

Union and American.
F. C. DUNNINGTON & CO.
EDITORS & PROPRIETORS.
Voluntary communication, containing interesting or important news, admitted for any quarter. News letters from the various counties of the State especially desired.
All communications should be addressed to the "Editors of the Union and American."
TUESDAY, NOVEMBER 13, 1866.
CIRCULAR FROM GENERAL HOOB.
NEW ORLEANS, Nov. 1, 1866.—Deeming it a duty to the officers and men who served with me in the late war, to place on record a brief account of the operations they performed, I have the honor to request all commanders of battalions, battalions, brigades, divisions and corps to forward to me, without delay, reports of all battles in which they were engaged, under my direction.
This will begin with the company of Virginia cavalry which first came under the command of Col. J. R. MORGAN, at Yorktown, in May, 1861, and pass through the successive gradations of command to the period of the surrender of the late Confederate army.
I would also request the commander of each separate organization to send, with his report, his photograph, and the photograph of any one of his commanders killed in action, together with such facts relating to his career and death, as may be interesting.
All officers who served upon my staff are requested to furnish me with their photographs and reports of their labors and observations.
The following is regarded as the best form to embody the most important facts:

Rank. Name. Date of action. Position on field. Troops on right. Troops on left. Troops in front and rear. With diagram. Number of officers and men present. Names all killed. Names all wounded. Number missing. Captures of officers, men, arms and flags. Losses of officers, men, arms and flags. The battery, battalion, brigade and division commanders, who were under my direct command at the battle, should be particularly desired to send me reports of the parts they bore.
The officers who were thus associated with me are to be forwarded to the Adjutant-General of the War Department, at St. Louis, to the Rio Grande, and I must, through appeal to the newspaper press to assist me in accomplishing my undertaking by publishing this circular.
It is not my intention to attempt to write a history of the war. My object is simply to collate facts with regard to military operations.
It will remain for the historian, who shall appear to draw a truthful picture of the conflict and inspire the youth with which I was somewhat connected, to assign to the facts embraced in these memorials their proper place and just significance.
I wish to devote the time I can spare from my business to relate, with the directness and brevity of a soldier, what I saw on many battle-fields and arduous campaigns, and the part my comrades performed.
Respectfully,
J. R. MORGAN.

The New York Tribune, after discussing the unnecessary delay in the trial of Mr. Davis, adds:
The upshot of all this is, that the prisoner is not tried, nor likely to be; and that, if tried, he is morally certain to be convicted; if convicted, not to be punished. There are still many persons who would like to have him executed; but there is not one intelligent man on earth who would faintly notion that he ever will be. For though governments sometimes inflict capital punishment on conspicuous rebels, they never, at least in modern times, execute after their rebellion was suppressed. Austria, in 1849, put to death thirteen of the Hungarian leaders betrayed into her hands by the mercenary Cossacks, but she put them by drummed court-martial directly after their surrender, and had them all hanged and buried within forty-eight hours. Had she waited six months, and then executed them, she would have invoked the execrations of all Christendom.
Since it is notorious that Davis is not to be punished, why is he still kept awaiting trial which he alone seems to desire, and which he can by no means obtain? What good and is achieved by persisting in a nuisance which still serves to irritate, though it no longer appals?

ARNOLD'S SUCCESSOR IN THE L. G. CHAIR.
The Conservatives of Williamson, Maury and Lewis counties have nominated NAT. W. JONES to fill the seat lately occupied by ARNOLD in the Legislature. In an address to the people, he thus solemnly states his position:
I recognize the issue involved in the late war as practically settled—that the good men of all parties accept the results of that unfortunate civil strife, and extend to the speedy return of a substantial peace, and a restoration of our former prosperity. I believe that the great masses of the people, North and South, are honest and patriotic, and that their interests are in harmony and not in discord, and that it is only ambitious and bad men, governed solely by selfish considerations, who are desirous to keep the country distracted, and risk all the evils of another civil war.
However much I may have differed with the majority of the people of this district upon the recent grave issues, I believe them to have been honest and patriotic, and I know them to be intelligent and trustworthy. They are my own neighbors, kindred and friends. Their blood courses through my veins. I have grown up under the same auspices. Their interests are mine, and I expect to share with them whatever is the common heritage of the political family to which we belong. Entertaining these views, I am as a matter of course, in favor of peace, and of every species of legislation which is intended to distract the country and prevent that happy restoration to former conditions of peace and good will, so much desired, and the value of which cannot be overestimated.
I am an earnest friend and supporter of the President, and desire the success of the policy adopted by him to heal the wounds inflicted upon the negro country by the recent civil war.
III. I am opposed to negro suffrage. This Government is that of the white man, by whom it should be administered. Negro suffrage in Tennessee would involve the immigration of the colored people here, and the emigration of the white man away; and I can not consent to any policy that will drive the white man from his home to make way for the negro, and in this radical policy.

