levied upon the capital stock of the Company, payable on the 15th day of December next, at the office of the Treasurer, No. 21 Nassau-st. By order of the Directors.
R. H. RICKARD, Treasurer.

AT A MEETING of the Board of Directors of the NEW-JERSEY ZINC COMPANY, held in Jersey City this 12th day of December, 1862, a DIVIDEND of Four Per Cent was declared on the Preferred Stock, and Four Per Cent on the Common Stock, payable on the 2d day of January next, at the transfer office of the Company, No. 112 Liberty-st., New-York. The transfer books will be closed from the 20th instant to the 2d prox.
A. H. FARLIN, Treasurer and Secretary.

HUDSON RIVER BANK, Hoboken, New-Jersey.
THE BILLS of this BANK are REDEEMABLE at the BANKING HOUSE of GEORGE D. ARTHUR & Co., No. 34 Wall-st., New-York, at par.
J. D. BANGHART, Cashier.

CALIFORNIA STATE and SAN FRANCISCO CITY COUPON BONDS BOUGHT and COLLECTED at very best rates, by WM. T. COLEMAN & Co., No. 70 Wall-st.

STOCKS, BONDS, and GOVERNMENT SECURITIES,
Bought and Sold at Board of Brokers,
By A. G. HEMINWAY & Co.,
No. 53 Exchange-place.

$185,000—TO LEND at 6 per cent for five years, in various sums, on Bond and Mortgage of strictly first-class Real Estate in New-York and Brooklyn. Principals will please address, with full particulars, TRUST FUNDS,
Box No. 173 New-York Tribune Office.

Financial.

OFFICE OF THE IMPORTERS AND TRADERS INS. CO., No. 100 BROADWAY, Dec. 2, 1862.
THERE WILL BE AN ELECTION held, at the Office of this Company, on TUESDAY, 16th inst., for SIXTEEN DIRECTORS of the first-class, to hold office from Jan. 1, 1863, till Jan. 1, 1864. The polls will be open from 11 till 12 o'clock a. m. Meanwhile the transfer books are closed. FRANK W. BALLARD, Secretary.

Proposals.

OFFICE OF ASSISTANT COMMISSARY GENERAL OF SUBSISTENCE, No. 4 State-st., New-York, Dec. 11, 1862.
ARMY SUPPLIES.—Proposals will be received by the undersigned until 4 o'clock p. m. on WEDNESDAY, the 24th instant, for supplying, for the use of the United States Army, SUBSISTENCE STORES, to be delivered in New-York or Brooklyn, as follows, viz:
Ten thousand barrels (10,000 bbls.) of first quality MESS or PRIME MESS PORK, new or old (which to be stated in the proposal), per month, for each of the months of January, February, March, April and May, 1863, to be delivered during those months at or from the Packing and Inspection yards of Hubbard's (id), viz: Lamb's, Getty's, Lawson's, Armstrong's, Ward's and Parker's; and on their certificates of inspection, or at or from such other packing and inspection yards, and on the inspection of such other inspectors as may be agreed upon by the undersigned or his successors in office. The Pork will also be examined and passed upon by Robert P. Getty, Inspector, on the part of the United States.
Each bid must have a printed copy of this advertisement pasted at its head, and must be specific in complying precisely with all the terms. Each bid, to have consideration, 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 any part of either delivery, and will state in their proposals the quantity and kind of Pork proposed to be furnished, and the month in which to be delivered, giving full name and residence; also furnishing the statement of the U. S. District-Attorney, or other well known official person, that the proposer and sureties are pecuniarily responsible to the amount indicated above.
Such PRIME MESS PORK as may be offered will be required to be made according to "Getty's Directions," hereunto appended.
The seller's name, place of business, with date of purchase, will be required on each barrel.
Payment to be made in such funds as may be furnished by the United States.
A. B. EATON,
Lieut.-Colonel and A. C. G. S.

