The Norfolk Post.

VOLUME I. NORFOLK, VA., THURSDAY, DECEMBER 28, 1865. NUMBER 161.

THE NORFOLK POST
Published EVERY MORNING (Sunday's Excepted) at
No. 18 ROANOKE SQUARE,
NORFOLK, VA.,
and sold to Dealers and News Boys at
THREE DOLLARS PER HUNDRED
or sent to subscribers by mail at the rate of
TEN DOLLARS PER YEAR
payable in advance. Single copies, at the counter, FIVE CENTS.

Residents in the city of Norfolk or Portsmouth, desiring the paper left regularly at their houses or places of business, will be served by a carrier, by leaving the name and address at the counting-room of the publication office. They will settle with the carrier weekly for the same.

TERMS OF ADVERTISING.

THE NORFOLK POST

Offers the best terms to ADVERTISERS, and its prices will always correspond with the general advertising rates of other cities.

TWELVE LINES or less will constitute a square.

For a single insertion per square ONE DOLLAR will be charged, and for each subsequent insertion TWENTY FIVE CENTS.

Merchants, Auctioneers and all others who advertise regularly, and occupy one-fourth of a column or more, can make special terms, and will receive a liberal deduction.

Business Cards, FIVE DOLLARS per month or FIFTY DOLLARS per year.

All transient advertisements payable in advance—all others monthly.

TRAVELERS' GUIDE.

IMPORTANT TO TRAVELLERS
AND SHIPPERS.

THE OLD AND ESTABLISHED
BALTIMORE STEAM PACKET CO.,
Carrying the
UNITED STATES MAIL,
and
ADAMS' EXPRESS FREIGHT,
So well and favorably known to the Traveling Public as the
OLD BAY LINE,
Are now Running their magnificent, safe and commodious Steamers,
THOMAS KELSO,
CAPT. GEO. W. RUSSELL;
ADELAIDE,
CAPT. JAMES CANNON;

The THOMAS KELSO was built for, and is expressly adapted to, the Bay Route, and excels in the splendor of her outfit any steamer now plying these waters. She is provided with Hot and Cold Baths, and all modern convenience.

The ADELAIDE has been recently rebuilt and refurnished throughout. Her accommodations are of a superior order. She is so well known that further comment is unnecessary.

These Steamers leave the Company's Wharf, on Wide-Water street, opposite the Atlantic Iron Works, Norfolk, DAILY, at 3½ o'clock, and High Street Wharf, Portsmouth at 4 o'clock, P. M., SUNDAYS EXCEPTED, touching at Old Point.

Passengers by this Line arrive in Baltimore in time to connect with the early trains to Washington and all points North and West.

Baggage checked to all points, and passengers and baggage conveyed to the depots free of charge.

The Wharf of the Company has been put in excellent order, and is fitted expressly for the protection of freight and other accommodation of Shippers.

Freight taken at low rates and promptly delivered.

For further information inquire of D. C. BALL, Agent, Portsmouth, or to the Purser of the Steamers.

THOS. H. WEBB, Agent.
Norfolk, Va.
Norfolk, December 12, 1865. dec12—tf

BALTIMORE STEAM PACKET COMPANY.
STEAMER "EOLUS,"
FROM
NORFOLK AND PORTSMOUTH TO FORT MONROE, EASTERN SHORE, MATHEWS COUNTY, GLOUCESTER AND YORKTOWN.
CARRYING THE UNITED STATES MAIL.
The New and Fast Steamer
"EOLUS," Captain P. McCarrick,
commenced her regular trips to the above-named places on the 9th SEPTEMBER.

This Steamer will leave the Company's Wharf, on Wide Water street, opposite the Atlantic Iron Works, Norfolk, at 6½ o'clock, a. m. (touching at Portsmouth and the Government Wharf, Town Point), every
MONDAY, WEDNESDAY AND FRIDAY,
for Cherrystone—every
TUESDAY, THURSDAY AND SATURDAY,
for Mathews and Gloucester counties and Yorktown, touching at Old Point, going and returning each trip.

This Steamer connects with the Baltimore Steam Packet Company's Steamers "THOS. KELSO" and "ADELAIDE," for Baltimore, and all points North and West. Through tickets sold on this Steamer for Baltimore and her connections.

