Proposals.

NAVY DEPARTMENT,
BUREAU OF PROVISIONS AND CLOTHING, July 8, 1863.

CLOTHING and CLOTHING MATERIALS.—SEPARATE PROPOSALS, sealed and indorsed "Proposals for Navy Clothing and Clothing Materials," will be received at this office until three o'clock p. m. on the 15th day of AUGUST next, for furnishing and delivering (on receiving forty days' notice) at each or either of the navy-yards at Charlestown, Massachusetts, and Brooklyn, New-York (one-third at the former and two-thirds at the latter yard) in such numbers and quantities and at such times as may be called for by the Chief of this bureau, or by the commandants of the said navy-yards, respectively, during the fiscal year ending on the 30th day of June, 1864, the numbers and quantities of the different articles specified in the following table, viz.:

CLASS I.
Blue cloth pea jackets 12,000
CLASS II.
Blue cloth round jackets 6,000
CLASS III.
Blue cloth trowsers.... 30,000
Blue satinet trowsers.. 35,000
CLASS IV.
Blue felt caps..... 40,000
CLASS V.
Blue flannel overshirts 40,000
CLASS VI.
Blue woolen knit undershirts..... 35,000
Blue woolen knit drawers..... 35,000
CLASS VII.
Canvas duck trowsers 25,000
Barnsley sheeting fronts 80,000
CLASS VIII.
Blue satinet, yards 150,000
CLASS IX.
Blue flannels, yards....300,000
CLASS X.
Barnsley sheeting, yards..... 100,000
Canvas duck, yards.... 50,000
Blue rankin, yards.... 35,000
CLASS XI.
Calfskin lace boots, pairs..... 50,000
Kipskin shoes, pairs... 35,000
Grained leather boots, pairs..... 10,000
CLASS XII.
Woolen socks, pairs... 60,000
CLASS XIII.
Mattresses (with two covers) for each 12,000
CLASS XIV.
Blankets..... 25,000
CLASS XV.
Black silk handkerchiefs..... 50,000

Offers may be made for one or more classes, at the option of the bidder; but all the articles embraced in a class must be bid for.

Each class will be considered by itself, and the contract for that class will be awarded to the bidder whose proposals for the articles comprised in the class are lowest in the aggregate.

The cloth for the pea jackets shall be twilled pilot cloth, pure indigo blue, wool-dyed.

The felt caps shall be of felt cloth, dyed pure indigo blue, made of good wool only, and shall conform in the size, color, grade of wool, and in all other respects to the samples deposited at the Navy-Yards.

The cloth for blue cloth round jackets and trowsers shall be twilled, all wool, and pure indigo blue, wool dyed.

The satinet must be 27 inches wide inside of list, with a heading to consist of not less than twelve white woolen threads at each end of the piece; must weigh not less than 9½ ounces per yard, to contain in each piece about 28 yards, the warp must be cotton, pure indigo blue, yarn-dyed, and the filling wool, pure indigo blue, wool-dyed. Each bale of 400 yards shall average 9½ ounces to the yard, and no piece shall be below 9½ ounces to the yard. The satinet trowsers must be made of material like the above. The broadcloth and satinet of which the garments are made shall be well sponged before made up.

The flannel must be all wool, wool-dyed pure indigo blue, and twilled; must be in pieces of about 30 yards in length, 27 inches wide, weighing five and one-half ounces per yard, with a list on each edge of four white woolen threads woven in the whole length of the piece. To be packed in bales of ten pieces, the pieces to be rolled separately without cloth boards; each bale to contain 300 yards and 165 pounds flannel. No piece to have a less average weight than 5 4-10 ounces per yard.

The overshirts must be made of flannel like the above.

The woolen knit undershirts must be warp knit, all wool, best American fleece, indigo wool dyed, made up entirely by hand, of two sizes—No. 1, 36 inches long, 42 inches round; No. 2, 34 inches long, 38 inches round, to weigh not less than 1½ pounds per dozen. In all respects equal to samples.

The woolen knit drawers to be all wool, best American fleece, indigo wool-dyed, warp stitch, of two sizes—No. 1, waist to measure round 36 inches, length 44 inches, 44 inches round the hip; No. 2, waist to measure round 30 inches, length 44 inches, 44 inches round the hip; waistband to be of strong twilled cotton, well sewed, and firmly attached to the body, to correspond in every respect with the sample.

The Barnsley sheeting must be free from cotton, 80 inches in width; weight, twelve ounces 31-100 per yard; texture, 4 by 4 to 1-10 inch.

