Proposals.

WASHINGTON, D. C., March 3, 1866.

PROPOSALS for SAFES and LOCKS.—SEALED PROPOSALS will be received at the Office of the Supervising Architect, Treasury Department, Washington, D. C., until 12 m., April 3, 1866, for furnishing the Burglar Proof and the Burglar and Fire Proof Safes required by the Treasury Department for one year from the acceptance of the proposal of the successful bidder.

Specifications and drawings for the Burglar Proof Safes, showing the form of construction at present used, viz: alternate plates of iron and hardened steel, can be obtained upon application at this Department.

Burglar and Fire Proof Safes will be constructed in the same manner, and cased with a suitable fire proof covering, the plans and specifications for which must be submitted by the bidder.

Safes to be shipped in perfect condition within a reasonable time from date of order.

The locks will be furnished by this Department, but must be put in place by the contractor, and be in perfect working order when the Safe is turned over to the proper officer of the Government.

The bids to be per superficial foot, measured on the outside, and to cover all charges whatever, including painting and door fixtures, (except cost of locks).

Proposals will also be received for Burglar and Powder Proof Locks, to be accompanied with samples.

All bids must be accompanied by the guaranty of two responsible persons in the sum of $5,000, that the bidder will accept and perform the contract if awarded to him, the sufficiency of the security to be certified to by the District-Attorney of the district where the bidder resides.

The Department reserves the right to reject any or all bids, or to award the contract for Burglar Proof Safes to one party and the Burglar and Fire Proof Safes to another, if it be deemed for the interest of the Government to do so, and no bid will be considered that does not conform to the requirements of this advertisement.

Proposals to be indorsed "Proposals for Safes and Locks," and addressed to A. B. MULLETT, Acting Supervising Architect, Treasury Department, Washington, D. C.

A. B. MULLETT, Acting Supervising Architect.

QUARTERMASTER'S OFFICE, No. 17 STATE-ST., NEW-YORK, March 9, 1866.

SEALED PROPOSALS will be received at this office until 12 o'clock m. of THURSDAY, 15th instant, for the carting of all Government Stores within the City of New-York which it may be the duty of this Department to move, for the period of one year.

Persons offering to perform this service are requested to state the price per carman's load of 5 (five) barrels of pork, 7 (seven) barrels of flour, or 1,500 (fifteen hundred) pounds weight of other goods, for any distance not exceeding half a mile, with an increase of one-third for every additional half mile. The party to whom the contract may be awarded will be required to have in readiness, at all times a sufficient number of teams to perform the required service, and to keep them at work when required, nights and Sundays, without extra compensation, and to be present in person, or by a competent agent at all times, to receive and execute all orders which may be given for work to be done.

No proposal will be considered unless coming from responsible persons, known to the undersigned, and who will be vouched for by responsible parties.

Each proposal must be indorsed by two responsible persons, setting forth their willingness to go security in the sum of $20,000, that said proposal, if accepted, will be faithfully carried out.

Each proposal must be indorsed, "Proposals for Carting Government Stores," and addressed

STEWART VAN VLIET,
Brevet Major-General and Quartermaster.

Furniture.

CLOSING-OUT SALE, on account of retiring from Business.—The subscriber offers his entire stock of first-class and fashionable FURNITURE, consisting of Parlor, Library, Dining-room and Bedroom Suites, at great reductions, as the whole stock must be sold before the 1st of May next.
JULIUS DESSOIR, No. 543 Broadway.

BEDROOM ENAMELED FURNITURE of warranted manufacture. Also, solid Chestnut and Walnut Chamber Suites, plain and ornamental. at H. F. FARRINGTON'S, 263 Canal-st., opposite Wooster. Established 1844.

ENAMELED FURNITURE.—The largest assortment of Enameled, Chestnut and solid Walnut BEDROOM SUITS in this city. Also MATTRESSES, SPRING BEDS, &c., all good warranted as represented, at the old established house. WARREN WARD & Co., 277 Canal-st.

PICKHARDT'S EXTENSION PARLOR BEDSTEAD is entirely different from the common sofa bed; it has an equal spring and hair mattress. Can be made in sofa or chair to suit the space. Factory and salesroom, No. 467 Bleecker-st., corner of Sullivan. Also, Furniture on hand and made up to order.

Machinery.

FOR SALE—Three HYDROSTATIC PRESSES, made by Hoe & Co.; two of 500 and one of 650 tons, with Beam Pump for driving same; in good order, and suitable for printers. Apply to or address THE NEW-YORK CONDENSING COMPANY, No. 192 Front-st., N. Y.

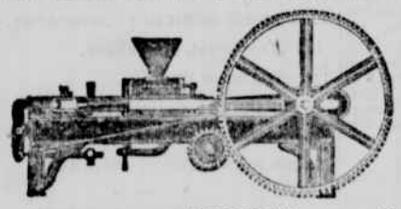
FOR SALE.—STEAM-ENGINES, BOILERS, and MILLS; 10, 15 and 20-horse, Portable; 40 and 100-horse, Stationary; all new and first-class, at No. 45 Ann-st., N. Y. WM. McKENZIE.

