FROM FORTRESS MONROE.

From Our Special Correspondent.

FORTRESS MONROE, Oct. 30, 1862.

Tuesday night of this week, the steamer Georgiana, on her way from Baltimore, saw a burning ship, and approached so near as to see that she was completely deserted. The location was about the middle of the Bay. From Capt. Dale, of the steamer Maple Leaf, I learn the following additional particulars: The light was seen by the gunboat lying off the mouth of the Rappahannock, which went to the spot. She proved to be the ship Alleghany, owned in New-York, loaded in Baltimore with guano for London, for which destination she had just set sail. The crew of the burning ship were found adrift in an open boat a short distance from her. Their story is that, about the middle of the night, the Alleghany was boarded by men in open boats, supposed to be Rebels, from one of the shores of the Bay; that the Captain, mate, and pilot were taken into custody, the crew set adrift in an open boat, and the ship set on fire. The gunboat, on picking up the crew, went alongside of the Alleghany, and succeeded in subduing the fire so far as to save the hull of the vessel. These are all of the particulars I have been able to learn. Taking the story of the crew as the truth, it is a daring act of piracy, which should wake up the navy. It is well known that smuggling to an unequaled extent has lately been and is now carried on across the Bay, with scarcely so much as a protest from any one, but to the [illegible] advantage of the Rebels, who, as has been conclusively ascertained, are in the regular receipt of goods of nearly every kind which the Baltimore market can afford.

It is suggested, however, that the story of the crew should be received with some allowances. It seems scarcely probable that even Rebels would venture in open boats twenty miles from shore, in the night time, for plunder or any other purpose. It is suggested that there is a possibility that the crew might have mutinied, that the officers might have been disposed of, and the ship afterward fired.

It is to be presumed that an inquiry will be made into this matter.

The steamer Morgan has gone for the Alleghany.

The principal business of this Department at present is, and for some time past has been, flag-of-truce-ing. The line between Old Point and Aiken's Landing is run almost daily, exclusively at Uncle Sam's cost, which cannot have been, thus far, much if any less than $500 daily, or $3,500 per week. As many as six boats have been up the river at a time, whose charters ranged from $200 to $600 daily. It cannot, probably, be seriously objected that our Government should make extraordinary efforts, and go to the exclusive expense, if necessary, to procure the release of our men held as prisoners in the hands of the Rebels; but there would seem to be no good reason why we should not only bring away our own men, but transport the Rebels, besides doing all the going and coming incident to the transaction of all the flag-of-truce business. The proper and equitable way would be for us to deliver the Rebels at Aiken's Landing, and for the Rebels to deliver our men at Old Point.

But this is not all. It is not unfrequently the case that a boat is dispatched for the sole accommodation of half a dozen (sometimes less) women, or men, more frequently women) who, by hook or by crook, manage to secure passes to this point, and who, as if they had a right to do so, demand transportation to Richmond. Not only is this policy of free passage wrong in itself, because it opens an avenue of communication valuable almost exclusively to the Rebels, but it is a condescension and a privilege which we are not called upon to grant. To say the least of this flag-of-truce-ing, there has been and is still a good deal too much of it. As an item of expense, it should be curtailed and regulated for our own convenience; on the ground of self-respect it should be reformed, if not altogether stopped, except as it relates to the exchange of prisoners, and then the expense and trouble should be equally borne.

There was a report current this morning that a Rebel gunboat, the Yorktown or some other, had run the blockade during the night, and gone out to sea, but I have been unable to verify the rumor. Whether it arose from the possibility of such a feat, if undertaken, proving successful, or from a less provable suggestion, does not appear; but I presume that the report will prove to be in all respects untrue. Nevertheless, it is somewhat suggestive that so many people should, on hearing the rumor, have said, "should n't wonder."

There is no truth whatever in the report set afloat by the *Philadelphia Press*, that a Rebel force of 6,000 men, under Gov. Wise, was moving down the Peninsula toward Yorktown.

A few days more will see the last of the famous Hygia Hotel. As the old building comes down, a new one goes up on the same ground, to be followed probably by others. They who have the patience to do so, can make whatever comment they choose. Mr. Williams, meanwhile, has obtained temporary possession of a dwelling-house near Camp Hamilton, to which he is making some additions, for hotel purposes. The destruction of the Hygia has demonstrated the absolute necessity of a hotel here, and a proper regard for the convenience of the public, to say nothing of the rights of those most intimately concerned, would have allowed another to be erected before the old one was torn down. The whole business is a mistake, and this has been the almost universal opinion from the beginning. To Mr. Segar it is ruin absolute, unless the Government sees fit to do by him that justice the withholding of which would desire to any man the condemnation of his fellows.

The patients at Newport News and Craney Island are being removed to the Chesapeake Hospital, with the intention, it is understood, of breaking up the hospitals at those points.

Without undertaking to express an opinion of the right or wrong, the policy or impolicy of the act, the arrest of certain citizens of Baltimore by Gen. Wool meets with almost universal disfavor there, and has brought him in direct collision with Gov. Bradford. He was repeatedly groaned by crowds of citizens in different parts of the city, and during Wednesday the belief in the city seemed to be current that the General would be relieved by an order from Washington.

FROM NEW-ORLEANS.

Arrival of Steamship Cahawba.

The U. S. transport steamer Cahawba, Captain Baker, from New-Orleans on the 28th ult., 6 p. m., arrived here yesterday morning, with a large number of passengers, among whom were 250 sick and discharged soldiers, and the mails. The Cahawba experienced fresh N. E. gales the entire passage. Her advices are up to the 27th ult. *The True Delta* of that date states that the guerrillas had crossed the river on the 24th and burnt the house of Dr. Colman, a prominent planter, who was recently in Washington with Mr. Christian Roselius to confer with the President upon affairs in Louisiana.

PASSENGERS.—Mrs. Dobbs, Mrs. Lane, J. Herron, U. S. N., J. H. [illegible], Lieut. J. W. Blake, U. S. A., Lieut. G. H. [illegible], B. [illegible], Capt. D. M. White, Capt. Campbell, Dr. Rand, in charge of the sick soldiers, Geo. W. Pope, C. [illegible], J. McLaughlin, Wm. M. [illegible], Lieut. Michaels, Capt. Peller of the [illegible] Boats, L. Demar, and the Rev. Drs. Goodrich, Leacock, and Fulton, State prisoners from New-Orleans. In the steerage: J. W. Porter, Mr. Jackson and [illegible], and [illegible] sick soldiers.

The following died on the passage and were buried at sea:

Oct. 29, Chas. T. Smart, Co. D, 14th Maine.
Oct. 29, Andrew J. [illegible], Co. I, [illegible] Michigan.
Oct. 29, Robert R. [illegible], Co. D, 14th Maine.
Oct. 29, Lewis Horton, Co. D, 7th Vermont.
Oct. 30, [illegible] E. Lathrop, Co. [illegible], Michigan.
Oct. 30, Willet G. Coder, Co. K, 6th Michigan.
Nov. 1, Corporal Samuel W. Foster, Co. F, 12th Conn.
Nov. 1, [illegible], Co. C, 14th Maine.
Nov. 2, John P. Eaton, Co. I, 8th Vermont.
Nov. 3, Stephen Drew, Co. A, 1st Maine.
Nov. 4, James Campbell, Co. B, 6th Michigan.