The canvas duck must be free from cotton, 27 inches in width, and about 38 yards in the piece, double thread warp and filling; weight, eight ounces 29-100 per yard; texture, 9 by 10 to 1-4 inch.

The shoes must be plainly stamped with the contractor's name, number of the shoe, and the year when made. The sizes to be in the following proportions for each 100 pairs, unless otherwise ordered, viz: 8 of No. 3, 17 of No. 4, 25 of No. 7, 25 of No. 8, 16 of No. 9, 7 of No. 10, 2 of No. 11. They must be sewed with a square awl, and conform in all respects to the samples at the yards, and be delivered in good, strong boxes, the tops of which to be securely fastened with screws, and each box to contain 20 pairs, in these proportions, viz: 8 pairs of No. 3, with 17 of No. 4, 13 of No. 7, with 12 of No. 8, or vice versa, 16 of No. 9, with 7 of No. 10, and 2 of No. 11. The calf-skin and kip-skin shoes to be packed in separate boxes.

The boots must be of the best quality of oak tanned grain leather, sewed with a square awl, all the sewing and stitching to be done with the hand, to correspond with the sample in every respect, except that the sides shall be sewed with the hands, and not machine stitch as on sample.

The woolen socks must be woven or knit indigo mixed, all wool, shall be well scoured, and in color and quality fully equal to sample.

The mattresses must weigh ten pounds, including ticking, which is to be cut 6 feet 6 inches in length and 31 inches wide. The covers must measure 77 inches in length and 29 inches in width. The hair, ticking, and covers must conform to samples.

The rankin must be equal to the best blue American rankin, 26 inches wide, texture 5 threads by 4 threads to the 16th of an inch, dyed with pure Bengal indigo.

The blankets must weigh 6¾ pounds per pair, and measure 56 by 78 inches each. A bale of 50 pairs must weigh 325 pounds, and no pair shall weigh less than 6 pounds 5 ounces. They must be made of clean wool, and each blanket must be marked "U. S. Navy," as in the sample.

The black silk handkerchiefs must be 31½ by 31½ inches, and weigh one ounce and 12 grains Troy; texture, 14 by 23 to one-eighth of an inch.

Bidders for the above will specify whether the articles they propose to furnish are to be of the growth, production, and manufacture of the United States, as a preference will be given to such.

A schedule of the three sizes for each 100 pieces of made-up clothing will be found with the samples at the respective yards; and all the above articles, including the necessary buttons, rings, &c., are to be fully equal in the quality, texture, color, weight and finish of material, and conform in pattern, size, and workmanship to said samples. The price must be uniform at all the stations.

All the above articles must be subject to such inspection at the place of delivery as the Chief of this Bureau may direct; and no article will be received that is not fully equal to the sample in every respect, and which does not conform to the stipulations and provisions of the contract to be made.

The whole must be delivered at the risk and expense of the contractor. Each box and bale to be marked with the contractor's name. The inspecting officers to be appointed by the Navy Department.

The offers must distinguish the prices for each article mentioned in a class, and must be calculated to cover every expense attending the fulfilment of the contract, including the necessary bonds.

In case of failure on the part of the contractors to deliver the several articles which may be ordered from them, in proper time and of proper quality, the Chief of the Bureau of Provisions and Clothing shall be authorized to purchase or direct purchases to be made of what may be required to supply the deficiency, under the penalty to be expressed in the contract; the record of a requisition, or a duplicate copy thereof, at the Bureau of Provisions and Clothing, or at either of the Navy-Yards aforesaid, shall be evidence that such requisition has been made and received.

Two or more approved sureties in a sum equal to the estimated amount of the respective contracts will be required, and twenty per centum will be withheld from the amount of all payments on account thereof as collateral security and not in any event to be paid until it is in all respects complied with; and eighty per centum of the amount of all deliveries must be paid by the Navy Agent within ten days after the warrants for the same shall have been passed by the Secretary of the Treasury.

Bidders whose proposals shall be accepted (and none others) will be forthwith notified, and as early as practicable a contract will be transmitted to them for execution, which contract must be returned to the bureau within ten days, exclusive of the time required for the regular transmission of the mail.

A record, or duplicate of the letter informing a bidder of the acceptance of his proposal, will be deemed a notification thereof, within the meaning of the act of 1846, and his bid will be made and accepted in conformity with this understanding.

Every offer made must be accompanied (as directed in the act of Congress making appropriations for the naval service for 1846-'47, approved 10th of August, 1846,) by a written guarantee, 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 within five days, with good and sufficient sureties, to furnish the supplies proposed. The Bureau will not be obligated to consider any proposal unless accompanied by the guarantee required by law, and by satisfactory evidence that the bidder has the license required by act of Congress. The competency of the guarantee to be certified by the Navy Agent, District-Attorney, or the Collector of the Customs.