This Steamer is especially adapted to the service in which she is engaged, being very Fast, having Fine Accommodations, and is noted as an excellent Sea Boat, and will make her trips regardless of the weather.

For freight or passage, apply to D. C. BALL, Agent, Portsmouth, or to the Purser of the Steamer.

All freight must be prepaid.

THOS. H. WEBB, Agent.
Norfolk, December 12, 1865. dec12—tf

FOR
RIO DE JANEIRO.
CALLING AT
ST. THOMAS,
PARA,
PERNAMBUCO
and BAHIA.

the United States and Brazil Mail Steamship Company will dispatch regularly,
ON THE 29TH OF EVERY MONTH,
A NEW AND FIRST-CLASS
STEAMSHIP,
To leave at 3 o'clock, P. M., from Pier 43 North River.

All letters have to pass through the Postoffice.

An experienced Surgeon will be in attendance on board.

For freight and passage, having splendid accommodations, apply to THOMAS ASCENCIO & CO., No. 17 Broadway, New York.
oct26—3m

ATLANTIC COAST MAIL
STEAMSHIP LINE
FOR NEW YORK!
THE NEW AND FIRST CLASS SIDE-WHEEL STEAMSHIPS
HATTERAS AND ALBEMARLE.
Leave Norfolk for New York as follows:
HATTERAS, CAPT'N LEWIS PARISH,
Will leave Dickson's Wharf every WEDNESDAY at 8 o'clock, A. M.
ALBEMARLE, CAPT. H. A. BOURNE,
Will leave Dickinson's Wharf every SUNDAY at 8 o'clock, A. M.

Passengers by this line will be only one night at sea. Returning, these Ships leave New York every
WEDNESDAY and SATURDAY,
at 12 M., from Pier No. 36, North River.

These Ships have superior accommodations for passengers and freight.

The undersigned having been appointed Agent for the above Line, respectfully solicits the patronage of his friends and the public, assuring them that he will use his best endeavors to give satisfaction to his patrons, which, from a long experience in this business, he feels confident he can do.

For Freight or Passage, apply to me at Dickson's Wharf
S. C. ELLIOTT.

Agents in New York, Messrs. LIVINGSTON, FOX & CO., 141 Broadway. oct21—tf

FOR PHILADELPHIA.
RICHMOND AND NORFOLK STEAM PACKET COMPANY—SEMI-WEEKLY.
THIS LINE IS COMPOSED OF THE
SWIFT, FIRST-CLASS STEAMERS
VIRGINIA,
(CAPTAIN SNYDER;)
MAY FLOWER,
(CAPTAIN J. ROBINSON;)
CLAYMONT,
(CAPTAIN E. ROBINSON;)
And one of them will leave Higgins' Wharf, Norfolk every TUESDAY and SATURDAY, forming a Semi Weekly Line of fast and reliable Steamers, with good passenger accommodations and plenty of freight room.

For freight (which will be taken at low rates, or passage), apply to
THOS. P. CROWELL & CO., Agents,
Higgins' Wharf, or No. 6 Campbell's Wharf,
Norfolk, Va.

☞ One of these Steamers leaves Philadelphia every WEDNESDAY and SATURDAY for Norfolk.
aug26—tf

HARNDEN EXPRESS.
OFFICE, NO. 6 ROANOKE SQUARE.
SAFE, RELIABLE,
COURTEOUS, PROMPT.
Owing to the facilities offered us by the
NEW LINE OF STEAMERS,
and our connection with all the
RELIABLE EXPRESS COMPANIES
IN THE UNITED STATE
EAST, WEST, NORTH and SOUTH,
We are prepared to forward
FREIGHT, MONEY, and VALUABLE PACKAGES, &c. at lower rates than ever offered the public before.

NOTES, DRAFTS and BILLS for COLLECTION made on all acceptable POINS, and RETURNS PROMPTLY DELIVERED.

SHIPPERS in NORFOLK and PORTSMOUTH will find it to their advantage to give us a call before engaging their freight by any other Express.

Freight delivered in Portsmouth without extra charge. For further particulars apply at the Office, No. 6 Roanoke square.

Express closes for the North 2.45 P. M.
" " " South 6.30 "
oct11—tf F. R. HILL, Agent.

