WASHINGTON, Dec. 23. CLOSING DEBATE IN THE SENATE. The leading features of the closing hours of the Senate, prior to the recess, were the pertinacity of Senator Sumner in pressing his supplemental civil rights amendment to the annesty bill, and the determined fight made on Senator Morton's modification retricting its operation to rebel representaives hereafter selected. These two side issues caused the amnesty bill to lie over until after the holidays. Mr. Thurman, the leader of the Democrats in the Senate, declared that he would vote against the amount will if Mr. Mortes! nesty bill if Mr. Morton's amendment preed, by which the rebel Vance would vailed, by which the rebel Vance would be excluded from taking his seat in the Senate. Mr. Sumner said if his civil-rights scheme was not made a part of the bill, he would not vote for it. Mr. Morton's amendment was carried. Mr. Kellogg charged Mr. Sanner, and Mr. Robertson charged the Democracy, respectively, with pretending to favor amnesty and killing the bill. Mr. Logan announced himself as a new convert to amnesty, but opposed Mr. Morton's amendment,—stating that a late Cabinet of icer had drawn his sword for the rebellion, when Senator Nye said in his amusi way, to the great annoyance of Mr. Logan, that he never heard before that Mr. Acker-man carried a sword, which caused great laughter, in the midst of which an adjournment was carried until January 8th.
So, the amnesty bill, with Mr. Morton's amendment added and Mr. Sumner's

amendment pending, will come again be-fore the Senate after the recess, and will, obably, occasion more discussion than hitherto, as there seemed to be a general disposition among the Republican Senators to pass the bill before adjournment and with a very limited debate.

The measure is fraught with such import-

ance that it is desirable, at least, to give sufficient attention to its discussion to cause it to reflect the true sentiments of the mait to reflect the true sentiments of the majority and not to make hasty legislation for the convenience of Southern Congressmen, when, as suggested, they desire to carry it to their constituencies, and however just and reasonable may be the civil rights bill of Mr. Sumner, it is not necessary that it should be passed as a rider to this particular bill, or that it be allowed to halt every step of earnest legislation upon matters with which it is entirely unconnected.

THE ARKANSAS DIFFICULTIES.

I have just received private advices from Chicot county, the seat of Arkansas troubles. About two weeks ago a young and talented lawyer, well known here as a graduate of the Howard University, was assassinated in open day-light by three leading Ku-Klux of that locality. This murder of an unoffending citizen, because of his ability and Republicanism was the of his ability and Republicanism, was the culmination of a long series of outrages which induced the colored men and the few white Republicans there to organize for self-As soon as the assassins had been lodged in jail, preparations were made by the Ku-Klux to make a raid and rescue them. This caused great excitement, and the colored men took the murderers forcibly from the jail and lynched them, fortify ing themselves in the town until the geneal government should send troops for protection, and to maintain order and law.

Latest accounts from the agents and army officers, in charge of Apache Indian reservations in New Mexico and Arizona, ander the President's order, state that the roving Apaches have come into the camps in large numbers, 4,400 of them having already reported. One thousand more are at the feeding stations, and in addition to all these, more than one half of all the roving Apaches of these territories are now peace ful and within call, and though fed to some extent during the time, their reservations are being selected. This peaceful policy is far less expensive and humanitarian than a war of extermination, which some savage ng borderers are so eager to

CALIFORNIA'S NEW SENATOR.
Hon. Aaron A. Sargent was elected senator from California on Wednesday last by a full party vote of the Legislature, viz: Sargent, 172; Wallace (Dem.) 46. He is an able and efficient statesman, and will make his mark in the Senate as he has

It is stated that Governor Scott, of South Carolina, is making a fight on Bowen, who ad just exposed further frauds in stock and land scrip, and came near impeaching the Governor. It is said that the Governr's friends are sufficiently numerous to use his expulsion from the Legislature.