Directions for making PRIME MESS PORK to meet the requirements of the English market. By ROBERT P. GETTY, New-York.
QUALITY AND WEIGHT OF PIGS.
The Pigs to weigh from one hundred to one hundred and sixty pounds each, and to be in good condition, strictly corfed or hard Pork. For the United States Army the weight may be extended to one hundred and seventy pounds.
PARTS EXCLUDED.
The head is to be excluded, also the fore leg up to the breast or brisket, the hind leg including the hock or gambrel joint, and the rump if the hams are not cut up with the sides.
WHAT CONSTITUTES A BARREL OF PRIME MESS.
A barrel of Prime Mess Pork consists of fifty pieces, of four pounds each. If the hams are cut up, and put in, there shall not be less than twenty-three side pieces; if without hams, not less than thirty side pieces.
HOW TO CUT AND CURE.
After the Pig has been split through the back, cut each side lengthwise into two strips; pack the strips into large casks or vats, and fill up with brine, having saltpeter added at the rate of one ounce to three gallons of brine; leave the strips in the brine for eight to ten days to extract the blood, and for the lean meat to take a pink color.
When ready to be packed into barrels, have each strip carefully cleaned, using a knife and brush if necessary; cut them into four proper pieces as nearly as may be; Moss (or other fine grass) is indicated, and pack neatly and compactly in layers, with sufficient salt to preserve it.
BARRELS.
The barrel should be twenty-eight inches long and seventeen and a half inches over the end (when finished) made of seasoned white oak free from sap, full hound with six hickory or white oak hoops, and one iron hoop (one inch wide) on each end next below the chime-hoop.
THE ART OF MESSING.
Pigs, averaging any one hundred and forty-five pounds, will work up to missing count as follows: When the side, including the ham, is cut up, there will be twenty-three or twenty-four pieces of side-meat, eight pieces of ham and sidlie, and eighteen or nineteen of shoulder and neck to the barrel; excluding the hams, the number of side pieces will be increased to thirty-one or thirty-two. In no case should there be more than six pieces of the leg part of the shoulder put into a barrel.
New-York, December, 1862.

NAVY DEPARTMENT, November 25, 1862.
THE NAVY DEPARTMENT will until the 23d of December, 1862, receive PROPOSITIONS for the erection and completion of a WHARF at Port Royal, South Carolina, in conformity with the general specifications herewith accompanying.
The proposals must state the gross amount for which the wharf, sections, heading, ending, crane, rail tracks and cars will be completed, according to the plans and specifications, and name the time within which the party will agree to have it finished.
Parties intending to bid can examine the drawings in the Navy Department, and in the office of the Constructor, Brooklyn Navy Yard, and in the office of the Navy Agent in Philadelphia and at Boston.
Each bid must be accompanied by the usual guarantee that if accepted the party will execute the contract, which will be dated from the time the party is notified that his offer is accepted and the contract ready for execution, under the usual conditions.
SPECIFICATIONS FOR A WHARF AT PORT ROYAL, S. C.
The wharf is to be in the form of a T; the part leading from the shore to the front will be 30 feet long and six feet six inches wide, and the front will be 200 feet long and 40 feet 6 inches wide. From high water mark to 7' 6" water the distance is 100 feet; from 7' 6" depth to 10' 6" the distance is 100 feet; from 10' 6" depth to 20' 6" depth the distance is 70 feet, and the front would will stand in about 21' 6" water, off at high tide.
The piles are to be of good sound heart pine, not less than 12" diameter at the butt, and must be driven to a good firm bearing; they will be in rows 8 feet from center to center, running across the wharf, and 7 piles in each row, with a fender pile on each side, making 9 piles in each cross row. Three piles are to be nailed and covered with three sills, 10 feet in the square foot, from high water mark down to 3 feet below the surface of the mud, well and securely put on to protect them from the worms.
The piles will be cut off at the proper hight, as shown on the plan, and capped with hard pine timber 12" by 12" every third pile, bolted and spiked into the cap and planed, and the tops secured with an iron bolt one inch in diameter and two feet long.
Around the outside of the wharf there is to be a stringer of hard pine timber 8" by 12" resting upon the caps and strongly bolted at each crossing, and between these stringers there are to be hard pine planks 8" by 12" (the 12" upon edge) the caps, and fastened with bolts, spikes at each crossing. Upon the joints there is to be a floor of 3" hard pine plank, fastened with one spike in each plank at each crossing. Around the edge of the wharf there is to be a cap six 8" by 10", of hard pine, well fastened and rounded on the top so shed the rain.
Tie-fender piles are to be