H. P. WORCESTER & CO.,
GENERAL COMMISSION
AND
Forwarding Merchants,
NO. 12 CAMPBELL WHARF.
HENRY P. WORCESTER, C. LITTLETON UPSHUR

TRAVELERS' GUIDE.

NOTICE.
NORFOLK AND RICHMOND STEAMERS.
On and after
TUESDAY Dec. 5th
The steamers
M. MARTIN
AND
CITY OF RICHMOND,
Will leave from the wharf at the foot of Roanoke and Market Squares, for RICHMOND daily, "SUNDAYS excepted," at 6½ A. M., until further notice.
dec 4—tf

NEW LINE STEAMERS.
FOR OLD POINT AND BALTIMORE.
CARRYING
THE NATIONAL AND HARNDEN'S EXPRESS FREIGHT.
The new and elegant Steamers,
GEO. LEARY (Captain Blakeman),
JAMES T. BRADY (Captain Landis),
DICTATOR, (Capt. Mulligan,)
Leave Norfolk for Baltimore, DAILY, (Sundays excepted) at 3½ o'clock, P. M.

Through Tickets sold for all principal cities North and West. Passengers and baggage transferred from boat to cars free of charge.

Fare to Baltimore $4 00
" " " and return 6 00

The Superior Accommodations
offered by the
NEW LINE STEAMERS
are well known by the traveling public. The Steamers are all NEW, constructed with great regard to speed, comfort and safety, and are commanded by experienced, courteous and attentive officers. Their superior speed enables them to make sure connections with all trains, thereby causing no delay at either end of the route to travelers.

The Fare has been reduced by the general solicitation of the traveling public, to whom we feel grateful for their very liberal patronage, which, we trust, by a just course, to continue to merit.

N. B.—Passengers and baggage transferred to and from Portsmouth free of charge.

Leave Norfolk from wharf foot of Roanoke and Market Squares. H. V. TOMPKINS, Agent.
oct27—tf

PEOPLE'S LINE FOR NEWBERN
AND THE
INTERIOR OF NORTH CAROLINA!
CARRYING THE UNITED STATES MAIL.
The Only and Entirely New Route.
The Steamers of this line will leave mail wharf, Norfolk for Newbern, on the arrival of the boats from Baltimore on Tuesdays, Thursdays and Saturdays.

Returning, will leave Newbern Tuesdays, Thursday, and Saturdays, connecting with railways for Goldsborough, Raleigh, Weldon, Beaufort, Morehead City and Wilmington.

The various lines of Railways are nearly all completed in the State of North Carolina, and passengers will have little or no difficulty in reaching their destination on any of the lines of Railway.

The boats are of the first class, and commanded by men of experience, who will see no pains spared to make passengers comfortable.

Being entirely an Inland Route, it will be found far more pleasant than by a sea route.

☞ Freight taken at Low Rates.

For further information, apply to
W. C. EDWARDS,
Roanoke Island, N. C.
GEO. OLNEY, Newbern, N. C. jy 1—tf

FOR BOSTON.
Freight of every description will be received at the wharf of the
OLD NORFOLK AND BALTIMORE
STEAMBOAT COMPANY
for Boston and other Eastern cities.

The goods will be taken to Baltimore by the OLD BAY LINE, and thence to Boston by the Steamships of the
BALTIMORE AND BOSTON LINE.

Through Tickets will be given accordingly, on as reasonable terms as heretofore, and the goods will have greater despatch. For freight or passage apply to
JAMES PATTEN, Agent,
dec16—tf Norfolk, Va.

PACIFIC MAIL STEAMSHIP
COMPANY'S THROUGH LINE
TO CALIFORNIA,
TOUCHING AT MEXICAN PORTS,
AND
CARRYING THE UNITED STATES MAIL,
Leave Pier No. 43 North River, foot of Canal street, at 12 o'clock noon, on the 1st, 11th and 21st of every month (except when those dates fall on Sunday, and then on the preceding SATURDAY), for ASPINWALL, connecting, via Panama Railway, with one of the Company's Steamship's from Panama for SAN FRANCISCO, touching at ACAPULCO.

DECEMBER 30TH,
HENRY CHAUNCEY,
CAPTAIN GRAY;
connecting with
SACRAMENTO.
CAPTAIN CAVERLY.
11TH, JANUARY,
ATLANTIC,
CAPTAIN MAURY;
connecting with
GOLDEN AGE,
CAPTAIN ————.
20TH,
NEW YORK,
CAPTAIN HORNER;
connecting with
CONSTITUTION,
CAPTAIN FARNSWORTH.