The French dispatch steamer Renaudin, Capt. Le Cardinal, arrived in New-Orleans on the 20th, with the French Rear-Admiral Reynaud and Comte Mejan, the French Consul, who reached the Balize on board the frigate La Guerriere. The two French steamers left New-York on the 11th inst. The Renaudin came to anchor at the foot of Conti street, and exchanged salutes with the English corvette Rinaldo. Several boats left the U. S. steamer Mississippi and the Rinaldo and boarded the Renaudin. The commander of the U. S. fleet and that of the Rinaldo were, we think, on board.

The Bee says: The French population in New-Orleans welcome with pleasure the arrival of their consul, who accompanies a distinguished superior naval officer. They look upon the arrival of the admiral with a sense of security, under the critical circumstances which surround New-Orleans, at the same time that they accept it as a pledge of the solicitude of the French Government for its subjects residing in this city.

From private sources, we learn that an expedition under General Weitzel had gone up the river, to clear out the guerilla parties which have been infesting the banks and annoying our steamers for some time past.

Three Episcopal clergymen, Rev. Drs. Leacock, Goodrich and Fulton, arrested by General Butler as Secessionists, came in the Cahawba, in charge of Capt. Puffer, of the General's staff, who is ordered to lodge them in Fort Lafayette.

Disaster to the Brig Joseph.

PROVIDENCE, R. I., Tuesday, Nov. 4, 1862.

The brig Joseph of Rockland, Cables, from Sydney, C. B., for New York, with a cargo of coal, was at anchor off Coon's Rocks, between Beaver's Tail and Point Judith, on Monday evening, leaking badly, having been run into by an unknown bark on the night of Oct. 27, and had started and thrown overboard about fifty tuns of coal to lighten the vessel.

From San Francisco.

SAN FRANCISCO, Monday, Nov. 3, 1862.

Steam navigation between the western parts of Mexico and San Francisco is about to recommence. The steamer Oregon is advertised to make monthly trips.

Business is quiet.

The Sub-Treasurer of this city has exhausted his stock of legal tender notes, and to-day Government creditors had their demands paid in coin.

A fire at Red Bluffs on the 25th ult. destroyed Dell's Hotel and the adjoining buildings. Loss $10,000.

Fancitito Ranch, on which is situated Lime Point, which the Government once nearly purchased for $200,000, as a site for a fort, is offered for Sheriff's sale, on the 27th inst., to pay off a mortgage of $40,000.

Sailed, ship Florence Nightingale, Liverpool, carrying 42,000 sacks of wheat.

WORK FOR THE U. S. DISTRICT ATTORNEY.—It is stated that some brokers in Wall street are selling, in direct violation of the law, the smaller denomination of postage currency at eight per cent premium. The present scarcity of silver is mainly due to the avariciousness of these money changers, and it is to be hoped that in this their second endeavor to create trouble they may be dealt with as the law directs.

—Lieut. James Hart Purdy of the 59th N. Y. Volunteers, has been promoted to a Captaincy. He was severely wounded at Antietam, and won his commission by gallant conduct in the field.

HOW TO COOK VEGETABLE EGG.—Take the egg off the vine when soft. Cut it in thin slices. Take three hen's eggs, beat them well; put on your pan with a spoonful of butter or lard; then pour about half your beaten egg over them; let them cook a little—turn them, and add the balance of your beaten egg. Let them cook until soft, and they are then ready for the table. Send them to the table hot.

DEAD HORSES.—According to a report from the City Inspector, 54 dead horses were removed from the city limits during the past week, and of these Broadway has furnished more than its full quota. Could horses vote whether or no they should trot over the smooth, slippery, and dangerous Russ pavement, they would all vote *neigh*. At no hour of the day can a walk be taken from the Park to Union square without meeting one or more groups of persons gathered around a fallen or dying horse. The scenes there witnessed are painful and revolting. Cutting the horse's mouth; jerking him violently backward when he falls, or, if too far gone, covering his head with straw and letting him lie in the gutter and splash the passers-by in his dying struggles—these are the sights to be witnessed every day on Broadway.

TRIAL TRIP OF THE NEW PILOT BOAT JAS. FUNK.—The new pilot boat Jas. Funk, Capt. Albert Malcolm, made a trip to sea on Monday, for the purpose of testing her sailing qualities, which proved a complete success. She left Greenpoint at 10 a. m., with a stiff breeze from the north-west, and proceeded to sea. Her sailing qualities were well tested on all points, showing advantages in build by a combination of the different improvements made in pilot boats for the past few years. She well proved the intentions of her owners for comfort and accommodation, and as regards speed she is unsurpassed.

She is owned in equal shares by Capt. Robt. Malcolm, Henry Devere, Mich'l Lyons, Edward Fryer, Robt. Yates, and Wm. Smith; cost about $11,000, and was built by Webb & Bell at Greenpoint. Her dimensions are: 120 tuns; length over all, 82 feet; beam, 21½ feet; depth of hold, 8½ feet; is built of the best material; is iron strapped and diagonally braced. Her cabins are beautifully and tastefully arranged, either side being adapted for sleeping purposes by a complete set of comfortable berths, beneath which are drawers and lockers for containing the pilots' private documents, &c. Adjacent to the cabin is a commodious state-room, store-room, and water-closets, also pantries and others closets, all of which are appropriately placed. In fact, she is the most staunch vessel ever built for the business. She bears the name of the oldest shipmaster out of this port, and who now commands the new ship Quesnel in Messrs. Boyd & Heincken's line. Among the guests we noticed Mr. Eckford Webb, the builder; Mr. W. H. Van Pelt, her sailmaker; Jas. Boyd, esq., of the firm of Boyd & Heincken; Col. Jas. Avery; also a number of merchants of this and other cities. She returned to the city about 6 p. m., giving entire satisfaction to all concerned.

DESTRUCTION OF THE SCHOONER DENNIS.—Elwood Walter, esq., Secretary of the Board of Underwriters, has received a letter from Beaufort, N. C., dated October 24, announcing that the schooner Dennis of Bath, Me., Capt. Patterson, with a cargo of naval stores for New-York, took fire while anchored in the bight of Cape Lookout, about 1½ miles from the beach, and burned to the water's edge. The vessel was brought to anchor owing to a strong head wind, and it is thought the fire originated from the galley. The chains, anchors, and a few sails were saved.

A UNION SCOFFER DRAFTED.—Among those drafted in Westmoreland County, Pa., was Robert Carpenter of Mount Pleasant Township, the same individual who, but a few weeks ago, outraged the public feeling there by parading the village with the national emblem pinned to his shirt tail.