Blank forms of proposals may be obtained on application to the Navy Agents at Portsmouth, New-Hampshire; Boston, New-York, Philadelphia, Baltimore, and at this Bureau.

The attention of bidders is called to the samples and description of articles required, as, in the inspection before reception, a just but rigid comparison will be made between the articles offered and the samples and contract, receiving none that fall below them; and their attention is also particularly directed to the joint resolution of 27th March, 1854, in addition to the act of 10th August, 1846.

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PACIFIC RAILWAY.—The Undersigned will receive PROPOSALS to furnish Four Thousand (4,000) Tuns of RAILWAY IRON, or any part thereof, for the track of the first section of the "Union Pacific Railway Company, Eastern Division." The Iron to be of American manufacture, of the best quality, and to be delivered either at Leavenworth or Kansas City. Communications for further information to be addressed to the undersigned, or to SAMUEL HALLETT & Co., No. 58 Beaver-st., New-York. Terms, cash on delivery. J. C. FREMONT.
New-York, June 9, 1863. Pres't U. P. Railway, E. D.

QUARTERMASTER'S OFFICE, No. 6 State-st., NEW-YORK, July 7, 1863.

SEALED PROPOSALS will be received at this office, until 3 o'clock, p. m. on the 9th instant, for the following articles of STATIONERY, viz:
147 Reams Foolscap Paper 12 lb.
499 Reams Letter Paper, 10 lb.
279 Reams Note Paper, 5 lb.
970,000 Official Envelopes, No. 9.
25,000 Official Envelopes, No. 10.
15,000 Official Envelopes, No. 12.
70,000 Official Letter.
30 Doz. Quart Bottles Black Ink, Maynard & Noyes's or Davide's.
25 Doz. Small Bottles Red Ink, Davide's.
300 Doz. Steel Pens, assorted, Gillott's.
112 Doz. Octagon Lead Pencils, Black.
50 Doz. Small Bottles Mucilage.
2 Doz. Spools Red Tape.
400 Memorandum Books, large size.
All the above-mentioned articles to be of the best quality of their kind, and to be packed in shipping order, and delivered at such place as may be required at the expense of the supplier. All to be ready in fifteen days from date hereof.
STEWART VAN VLIET,
Major and Quartermaster U. S. Army.

Proposals.

SEALED PROPOSALS are invited till the 15th day of July, 1863, at 12 o'clock m., for furnishing the Subsistence Department with 20,000 barrels of Flour.

Bids will be received for what is known as No. 1, No. 2, and No. 3, and for any portion less than the 20,000 barrels. Separate bids will be received for Flour in good second-hand barrels of the same grade as above. Bids for the different grades, and for second-hand barrels, should be upon separate sheets of paper.

The delivery of the Flour to be commenced on or about the 20th July, or as soon thereafter as the Government may direct, at the rate of 800 barrels daily, delivered either at the Government warehouse in Georgetown, at the wharves, or at the railroad depot, Washington, D. C.

The barrels to be strong and hoop-lined.

Payment will be made in certificates of indebtedness, or such other funds as the Government may have for distribution.

The usual Government inspection will be made just before the Flour is received.

An oath of allegiance must accompany each bid.

No bids will be entertained from parties who have previously failed to comply with their bids, or from bidders not present to respond.

Bids to be directed to Col. A. BECKWITH, A. D. C. and C. S. U. S. A., Washington, and indorsed "Proposals for Flour."

Corporation Notices.

OFFICE OF THE CLERK OF THE BOARD OF COUNCILMEN, NEW-YORK, Monday, July 6, 1863.

AT A MEETING of the Board of Councilmen held this day, the following message was received from His Honor, the Mayor, laid on the table, directed to be entered at length on the minutes and published in two newspapers employed by the Corporation under the direction of the Clerk.

JAMES M. SWEENEY, Clerk.

MAYOR'S OFFICE, NEW-YORK, July 5, 1863.

To the Honorable the Board of Councilmen:

GENTLEMEN: I return without my approval the resolution granting to "The Anthracite Gas Lighting and Heating Company, of New-York," "the right to lay pipes and mains for conducting gas for illuminating and heating, and other purposes, through the streets, avenues, lanes, alleys, squares, and other public places in the City of New-York."