Departures of 1st and 21st connect at Panama with Steamers for SOUTH PACIFIC PORTS. Those of 1st touch at MANZANILLO.

THROUGH PASSAGE RATES IN CURRENCY.
First Cabin, $300; Second do., $200; Steerage $100

A discount of ONE QUARTER from steamers' rates allowed to second cabin and steerage passengers with families. Also, an allowance of ONE QUARTER on through rates to clergymen and their families, and school teachers; soldiers having honorable discharges, HALF FARE.

One Hundred Pounds Baggage allowed each adult. Baggage masters accompany baggage through, and attend to ladies and children without male protectors. Baggage received on the dock the day before sailing, from steamboats, railroads, and passengers who prefer to send down early.

An experienced Surgeon on board. Medicines and attendance free.

A Steamer will be placed on the Line January 1st, 1866, to run from NEW ORLEANS to ASPINWALL, via HAVANA.

For Passage Tickets or further information, apply at the Company's Ticket Office, on the Wharf, FOOT OF CANAL STREET, NORTH RIVER, NEW YORK.
dec2—3m F. W. G. BELLOWS, Agent.

NOTICE.
On and after the 29th INSTANT, the Steamers of the Baltimore Steam Packet Company,
OLD BAY LINE,
will leave the Company's Wharf on East Wide-Water street, opposite the Atlantic Iron Works, Daily, for
BALTIMORE,
OLD POINT,
CHERRYSTONE,
MATHEWS,
GLOUCESTER and
YORKTOWN.
T. H. WEBB, Agent.
Norfolk, November 28, 1865. nov28—tf

ADAMS' EXPRESS COMPANY.—
OFFICE NO. 54 CHURCH STREET,
(THEATRE BUILDING.)
FREIGHT, MONEY, and VALUABLES forwarded with care and despatch to all parts of the United States.

BILLS, DRAFTS, &c., collected, and prompt returns made.

Our wagons call in any part of Norfolk and Portsmouth for goods to be forwarded: and will deliver without extra charge, all goods that arrive by Express.

Express going North closes at 2.30 P. M.—going South, at 6 P. M
sept6-tf. J. H. RIGNEY, Agent

MISCELLANEOUS.

WRIGHT, CARTER & CO.,
GENERAL SOUTHERN LAND AGENCY,
No. 62 BROADWAY
NEW YORK,

Negotiate LOANS for FARMERS and PLANTERS; also for ASSOCIATIONS, CORPORATIONS and COMPANIES, and partnerships for the cultivation of COTTON, SUGAR, RICE and all SOUTHERN PRODUCTS; also for the LUMBER and TURPENTINE business.

Procure WHITE LABOR, native or foreign, to supply special demand. Orders are solicited.

Organize Associations for the development of MINING and MANUFACTURING interests and the SETTLEMENT of SOUTHERN LANDS.

Purchase and forward MACHINERY, IMPLEMENTS, SUPPLIES, &c., for FARMERS, PLANTERS and MINERS.

Give careful attention to the collection and securing of debts, and the adjustment and settlement of claims of every description.

Their correspondents and associates are men of the highest professional ability, business capacity and social position in their respective localities. Their plan of business is thoroughly systematic, and all its details are carefully arranged to ensure the utmost responsibility and reliability. All business entrusted to them or their correspondents will receive prompt attention. Their compensation will consist ENTIRELY of COMMISSIONS, and charges will be moderate.

AUTHORIZED REFERENCES.
PETER COOPER Esq., New York.
A. A. LOWE, Esq., Pres. Chamber of Commerce N. Y.
JAS. COOKE, Esq., Philadelphia.
GEO. H. STUART, Esq., Philadelphia.
Messrs. FOLGER, CARTWRIGHT & CO.,
No. 22, Wide Water Street,
Agents for the city of Norfolk.
dec 4

METROPOLITAN ENTERPRISE
GREAT GIFT SALE
OF THE
NEW YORK AND PROVIDENCE
Jewelers' Association.
Capital $1,000,000
DEPOT, NO. 197 BROADWAY.

An immense stock of Pianos, Watches, Jewelry and Fancy Goods, all to be sold for ONE DOLLAR each, without regard to value, and not to be paid for till you see what you will receive.