MRS. FREMONT AS AN AUTHORESS.—"The Story of the Guard: A Chronicle of the War," is the title of a volume soon to be issued from the press of Messrs. Ticknor & Fields. The writer is Mrs. Jessie Fremont, the well-known wife of the General. Col. Benton's daughter no doubt is a skillful writer, and she will record in her forthcoming book many romantic incidents, and telling home truths appertaining to her husband's much-abused campaign in Missouri. We understand the volume will contain several private domestic letters of great interest from her husband and his soldiers. The profits of the book are to be devoted by Mrs. Fremont to the support of the widows and children of the fallen brave officers who perished in the Springfield fight. Such a book by such a writer will be a welcome volume everywhere. [Boston Transcript.

ESCAPED FROM THE ENEMY.—Henry Fairbank of Col. Bissell's Engineer Regiment of the West, Albert Bacon of the 14th Illinois Regiment, and Robert Timmins of the 58th Indiana, who were captured last Spring, in the battles of Shiloh and Corinth, and have since been hustled about with other Union prisoners to various places in Rebeldom, made their escape, on the 10th ult., from Macon, Ga., their last place of confinement. After seventeen days of night traveling, and the endurance of many hardships, they finally reached the gunboat Western World, then blockading Doboy Sound, and were taken on board. The exposure to which these men were subjected made them severely ill, but with proper medical attention they have recovered, and arrived here on Thursday, on their way to the North. [New South, Port Royal, 18th.

THE 171ST REGIMENT.—This regiment, formerly known as the Sixth Senatorial, Col. Wm. Mayer, is now encamped at the Centreville Race Course, Long Island, having removed thither from Broadway Park about two weeks since. The muster-rolls show an aggregate of 600 men. The eight companies already formed are almost entirely composed of Germans. The command will be attached to the corps of Gen. Sigel.

LAW INTELLIGENCE.

UNITED STATES CIRCUIT COURT—Nov. 3.—Before Justice NELSON.

INDIA-RUBBER LITIGATION—VICTORY ON THE OTHER SIDE.

Goodyear & Poppenhusen agt. Oscar Falke et al.

Last Spring, an injunction was granted restraining the defendants from using sheets of tin or brass, necessary in making the hard compound of India-rubber, out of which combs are manufactured. Defendants continued manufacturing with sheets of brass of greater thickness. A motion for an attachment, as for contempt of Court for violating the injunction, was made by plaintiffs.

The motion has been denied, thus holding that plates of brass of comparative rigidity are not included in the patents owned by Conrad Poppenhusen.

The opinion, after reciting the various patents, proofs and former decisions, thus closes: "Now the answer to this motion for an attachment is that we are not satisfied upon the evidence before us that the defendants have used the pliable and flexible sheets of metal as described and contemplated in the complainants' patent. On the contrary, the metal sheets used are comparatively rigid and inflexible and cannot be used in the way in which tin-foil or other similar metallic sheets are used in the process of producing the desired forms and surfaces of the rubber compound.

We shall not enter upon argument to sustain this conclusion, as the exhibits accompanying the proofs were decisive upon the question. Motion for attachment denied." E. W. Stoughton, C. M. Keller and Geo. D. Sargeant for plaintiff; L. Abbott, A. J. Dittenhoefer, W. J. A. Fuller and Wm. M. Evarts for defendants.

SUPREME COURT—SPECIAL TERM.—Nov. 3.—Before Justice LEONARD.

DECISIONS.

Roosevelt agt. Pfister et al.; Roosevelt agt. Brown, impd.; Newbould agt. Warren et al.; Stewart et al. agt. Mitchell et al., executors; Cole agt. Taylor et al.; Vanvleck agt. Clark & Faulkner; McMullin agt. Monahan.—Judgments for the defendants with costs.

Kenyon agt. Gasperie et al.; Same agt. Same; Coleman et al. agt. Second Avenue Railroad Company; John Kelly, Sheriff, agt. Bailey et al.—Judgments for plaintiffs, with leave to defendants to answer in twenty days, on payment of costs, to be adjusted by the Clerk.

Phenix Bank agt. Donnell.—Judgment for plaintiff, with leave to defendant to answer in ten days, on payment of costs, to be adjusted by the Clerk.

Contant agt. Pelton.—Judgment for plaintiff, with leave to defendant to answer in 20 days; costs of plaintiff to await final judgment.

Harrison ex rel. agt. Harrison et al.—Judgment declaring will of James Harrison, deceased, void; costs to be paid to plaintiffs and defendants from the estate.

Loverich et al. agt. Bridge and Burdick.—Judgment for defendant Burdick, with costs. Complaint dismissed as to Bridge, without costs.

Hoffman agt. Ferris et al.—Judgment for plaintiff.

Little et al. agt. Farber; Long Island Bank agt. [illegible] et al.; Striker agt. Horn et al.; Greenwich Savings Bank agt. Davis et al.; [illegible] agt. Horn et al.; Stuyvesant Insurance Company agt. Lalor et al.; Corliss agt. Graham et al. Judgment for plaintiffs, with costs.

The People ex rel. Sailor's Snug Harbor et. al. agt. John Kerr et al.; Strong agt. Deforest et al.; Beach agt. [illegible]; Cooke agt. Meeker et al.; Falke agt. McCluskey.—Complaints dismissed with costs.

Cunningham agt. Buckingham.—Verdict set aside and new trial granted on payment by plaintiff to defendant of the costs and disbursements of the trial in 20 days, to be adjusted by the Clerk.

Morris agt. Way et al.—Judgment of foreclosure for plaintiff with costs. Complaint dismissed with costs as to Mc-Reynolds. Vide details of special judgment, filed with the Clerk.

IMPORTANT DECISION IN FAVOR OF THE CITY.

William C. Rhinelander et al agt. The Mayor, &c.

LEONARD, J.—The complaint states that the Fifth Avenue was opened under the authority contained in section 177, and was regulated and paved under section 175 of the general act of April 9, 1813, reducing several laws relating particularly to the City of New-York into one act. The Common Council are authorized by section 177 to open any street or avenue whenever they desire; and by section 176 to pave, alter, amend, &c., any street, &c.

The Corporation of said city adopted an ordinance in 1824 declaring that whenever the owners of lots fronting on the streets should pay the expense of paving the carriage way, &c., for a distance not less than one block, under the orders of the Common Council, and the work should be approved, such part of the street should forever thereafter be repaired and kept in repair at the expense of the Corporation.

The owners of certain lots fronting on Fifth avenue allege in this complaint that this avenue was subsequently graded, paved, &c., and the expense paid in the manner contemplated by this ordinance; that the Common Council in disregard of the obligation of this ordinance, repaved the avenue with the Belgian pavement, and assessed one-half of the expense thereof to abutting owners of lots fronting on the carriage way so repaved, amounting to over $[illegible], from which assessment they now demand to be relieved.