The executive documents regarding Cuba, st published, show the lamentable fact that the murdered boys-medical students were sacrificed to appease the fury of the colunteers and to prevent them from com mitting greater excesses; that they did not merit death, but had tampered with the corpse of a volunteer captain in mere playfulness.

C. M.

RESTORATION OF THE STRASSBURG LIBRARY.—A movement has been set on foot for this purpose, and an Honorary Committee formed, under the authority of Count Bismark Bohlen, the German Governor of Alsace, to collect such offerings as may be made in America towards the restouries of returning the collect such of the aldest the restouries of returning the collect such of the aldest proposed the collect such of the aldest proposed the collect such as the collec restoration of not only one of the oldest libraries in Europe, but also one of the most ancient cradles of literature. The committee include Prof. Noah Porter, President of Yale College; Prof. Joseph Henry, Smithsonian Institute; William Cullen Brysinthsoman institute; William Cullen Bryant, editor New York Evening Post; A.
R. Spofford, Esq., Librarian of Congress; Edwin L. Godkin, Esq., editor of The Nation; John A. Appleton, Esq., (Messrs. D. Appleton & Co., N. Y.); Andrew C. Armstrong, Esq., (Messrs. Charles Scribner & Co., N. Y.); Mclancthan M. Hurd, Esq., (Messrs. Hurd & Houghton, N. Y.); Geo. W. Childs, Esq., proprietor of Public Ledger, Philadelphia; J. B. Lippincott, Esq., (Messrs. J. B. Lippincott & Co., Philadelphia,); E. Steiger. Esq., New York; Michael J. Kelly, Esq., (Messrs. Kelly, Piet & Co., Baltimore,); James R. Osgood, Esq., (Messrs. J. R. Osgood & Co., Boston,); Augustus Flagg, Esq., (Messrs. Little, Brown & Co., Boston,); S. C. Griggs, Esq., (Messrs. S. C. Griggs & Co., Chicago,); Robert Clark, Esq., (Messrs. R. Clark & Co., Cincinnati,); Colonel M. Richards Mucklé, Ledger building, 600 Chestnut street, Philadelphia, Pa. ant, editor New York Evening Post; ing, 600 Chestnut street, Philadelphia, Pa. ing, 600 Chestnut street, Philadelphia, Pa. Authors are invited to present copies of their works, and publishers selections from their lists. Reports of learned, and reprints of publishing societies, and duplicates from libraries, will be welcome.

Books and packages should be sent, and all communications addressed to, Colonel M. Richards Mucklé, Public Ledger building, 600 Chestnut street, Philadelphia.—Packages may also be sent to Mr. E. Steiger. 22 Frankfort street, New York.

ger, 22 Frankfort street, New York.

President White, of Cornell University, exently attended a commencement at Oberlin, Ohio, where the sexes are educated to-gether. In an after-dinner speech he said: "To-day's experience is a revolution to me. It has shown to me that young ladies and young gentlemen can recite together, can attend lectures together, and above all, can eat together, without those gigantic cuils following at which the base of the control of the control

evils following, of which we hear so much.

But most of all was I surprised when my CITY BUSINESS DIRECTORY friend at my right informed me that you cates of 'Woman's Rights. I had supposed this to be a logical sequence of this co-education of the sexes. When I wrote to my friend, the President of the Michigan University, and asked him what the character of the women must be who

the character of the women must be who attend school where the males were also educated, he replied that he supposed that they belonged to the ('unlovely class.') Well, I think the President was mistaken.