CERTIFICATES, naming each article and its value, are placed in sealed envelopes and well mixed. One of these envelopes will be sent by mail to any address on receipt of 25 cents; five for $1; eleven $2; thirty for $5; sixty-five for $10, and one hundred for $15.

On receipt of the Certificate you will see what you are going to have, and then it is at your option to pay the dollar and take the article or not. Purchasers may thus obtain a Gold Watch, Diamond Ring, a Piano, Sewing Machine, or any set of Jewelry on our list, for $1; and in no case can they get less than One Dollar's worth, as there are no blanks.

Agents are wanted in every town in the country; every person can make $10 a day selling our Certificates in the greatest sale of Jewelry ever known.

Send 25 cents for a Certificate, which will inform you what you can obtain for $1. At the same time get our circular, containing full list and particulars; also, TERMS to AGENTS. Address
JAMES HUTCHINSON & CO.,
nov8—2m No. 197 Broadway, New York.

BURNING OF THE MUSEUM.
LETTER FROM MR. BARNUM.
NEW YORK, July 14, 1865.
Messrs. Herring & Co.:
GENTLEMEN:—Though the destruction of the American Museum has proved a serious loss to myself and the public, I am happy to verify the odd adage, that "It's an ill wind that blows nobody good," and consequently congratulate you that your well-known safes have again demonstrated their superior fire-proof qualities in an ordeal of unusual severity.

The safe you made for me some time ago was in the office of the Museum, on the second floor, back part of the building, and in the hottest of the fire.

After twenty-four hours of trial, it was found among the debris, and on opening it this day, has yielded up its contents in very good order—books, papers, policies of insurance, bank bills, all in condition for immediate use, and a noble commentary on the trustworthiness of Herring's Fire-Proof Safes.

Truly yours,
P. T. BARNUM.

HERRING'S PATENT CHAMPION SAFES
The most reliable protection from fire now known.
HERRING & CO.'S PATENT BANKERS' SAFES, with Herring & Floyd's Patent Crystalized Iron, the best security against a burglar's drill ever manufactured.
HERRING & CO.,
No. 251 Broadway, cor. Murray street, New York.
FARREL, HERRING & CO., Philadelphia.
HERRING & CO., Chicago.
☞ KNOWLS & WALFORD Agents, Richmond, Va.
oct7—tf

W. M. CLARK & CO.
BANKERS
AND
DEALERS IN
GOVERNMENT SECURITIES,
MAIN STREET, OPPOSITE BANK STREET,
Keep on hand and buy and sell, at market rates, all issues
OF
UNITED STATES BONDS,
SEVEN-THIRTY TREASURY NOTES,
COMPOUND INTEREST NOTES,
CERTIFICATES OF INDEBTEDNESS, &c.
Southern STATE BANK NOTES, BONDS and SECURITIES bought at the highest figures.
COLLECTIONS MADE ON ALL POINTS.
dec21—tf

KENT'S EAST INDIA COFFEE.
☞ EQUAL TO JAVA. ☜
☞ HALF THE PRICE. ☜
☞ GOES TWICE AS FAR. ☜
Recommended and Used by All!
CLERGYMEN, PHYSICIANS and Professional men, as the cheapest, healthiest and best beverage in the world
FOR SALE BY ALL GROCERS NORTH AND SOUTH
The Southern Trade, to which it is specially adapted supplied through the New York City Wholesale Grocers or direct from the Manufactory.
☞ READE 154 STREET ☜
NEW YORK.
RICHARD DAVIES, Proprietor,
and General Wholesale Dealer in Teas and Coffees.
dec 4—3m

BAUGH'S RAW BONE
PHOSPHATE.
The cheap and valuable
FERTILIZER,
unequalled by
PERUVIAN GUANO
as
STIMULANT
and
CROP PRODUCER,
and
WARRANTED
to be a strong and permanent benefit to the land.
Sold at manufacturers rates, $66 per ton of 2000 lbs.
M. HOWELL, Sole Agent,
India Wharf,
aug7—tf near Draw Bridge.