My objections to this resolution are, that I am without any knowledge of the character, organization, means, and responsibility of this company which it is so desirable to possess, before giving to the parties named, the right to break up the pavements of our streets. The well-known fact that the Anthracite coal is not suitable for illuminating purposes, raises a not unreasonable doubt whether the application is bona fide. It seems to me unwise to grant the privilege of breaking up the streets, without some guarantee that it would be for the public benefit. GEORGE OPDYKE, Mayor.

CORPORATION NOTICE.—Department of Finance, City of New-York, Office of the Clerk of Arrears.—Public notice is hereby given that a sale of property according to law, for unpaid Assessments on Real Estate for opening Central Park, confirmed February 9, 1856, will take place at Public Auction, at the City Hall, in the city of New-York, on TUESDAY, the twentieth 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. Copies can be had on application at this office. By order of the Comptroller. July 7, 1863.
7t 1aw14t Tu AUGUSTUS PURDY, Clerk of Arrears.

OFFICE OF STREET COMMISSIONER, No. 237, Broadway, New-York.

TO CONTRACTORS.—PROPOSALS inclosed in a sealed envelope, indorsed with the title of the work, and with the name of the bidder written thereon, will be received at this office until SATURDAY, July 18, 1863, at 11 o'clock, a. m.

For regulating and grading, set curb and gutter and flag in Fifty-eighth street, between Third and Lexington avenues.

For regulating and grading, set curb and gutter and flag in Fifty-third street, between Broadway and Seventh avenue.

For regulating and grading Ninety-fourth street, between Fourth and Fifth avenues.

For setting curb and gutter and flag in Ninety-third street, between Third and Fourth avenues.

For setting curb and gutter and flag Eighty-fourth street, between Eighth avenue and Broadway.

For setting curb and gutter and flag One-hundred-and-seventeenth street, from Third avenue to East River.

For setting curb and gutter and flag Fiftieth street, between Lexington and Fourth avenues.

For resetting curb Fifty-fourth street, between Third and Sixth avenues.

For flagging west side Lexington avenue, between Fortieth and Forty-first streets, and on north side Fortieth street, between Lexington and Fourth avenue.

For filling sunken lots on New avenue, east, between One-hundred-and-twenty-second and One-hundred-and-twenty-third streets.

For filling sunken lots, between One-hundred-and-twenty-eighth and One-hundred-and-twenty-ninth streets, and Third and Fourth avenues.

For fencing vacant lots in Sixth avenue, from Fiftieth to Fifty-first street; also, Fiftieth street, from Fifth avenue to Broadway.

For new hose carriage for Hose Company No. 36.

For building Pier at the foot of Thirty-eighth street, North River.

For building Pier at the foot of One-Hundred-and-Seventeenth street, East River.

For dredging slip, between Piers 36 and 37, North River.

For dredging slip, between Piers 37 and 38, North River.

For dredging slip, between Piers 30 and 31, East River.

For dredging slip foot of Gouverneur street, East River.

For building a steam fire-engine and tender for Company No. 20.

For building a steam fire-engine and tender for Company No. 31.

For building a steam fire-engine and tender for Company No. 51.

For building a steam fire-engine and tender for Company No. 16.

For building a steam fire-engine and tender for Company No. 60.

For building hook and ladder truck for Company No. 1.

For building hook and ladder truck for Company No. 15.

For building new hose carriage for Company No. 27.

For building new hose carriage for Company No. 17.

Curb and gutter and flag in Eighth avenue, between Fifty-ninth and Eighty-second streets.

New house for Engine Company No. 32.

Blank forms of proposals, together with the specifications and agreements can be obtained at this office.

Dated Street Department, New-York, July 8, 1863.
CHAS. G. CORNELL, Street Commissioner.

OFFICE OF THE CROTON AQUEDUCT BOARD, July 8, 1863.

TO CONTRACTORS.—Separate Sealed Proposals, each indorsed with the title of the work for which the bid may be offered, will be received at this office until 12 o'clock m. of WEDNESDAY, July 29, 1863, for the construction of SEWERS in the following streets, to wit:

Eight-st., between Hudson and Greenwich-sts.; Orchard-st., between Delancey and Broome-sts.; Ludlow-st., between Stanton and Houston-sts., and 29th-st., from 11th-av. to Hudson River.

Blank forms for the bids, and all other necessary information, can be obtained on application to the Contract Clerk at this office.
THOS. STEPHENS, R. L. DARRAGH, A. W. CRAVEN, } Croton Aqueduct Board.