PEQUOT MACHINE Co., Mystic River, Conn., manufacture the most improved Looms for weaving tapes, bindings, webbing, ribbons, elastic goods, and all kinds of narrow fabrics; also, furnish all kinds of supplies for the same. Machines for Calendering, &c.

RIBBON, SUSPENDER and TAPE LOOMS. Also, Looms to weave any kind of narrow goods made to order. JACQUARD MACHINES manufactured and applied to Power and Hand Looms. Findings for Figured Weaving in Silk, Wool and Cotton.

SPOOLING MACHINES for Silk and Cotton, and MACHINERY for the manufacture of DRESS TRIMMINGS. Manufactured and for sale by
W. P. CHLINGER, Machinist,
No. 1,621 North Second-st., Philadelphia, Pa.

ADAMANTINE BRICK PRESS.



OFFICE OF THE ADAMANTINE BRICK PRESS COMPANY, No. 175 BROADWAY, NEW-YORK.

WE PRESENT to the public the first and only BRICK MACHINE ever invented, which makes a PERFECT PRESSED BRICK from pure clay, without a crack or check, and so simple in its construction as to recommend it to general use, as a substitute for any and all brick machines known to the country.

It makes Brick smooth, perfect, and uniform in size and quality; cheaper than common mud brick can be made, and superior to any Philadelphia pressed brick ever offered in market.

The Machines are made with from one to eight molds, and will cost from $700 to $1,500. Two-horse power will run two molds, and five-horse power will run eight molds.

One mold will turn out 7,000 bricks in 12 hours, and eight molds 50,000.

The brick thus made are impervious to moisture, and consequently secure from the action of frost.

They are ready for burning when discharged from the machine—require no handling or drying—and may be immediately subjected to any degree of heat.

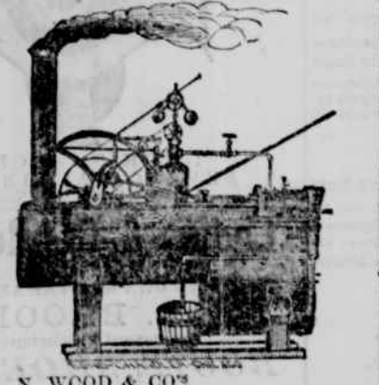
By this process of manufacture, the air and moisture are expelled from the clay by means of perforators, which enter the mold when filled, and are suddenly withdrawn as the brick receives its final pressure; consequently, EVERY BRICK BURNS PERFECTLY, WITHOUT CRACKING, CHECKING or WARPING, and EVERY BRICK is PERFECT WHEN IT COMES FROM THE KILN.

The Machine is now in operation in Jersey City, where it can be seen.

It is only necessary for practical business men to see the Machine in operation, and examine its product, to be convinced that it is destined to work an entire revolution in the manufacture of brick.

We offer for SALE, Rights of States, Counties, Cities, and Towns, upon reasonable terms. Machines furnished to order.

L. C. WOODRUFF, President.
C. L. CORNISH, Treasurer.
J. M. WHITCOMB, Secretary.



A. N. WOOD & CO'S CELEBRATED PORTABLE STEAM ENGINE.

The above cut represents our Engine as seen without wheels. For farming purposes we build them on wheels that a pair of horses can easily move about from one stack of grain to another, with especial reference to threshing, &c. We make the building of these Engines a specialty—consequently can afford them cheaper, and as a matter of course, of better quality than when they are built in connection with other machinery. We warrant them to work as we represent or the pay will be refunded.

Should parties wish to inquire in this city about our work, we would refer them to Wm. Porter & Sons, No. 271 Pearl-st., who are using one of 6 horse power daily. We intend to keep a variety of sizes on hand that we can ship one of any size prompt. For further information, address
A. N. WOOD & Co., Eaton, Madison Co., N. Y.

NEW-JERSEY RAILROAD.—Trains leave foot of Cortlandt-st., for PHILADELPHIA, at 7, 10 and 11:30 a. m., 12 m., 4 and 6 p. m., and 12 midnight; for BALTIMORE and WASHINGTON, at 3 and 7 a. m., 7 p. m. and 12 midnight.

Corporation Notices.

OFFICE OF COMMISSIONERS OF TAXES AND ASSESSMENTS, No. 32 Chambers-street, NEW-YORK, Jan. 6, 1866.