"As I look over this brilliant throng, it "As I look over this brilliant throng, it is a strange sight to me. In the institution with which I am connected I am wont to sit down to dinner and look over one dark, gloomy expanse of black coats. How different here! There the young men make dinner a solemn affair, the chief weariness of the day. They come from a sense of duty, and retire as quickly as possible. We started from home on an exploring expedition (I and my friend), and we have improved our time to the best of our abilities proved our time to the best of our abilities. We have talked with the president, with the professors, with the students, and we have found all loyal to the experiment of co-education. I know that at Yale, at Harvard, at Union, ladies attend lectures. Why not attend recitations? What essential difference exists? We can see none, and so I said at the inauguration of Cornell University, and so I say now. John Stuart Mill never said a truer thing among all the good, and noble, and true things that he has said than this:- 'The worst tendency of education is toward sameness.' Variety is necessary to improvement, and so am I thankful that va iety does exist, and that we may learn from each other. And now as to the great secret (which is no secret after all), it is this: My friend proposes to endow an institution at Ithaca for the education of women, if the results of our exploring expedition should justify him in so doing. I have long thought education in the United States has not reached its highest stage of progress, and if the experiment of Oberlin be a success, the world will be in-debted to her for a new idea and an advance in the interests of humanity."

THE COMMON SCHOOL.—Henry Ward Beecher says:—"I believe in colleges and academics, and select and high schools, but academies, and select and high schools, but I would rather see them perish than the common school perish. I would fain have the common school made so strong and so good, so large, so luminous, so full of marrow of good things, that they who dwell in the neighborhood of it, no matter how rich they may be, cannot afford to send their children anywhere else. Make that which you do for the common people better than children anywhere else. Make that which you do for the common people better than that which can be done by select classes in a community for themselves. Make such provision for the education of the commonest common people that the richest uncommon people will come suppliantly and ask for their children the privileges of participating in the advantages of the common ask for their children the privileges of par-ticipating in the advantages of the common school. And keep it common. Bring everybody to it, and let them there learn each other's brotherhood—and thus, society, beginning and passing through the common school, will form sympathetic as-sociation which will no more be forgotten by men than the wide-spreading branches of a tree, forget the roots from which all their magnificence draws sustenance.

LOVE, FORTUNE OR POSITION .- Who marries for love, takes a wife; who marmarries for fore, takes a mistress; who marries for position, takes a lady. You are loved by your wife, regarded by your mistress, tolerated by your lady. You have a wife for yourself, a mistress for your house and friends, a lady for the world and social. house and friends, a lady for the world and society. Your wife will agree with you, your mistress will rule you, your lady will manage you. Your wife will take care of your household, your mistress of your house, your lady of appearances. If you are sick your wife will nurse you, your mistress will visit you, your lady will inquire after your health. You take a walk with your wife a ride with your resides. with your wife, a ride with your mistress, and go to a party with your lady. Your wife will share your grief, your mistress your money, and your lady your debts.—
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RICHMOND, BALTIMORE, PHILADELPHIA NEW YORK AND BOSTON, AND TO ALL POINTS NORTH AND EAST, WEST AN

GREAT REDUCTION OF FARE ACCOMMODATIONS UNSURPASSED Passenger Train leaves Richmond depot daily (Sundays excepted) at 3 P. M., connecting at West Point with the first class steamers. EASTERN CITY and DANIEL WEBSTER,

tonching at the river landings and arriving in Baltimore on the following morning in time is connect with trains North and West. connect with trains North and West.

Through Tickets and Baggage Checked to all
Points.

Passonger Train leaves at 3 P. M. on SUNDAYS for West Point only.

Steamer leave pier No. 10, 144 Light street, Batthnore, daily, (Sundays excepted.) at 4 P. M., arriving in Richmond the following morning at 11.

By this line passengers enjoy a good night's
rest.

To Baltimore and return. WM. N. BRAGG, Sup't.

J. L. Taylor, Ticket Agent. S. C. Grasty, General Agent, Baltimore RIGINIOND AND DANVILLE RAILROAD
On and after July 2sth, 1871,
GOING WEST:
Train No. 2 (Through Passenger) leaves Richmond daily (except Sunday) at 4:05 Å. M.; leaves Danvillo at 11:02 Å. M.; arrives at Greensboro' at 1:52 P. M.
Train No. 6 (Lynchburg Passenger) leaves Richmond daily at 9:15 Å. M.; arrives at Lynchburg at 5 P. M.