I think there can be no doubt that the act of 1813, sec. 175, authorized the improvement in question; indeed no suggestion to the contrary was indulged at the argument.

The statutes authorize the Common Council to impose the expenses for the improvement mentioned in those sections by assessment upon the owners of property benefited. It became the duty of the Common Council, by virtue of this authority, to raise the expenses incurred for the purposes contemplated by the sections referred to in the manner authorized by that law.

The amount for paving, &c., in 1824, was assessed, and became a lien upon the lots benefited.

The Corporation had no inducement by way of consideration to bind themselves not to exercise the power conferred upon them, so far as we can ascertain from the plaintiffs' statement of their case.

Assuming that the Corporation had the authority to direct the laying of the Belgian pavement derived by the act of 1813, aside from the question of consideration, the Common Council could not in 1824 abrogate the duty which the law imposed, to assess the expenses of it upon the lots benefited thereby. We must also hold that it was the lien upon the land which the assessment created in 1813 and 1824 that induced the payment then, and not the ordinance of 1824.

When the law authorizes the expenses of such an improvement to be assessed in a particular manner, it is an undue assumption of power to insert the expense and attempt its collection from tax-payers at large; and I must doubt the validity of any ordinance or contract that has for its object the release of that source of payment, which alone is authorized by the law that permits the improvement. Judgment upon the demurrer for the defendants, with costs.

Edwards Pierrepont for plaintiffs; Henry H. Anderson for the Corporation.

SUPERIOR COURT—GENERAL TERM.—Nov. 3.—Before Justices ROBERTSON and WHITE.

DECISIONS.

Griffith W. Griffith agt. Thomas R. Hadley.—Motion denied with $5 costs.

Samuel C. Reed agt. Philip Nusbaum.—Judgment affirmed with costs on notice of argument and proof of service.

SPECIAL TERM.—Nov. 3.—Before Justice WHITE.

DECISIONS.

Kelsey agt. Ward; Leeds agt. Bowen.—Cases settled and papers left with Clerk at Chambers.

COURT OF COMMON PLEAS—GENERAL TERM—Nov. 3.—Before Judges DALY, BRADY, and HILTON.

DECISIONS.

Devereux agt. Emberson; Hall, Behrend, Kraft McCreery agt. Same; Ellis agt. Ferrell; Bell agt. Giese; Kuhler agt. Schenbak.—Judgments affirmed.

Dobbs agt. Emberson.—Judgment reversed.

Klein agt. Gurney; Meyer agt. Harnden's Express.—Judgments reversed, and new trials ordered, costs to abide event.

Cook agt. Kerry; Price agt. Peters; Goddard agt. Crosby; Carnahan agt. Pond; Jacobsohn agt. Saunderson.—Orders of Special Term affirmed, with $10 costs.

COURT CALENDAR—THIS DAY.

SUPREME COURT—GENERAL TERM.—The non-enumerated calendar will be called.

SUPREME COURT—CIRCUIT.—Part I.—Nos. 3031, 3113, 2302, 2593, 2605, 2890, 261, 677, 1259, 1431, 1883, 1947, 1977, 2325, 2353, 2361, 2417, 2475, 2509, 2663. Part II.—Nos. 248, 238, 545, 119, 1908, 2353, 2294, 2352, 2314, 2318, 2640, 2778, 2316, 2350, 2351, 2358, 2704, 2714, 2374, 2390.

SUPREME COURT—SPECIAL TERM.—Demurrers.—Nos. 1 to 28, inclusive.

SUPERIOR COURT.—Part I—Nos. 2861, 2849, 2879, [illegible]. Part II—Nos. 2779, 650, 1126, 111, 126, 2395, 2964, 2320, 294, 2310, 2379, 2390, 120.

COMMON PLEAS—PART I.—Nos. 1201, 1305, 1284, 1351, 1410, 1416, 1418, 1420, 1421, 1422, 1423, 1424, 1425, 1426, 1371. Part II.—Nos. 1367, 1433, 1428, 1430, 1431, 1434, 1436, 1438, 1439, 1440, 1441, 1444, 1443, 1444, 1445.

John O. Stearns, Superintendent of the Central Railroad of New-Jersey, died very suddenly at his residence in Elizabeth, New-Jersey, on Saturday evening, of heart disease. Mr. Stearns was a very prominent business man, and his death will be widely and sincerely mourned.

PATRIOTISM OF UNION COLLEGE.—Ostrom Libetrum (son of the Rev. Mr. Libetrum of New-Paltz), with fifteen other members of the Junior Class of Union College, recently enlisted as privates in the New-York 10th Regiment, now at Albany, thus affording additional proof that learning and loyalty are closely allied.

Sales by Auction.

EDWARD SINTZENICH, Auctioneer.

GREAT SALE of ELEGANT FRENCH and GERMAN FANCY GOODS and SILVER-PLATED WARE, By E. W. IVES & Co., at the spacious marble store, No. 599 Broadway, near Houston-st. THIS DAY at 11 o'clock, and THIS EVENING at 8 o'clock. The entire stock of rich and elegant French and German Fancy Goods, English Parians, Plated Ware, &c. Catalogues ready. Purchasers are particularly invited to examine these goods.

VALUABLE GALLERY of PAINTINGS.

To be sold, as above, on THURSDAY next. Now on Exhibition.

OFFICE OF THE UNITED STATES PRIZE COMMISSIONERS, No. 39 Chambers-st.

PUBLIC SALE OF PRIZE PROPERTY, by the United States MARSHAL, under the direction of the United States Prize Commissioners, on FRIDAY next, the 7th inst., at 11 o'clock, a. m., at WARD & GOVE'S UNION WAREHOUSES, Near Hamilton Ferry, Brooklyn, SIMEON DRAPER Auctioneer, the cargo of steamer STETTIN, arrested expressly for the Southern market, consisting of DRUGS, GROCERIES, HARDWARE, TIN, IRON, DRY-GOODS, SHOES, &c., &c.

Catalogues may be had on Wednesday, the 5th inst., at the offices of ROBERT MURRAY, esq., United States Marshal, No. 39 Chambers-st., and S. DRAPER, esq., Auctioneer, No. 36 Pine-st.

EDWARD H. OWEN,
HENRY H. ELLIOTT,
United States Prize Commissioners.

A. M. MERWIN, Auctioneer.

BY BANGS, MERWIN & Co., Irving Buildings, Nos. 594 and 596 Broadway.—Sales of Books, Stationery, Pictures, Works of Art, Fancy Goods, Furniture, &c. WEDNESDAY EVENING, Nov. 5, at 7 o'clock, PRIVATE LIBRARY, comprising many choice English and American Books, Illustrated Works in rich bindings, and a collection of miscellaneous literature, &c. Also a few exquisite fine line ENGRAVINGS, and also a rich toned PIANO-FORTE and Stool.