NOTICE TO TAXPAYERS.—Notice is hereby given that the Assessment Rolls of the Real and Personal Estate of the City and County of New-York, for the year 1866, will be open for inspection and review from and after Monday, January 8, 1866, and will remain open till the 30th day of April, 1866, for the correction of errors and the equalization of the assessments of the aforesaid real and personal estate of the City and County of New-York. All persons believing themselves to be aggrieved must make application to the Commissioners during the period above mentioned, in order to obtain the relief provided by law. The act of 1859 provides that "during the time the books shall be open to public inspection, as hereinbefore provided, application may be made by any person considering himself aggrieved by the assessed valuation of his real or personal estate, to have the same corrected. If such application be made in relation to the assessed valuation of real estate, it must be made in writing, stating the ground of objection thereto, and thereupon the Commissioners shall examine into the complaint, and if in their judgment the assessment is erroneous, they shall cause the same to be corrected. If such application be made in relation to the assessed valuation of personal estate, the applicant shall be examined under oath by the said Commissioners who shall be authorized to administer such oaths, or any of them; and if, in his or their judgment, the assessment is erroneous, they shall cause the same to be corrected, and fix the amount of such assessment as they may believe to be just, and declare their decision thereon within thirty days after such application shall have been made to them. No reduction shall be made by the Board of Supervisors of any assessment on real and personal estate imposed under this act, unless it shall appear, under oath or affirmation, that the party aggrieved was unable to attend within the period prescribed for the correction of taxes, by reason of sickness or absence from the city.

A. J. WILLIAMSON,
J. W. ALLEN,
J. W. BROWN,
Commissioners of Taxes and Assessments.

SUPREME COURT.—In the matter of the application of the Mayor, Aldermen and Commonalty of the City of New-York, relative to the WIDENING of BROADWAY (or Bloomingdale Road), between Fifty-seventh and Fifty-ninth-streets, in the City of New-York.—Pursuant to Statutes in such case made and provided, the Mayor, Aldermen and Commonalty of the City of New-York hereby give notice that they intend to apply to the Supreme Court of the State of New-York, at a Special Term of said Court, to be held at the City Hall, in the City of New-York, on Saturday, the 24th day of March, 1866, at the opening of the Court on that day, or as soon thereafter as Counsel can be heard, for the appointment of Commissioners of Estimate and Assessment, in the above-entitled matter, that the nature and extent of the improvement hereby intended is the widening of Broadway (or Bloomingdale Road), between Fifty-seventh and Fifty-ninth-streets, in the City of New-York, in manner following, that is to say: beginning at a point on the easterly line, or side of Broadway (or Bloomingdale Road), distant 23 feet, 8 inches northerly from the northerly line or side of Fifty-seventh-street, and running thence northerly and parallel with the Seventh-avenue, to a point on the southerly line or side of Fifty-ninth-street, distant five hundred feet westerly from the westerly line or side of said Seventh-avenue, thence westerly to the present easterly line or side of Broadway (or Bloomingdale Road), and thence southeasterly along said last mentioned line to the point or place of beginning.

Pursuant to the provisions of the Act of the Legislature of the people of the State of New-York, entitled "An Act authorizing the Mayor, Aldermen and Commonalty of the City of New-York to widen Broadway (or Bloomingdale Road), between Fifty-seventh and Fifty-ninth-streets, in the City of New-York," passed April 13, 1857.—Dated New-York, February 27, 1866.

RICHARD O'GORMAN,
Counsel to the Corporation.

DEPARTMENT OF PUBLIC CHARITIES AND CORRECTION, NEW-YORK, March 9, 1866.

PROPOSALS FOR MILK.—SEALED PROPOSALS will be received by the Commissioners of Public Charities and Correction, at their office No. 1 Bond-st., until 12 o'clock m. of the 20th instant, for supplying Bellevue Hospital, foot of Twenty-sixth-st., East River, Blackwell's and Randall's Islands, for one year, commencing on the 1st of April next, with PURE, UNSKIMMED, COUNTRY MILK, of the best quality, and to be delivered at such times and places as may be required. Satisfactory evidence will be required of the ability of parties to furnish the quantity called for without default, and the proposals to be accompanied with the names of two responsible persons under their proper signatures, as security for the faithful performance of the contract.

The Commissioners reserve to themselves the power of receiving and rejecting any or all propositions, or portions thereof, as they may deem proper for the interest of the Department.

Any information required will be given on application at their office.

ISAAC BELL, President,
JAMES BOWEN, Secretary,
JAMES E. NICHOLSON,
O. W. BRENNAN,
Commissioners.

SUPREME COURT.—In the matter of the application of the Mayor, Aldermen and Commonalty of the City of New-York, relative to the WIDENING and EXTENDING of ANN-STREET and FULTON-STREET, in the City of New-York.—Pursuant to statutes in such case made and provided, the Mayor, Aldermen and Commonalty of the City of New-York, hereby give notice, that they intend to apply to the Supreme Court of the State of New-York, at a Special Term of said Court, to be held at the City Hall, in the City of New-York, on SATURDAY, the 24th day of March, 1866, at the opening of the Court on that day, or as soon thereafter as counsel can be heard, for the appointment of Commissioners of Estimate and Assessment in the above entitled matter; that the nature and extent of the improvement hereby intended is the widening and extending of Ann-street and Fulton-street, in said city, in manner following, that is to say: on the northerly side of Ann-street, between Park-row and William-street, and on both sides of Ann-street, between William-street and Gold-street, also, on both sides of Fulton-street, between William-street and Ryder's-alley, also, on the southerly side of Fulton-street, between Ryder's-alley and Water-street, and on the northerly side of Fulton street, between Front-street and South-street, in the City of New-York, as laid down and delineated on a certain map made by Edward Boye, City Surveyor, on file in the office of the Clerk of the Common Council of the City of New-York.—Dated New-York, February 27, 1866.