NEW YORK PIANO FORTES.
ERNEST GABLER,
MANUFACTURER OF
NEW SCALE FIRST-CLASS
PIANO FORTES,
FACTORY 122, 124 AND 126 EAST 22d STREET,
Respectfully announces that his Large New Factory is now completed, fully organized, and in successful operation, by means of which he has greatly increased his manufacturing facilities. He will therefore be able henceforward to turn out 35 Pianos per week, to supply orders promptly, without that inconvenient delay to which Dealers and Purchasers have been subjected, from the fact that for more than two years past he has been continually a hundred instruments behind orders. A full assortment at all times may be found at his Manufactory and Warerooms in New York City. Every instrument fully warranted. Retail Warerooms, 743 Broadway.
nov11—3m

MISCELLANEOUS.

THE NEW YORK TIMES.
ENLARGEMENT of the
DAILY,
SEMI-WEEKLY and
WEEKLY TIMES.
THE LARGEST AND CHEAPEST NEWSPAPER
IN
THE UNITED STATES.
The
NEW YORK TIMES
has been enlarged to the size of the
LONDON TIMES.

Each number contains EIGHT pages of SEVEN columns each—or FIFTY-SIX columns in all—making it the largest newspaper in the United States.

The TIMES will contain regularly

FULL CONGRESSIONAL REPORTS.

REPORTS OF THE LEGISLATURE.

MESSAGES AND PUBLIC DOCUMENTS.

REPORTS OF COURTS AND PUBLIC MEETINGS.

EUROPEAN NEWS IN FULL.

FOREIGN AND DOMESTIC CORRESPONDENCE.

NEWS FROM ALL PARTS OF THE WORLD.

POLITICAL AND GENERAL EDITORIALS.

LITERARY NEWS, SELECTIONS AND MISCELLANY.

Everything possible will be done to make the TIMES the most valuable and interesting Family Newspaper in the United States. Its price will remain unchanged, in spite of the fact that its size and contents have been increased one-fourth.

The following are the prices of the several editions, payable in all cases in advance:

The DAILY TIMES, per annum	$10
The DAILY TIMES (Sunday Ed. included)	12
The SEMI-WEEKLY TIMES, one year	3
The WEEKLY TIMES, one year	2

These prices are invariable. Club rates are discontinued. We have no traveling agents. Remit in Checks or Postoffice Money orders if possible.

ADDRESS
H. J. RAYMOND & CO.,
dec25—tf Times Office, New York.

NEW YORK AND VIRGINIA
STEAMSHIP COMPANY,
THE
OLD LINE,
FOR
NEW YORK.
The New and Elegant Side-Wheel Steamships,
NIAGARA,
GEORGE W. COUCH, COMMANDER,
and
SARATOGA,
A. L. KING, COMMANDER,
Leave Norfolk for New York every
WEDNESDAY and SUNDAY, at 8 o'clock, A. M.
Returning they will leave New York every
WEDNESDAY and SATURDAY, at 3 o'clock, P. M.

For expedition and security this route, as past experience has proven, will be found the best in every respect.

In the construction of these Steamers SPECIAL attention has been paid to the finish and comfort of the Saloons and State-Rooms, in order to induce travel by them.

Passengers can secure their Tickets and State-Rooms before the arrival of the ships by applying to the Agents.

When ordering goods from New York, the patrons of the line are requested to order by the "OLD LINE," New York and Virginia Steamship Company, Pier 21, North River.

Freight taken at low rates.
J. M. SMITH & BROTHER,
dec22—tf Agents, Town Point, Norfolk.

GO TO THE
"TIP TOP"
WINE AND LIQUOR STORE
AND BUY YOUR
CHRISTMAS SUPPLIES.
TIP TOP WHISKIES,
BRANDIES,
RUM,
GIN,
AND EVERY ARTICLE IN THE LINE
OF THE
BEST, AT FAIR PRICES.
Under the Atlantic Hotel
dec23—tf

TAYLOR, ZEERLEDER & CO.,
GENERAL COMMISSION
MERCHANTS
AND
SHIP-BROKERS;
TOBACCO WAREHOUSE,
ON TOWN POINT, NORFOLK, VIRGINIA.
CONSIGNMENTS SOLICITED.
☞ We are prepared to store and forward Merchandise of all descriptions. sep13—tf

NOTICE.
On and after this date the freight on all Goods, Wares, Merchandise, &c., shipped by the Baltimore Steam Packet Company's Steamers to Norfolk, Old Point, City Point and Richmond, can be made payable at destination, if the shippers or owners desire it.
aug 2—tf THOS. H. WEBB, Agent.
Old Dominion copy.