Richmond daily at 9:15 A. M.; arrives at Lynchburg at 5 P. M.

Train No. 13 (Freight and Accommodation) leaves Richmond at 5:05 P. M.; arrives at Burkesville at 9:54 P. M., stopping at all way stations daily (Sundays excepted.)

Train No. 11 (Through Mail and Express) leaves Richmond daily at 2:10 P. M.; leaves Danville daily at 10:42 P. M.; arrives at Greensboro' daily at 1:12 A. M.

GOING EAST:

Train No. 14 (Through Mail and Express) leaves Greensboro' daily at 7:50 P. M.; leaves Danville daily at 10:12 P. M.; arrives at Richmond daily at 5:14 A. M.

Train No. 9 (Through Passenger) leaves Greensboro' daily (axcept Sindays) at 11:55 A. M.; leaves Danville at 1:27 P. M.; arrives at Richmond at 8:22 P. M.

Danville at 124 P. M.,

Train No. 10 (Lynchburg Passenger) leaves
Lynchburg daily at 8:30 A. M.; leaves Burkeville
at 1 P. M.; arrives at Richmond at 4 P. M.

Train No. 3 (Freight and Accommodation)
leaves Burkeville at 4:30 A. M.; arrives at Richmond at 8:45 A. M., stopping at all way stations daily (Sundays excepted.)

Trains No. 2 and 11 connect at Greensboro'
with Trains on North Carolina railroad for all
points South.

Train No. 6 connects at Burkeville with

points South.

Train No. 6 connects at Burkeville with
Train on Atlantic, Mississippi and Ohio railroad
for all points Southwest and South.

THROUGH TICKETS to all points South and
Southwest can be procured at the ticket office in
Richmond, and of R. F. WALKER, Agent of Atlantic, Mississippi and Ohio railroad, No. 1325
Main street, Richmond
Paner, that have a representation of devenies the Main street, Richmond
Papers that have arrangements to advertise the
schedule of this company will please print as
above. JOHN R. MACMURDO,
General Ticket and Freight Agent.
T. M. R. TALCOTT, Engrand Supt. au 24

1871.
SUMMER ARRANGEMENT.
SCHEDULE RICHMOND, FREDERICKSBURG AND POTOMAC ROUTE, GOING
INTO EFFECT JUNE 7, 1871. THROUGH TRAINS leave depot, corner Byrd and Eighth streets, as follows:
The DAY TRAIN daily at 5:20 A. M. Arrives in Washington at 12:15, Baltimore (except on Sundays) at 2:15, Philadelphia at 6:15, and New York at 16:20 P. M. THE SAME DAY.
The NIGHT TRAIN daily (except on Sundays) at 8:45 P. M.
The DAY TRAIN arrives in Mich. at 8:45 P. M.
The DAY TRAIN arrives in Richmond at 2:17 P. M.
The NIGHT TRAIN arrives in Richmond (Mondays excepted at 3:30 A. M.
The ACCOMMODATION TRAIN, for Milford leaves Bread-street Depot daily (Sundays excepted) at 3:30 P. M. Arrives in Richmond at 8:42 A. M. Scepted at 3.30 cm.
FREIGHT TRAINS leave Richmond on TUESDAYS and FRIDAYS at 6.45 P. M.
THROUGH TICKETS and THROUGH BAG-GAGE checks to all the principal points in the

COMPANY'S OFFICE, corner of Broad and Eighth streets.
TICKET OFFICE, corner Byrd and Eighth J. B. GENTRY, General Ticket Agent. E. T. D. Myrks, General Superintendent.

DIRECT PASSENGER ROUTE RICHMOND AND THE SOUTH, SOUTHWEST AND NORTHWEST, ATLANTIC, MISSISSIPPI AND OHIO R. R

TWO TRAINS EVERY DAY. TWO TRAINS EVERY DAY.