RICHARD O'GORMAN,
Counsel to the Corporation.

THE COMMITTEE ON LANDS AND PLACES of the Board of Aldermen will meet on TUESDAY, the 20th inst., at 1 o'clock p. m., in the Chamber of their Board, to consider the propriety or expediency of making the City Hall Park an open, paved Plaza, and affording additional carriage-way in the surrounding streets by removing the present sidewalks of the Park. All persons interested are requested to attend without further notice.

W. L. ELY,
L. R. RYERS,
W. H. GEDNEY,
Committee.

Ocean Steamers.

PACIFIC MAIL STEAMSHIP COMPANY'S THROUGH LINE TO CALIFORNIA, CARRYING THE UNITED STATES MAIL, leave Pier No. 42, North River (foot of Canal-st.), at 12 o'clock noon on the 1st, 11th and 21st of every month (except when those dates fall on Sunday, and then on the preceding Saturday), for ASPINWALL, connecting, via Panama Railway, with one of the Company's steamships from Panama for SAN FRANCISCO, touching at ACAPULCO
MARCH.
1st—ARIZONA, connecting with GOLDEN CITY.
10th—HENRY CHAUNCEY, connecting with ST. LOUIS.
21st—NEW-YORK, connecting with SACRAMENTO.

Departures of 1st and 21st connect at Panama with steamers for SOUTH PACIFIC PORTS; 1st and 11th for CENTRAL AMERICAN PORTS. Those of the 1st touch at MANZANILLO.

Baggage checked through. One Hundred Pounds allowed each adult.

An experienced Surgeon on board. Medicines and attendance free.

For Passage Tickets or further information, apply at the Company's Ticket Office, on the Wharf foot of Canal-st., North River, New-York.

F. W. G. BELLOWS, Agent.

PACIFIC MAIL STEAMSHIP COMPANY.—NOTICE to SHIPPERS to SOUTH and CENTRAL AMERICAN PORTS. Having concluded arrangements with the PACIFIC STEAM NAVIGATION COMPANY and the CENTRAL AMERICAN STEAMSHIP COMPANY, we are now prepared to receive and forward WITH DISPATCH all kinds of goods, to and from points on the SOUTH PACIFIC and CENTRAL AMERICAN COAST, under THROUGH BILLS OF LADING, at GREATLY REDUCED RATES.

For further particulars, classification of goods and rates, apply at our Office, No. 84 Broadway.

WELLS, FARGO & Co., Sole Freight Agents, P. M. S. S. Co.

FOR CALIFORNIA via NICARAGUA.—EXTRAORDINARY LOW PRICES.

First Class.	Second Class.	Third Class.
$200 to $175.	$125.	$65.

THROUGH TO SAN FRANCISCO.

THE CENTRAL AMERICAN TRANSIT COMPANY having placed a fine new steamboat on LAKE NICARAGUA, thereby ensuring passengers

A PROMPT AND RELIABLE TRANSIT,
will dispatch the fast and elegant steamship
SANTIAGO DE CUBA,
JERRY H. SMITH, esq., Commander,
on TUESDAY, March 20, at noon, from Pier No. 29, North River, foot of Warren-st., at the above
EXTRAORDINAY LOW PRICES.

For passage apply early, by mail or in person, at No. 177 WEST-ST., corner of Warren-st.

D. N. CARRINGTON, Agent.

FOR SAVANNAH, GA.

MURRAY'S WEEKLY LINE. THURSDAYS.

CABIN PASSAGE, $25; DECK, $10.
Connecting with all Railroads throughout Georgia and Florida.
LEO.....Dearborn, Commander.
VIRGO.....Berkley, Commander.
The favorite steamship VETERAN, Stannard, commander, will sail from Pier No. 16, E. R., foot of Wall-st., THURSDAY, March 15, at 3 p. m.

For freight only, apply to
MURRAY, FERRIS, & Co.,
Nos. 61 and 62 South-st.
OCTAVIUS COHEN, Agent at Savannah.

SAVANNAH, GEORGIA.

EVERY SATURDAY FROM PIER No. 13, N. R.,
In connection with Railroads throughout Georgia and Florida.
EMPIRE SIDE-WHEEL LINE.

Passage tickets issued through to Augusta, Macon, Thomasville, Darien, Brunswick, St. Marys, Fernandina, Jacksonville and Picolata.

The favorite side-wheel steamship SAN JACINTO, Winslow Loveland, Commander, will sail for Savannah direct from Pier No. 13 North River, foot of Cedar-st., on SATURDAY, March 17, promptly at 3 o'clock.