BY E. T. WELLS, Auctioneer.—THURSDAY, Nov. 6, at 10½ o'clock, at his Auction Rooms, No. 47 Murray-st., 150 crates EARTHENWARE, White, Granite, and Common. 250 cases FRENCH and American GLASSWARE. Also, FRENCH DECORATED and PLAIN WHITE CHINA TEA SETS, DINNER WARE, rich VASES, &c.

Proposals.

NAVY DEPARTMENT, Oct. 30, 1862.

PROPOSALS for IRON IRON-CLAD SEA STEAMERS.—SEALED PROPOSALS will be received until November 24, 1862, for the construction of one or more Iron Iron-clad Sea Steamers, of about 7,300 tuns, complete, including machinery, masts and spars of iron, wire rigging, iron boats, with anchors, cables, sails, and all other equipments necessary for an efficient cruising ship of war, excepting only the ordnance and ordnance stores.

The general plans and specifications can be examined at the Navy Department.

The proposition must state the price for the whole complete, and the time in which each vessel will be delivered at a Navy Yard on the Atlantic coast.

Bids will only be received from parties who are known to be able to execute the work, and the contract will embrace all the usual conditions.

OFFICE SUPERINTENDENT PUBLIC PRINTING, WASHINGTON, Nov. 1, 1862.

PROPOSALS for FURNISHING the PAPER for the PUBLIC PRINTING.—In pursuance of the provisions of the seventh section of the "Joint Resolution in relation to the Public Printing," approved June 23, 1860, sealed proposals will be received at this office until SATURDAY, the 29th inst., at 12 o'clock m., for furnishing the Paper that may be required for the Public Printing for one year, commencing on the 1st day of December, 1862, and ending on the 30th day of November, 1863.

The subjoined list specifies, as nearly as can be ascertained, the quantity of each kind of Paper that will be required:

CLASS 1.

10,000 reams fine Printing Paper, uncalendered, to measure 24 by 38 inches, and to weigh fifty pounds to the ream of 500 sheets.

CLASS 2.

6,000 reams fine Printing Paper, calendered, to measure 24 by 38 inches, and to weigh 56 pounds to the ream of 500 sheets.

Agreeably to the provisions of the joint resolution aforesaid, samples of the character and quality of the paper required for the above classes will be furnished to applicants therefor. This paper is to be put up in quires of 25 sheets each, and in bundles of two reams each; each ream to contain 500 perfect sheets. Uniformity in color, thickness, and weight will be required; and no bundle (exclusive of wrappers) varying over or under five per cent from the standard weight will be received, and the gross weight will in all cases be required. Mixing of various thicknesses in the same bundle to make up the weight will be considered a violation of the contract.

CLASS 3.

600 reams superfine Printing Paper, hard-sized and supercalendered, to measure 24 by 38 inches, and to weigh 50 pounds to the ream of 500 sheets.

CLASS 4.

2,000 reams superfine map paper, sized and calendered, of such sizes as may be required, corresponding in weight with paper measuring 19 by 24 inches, and weighing twenty pounds per ream of 480 sheets.

CLASS 5.

500 reams superfine plate paper (calendered or uncalendered, as may be required), 19 by 24 inches, and of such weight per ream as may be required.

CLASS 6—WRITING PAPERS.

1. 1,500 reams Quarto Post, 10x16 inches.
2. 2,000 reams Flat Cap, 13x16½ inches.
3. 1,000 reams Double Cap, 16½x26 inches.
4. 200 reams Demy, 16x20 inches.
5. 100 reams Double Demy, 16x21 inches.
6. 1,000 reams Folio Post, 17x22 inches.
7. 1,000 reams Double Folio Post, 22x34 inches.
8. 200 reams Medium, 18x23 inches.
9. 100 reams Royal, 19x24 inches.
10. 100 reams Super-royal, 20x28 inches.
11. 100 reams Imperial, 22x31 inches.

CLASS 7.

1. 6,000 reams writing paper, 16 by 21 inches, to weigh twenty-three pounds per ream.
2. 3,000 reams writing paper, 14 by 25 inches, to weigh twenty-[illegible] pounds per ream.
3. 100 reams writing paper, 15 by 22 inches, to weigh twenty-four pounds per ream.
4. 500 reams writing paper, 13 by 18 inches, to weigh twenty-two pounds per ream.
5. 400 reams writing paper, 12 by 19 inches, to weigh twelve pounds per ream.

All the papers designated in classes 4, 5, 6, and 7, must contain 480 perfect sheets to the ream, and no "outside" quires. They are to be made of the best materials, free from adulteration, finished in the best manner, cut to a true edge, and securely and substantially enveloped. The papers in class 6 are to be white or blue, laid flat, and of such weights as may be required by this office. Those in classes 3, 4, 5, and 7 are to be white, and of the sizes and weights specified in the schedule.

The right is reserved of ordering a greater or less quantity of each and every kind contracted for in all the classes, to be furnished at such times and in such quantities as the public service may require.

Each class will be considered separately, and be subject to a separate contract; but bidders may offer for one or more of the classes in the same proposal.

No proposals will be considered unless accompanied by the guarantee that the bidder or bidders, if his or their proposal shall be accepted, will enter into an obligation, with good and sufficient sureties, to furnish the articles proposed. Blank forms for proposals will be furnished at this office, and none will be taken into consideration unless substantially agreeing therewith.

All the paper in the several classes must be delivered at the Government Printing Office in Washington City (except that in class 7, which must be delivered at Buffalo, in the State of New-York), in good order, free of all and every extra charge or expense, and subject to the inspection, count, weight, and measurement of the Superintendent, and be in all respects satisfactory.

Bidders are required to furnish, with their proposals, samples of not less than one quire of each of the kinds of paper bid for, and upon which their proposals may be based, except in classes 1 and 2. The successful bidders will be required rigidly to conform to their samples.

Proposals will be addressed to "John D. Defrees, Superintendent of the Public Printing, Washington," and indorsed "Proposals for Supplying Paper." nov. 3 md&t

SEALED PROPOSALS will be received at the Quartermaster's Office, No. 6 State-st., until 12 m. on FRIDAY, the 7th inst., for the following Quartermaster's Stores, viz:

100 kegs Horse Shoes, No. 2.
2,000 kegs Horse Shoes, No. 3.
1,000 kegs Horse Shoes, No. 4.
600 kegs Horse Shoes, No. 5.
500 kegs Mule Shoes, No. 1.
800 kegs Mule Shoes, No. 2.
1,000 kegs Mule Shoes, No. 3.
600 kegs Mule Shoes, No. 4.
400 kegs Mule Shoes, No. 5.
5,000 pounds Griffin Nails, assorted.
[illegible] pounds Horse-shoe Nails, No. 6.
200 pounds Horse-shoe Nails, No. 7.
600 pounds Horse-shoe Nails, No. 8.
400 pounds Horse-shoe Nails, No. 9.

The Horse and Mule Shoes to be one-half front and one-half hind Shoes, and put up in kegs of 100 pounds each.

The Nails to be put up in boxes of 25 pounds each.