TO CONTRACTORS.—Separate sealed proposals, each indorsed with the title of the work for which the bid may be offered, will be received at this office until 12 o'clock m. of MONDAY, July 20, 1863, for the construction of Sewers in the following streets, to wit:

52d-st., between 4th and 5th-avs.; 43d-st., between 11th and 12th-avs.; 48th-st., between 2d-av. and East River; Grand-st., between Cannon and Lewis-sts.; Cannon-st., between Delancey and Rivington-sts.; and Broadway, between 46th and 50th sts.

Blank forms for the bids, and all other necessary information, can be obtained on application to the Contract Clerk at this office.
THOS. STEVENS, ROBT. L. DARRAGH, A. W. CRAVEN, } Croton Aqueduct Board.
Office of the Croton Aqueduct Board, July 7, 1863.

Insurance Companies.

ARE YOU INSURED?
OFFICE OF THE RETORTS FIRE INSURANCE CO., No. 10 Chatham-square, corner Mott-st., NEW-YORK, July 6, 1863.

At the annual election held this day, at the office of the Company, the following-named gentlemen were elected a Board of Directors for the ensuing year:

Isaac O. Barker,	Oliver W. Woodford,
Elijah F. Purdy,	George J. Hamilton,
James Y. Watsons,	David M. McAlpin,
Samuel Raynor,	John Robinson,
Smith Barker,	William Peet,
Merritt H. Smith,	John Ash,
Jonathan Purdy,	John B. Simpson,
David Mahany,	Jacob Miller,
Joseph Whitfield,	Harrison Hall,
William Simpson,	James L. Stewart,
John Pettigrew,	Chas. D. Bailey,
James Davis,	Albert Hall,
Edwin A. Hopkins,	Joseph Rose,
Edgar M. Crawford,	S. P. Squires,
R. E. Peterson,	S. S. Vandenhoff,
Amos Upham,	S. A. Comstock.

At a meeting of the Board of Directors, held immediately after the election, ISAAC O. BARKER was unanimously elected President, and CHARLES D. BAILEY Vice-President. By order, E. B. BELLOWS, Secretary.

HANOVER FIRE INSURANCE Co.
No. 45 WALL-ST. N. Y.
JULY 1, 1863.

CASH CAPITAL	$400,000.
SURPLUS, after providing for all outstanding Claims and Dividends of Six per cent declared this day,	55,000.
NET ASSETS	$455,000.

The Company hereby give notice that they have increased their Capital from $200,000 to $400,000, which is all paid in, and, together with their Surplus, is securely invested.

They also give notice that they are prepared to issue additional Policies of Fire Insurance, based upon the increased Capital, and respectfully solicit the liberal favors of the public, as special regard for their interests has been had in doubling the security offered.

DORAS L. STONE, President.
BENJ. S. WALCOTT, Secretary.

Building Materials.

LEAKY ROOFS CURED with Rubber Paint, 1 to ½ cts a foot, according to condition, AND WARRANTED. 586 Grand-st., 37 Park-row, 153 Bowery, 375 9th-av., 568 6th-av., 46 8th-av., 11 S. 7th-st., Williamsburgh, and corner of Oxford-st. and Fulton-av., Brooklyn.

Machinery.

WATER WHEELS.—REYNOLDS'S PATENT.—The best Turbine in use. Models and Drawings may be seen at our office, No. 452 Broadway, New-York.
TALLCOTT & UNDERHILL.

Printing.

ENGRAVING and PRINTING (half price).—Wedding, At Home, and Note Papers, &c., Business Cards, Bill-Heads, Portraits, &c., at KELLY'S, No. 97 Fulton-st., N. Y.

JOB Printing at old prices, at Eckler's Printing Office, 40 Ann, cor. Nassau-st., N. Y. Cards, Circulars, Bill-heads, Labels, Posters, Pamphlets, &c., quick, neat and cheap.

Ocean Steamers.

THE STEAMSHIP
GREAT EASTERN,
WALTER PATON Commander,
will be dispatched

From Liverpool	From New-York
Saturday, May 16,	Saturday, June 6,
Tuesday, June 30,	Tuesday, July 21,

and at regular intervals thereafter.
FIRST CABIN, from ..... $95 to $135
SECOND CABIN $70
Excursion Tickets out and back to the First and Second Cabins only, a fare and a half.
Servants accompanying passengers, and children under 12 years of age, half fare. Infants free.
THIRD CABIN $50
STEERAGE, with superior accommodations $30
ALL FARES PAYABLE IN GOLD, OR ITS EQUIVALENT IN U. S. CURRENCY.
Each passenger allowed 20 cubic feet of luggage.
An experienced Surgeon on board.
For passage, apply to
CHAS. A. WHITNEY,
At the Office, No. 26 Broadway.
For freight, apply to
HOWLAND & ASPINWALL, Agents
No. 54 South-st.