Freight received daily, and handled carefully.

Bills of lading furnished and signed on the Pier.

The SAN SALVADOR sails March 24.

For Freight or Passage—having elegant accommodations—apply to
GARRISON & ALLEN, Agents, No. 5 Bowling-green.
Agent at Savannah, D. H. HARDEE, esq.

Ocean Steamers.

FOR NEW-ORLEANS DIRECT—The new and first-class steamship STAR OF THE UNION, Capt. Blanchard, will leave Pier No. 9 N. R., on SATURDAY, March 17, at 3 p. m. For freight or passage, having unsurpassed accommodations, apply to
H. B. CROMWELL & Co., No. 86 West-st.

FOR NEW-ORLEANS DIRECT.—The New-York Mail Steamship Company's steamer GUIDING STAR, will leave on SATURDAY, March 17, at 3 p. m., from the Company's Pier, No. 46 N. R. For freight or passage apply to
JAMES A. RAYNOR, No. 10 Barclay-st.

FOR SAVANNAH—PIONEER LINE.
CABIN PASSAGE, $25; DECK.....$10
EVERY THURSDAY.
landing cargo in Savannah the following Monday morning.
The new and first class steamship
CHASE,
W. D. ROATH, Commander,
will leave Pier No. 4, North River, at 3 p. m., on THURSDAY, March 15.
For freight, at lowest rates, or passage, having first-class accommodations, apply to LEWIS L. JONES,
No. 17 Broadway.
Agents in Savannah, HUNTER & GAMMELL.

NATIONAL STEAM NAVIGATION COMPANY. (LIMITED.)
NEW-YORK TO LIVERPOOL, CALLING AT QUEENSTOWN TO LAND PASSENGERS.

Ship.	Tons.	Commanders
QUEEN	3,412	Grogan.
ENGLAND	3,400	Grace.
SCOTLAND	3,695	Hall.
ERIN	3,363	Cutting.
HELVETIA	3,315	Ogilvie.
PENNSYLVANIA	2,772	Lewis.
VIRGINIA	2,970	Brown.
LOUISIANA	2,760	Thompson.

Leaving Pier No. 47, North River, as follows:
ERIN.....SATURDAY, MARCH 17
THE QUEEN.....SATURDAY, MARCH 24
THE PENNSYLVANIA.....SATURDAY, MARCH 31
AND EVERY SATURDAY THEREAFTER.

The size of these Steamships admits of very spacious State Rooms, all opening directly into the Saloon, the accommodations and fare are unsurpassed, and the rates lower than any other line.

An experienced Surgeon on each ship free of charge.

Cabin passage, $80; Steerage, $35. Payable in currency.

Steerage passage tickets to bring parties from Liverpool or Queenstown for $40 currency.

The owners of these vessels will not be accountable for specie or valuables, unless bills of lading, having their value expressed therein, are signed therefor.

For freight or cabin passage apply at the office of the Company, No. 37 Broadway.

J. D. NAAR, Acting Manager.

For steerage passage at Thompson's Passage Office, No. 275 Pearl-st., and at the Company's office, No. 37 Broadway.

ONLY DIRECT LINE to FRANCE.—THE GENERAL TRANSATLANTIC COMPANY'S MAIL STEAMSHIPS BETWEEN NEW-YORK AND HAVRE, CALLING AT BREST.

The splendid new vessels on this favorite route for the Continent will sail from Pier No. 50 North River, as follow:
WASHINGTON, Surmont, SATURDAY, April 7.
FEREIRE, Ducrosne, SATURDAY, April 21.
NAPOLEON III, Bocande, SATURDAY, May 5.
LAFAYETTE, Lemarie, SATURDAY, May 19.

PRICE OF PASSAGE, IN GOLD.
FIRST CABIN, $135 SECOND CABIN, $80
including table-wine for either class.

Passengers intending to land at Brest will be furnished here with railroad coupon-tickets, and their baggage checked to Paris, at an additional charge of $5 for first and $3 for second-class.

Medical attendance free of charge.

For further information apply to
GEO. MACKENZIE, Agent,
(Removed from No. 7 to No. 58 Broadway.)
At Paris, 12 Boulevard des Capucines (Grand Hotel).
At Havre, WM. ISELIN & CO.

ONLY AMERICAN LINE TO ENGLAND and FRANCE.—The New-York and Havre Steamship Company's first-class mail steamships ARAGO and FULTON, having been thoroughly refitted, will leave Pier No. 37 North River, for Havre, calling at Yarmouth, the following days, at noon precisely:

ARAGO.....HENRY A. GADSDEN.....March 17, 1866.
FULTON.....JAMES A. WOTTEN.....April 14, 1866.
ARAGO.....HENRY A. GADSDEN.....May 12, 1866.
FULTON.....JAMES A. WOTTEN.....June 9, 1866.
ARAGO.....HENRY A. GADSDEN.....July 7, 1866.
And every 28 days thereafter.