One-fourth of the Shoes and Nails to be delivered immediately, one-fourth in ten days, one-fourth in twenty days, and one-fourth in thirty days from the date of first delivery.

STEWART VAN VLIET, Quartermaster.

QUARTERMASTER'S OFFICE, No. 6 State-st., Nov. 3, 1862.

TO REAL ESTATE OWNERS.—Sealed proposals will be received at this office until WEDNESDAY, Nov. 5, 1862, for the purchase of a Lot of Ground by the Corporation, for the use of Engine Company No. 13, to be within the following boundaries, to wit: 1st and 2d-avs., 10th and 14th-sts.

ALSO.

For the lease of a HOUSE and LOT for the term of ten or fifteen years, for the use of Engine Company No. 14, between Fulton, Barclay, Greenwich and Church-sts.

Proposals will contain a diagram of the property offered, with dimensions, locality and improvements, if any. Payment will be made on giving a clear and satisfactory title.

The right is reserved to reject any or all proposals.

ROBT. T. HAWS, Comptroller.

City of New-York, Department of Finance, Comptroller's Office, Nov. 1, 1862.

Wants.

WANTED a Situation to do Washing and Ironing or for general Housework, by a very good cook and an excellent washer and ironer; has very good recommendations, and has no objection to go to the country. Please call at No. 3[illegible] [illegible]-av.

ALL RESPECTABLE FAMILIES, BOARDING-HOUSES and HOTELS, can be supplied with good SERVANTS from all nations, both Protestant and Catholic, at Mrs. YORKSTON'S Office, in the large marble building, No. 14 Bowery.

CHINA, GLASS, GAS FIXTURES, &c.—WANTED—An ASSISTANT SALESMAN who understands the business. Also, a BOY, who has some knowledge of packing, to carry out goods, &c.

E. M. BRUNDAGE, No. 599 Broadway.

DRAFTSMEN WANTED.—A few good practical Draftsmen, such as are accustomed to planning machinery. Apply at No. 93 Stanton-st., New-York.

EMPLOYERS are respectfully informed that Mr. CHARLES BOOKHAM has removed his business to No. 460 4th-av., between 28th and 29th-sts., where, associated with Mr. WILLIAM CONNOR, he trusts to merit a portion of public patronage.

GARDENER WANTED.—Wanted a Man who thoroughly understands the laying out of Ornamental Grounds, to go a short distance in the country, to lay out and take entire charge of the place. None but a thorough practical, experienced man need apply to S. HALLIDAY, No. 24 William-st., cor. of Exchange-place.

GOOD SERVANTS, in great abundance and variety, with investigated characters and qualifications, may be found at the EMPLOYMENT SOCIETY'S OFFICE at Clinton Hall, on Astor-place and 8th-st., a few doors east of Broadway (formerly at the Bible House). German, Dutch, French and Italian languages spoken.

Rev. WILLIAM DEMAREST, Superintendent.

TO PRINTERS.—Wanted, a competent Man, as FOREMAN in a Daily Newspaper Office. Address, with references and stating salary expected, Box No. 3,318 New-York Post-Office.

SERVANTS WANTED—At Mr. BOOKHAM'S new and only Office, No. 460 4th-av., between 28th and 29th-sts. This is the opening day. Associated with his long-tried friend, Mr. WILLIAM CONNOR. CHARLES BOOKHAM hopes and expects to do his duty to all who may apply for situations.

TO MERCHANTS.—WANTED—An AGENCY of some article in the Hardware or Crockery trade, having a good trade in each. Advances can be made. The advertiser means business. Address Box No. 114 Tribune Office.

WANTED—A CLERK for a Sugar Refinery; wages $10 per week. Apply at No. 7 Chatham-square.

Wedding Cards, &c.

AT WM. EVERDELL'S SONS—WEDDING CARDS.—These celebrated Engraved Cards sold only at No. 104 Fulton-st., N. Y. Established 1840.

J. H. JOHNSTON & CO., No. 150 Bowery, WEDDING and VISITING CARDS, &c., latest styles; specimens by mail. Also Watches, Jewelry, Silver Ware and Plated Ware, of the best qualities, and at low prices.

Miscellaneous.

FOR SALE—50,000 FLOUR BARRELS for APPLES, on reasonable terms, and in quantities to suit purchasers. Also, a large quantity of TIGHT BARRELS and CASKS suitable for CIDER.

A. T. BRIGGS, No. 64 Rutgers-slip.

GET YOUR PICTURE.—EASTABROOK takes 12 beautiful LIKENESSES for 50 cents. Taken and finished in 15 minutes, at No. 823 Broadway, N. Y.

HARDWARE, CUTLERY AND GUNS. FILES, EDGE TOOLS, LOCKS, SCREWS, PERCUSSION CAPS, GAME BAGS, FLASKS, JAPANNED TEA TRAYS, HOLLOW WARE, AXES, CHAINS, ANVILS, VICES, HOES, &c.

WOLFE, DASH & FISHER
IMPORTERS,
No. 38 WARREN-ST.

KINDLING WOOD! KINDLING WOOD!—Now is the time to lay in your Fire-Wood. The cheapest and best place in the city is McCABE & CLARK'S STEAM KINDLING WOOD-YARD, No. 245 East 23d-st., between 1st-av. and Avenue A.

"OLD HOUSE OF REFUGE GROUNDS."

Wood by the cord, load, box, or bundle. Orders by post or otherwise promptly attended to.

RUSSIAN BATH, No. 62 East 27th-st., near 4th-av., now over two years in successful operation against colds, coughs, rheumatism, neuralgia, cutaneous and other diseases. Open daily from 8 a. m. to 9 p. m. Wednesdays and Saturdays till 12 p. m. Sunday till 2 p. m. For ladies, daily, except Sunday, from 1 to 5 p. m.

THEO. GIBSKE.

SHOW CASES.—HOFFMAN & FERSH, manufacturers, No. 182 Chatham-st. All kinds of Show Cases on hand, or made to order. Old Show Cases exchanged.

SMALL CURRENCY BILLS. Corporations and Merchants wishing to issue SMALL CURRENCY BILLS will be furnished with samples and estimates on addressing the subscribers.

FERD. MAYER & Co., Lithographers and Engravers, No. 96 Fulton-st., N. Y.

THE SOLDIER'S FRIEND.

ARMY BLANKET FASTENERS.

Invented by an Army Surgeon, and universally approved. These Fasteners furnish the most useful and indispensable article for a soldier's comfort ever invented.

They also make a splendid Shawl, Cloak, Dress or Coat Fastener, for either ladies or gentlemen.

If you have a friend in the army, do not fail to send him one.

Price TEN CENTS. Sent by mail, post free, on receipt of 13 cents.

To be found, wholesale and retail, at

MME. DEMOREST'S Emporium of Fashions, 473 Broadway, N. Y.