This Great Passenger Route is composed of the Richmond and Dauville railroad, Atlantic, Mississippi and Ohio railroad, East Tennessee and Georgia railroad, Anshville and Chattanooga eailroad, and Memphis and Charleston railroad and their connections. Passenger trains leave Richmond daily at 9:15 o'clock a. m. and 5:05 o'clock p. m., making close connections throughout to Lynchburg and all stations on A., M and Ohio railroad, Knoxville, Decatur, Corinth, Grand Junction, Memphis, New Orleans, Chattanooga, Canton, Jackson, Vicksburg, Mobile, Dalton, Atlanta, Rome, Selma, Macon, Columbus and all points South and Southwest, Nashville, Columbus, Chicago, Cairo St. Louis and all points North and Northwest.

Through tickets good until used.

Baggage checked through.

New and elegant sleeping cars on all night trains.

Good eating houses, and ample time for meals.

trains.

Good eating-houses, and ample time for meals.

Fare lower than by any other route.

For further information, apply at the office of the Virginia and Tennesse Air-Line Railway, 1325 Main street, or at the office of the Richmond and Danville railroad.

R. F. WALKER.

ORANGE, ALEXANDRIA AND MANAS-SAS RAILROAD. On and after Sunday, January 29, 1871, one daily passenger train will run between WASH-INGTON and LYNCHBURG, connecting at Gordonsville with the Chesapeake and Ohio Railroad to Richmond, Staunton and the Virginia Springs; at Lynchburg for the West and Southwest, and at Washington, to the North and Northwest.

R. F. WALKER.

p. m. Leave Lynchburg at 8:25 a. m., arrive at Alex-andria at 5:25 p. m., and at Washington at 6:15

andria at 5:25 p. m., and at Washington at 6:15 p. m.

For MANASSAS LINE leave Washington daily (excepting Sunday) at 10:30 a m; leave Alexandria at 11:20 a. m., pass Strasburg at 4:20 p. m., and arrive at Harrisburg at 7 p. m.

Eastward, leave Harrisburg at 6:30 a. m; pass Strasburg at 9:25 a. m., arrive at Alexandria at 1.56 p. m. and at Washington in time for connecting with the 3 p. m. train from Washington to Baltimore.

Good connections, by comfortable coaches, are made to Fairfax Court House from Fairfax station; to Middleburg from Plains; to Upperville from Piedmont, and to Staunton from Harrisonburg.

burg.

Elegant sleeping cars are run daily between New York and Lynchburg, without change.

Also, cars through between Baltimore and Lynchburg, avoiding the inconvenience of transfer in Washington.

Through tickets and baggage checked to all prominent points.

J. W. BROADUS, Mh7-tf

Ges. ral Ticket Agent.

RAILROADS.

RICHMOND AND DANVILLE AND PIED.
MONT RAILROADS, OFFICE OF GEN'I.
TICKET AND FREIGHT AGENT, RICHMOND. TICKET AND FREIGHT AGENT, RICHMOS VA., Anc. 25rtt, 1871.

NOTICE TO SHIPPERS.—The arrangemen heretofore existing for the shipment of freight South, via Greensboro', on through bills, havibeen discontinued by the North Carolina Railro Company, all rates to points south of Greensbro', heretofore given to shippers, are revoked. Hereafter no rates will be gnaranteed beyon Greensboro'.

JOHN R. MACMURDO,

T, M. R. TALCOTT, Engineer and Sup't.

au 28—48

STEAMSHIPS;

CHANGE OF SCHEDULE. On and after TUESDAY, the 14th instant, the fast and elegant side-wheel stemmer PALISADE will leave her where (at Powhatan Steamboat will leave her waart (at Powhatan Steambor)
company's shed,) Rocketts, every TUESDAY,
THURSDAY and SATURDAY MORNINGS, at
6% o'clock A. M., for Norfolk, Portsmouth, and
all the regular landings on James River.
Freight received every day from 7 A. M. to 6%
P. M.
All freights for way landing must be prepaid.
For freight or passage, apply to Captain on
board, or to
MM. P. BRETT, Agent.