PRICES OF PASSAGE PAID IN GOLD.
First cabin.....$132 50 | Second cabin.....$80
Through tickets to London.....$5 extra.

An experienced Surgeon on board.

The company will not be responsible for specie or valuables unless bills of lading, having the value expressed, are signed therefor.

For further information, apply to
JOS. J. COMSTOCK, Agent,
No. 7 Broadway, New-York.

PASSAGE TO AND FROM GREAT BRITAIN AND IRELAND, BY STEAMSHIP AND SAILING PACKET, AT REDUCED RATES.

Drafts available throughout England, Ireland, Scotland and Wales.

For particulars apply to
TAPSCOTT, BROTHERS & Co.,
No. 86 South-st.

STEAM TO LIVERPOOL, CALLING AT QUEENSTOWN.—The Inman Line, sailing semi-weekly, carrying the United States Mails.

CITY OF NEW-YORK.....SATURDAY, MARCH 17
ETNA.....WEDNESDAY, MARCH 21
CITY OF BOSTON.....SATURDAY, MARCH 24
CITY OF CORK.....WEDNESDAY, MARCH 28
and each succeeding SATURDAY and WEDNESDAY, at noon, from Pier No. 44, North River.

RATES OF PASSAGE

By the mail steamer sailing every Saturday:

FIRST CABIN	$130	STEERAGE	$35
To London	125	To London	40
To Paris	135	To Paris	55

PAYABLE IN GOLD.

Passage by the Wednesday steamers: First Cabin, $90; Steerage, $35. Payable in U. S. currency.

Passengers also forwarded to Havre, Hamburg, Bremen, &c., at moderate rates.

Steerage passage from Liverpool or Queenstown, $30 gold, or the equivalent. Tickets can be bought here by persons sending for their friends.

For further information, apply at the Company's offices.
JOHN G. DALE, Agent, No. 15 Broadway, New-York.

THE NORTH AMERICAN LLOYD'S new line of first-class side-wheel steamers between NEW-YORK and BREMEN, via Cowes. The Company have engaged the first-class steamer ERICSSON, 2,600 tons, 700 H. P., LOWTER, Com., to leave 15th MARCH for Bremen, having just completed extensive repairs and considerably increased her speed.

Prices of Passage, payable in gold or its equivalent: 1st Cabin, $105; 2d Cabin, $62 50; steerage, $37 50.

For Freight and Passage apply to
RUGER BROS., General Agents, No. 45 Beaver-st.

THE NORTH GERMAN LLOYD'S STEAMSHIP NEW-YORK, K. von Oterendorp, master, carrying the United States mail, will sail from the Bremenpier, foot of Third-st., Hoboken, on
SATURDAY, March 24,
FOR
BREMEN, VIA SOUTHAMPTON,
Taking passengers to
LONDON, HAVRE, SOUTHAMPTON AND BREMEN,
at the following rates, payable in gold or its equivalent in currency:
For the first cabin, $105; second cabin, $62 50; steerage, $37 50.
To be followed by the HANSA, Capt. H. J. Von Santen, April 7.
For freight or passage apply to
OELRICHS & Co., No. 68 Broad-st.

UNITED STATES MAIL LINE for RIO DE JANEIRO, calling at ST. THOMAS, PARA, PERNAMBUCO and BAHIA every trip. The United States and Brazil Mail Steamship Company will dispatch regularly, on the 20th of each month, at 3 p. m., from Pier No. 43 North River, one of their new first-class steamships, The HAVANA, M. R. Greene, Commander, will leave on THURSDAY, 29th of March. An experienced Surgeon is attached to each steamship. All letters must pass through the Post-Office. Large lots of heavy freight at low rates. For freight or passage apply to
THOMAS ASCENCIO & Co.,
No. 17 Broadway.

Steamboats and Railroads.

HO! FOR THE GOLD MINES!! The MONTANA and IDAHO TRANSPORTATION LINE will give through Bills Lading to FORT BENTON, HELENA, VIRGINIA CITY, BANNOCK CITY, BLACKFOOT CITY, and ALL POINTS in the MINING DISTRICTS.

The very fast and light draught steamer DEER LODGE, Thomas W. Rea, master, will leave March 20.

The exceedingly light draught steamer (only 14 inches) AMELIA POE, Thomas Poe, master, will leave Cincinnati March 20, and St. Louis March 28.

The very fast and light draught side-wheel passenger steamer YELLOW STONE, D. N. Greenleaf, master, will leave April 1.

The very fast and light draught side-wheel passenger steamer FANNY OGDEN, Thomas Townsend, master, Moses Hillard, Clerk, will leave April 7, *expressly on a passenger trip*, and passengers can rely on good accommodations and the quickest trip of the season.

We will dispatch such other light draught boats as the trade may require.

We have trains of our own to handle all the freight we contract.

Time Bills Lading given if desired.