TO BOOKSELLERS.—An assortment of first-class BLANK BOOKS for sale cheap. Also, a Cutting Machine, two Paging Machines, two Presses, Iron Tools, Sheets and Binding Tools. ROBERT H. ELLIS, Assignee. No. 145 Fulton-st., N. Y.

"THE NEW METALLIC CURRENCY."—Applications for stamping business cards on the new metallic currency to be made to J. GAULT, Patentee, No. 1 Park Place, N. Y.

TODD & RAFFERTY, Manufacturers of Stationary, Portable Engines, Boilers, &c., 13 Dey-st. Second-hand Engines constantly on hand. Works Paterson, N. J.

WOLCOTT'S INSTANTANEOUS HEADACHE, TOOTHACHE, and NEURALGIA ANNIHILATOR. Cures instantly, in one minute. For sale by R. L. WOLCOTT, No. 170 Chatham-st., N. Y. Mailed for 25 cents.

WIGS—WIGS—WIGS.

HAIR DYE—HAIR DYE.

HAIR DYEING—ALL COLORS.

MOLDAVIA CREAM,

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

W. A. BATCHELOR'S celebrated establishment.

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

Ocean Steamers.

ARRANGEMENT commencing July 1, 1862.—FOR CALIFORNIA, VIA PANAMA. A first-class steamer will leave New-York on the 1st, 11th, and 21st of each month, except when those 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 OF STEAMSHIPS FOR CALIFORNIA AND OREGON. Low Rates of Passage. NO DETENTION ON THE ISTHMUS.

One of the following Steamships will leave from Pier No. 39, foot of Warren-st., North River, monthly, commencing on MONDAY, Dec. 1, at noon:

Steamships ILLINOIS, 2,500 tuns. | AMERICA, 2,500 tuns.
EMPIRE CITY, 1,800 tuns. | BONAPARTE, 2,000 tuns.

For San Juan del Norte (Greytown), connecting with first-class steamers on the Pacific Ocean on the arrival of passengers at San Juan del Sur, and proceed from there direct to San Francisco.

For further information, apply at the office of M. O. ROBERTS, No. 177 West-st., corner of Warren-st., North River.

THE BRITISH AND NORTH AMERICAN ROYAL MAIL STEAMSHIPS, BETWEEN NEW-YORK AND LIVERPOOL, CALLING AT CORK HARBOR, AND BETWEEN BOSTON AND LIVERPOOL, CALLING AT HALIFAX AND CORK HARBOR.

SCOTIA, Capt. Judkins. | CHINA, Capt. Anderson.
PERSIA, Capt. Lott. | ASIA, Capt. Cook.
ARABIA, Capt. Stone. | EUROPA, Capt. J. Leitch.
AFRICA, Capt. Shannon. | CANADA, Capt. Muir.
AMERICA, Capt. Moodie. | NIAGARA, Capt. A. Ryrie.
AUSTRALASIAN.

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

FROM NEW-YORK TO LIVERPOOL.
Chief Cabin Passage.........$135
Second Cabin Passage.........80
FROM BOSTON TO LIVERPOOL.
Chief Cabin Passage.........$110
Second Cabin Passage.........60

AUSTRALASIAN.......leaves New-York.....Wednesday, Nov. 5
ARABIA..........leaves Boston......Wednesday, Nov. 12
SCOTIA..........leaves New-York.....Wednesday, Nov. 19
EUROPA..........leaves Boston......Wednesday, Nov. 26
PERSIA..........leaves New-York.....Wednesday, Dec. 3

Berths not secured until paid for.

An experienced Surgeon on board.

The owners of these ships will not be accountable for Specie or Valuables unless Bills of Lading are signed therefor, and the value thereof therein expressed. For Freight or Passage, apply to E. CUNARD, No. 4 Bowling-green.

NOTICE.—The restrictions on travel having been removed by order of the War Department, passengers about to visit Europe will no longer be required to provide themselves with passports. JOHN G. DALE, Agent.

STEAM WEEKLY to LIVERPOOL, touching at Queenstown (Cork Harbor).—The Liverpool, New-York and Philadelphia Steamship Company intend dispatching their full-powered, Clyde-built Iron Steamships as follows:

EDINBURGH.........Saturday, Nov. 8
GLASGOW..........Saturday, Nov. 15
CITY OF BALTIMORE.........Saturday, Nov. 22

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

RATES OF PASSAGE.

FIRST CABIN.........$90 | STEERAGE.........$30
First Cabin to London.....95 | Steerage to London.....35
First Cabin to Paris.....105 | Steerage to Paris.....40
First Cabin to Hamburg.....105 | Steerage to Hamburg.....45

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

Fares from Liverpool or Queenstown: 1st Cabin, $75, $85 and $105. Steerage from Liverpool, $40. From Queenstown, $30. Those who wish to send for their friends can buy tickets here at these rates.

These Steamers have superior accommodations for passengers, are strongly built in Water-tight Iron Sections, and carry Patent Fire Annihilators. Experienced Surgeons are attached to each steamer.

For further information, apply in Liverpool to WILLIAM INMAN, Agent, No. 22 Water-st.; in Glasgow to ALEX. MALCOLM, No. 5 St. Enoch-square; in Queenstown to C. & W. D. SEYMOUR & CO.; in London to EIVES & MACEY, No. 61 King William-st.; in Paris to JULES DECOUE, No. 48 Rue Notre Dame des Victoires, Place de la Bourse; in Philadelphia to JOHN G. DALE, No. 111 Walnut-st., or at the Company's Offices.

JOHN G. DALE, Agent, No. 15 Broadway, N. Y.

Steamboats and Railroads.

DAY BOAT for ALBANY and INTERMEDIATE LANDINGS.—Steamer ARMENIA, from foot of Harrison-st. every MONDAY, WEDNESDAY, and FRIDAY, at 7 o'clock a. m., stopping at 30th-st.

NEW-YORK, HARLEM, and ALBANY R. R.—For Albany, Troy, North and West.—SUMMER ARRANGEMENT, commencing THURSDAY, May 1, 1862.

For ALBANY, 10:30 a. m., Express Mail Train from 26th-st. Station.

For Local Trains see Time-table.

JOHN BURCHILL, Assistant Superintendent.

CHANGE of HOUR—NORWICH AND WORCESTER LINE.—On and after MONDAY, Nov. 3, the steamers of this line will leave at 4 o'clock p. m. instead of 5 as heretofore. E. S. MARTIN, Agent.

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 1st ambout 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.

STEAMER MASSACHUSETTS, WICKHAM S. HAVENS, leaves Pier No. 33 East River, foot of James-st., New-York, for SAG HARBOR, GREENPORT, and ORIENT, TUESDAYS, THURSDAYS, and SATURDAYS, at 5 p. m. From Sag Harbor, for New-York, MONDAYS, WEDNESDAYS, and FRIDAYS, at 4 p. m.

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. 18 N. R., foot of Cortlandt-st., daily (except Sunday), at 5 p. m.

Freight taken as low as by any other line. Office of Company, No. 115 West-st., corner of Cortlandt-st.