IV. I am opposed to all measures that tend to bring the race into political and social equality. It is unjust and dangerous to both.
V. I shall advocate such measures as shall promote local wealth and prosperity; and in this general pledge, I recognize the first step in its redemption, to be a reduction of taxes. Our people are groaning under the weight of taxes, uncommensurate; and if the measures adopted by our present rulers in the State, are continued, in favor of taxes will be increased. Economy in the public expenditures—reduction in taxes—the reduction of public and military—no negro suffrage—no confiscation—no more war; but a reunited Union, are the pledges I submit for your approval and endorsement. Fellow-citizens, will you require my assent to be equally as explicit?

Respectfully,
NAT. W. JONES.
RECEIVED OF A STRANGER FOR VIOLATION OF THE INTERNAL REVENUE LAW.—The Commissioner of Internal Revenue was yesterday notified by telegraph of the seizure of the steamer "Arkansas" at Little Rock, Arkansas, by the Collector of the Second District of that State, for violation of amended internal revenue laws relative to the removal of coal from the collection districts before the payment of the tax. This is the first seizure of the kind that has ever been made.—National Intelligencer.

RAILROADS. BANKS.

Nashville and Decatur Railway.
Great Central—All Rail Route
Between
Memphis, Mobile, New Orleans, and all intermediate points.
The Nashville and Decatur Railroad has made arrangements with the Memphis and Charleston Railroad Company by which passengers go through to Memphis without change of cars; only one change between Mobile and New Orleans.
By any other route there are two.
A Special Sleeping Car is Attached to the Train at Nashville, which runs through to Corinth.

Through Express Train Leaves Nashville Daily at 8:00 A. M. Arrives at Memphis at 2:30 P. M. Arrives at New Orleans at 8:00 P. M. Leaves Memphis at 6:00 P. M. Arrives at Nashville at 1:30 P. M. Connects with all afternoon trains from Nashville.
Connects at Nashville with Louisville and Nashville Railroad, for all points East and North, and with Nashville and Chattanooga Railroad, for all points on that line.
Time from Nashville to Memphis, 10 1/2 hours. Memphis to New Orleans, 10 1/2 hours. New Orleans to Memphis, 10 1/2 hours. Memphis to Nashville, 10 1/2 hours.
Huntsville Express Train Daily, except Sundays.
Leaves Nashville at 8:45 A. M. Arrives at Huntsville at 1:30 P. M. Arrives at Nashville at 6:45 P. M. Connects with all afternoon trains from Nashville.
Columbia Accommodation, Daily, except Sundays.
Leaves Nashville at 8:00 P. M. Arrives at Columbia at 2:30 P. M. Arrives at Nashville at 7:15 A. M.

FARE AS LOW AS BY ANY OTHER ROUTE.
For Through Tickets and other information, please apply at the office of the Nashville City Transfer Company, Southwest corner of Sumner and Church streets and at the Broad Street Depot, Nashville, Tennessee.
J. R. VAN DYKE, General Superintendent.

LOUISVILLE & NASHVILLE RAILROAD.