For freight or passage apply to
J. EAGER, Agent, No. 41 Broad-st., N. Y.
GEO. L. JOHNSTON & BRO., Agents, Cincinnati.
JOHN G. COPELIN, Agent, S. E. corner Main and Olive-sts., St. Louis.
JOHN J. ROE & Co., Agents, S. E. corner Main and Olive-sts., St. Louis, or to
JOSEPH McENTIRE, Agent, No. 72 Commercial-st., St. Louis.

STATEN ISLAND FERRY for N. Brighton, S. Harbor, Factoryville and Port Richmond—5, 10 a. m., 12 m., 2, 4, 5:30 p. m.; Sundays, 9, 11:30 a. m., 2:30, 3:30 p. m.

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. 39 North River, foot of Vesey-st.,
FOR NEW-LONDON,
there connecting with the Steamboat Express Train from the above points, via Norwich and Worcester, Boston and Worcester, Worcester and Nashua, and New-London and Northern Railroads.

Freight taken at the lowest rates. For information inquire at Pier No. 39 North River.
E. S. MARTIN, Agent, on the Pier.

Steamboats and Railroads.

FOR NEW-HAVEN, HARTFORD and SPRINGFIELD—Steamers leave Peck-slip for New-Haven at 3:15 and 11 p. m., connecting with Railroad.

CENTRAL RAILROAD of NEW-JERSEY.—Passenger and Freight Depot in New-York, foot of Liberty-st., connects 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 cars.

GREAT MIDDLE ROUTE TO THE WEST.

Two Express Trains daily from the West, except Sundays, when one train in the evening.

Sixty miles and two hours saved by this line to Chicago, Cincinnati, St. Louis, &c., with but one change of cars.

WINTER ARRANGEMENTS.

Commencing Nov. 20, 1865—Leave New-York as follows:

At 6 a. m., for Easton, Mauch Chunk, Williamsport, Wilkesbarre, Mahanoy City, etc.

MAIL TRAIN—At 8 a. m. for Flemington, Easton, Water Gap, Scranton, Wilkesbarre, Great Bend, Pittston, Binghamton, etc.

9 a. m.—Western Express for Easton, Allentown, Harrisburg, Pittsburgh and the West, with but one change of cars to Cincinnati or Chicago, and but two changes to St. Louis.

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

4 p. m.—For Easton, Scranton, Great Bend, Bethlehem, and Mauch Chunk.

5 p. m.—For Somerville and Flemington.

5:30 p. m.—For Somerville.

7 p. m.—For Somerville.

8 p. m.—WESTERN EXPRESS TRAIN—For Easton, Allentown, Reading, Harrisburg, Pittsburgh and the West.

Sleeping Cars through from Jersey City to Pittsburgh every evening.

Tickets for the West can be obtained at the office of the Central Railroad of New-Jersey, foot of Liberty-st., N. R., at No. 1 Astor House, at No. 271 and 526 Broadway, and at the principal hotels. JOSIAH O. STEARNS, Superintendent.

ERIE RAILWAY.—Trains leave Depot foot of Chambers-st., via Pavonia Ferry:

7 a. m., Day Express, for Canandaigua, Rochester, Buffalo, Salamanca and West. Connects at Buffalo with Lake Shore and Grand Trunk Railways, and at Salamanca with Atlantic and Great Western Railway.

8:30 a. m., Milk and Way Train, daily, to Otisville.

10 a. m., Express Mail, for Buffalo, Salamanca and Dunkirk, connecting with Lake Shore and Atlantic and Great Western Railways.

4 p. m., Way Train, for Port Jervis and Newburgh.

5 p. m., Night Express, for Canandaigua, Rochester, Buffalo, Salamanca and West.

6 p. m., Lightning Express, daily, for Canandaigua, Rochester, Buffalo, Salamanca, Dunkirk, and West. Connects at Buffalo with Lake Shore and Grand Trunk Railways, and at Salamanca with Atlantic and Great Western Railway.

8 p. m., Emigrant Train, daily, for Buffalo, Salamanca, Dunkirk and West.

HUGH RIDDLE, Gen'l Sup't, New-York.
WM. R. BARR, Gen'l Pass. Agent, New-York.

HUDSON RIVER and HARLEM RAILROAD.—On and after Monday, Jan. 1, 1866, trains for Albany and Troy, connecting with Northern and Western trains, will leave New-York as follows:

7:30 a. m. via Hudson River Railroad, Thirtieth-st. and Tenth-ave., connecting with trains for North and West.

10 a. m. via Hudson River Railroad, connecting with Northern and Western trains.

11 a. m. via Harlem Railroad, Twenty-sixth-st. and Fourth-ave., connecting with trains for North and West.

3:45 p. m. via Hudson River Railroad, connecting at Troy with train for Montreal, with sleeping cars attached.

4:15 p. m. via Harlem Railroad, connecting at Albany with Western trains, and at Troy with R. and S. and T. and B. roads for points North, with sleeping-cars attached.