W. M. EDWARDS, Agent.

CENTRAL RAILROAD of NEW-JERSEY.—From foot of Courtlandt-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 cars.

FALL ARRANGEMENT—Commencing Nov. 3, 1862—Leave New-York as follows:

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

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

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

4 P. M. THROUGH TRAIN—For Easton, Bethlehem, Allentown, and Mauch Chunk.

5:30 P. M. WAY TRAIN—For Somerville and intermediate stations.

6 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 6 p. m. daily (Sundays excepted), making close connection at Harrisburg with Pennsylvania Railroad—with no change of cars to Pittsburgh, and but one to Cincinnati and Chicago. Four hours' time is saved by taking this train.

ELIZABETHPORT AND NEW-YORK FERRY—Leave New-York from Pier No. 2, North River, at 9:30 a. m., and 12:30; 4 and 5 p. m.

The boats stop at Bergen Point and Mariners' Harbor every trip each way. JOHN O. STERNS, 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 in 7 a. m. and 6 and 11 p. m. trains.

J. W. WOODRUFF, Assistant Superintendent.

No baggage will be received for any trains unless delivered and checked 15 minutes in advance of the time of leaving.

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

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

7 a. m., Express for Buffalo.

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

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

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

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

7 p. m., Emigrant, for Dunkirk.

CHARLES MINOT, General Sup't.

FOR 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 applicant until the same shall have been paid for.

Freight to Boston is forwarded through with great dispatch by an Express Freight Train.

WM. BORDEN, Agent, Nos. 70 and 71 West-st.

LONG ISLAND RAILROAD.—CHANGE of TERMINUS.—Passenger Depot, James-slip and foot of 34th-st., E. R.—Winter arrangement commencing Friday, Oct. 24, 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 9 a. m. and 4 p. m. for Syosset; at 5 p. m. for Hempstead. Thursdays the train leaves Hunter's Point (34th-st. Ferry) at 8:30 a. m., for Yaphank and intermediate stations, at excursion rates; returning, leaves Yaphank at 3:30 p. m. On Friday and Saturday night the 4 p. m. Islip train will run through to Greenport, returning Saturday and Monday morning at 4:15 a. m., arriving in New-York at 9:52 a. m.

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

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

From Chambers-st.	From 30th-st.
Express, 7 and 9 a. m., and 3:10 and 5 p. m.	7:25, 9:25 a. m., and 3:40 and 5:15 p. m.
Troy and Albany (with sleeping car) 10:15 p. m.	10:40 p. m. (Sundays included.)
Poughkeepsie train, 7:30 a. m.	7:55 a. m.
Peekskill train, 10:30 a. m. and 4 p. m.	1:25 and 4:55 p. m.
Sing Sing train, 3:50 and 5:30	10:35 a. m. and 4:25 p. m.
	3:15 and 5:55 p. m.

Persons in Brooklyn can purchase tickets at Westcott's Express Office, No. 259 Washington-st., City Hall Square, and have their baggage checked at their residences to all points on the road, and to Saratoga Springs.

A. F. SMITH, Superintendent.

NEW-YORK & NEW-HAVEN RAILROAD. 1862. SPRING ARRANGEMENT. 1862. COMMENCING MAY 5, 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, 3 (Ex.), 3.50, 4.30, and 8 p. m. (Ex.)

For Bridgeport, 7, 8 a. m. (Ex.); 12.15, 3 (Ex.), 3.50, 4.30, and 8 p. m. (Ex.)

For Milford, Stratford, Fairfield, Southport, and Westport, 7 a. m.; 12.15, 3.50, 4.30 p. m.

For Norwalk, 7, 9.20 a. m.; 12.15, 3 (Ex.), 3.50, 4.30, 5.30, 8 p. m. (Ex.)

For Darien and Greenwich, 7, 9.20 a. m.; 12.15, 3.50, 4.30, 5.30 p. m.

For Stamford, 7, 8 (Ex.), 9.20 a. m.; 12.15, 3 (Ex.), 3.50, 4.30, 5.30, 8 p. m. (Ex.)

For Port Chester and intermediate stations, 7, 9.20 a. m.; 12.15, 3.50, 4.30, 5.30, 6.30 p. m.

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

CONNECTING TRAINS.

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

For Boston, via Shore Line, 12.15, 8 p. m. (Ex.)

For Hartford and Springfield, 8 a. m. (Ex.), 12.15, 3 (Ex.), 8 p. m. (Ex.)

For Connecticut River Railroad to Montreal, 8 a. m. (Ex.), and 12.15 p. m. to Northampton.

For Hartford, Providence, and Fishkill Railroad, 8 a. m. (Ex.), 12.15 p. m.

For New-Haven, New-London, and Stonington Railroad at 8 a. m., 12.15, 3, 8 p. m. (Ex.)

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

For Housatonic Railroad to Pittsfield, 8 a. m., 3 p. m., to New-Milford, Saturday, through to Pittsfield.

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

For Danbury and Norwalk Railroad, 7, 9.20 a. m.; 3.50 p. m.

Commutation Sleeping Car attached to the 8 p. m. Train.

JAMES H. HOYT, Superintendent.

1862. THE 1862.

PENNSYLVANIA CENTRAL RAILROAD, with its connections, forms THE SHORTEST AND QUICKEST ROUTE

FROM NEW-YORK TO THE PRINCIPAL WESTERN CITIES.

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

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

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

By way of Allentown, evening passengers leave at 6 p. m., three hours later than the Northern lines, and by both routes arrive at the same time as Northern lines, in Chicago and all points in the great West, Cincinnati, Indianapolis, Louisville, St. Louis, Cleveland, Columbus, Cincinnati, and all main points West, with fewer changes of cars.

Sleeping Cars, without change, run from Philadelphia to Pittsburgh, 356 miles, and New-York to Pittsburgh, 450 miles.

Smoking and Saloon Cars on all trains.

Fare the same as other routes.

Baggage checked through. Transfers free.

Secure Tickets, good until used, by Pittsburgh.

WESTERN EMIGRATION.

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

FREIGHTS.

By this route, freights of all descriptions can be forwarded to and from any point on the Railroads of Ohio, Kentucky, Indiana, Illinois, Wisconsin, Iowa, or Missouri, by RAILROAD DIRECT, or to any port on the navigable rivers of the West by steamers from Pittsburgh.

The rates of freight to and from any point in the West by the Pennsylvania Railroad are at all times as favorable as are charged by other Railroad Companies. Merchants and shippers intrusting the transportation of their Freight to this Company, can rely with confidence on its speedy transit.

LIVE STOCK.

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

J. L. ELLIOTT, Passenger Agent, No. 1 Astor-House.

LEECH & Co., Freight Agents, No. 1 Astor-House, and No. 1 South William-st.

McDONALD & BISCHOFF, Emigrant Agents, No. 8 Battery-place.

ENOCH LEWIS, General Superintendent, Altoona, Pa.