The
ATLANTIC IRISH ROYAL MAIL STEAM NAVIGATION COMPANY.
(GALWAY LINE)
ADRIATIC, 1,200 horse power, 4,000 tuns.
HIBERNIA, 1,000 horse power, 3,000 tuns.
COLUMBIA, 1,000 horse power, 3,000 tuns.
ANGLIA, 1,000 horse power, 3,000 tuns.
The magnificent steamship
ADRIATIC,
will sail from LIVERPOOL via GALWAY to NEW-YORK on WEDNESDAY, the 15th JULY, to be followed by the other steamers of the line every alternate WEDNESDAY.
Rates of passage from Liverpool to New-York, payable in gold or its equivalent in currency:
First Cabin $120
Second Cabin 80
Steerage 25
For passage, apply at the office of the agents,
SAHEL & SEARLE, No. 23 Broadway.
ELEAZER JONES, Manager.

THE MAGNIFICENT first-class, full-powered, from screw-steamer,
SHANNON,
Commander H. HARRIS, R. N. R.,
2,854 TUNS BURDEN. 450 HORSE-POWER.
Will sail, JULY 11, from New-York to Liverpool, calling at Cork to receive and deliver passengers and dispatches.
Rates of Passage, payable in currency: First Cabin (very superior accommodations), $80, including every requisite except Wines and Liquors which can be obtained on board. Children between 1 and 12 years, half price. Infants free. Steerage, $35. Children 1 to 12 years, half price. Infants $5.
An experienced Surgeon will be carried. For Passage, apply to SAHEL & SEARLE, No. 23 Broadway, N. Y.

FOR CALIFORNIA via PANAMA.—A first-class steamer will leave New-York on the 3d, 13th and 23d 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.

M. O. ROBERTS'S LINE.
CALIFORNIA VIA NICARAGUA.
On THURSDAY, July 23, at noon,
The steamer AMERICA will sail as above, connecting with the steamer MOSES TAYLOR.
For passage apply to D. N. CARRINGTON,
No. 177 West-st., corner of Warren.

BARK CHARLOTTE AND EMMA FOR LONDONDERRY Direct—to sail in a few days. A limited number of 1st and 2d cabin passages may be secured by early application to the undersigned.
GEO. J. KNOX & Co., No. 134 Pearl-st.

STEAM WEEKLY to LIVERPOOL, touching at Queenstown, (Cork Harbor.)—The well known steamers of the Liverpool, New-York and Philadelphia Steamship Company are intended to sail as follows:
CITY OF BALTIMORE ..... Saturday, July 11
CITY OF WASHINGTON ..... Saturday, July 18
EDINBURGH ..... Saturday, July 25
And every succeeding SATURDAY, at noon, from Pier 44, North River.
RATES OF PASSAGE.
Payable in gold, or its equivalent in currency:
FIRST CABIN ..... $80 00 STEERAGE $32 50
First Cabin to London ..... 85 00 Steerage to London 35 00
First Cabin to Paris ..... 95 00 Steerage to Paris 40 00
First Cabin to Hamburg ..... 90 00 Steerage to Hamburg 37 50
Passengers also forwarded to Havre, Bremen, Rotterdam, Antwerp, &c., at equally low rates.
Fares from Liverpool or Queenstown: 1st Cabin, $75, $65, $55. Steerage, $30. Those who wish to send for their friends can buy tickets here at these rates.
For further information apply at the Company's offices,
JOHN G. DALE, Agent, No. 5 Broadway, N. Y.

Excursions.

EXCURSIONS to CONEY ISLAND.—The Cars of the CONEY ISLAND and BROOKLYN RAILROAD COMPANY run every six minutes from Fulton and Catharine Ferries, Brooklyn, connecting at city line with cars for Greenfield, Gravesend, Sheepshead Bay, and Coney Island.—Brooklyn, May 20, 1863.
W. E. C. COXE, Superintendent.

FISHING BANKS.—Steamer MARYLAND leaves Peck-slip, at 7 a. m.; West 30th-st., 8; Day-st., 8½; Pier 4 North River, 8½, daily except Saturdays. Fare 50 cents. Music, Refreshments, Bait and Lines on board.