6 p. m. via Hudson River Railroad; sleeping-cars from New-York to Buffalo and Suspension Bridge without change. Also, to Montreal via Saratoga. This train runs on Sundays.

10 p. m. via Hudson River Railroad, with sleeping-cars attached, connecting at Albany and Troy with morning trains for North and West.

WM. H. VANDERBILT, Vice-President.

LONG ISLAND RAILROAD.—Trains leave James-slip, New-York, as follows:

9:00 a. m. Greenport Mail, stopping at all Stations.
11:00 a. m. for Syosset.
3:00 p. m. Yaphank Express, and to Greenport on Saturdays.
4:00 p. m. Syosset Express.
5:00 p. m. for Farmingdale.

Trains for Roslyn and Glen Head leave at 9:00 a. m. and 4:00 p. m., changing cars at Mineola.

Sunday Excursion Trains leave Hunter's Point at 9:30 a. m.

R. WHITE, Superintendent.

MORRIS AND ESSEX RAILROAD COMPANY—Foot of Barclay-st.—On and after Nov. 27, Morning mail trains for Hackettstown and intermediate stations, will leave at 8:30 a. m. Mail Express for all stations west of Milburn, at 4:10 p. m. Morristown Express at 5 p. m.

S. SCHOCH, Assistant Superintendent.

NEW-YORK and NEW-HAVEN RAILROAD
1865 WINTER ARRANGEMENT, 1865.
COMMENCING NOVEMBER 20, 1865.

Passenger Station in New-York, corner Twenty-seventh-st. and Fourth-ave. Entrance on Twenty-seventh-st.

TRAINS LEAVE NEW-YORK:

For New-Haven, 7.00, 8.00 (Ex.), 11.30 a. m.; 12.15, (Ex.) 3.00, (Ex.) 3.45, 4.30 and 5.00 (Ex.) p. m.

For Bridgeport, 7.00, 8.00, (Ex.) 11.30 a. m.; 12.15, (Ex.) 3.00, (Ex.) 3.45, 4.30 and 5.00 (Ex.) p. m.

For Milford, and Stratford, 7.00, 11.30 a. m.; 3.45, 4.30, p. m.

For Fairfield, Southport and Westport, 7.00, 11.30 a. m.; 3.45, 4.30 p. m.

For Norwalk, 7.00, 8.00, (Ex.) 9.30, 11.30 a. m.; 12.15, (Ex.) 3.00, (Ex.) 3.45, 4.30, 5.30, 8.00 (Ex.) p. m.

For Darien, 7.00, 9.30, 11.30 a. m.; 3.45, 4.30, 5.30 p. m.

For Greenwich, 7.00, 9.30, 11.30 a. m.; 3.45, 4.30, 5.30, 6.30 p. m.

For Stamford, 7.00, 8.00 (Ex.) 9.30, 11.30 a. m.; 12.15, (Ex.) 3.00, (Ex.) 3.45, 4.30, 5.30, 6.30, 8.00 (Ex.) p. m.

For Port Chester and intermediate stations, 7.00, 9.30, 11.30 a. m.; 3.45, 4.30, 5.30, 6.30, 7.00 p. m.

CONNECTING TRAINS.

For Boston, via Springfield, 8.00 a. m. (Ex.) 3.00 (Ex.) 3.00 p. m.

For Boston, via Shore Line, 12.15, (Ex.) 8.00 p. m.

For Hartford and Springfield, 8.00 a. m., (Ex.) 12.15, 3.00, (Ex.) 8.30 p. m.

For Connecticut River Railroad, 8.00 a. m. (Ex.) 12.15 p. m. to Montreal, 3.00 p. m. to Northampton.

For Hartford, Providence and Fishkill Railroad, 8.00, (Ex.) a. m.; 12.15 p. m.

For New-Haven, New-London and Stonington Railroad at 8.00 a. m. 12.15, 3.00, 8.00 p. m.

For Canal Railroad, 12.15 p. m. to Northampton.

For Housatonic Railroad, 8 a. m.

For Naugatuck Railroad, 8.00 a. m., 3.00 p. m.

For Danbury and Norwalk Railroad, 7.00, 9.30 a. m., 4.30 p. m.

Commodious Sleeping Cars attached to 8.00 p. m. train.

JAMES H. HOYT, Supt.

NORTHERN RAILROAD of NEW-JERSEY. Trains leave Jersey City for Piermont at 9:15 a. m., 12:25, 4:25, 6:02 p. m. The 9:15 and 4:25 run to Monsey. On Monday only for Piermont at 5:15 a. m.

THOS. W. DEMAREST, Superintendent.

RARITAN and DELAWARE BAY RAILROAD.—On and after MONDAY, 12th Feb., 1866, the express train for Camden will be discontinued. The Steamer will leave Pier No. 3, North River, daily, Sundays excepted, at 4 p. m., connecting with train for Manchester, Toms River, Long Branch, &c.

FREIGHT FOR CAMDEN and