FOR NEW YORK .-- OLD DO-MINION STEAMSHIP COM-The splendid new side-wheel Steamships ISAAC BELL, ALBEMARLE, SARATOGA, HATTERAS and NIAGARA leave New York Norfolk, City Point and Richmond every TUESDAY, THURSDAY and SATURDAY, at 1 o'clock P. M.

These ships are entirely new, and were built expressly for this route.

They have splendid saloons and state-rooms, and the accommodations and attention are minased.

Gloods shipped by this line are landed regu-larly at New York, on the Company's covered pier, 37 North rivir, within forty-eight hours. Insurance effected when ordered, at a quar-ter of one feet care, at the office of this company,
Freights for points beyond New York forwarded with dispatch, and no charge made, execept actual expenses incurred.

For further information apply to
JOHN W. WYATT, Agent,
ja 1—tf
No. 3 Governor street.

VIRGINIA STEAMSHIP AND PACKET COMPANY. The steamship GEORGE B. UPTON leaves New York every SATURDAY; leaves Richmond very TUESDAY. The steamship WILLIAM P. CLYDE leaves New York every TUESDAY; leaves Richmond very FRIDAY.

Perry FRIDAY.

Freight received daily.

D. J. BURR, President,
1214 Main street
S. ALEXANDER, Agent and Gen'l Supt.

ap.

AT GUNSTON HALL, ON THE POTOMAC,

FISHING, AND SURF BATHING ON SUNNYSIDE BAY.

FINE WATER, TIMBER, GRAZING LANDS

HIGH, ROLLING, HEALTHY UNSURPASSED FOR FRUIT AND TRUCK

STEAMBOAT LANDING ON PREMISES AND RAILROAD IN REAR.

TITLES CLEAR AND UNDISPUTABLE. We want one hundred first-class families, it.

tions asked about religion or politics. You can raise every variety of Fruit, Grass and

To persons of intellectual tastes, the near vi-

Come and see us here in Virginia. Here yo ciety organized with Churches, Schools, Horti-

"STATE JOURNAL" OFFICE,

OFFICE ASSISTANT QUARTERMASTER, U. S. A., FORT MONROE, VA., December 11, 1871.
SEALED PROPOSALS WILL BE RECEIVED at this office until 12 o'clock M, THURSDAY, the 11th day of January, 1872, for furnishing the following material for repairing the main wharf at this post:

4,000 feet CAPPING and SILLS.

\$3,500 will buy THE DOMINION TOBACCO WORKS, Toronto, Ontario—(original cost \$10,000)—consisting of COMPLETE MACHINERY for the manufacturing of Plug, Cut Tobacco and Cigars, with steam and hydraulic power. Room to work 200 hands. Firty per cent. may be made here on any amount invested.

J. D. LEWIS, oc 5-d3m*

GOOD NEIGHBORHOOD OF ONE HUN-DRED NORTHERN FAMILIES HERE. SOLD IN LOTS FROM TEN TO ONE HIDDRED ACRES.

ONE HOUR FROM WASHINGTON BY RAIL

Direct and rapid shipment of all products North No one need fear excess heat or cool nights

We urge our Northern friends not to go West.

PROPOSALS.

12,000 feet 3-inch OAK DECKING. 150 OAK PILES, 12 inches by 30 feet.

The decking, capping and sills to be of the best material generally used for the building wharves; the piles to be of full length and measurement as described.

Any information desired can be obtained on application to this office.

E. B. CARLING,

Captain and Assistant Quartermaster.

dustrious, temperate and enterprising. Noques-

82 FENDER PILES, 18 inches by 40 feet.

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Facilities for dairying excellent.

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