QUICK TIME TO ST. LOUIS, CHICAGO, CINCINNATI, AND THE EAST.
Two Daily Through Trains, Making Direct Connections at Louisville for the East, West and South.
COMMENCING AUGUST 28TH, 1866.
Trains will run as follows:
No. 1. No. 2. No. 3. No. 4. No. 5. No. 6. No. 7. No. 8. No. 9. No. 10. No. 11. No. 12. No. 13. No. 14. No. 15. No. 16. No. 17. No. 18. No. 19. No. 20. No. 21. No. 22. No. 23. No. 24. No. 25. No. 26. No. 27. No. 28. No. 29. No. 30. No. 31. No. 32. No. 33. No. 34. No. 35. No. 36. No. 37. No. 38. No. 39. No. 40. No. 41. No. 42. No. 43. No. 44. No. 45. No. 46. No. 47. No. 48. No. 49. No. 50. No. 51. No. 52. No. 53. No. 54. No. 55. No. 56. No. 57. No. 58. No. 59. No. 60. No. 61. No. 62. No. 63. No. 64. No. 65. No. 66. No. 67. No. 68. No. 69. No. 70. No. 71. No. 72. No. 73. No. 74. No. 75. No. 76. No. 77. No. 78. No. 79. No. 80. No. 81. No. 82. No. 83. No. 84. No. 85. No. 86. No. 87. No. 88. No. 89. No. 90. No. 91. No. 92. No. 93. No. 94. No. 95. No. 96. No. 97. No. 98. No. 99. No. 100. No. 101. No. 102. No. 103. No. 104. No. 105. No. 106. No. 107. No. 108. No. 109. No. 110. No. 111. No. 112. No. 113. No. 114. No. 115. No. 116. No. 117. No. 118. No. 119. No. 120. No. 121. No. 122. No. 123. 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No. 901. No. 902. No. 903. No. 904. No. 905. No. 906. No. 907. No. 908. No. 909. No. 910. No. 911. No. 912. No. 913. No. 914. No. 915. No. 916. No. 917. No. 918. No. 919. No. 920. No. 921. No. 922. No. 923. No. 924. No. 925. No. 926. No. 927. No. 928. No. 929. No. 930. No. 931. No. 932. No. 933. No. 934. No. 935. No. 936. No. 937. No. 938. No. 939. No. 940. No. 941. No. 942. No. 943. No. 944. No. 945. No. 946. No. 947. No. 948. No. 949. No. 950. No. 951. No. 952. No. 953. No. 954. No. 955. No. 956. No. 957. No. 958. No. 959. No. 960. No. 961. No. 962. No. 963. No. 964. No. 965. No. 966. No. 967. No. 968. No. 969. No. 970. No. 971. No. 972. No. 973. No. 974. No. 975. No. 976. No. 977. No. 978. No. 979. No. 980. No. 981. No. 982. No. 983. No. 984. No. 985. No. 986. No. 987. No. 988. No. 989. No. 990. No. 991. No. 992. No. 993. No. 994. No. 995. No. 996. No. 997. No. 998. No. 999. No. 1000.

Edgfield and Kentucky RAILWAY.
THROUGH TO MEMPHIS IN Fourteen Hours.
QUICK TIME FOR Clarksville, Paris, Humboldt, Memphis, New Orleans, AND ALL POINTS SOUTH.
ON AND AFTER MONDAY, the 13th day of August, this road will run DAILY TRAINS, connecting between Memphis Junction, connecting between Memphis and Louisville Railroad line, and all points South and North.
Time Table.
Leaves Nashville at 1:30 P. M. Arrives at Memphis Junction at 4:30 P. M. Arrives at Memphis Junction at 1:10 A. M.
Passenger advantages over all other routes in many respects. It is much shorter, and the time made much the QUICKEST EVER MADE FROM NASHVILLE TO MEMPHIS.
BOYD M. CREATHAM, Gen'l Sup't, E. & K. R. R.

Nashville and Chattanooga RAILWAY.
CHANGE OF TIME.
OFFICE OF GENERAL SUPERINTENDENT, N. & C. R. R., Nashville, Tenn., August 14, 1866.
ON AND AFTER WEDNESDAY, AUGUST 15TH, 1866, and further notice, Passenger trains will run as follows:
Nashville and Chattanooga Line.
Leaves Nashville at 8:00 A. M. Arrives at Chattanooga at 1:30 P. M. Arrives at Nashville at 6:00 P. M. Arrives at Chattanooga at 1:30 P. M. Arrives at Nashville at 6:00 P. M.
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