GRAND PLEASURE EXCURSIONS to LAKE SUPERIOR.—The splendid first-class steamers ILLINOIS and METEOR leave Cleveland, Ohio, as follows: at 5 o'clock p. m., and Detroit, Michigan, the day after, at 11 o'clock a. m. July 1, 8, 14, 21, and 27; August 3, 9, 14, 19, and 26, on pleasure trips to Lake Superior, passing through the beautiful rivers Detroit, St. Clair, and St. Mary's (with 1,000 thousand isles) through Lakes Erie, Huron, St. Clair, and Superior, in full view of the famed Pictured Rocks (rising 200 feet perpendicular from the water). Also, visiting all points of interest on the route. Giving passengers an opportunity to visit the wonderful Copper and Iron Mines, which at this time are unequaled by any in the world. The above boats are of the very best, the Meteor being entirely new, built expressly for the route, fitted up with every improvement for the ease, safety, and comfort of passengers. Good music on board, and the table always supplied with every luxury. Fare for the round trip (2,000 miles), from $25 to $30.
R. GARRETTSON & Co., Cleveland.
J. T. WHITING & Co., Detroit.

TO THE COAL FIELDS OF PENNSYLVANIA.—Tickets for these Excursions are now for sale at the office of the CENTRAL RAILROAD COMPANY OF NEW-JERSEY, foot of Cortlandt-st., New-York. For description of the routes and further information, apply at the office, foot of Cortlandt-st., or of H. P. BALDWIN, General Ticket Agent, No. 69 Wall-st.

Steamboats and Railroads.

FOR Newburgh, West Point, Poughkeepsie, and Rondout—Steamer Mary Powell leaves pier foot of Jay-st. every afternoon at ½ o'clock for West Point, Newburgh, Poughkeepsie, and Rondout.

FOR BRIDGEPORT—DAILY LINE.—The steamer BRIDGEPORT leaves Peck-slip, Pier No. 26 East River, Daily, at 12 o'clock noon. Freight taken on the Wharf all day. Arriving in Bridgeport in time to connect with the Housatonic, Naugatuck, New-Haven and Hartford Railroads. Also, the Shore Line to Saybrook and New-London.
GEO. W. CORLIES, Agent.

DAY BOAT FOR ALBANY.
The fine steamer DANIEL DREW leaves Jay-st. on TUESDAY, THURSDAY, and SATURDAY MORNINGS, at 7 o'clock, landing at 30th-st. and the usual landings.

SARATOGA and LAKE GEORGE.—HUDSON RIVER RAILROAD Express Trains leave daily at 7 and 10 a. m., arriving in Saratoga in time for dinner and tea.

N. Y. and FLUSHING RAILROAD.—Leave New-York, at James-slip Ferry and 34th-st. Ferry, at 6, 7, 8, 9, 11, 2, 4, 5, 6, and 7¼. Leave Flushing at 6, 7, 8, 9, 10, 1, 3¼, 5, 6, 7¼. N. B.—Tuesdays and Fridays a special Night Train from Flushing at 11 p. m., and 34th-st. Ferry at 12 p. m.

FOR THE WEST!—Tickets are sold for all points West, at the office of the CENTRAL RAILROAD OF NEW JERSEY, Foot of Cortlandt-st.
This line, via Allentown and Harrisburg, has not been broken by the recent raid into Pennsylvania.
H. P. BALDWIN, General Ticket Agent.

STONINGTON LINE for BOSTON, via GROTON, NEW-LONDON, STONINGTON, PROVIDENCE, NEWPORT, TAUNTON, and NEW-BEDFORD.—The splendid steamers COMMONWEALTH and PLYMOUTH ROCK will leave Pier No. 13 N. R., foot of Courtlandt-st., daily (except Sundays), at 5 p. m.
Freight taken as low as by any other line. Office of Company, No. 115 West-st., corner of Courtlandt-st.
New-York, March 2, 1863. W. M. EDWARDS, Agent.

LONG ISLAND RAILROAD—INCREASED ACCOMMODATION.—Leave James-slip and foot of 24th-st., E.R., at 8 a. m. for Greenport, stopping at all Stations; and 3:30 p. m. for Jamaica, Mineola, Jerusalem and all stations east to Greenport. For Islip at 8 a. m., 3:30 and 5:30 p. m.; for Syosset at 8 a. m., 11 a. m., 4:30 and 6 p. m.; for Jamaica and Hempstead at 8 a. m., 11 a. m., 3:30, 4:30 and 6 p. m. Sunday Excursion Train at 9:15 a. m. from 34th-st. (stopping at all Stations) to Yaphank, at excursion rates; returning, leaves Yaphank at 2:45 p. m. Jamaica Accommodation Train from James-slip and Thirty-fourth-st., at 6:30 p. m.

NORTHERN R. R. of N. JERSEY.—Trains leave Jersey City for Piermont at 5:00 a. m., 9:15, a. m., 1:15 p. m., 4:20 p. m., and 6:35 p. m. Saturdays only 11:15 p. m.; for Monsey 1:15 p. m., & 4:20 p. m. T. W. DEMAREST, Supt.

FOR NEWPORT via NEW-YORK and NEW-HAVEN and SHORE LINE RAILROAD.—On and after MONDAY, June 29, 1863, a TRAIN will leave 27th-st. and 4th-av., at 12:15 p. m., passing through New-Haven, New-London and Stonington to East Greenwich, R. I., without change of cars, when the splendid steamer Water Lily will be in waiting to start immediately on the arrival of the train for Newport, affording a splendid sail down Narragansett Bay, arriving at 8:30 p. m. Tickets sold and baggage checked through. JAS. H. HOYT, Superintendent.

Steamboats and Railroads.

DIRECT STEAMBOAT LINE for HARTFORD, connecting with Railroad to SPRINGFIELD, NORTHAMPTON, BELLOWS FALLS, BRATTLEBORO, &c. Steamer GRANITE STATE leaves Peck-slip, at 4 p. m. Monday, Wednesday, and Friday. Steamer CITY OF HARTFORD leaves Peck-slip at 4 p. m., Tuesday, Thursday and Saturday.
The boats of this line are first-class Sound steamers, and are commanded by competent and experienced officers.
New-York, May 25, 1863.

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 Government 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.

FOR NEW-HAVEN, HARTFORD and SPRINGFIELD.—STEAMBOAT AND RAILROAD CONNECTION. The CONTINENTAL leaves Peck-slip, East River, at 3:15 p. m. NIGHT LINE.—The ELM CITY leaves at 11 o'clock p. m. Sundays excepted.

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. Brayton, 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 extent 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.

CENTRAL RAILROAD of NEW-JERSEY.—From foot of Cortlandt-st.—Connecting at Hampton Junction with the Delaware, Lackawanna and Western Railroad, and at Easton with the Lehigh Valley Railroad and its connections, forming a direct line to Pittsburgh and the West without change of car.
SPRING ARRANGEMENT—Commencing April 20, 1863.—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, Binghamton, Wilkesbarre, &c.
12 M. TRAIN—For Easton, Allentown, Mauch Chunk, Williamsport, Reading, Pottsville, Harrisburg, &c.
3:30 P. M.—For Easton, Bethlehem, Allentown and Mauch Chunk.
4:30 P. M.—For Somerville.
6:30 P. M.—For Somerville.
7 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 7 a. 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. Two hours' time is saved by taking this train.
ELIZABETHPORT AND NEW-YORK FERRY—Leave New-York from Pier No. 2, North River, at 9:30 a. m., 1:30, 4:30 and 6 p. m.
The boats stop at Bergen Point and Mariners' Harbor every trip each way. JOSIAH O. STEARNS, Superintendent.

ERIE RAILWAY.—Passenger trains.
7 a. m., Express for Buffalo.
8:05 a. m., Milk, daily, for Otisville.
10 a. m., Express for Buffalo.
4 p. m., Way, for Otisville, Newburgh and Warwick.
5 p. m., Night Express, daily, for Dunkirk, Buffalo, Rochester, Cleveland, Chicago and principal stations. Train of Saturday runs through to Buffalo, but does not run to Dunkirk.
7 p. m., Emigrant, for Dunkirk.
CHAS. MINOT, General 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 10 a. m., and 3:15, 15 and 5 p. m.	7:22, 10:27 a. m., and 3:37, at 5:42 p. m.
Troy and Albany (with sleeping car),	10:30 p. m.	10:37 p. m.
Poughkeepsie train,	7, 10 a. m., and 12:30 and 6:15 p. m.	7:37 a. m., and 12:52 and 6:37 p. m.
Peekskill train,	11:30 a. m., and 4:30 p. m.	11:52 a. m., 4:22 p. m.
Sing Sing train,	5:30 p. m.	5:52 p. m.
Tarrytown,	3:15 p. m.	4:01 p. m.

On Sundays at 5:22 p. m., from 30th-st.
Tickets may be procured at any of the offices of Westcott's Express in New-York and Brooklyn, and baggage checked at the house to all points on the road and to Saratoga Springs.

NEW-YORK, HARLEM, AND ALBANY RAILROAD.—Trains will leave 26th-st. Depot—For Albany, 10:30 a. m., stopping at Williamsbridge, White Plains, Bedford, Croton Falls, and stations north to Albany, connecting with Central and Northern Railroad for Saratoga, and all points northwest; for Croton