FOR RENT.
Furnished Rooms for Rent—Chamber and Parlor—suitable for a gentleman and wife, or two single gentlemen, in a central and pleasant locality, with or without board. Apply at No. 46 Bermuda street. dec26—1w

The Norfolk Post.
THURSDAY, DECEMBER 28, 1865.

A RARE BIT OF LAUGHABLE INGENUITY ON TYPOGRAPHICAL ERRORS.

Ah! here it is! I'm famous now—
An author and a poet!
It really is in print! ye gods!
How proud I'll be to show it!
And gentle Annie! What a thrill
Will animate her breast;
To read these ardent lines and know
To whom they are addressed.

Why, bless my soul!—here's something strange;
What can the paper mean
By talking of the "graceful brooks
That gander o'er the green."
And here's a T instead of R,
Which makes it "tippling rill;"
"We'll seek the shad," instead of "shade,"
And "hell" instead of "hill."

"They look so"—what! I recollect,
"Twas "sweet" and then 'twas "kind,"
And now to think the stupid fool
For "bland" has printed "blind."
Was ever such provoking work—
'Tis curious, by the by,
How anything is rendered "blind"
By giving it an eye.

"Hast thou no tears," the t's left out,
"Hast thou no ears," instead;
"I hope that thou art dear," is put
"I hope that thou art dead."
Who ever saw in such a space
So many blunders crammed?
"Those gentle eyes bedimmed," is spelt
"Those gentle eyes bedamned."

"The color of the rose" is "nose,"
"Affection" is "affliction;"
I wonder if the likeness holds
In fact as well as fiction.
"Thou art a friend," the R is gone,
Who ever would have deemed
That such a trifling thing could change
A "friend" into a "fiend."

"Thou art the same" is rendered lame!"
It really is too bad;
And here, because an I is out,
My "lovely maid" is "mad."
They drove her blind by poking in
An eye—a process new;
And now they've gouged it out again,
And made her crazy, too.

"Where are the muses fled, that thou
Shouldst live so long unsung?"
Thus read my vision—here it is—
"Shouldst live so long unhung."
"The fate of woman's love is thine,"
And H commences "fate;"
How small a circumstance will turn
A woman's love to hate.

I'll read no more! What shall I do!
I'll never dare to send it!
The paper's scattered far and wide—
'Tis now too late to mend it.
Oh, Fame! thou cheat of human bliss!
Why did I ever write!
I wish my poem had been burnt
Before it saw the light.

Let's stop and recapitulate—
I've d'm'd her eyes, that's plain;
I've told her she's a lunatic,
And blind, and deaf, and lame.
Was ever such a horrid hash
In poetry or in prose?
I've said she was a fiend, and praised
The color of her nose.

I wish I had that editor
About a half a minute:
I'd BANG him to his heart's content,
And with an R begin it.
I'd JAM his body, eyes and bones,
And spell it with a D,
And send him to that hill of his,
He spells it with an A.

WILL THE NEGROES WORK?

The last number of the London *Economist* at hand contains an article on the subject of colored labor, in which some very striking views are expressed. As this is now the vital question at the South, we give the following extract for the careful consideration of the southern people:

"The one necessity essential to the development of new sources of prosperity is the arrangement of some industrial system under which very large bodies of dark laborers will work willingly under a very few European supervisors. It is not only individual labor which is required, but organized labor, labor so scientifically arranged that the maximum of result shall be obtained at a minimum of cost; that immense sudden efforts, such as are required in tunnel cutting, cotton picking, and many other operations, shall be possible without strikes or quarrels; and that, above all, there shall be no unnatural addition to the price of labor in the shape of bribes to the workmen to obey orders naturally repulsive to their prejudices. All these ends were secured, it must freely be acknowledged, by slavery. For the mere execution of great works cheaply, no organization could be equal to that which placed the skilful European at the top, and made him despotic master of the half-skilled black or copper-colored laborer below. The slaves obtained only food, could not strike, and were not liable to those accidental temptations to desert work, which so frequently impede great operations both in India and Egypt. The relation was almost as perfect as that of brain and hand, except that the brain will never voluntarily put the hand to torture. Slavery, however, involves besides this organization which is beneficial, moral and social consequences which are not beneficial, which are so injurious that civilization, after a protracted struggle with its own interests and prejudices, has resolved to discard slavery from its working system. A new organization, therefore, must be commenced, and the only one as yet found to work effectively is, as might have been expected, one based upon perfect freedom and mutual self-interest. Half-slavery, that is, slavery minus its immoral incidents, such as the separation of families and denial of education, does not work. It has been tried in every country under the sun in the shape of convict labor; in India in the form of statute, or as it is there called "impressed" labor; and in Egypt upon a splendid scale as "force" labor under European chiefs, and it does not anywhere pay well. The dislike caused by the sense of compulsion produces too much laziness, too much cheating, too many revolts, and too many deaths to be profitable to the state which employs it, even in the pecuniary sense. To be profitable, the compulsion must be carried out logically to its last point, the laborers being treated in all respects simply as valuable cattle. Short of that demoralizing condition there is no half-way position to be occupied by labor in which compulsion does not cost to the nation—of course not necessarily to the individual—more than it is worth."

We notice that all through the South the opinion is universally held that the negro will not work except upon compulsion; and hence the reorganization of labor contemplated by South Carolina and other States involves the application of force as a final resort in the event of the negro becoming lazy or intractable. This is natural enough in a community educated by the practices of slavery, and it may be that the South will prove an exception to every other place on earth, and half-coercion may prove effective. It was tried in Jamaica, but with most deplorable results, as the history of that island proves. The *Economist* adds:

"If, however, complete freedom is to be the principle adopted, it is clear that the dark races must, in some way or other, be induced to obey white men willingly. Without at all affirming or denying any proposition as to the comparative powers of the two colors—a question which will probably never be settled—it is quite certain that for the next hundred years the average black will not catch up with the average white; that for that space of time white leadership will save time, power and money. Fortunately for the world there is no mental reluctance to accept that leadership. Some dark races, such as the Bengalees, honestly prefer it, as less worrying than their own habit of indecision—others, as the Chinese, recognize its superior efficacy—others, as the Africans, accept it as a sort of natural law. They will follow the white unless deterred by some injustice, or failure in honesty, or conduct which they consider, often very foolishly, to humiliate them. To remove the chance of such deterrents should therefore be the object of all wise legislators, and the easiest mode of removing them is to enforce justice. It need not be justice according to English ideas, which are very lenient, and in respect to some offences are, according to the ideas of colored men, over lax, but it must be substantial justice. An Asiatic, for example, does not deny the justice of allowing his employer to fine him as an Englishman would, but insists that before he is fined he shall have committed a fault which he previously knew would be so punished. An African is not irritated because larceny is punished with flogging, though an Asiatic is, but he wants a fair hearing first."

We hope our southern friends will think this matter over before enacting labor-laws such as those proposed in the South Carolina legislature. By so doing, they will give free labor a fair trial and will save us all an angry political agitation which forced labor-laws would be sure to provoke. *World.*

MEXICO.

WEITZEL AND MAJIA AGAIN.

We have endeavored to keep our readers informed of all events transpiring on the Rio Grande; also, in regard to the military contest in Mexico. The following correspondence between the respective commanders on the American and Mexican side of the Rio Grande is in continuation of that previously published in the *Post.*

GENERAL MAJIA TO GENERAL WEITZEL.
IMPERIAL MEXICAN ARMY, MATAMORAS, Dec. 1, 1865.

GENERAL—In answer to your communication of October 24, I will state that I have taken the necessary information in regard to the detention of the individuals whom you ask me to set at liberty.

In none of the edifices which serve as prisons in this city of Matamoros can there be found the persons of James McElrath, Bartly Quinn or James Smith. But under the jurisdiction of the Court Martial are detained Richard Crawford or Cranford, Carter Smith and Joseph King, American soldiers, who deserted from your command on the 16th of September last and were taken prisoners in the neighborhood of Matamoros on the next day, the 17th, in a skirmish which took place between a few of my soldiers and one of Cortina's bands.

It is, therefore, impossible for me to set them at liberty.

It is true that a few men of color, of American origin, were employed on the public works or fortifications; but this labor was freely given, and they were paid one dollar each day.

You see that neither the laws nor the treaties have been violated.

It is also certain that during the last operation in this city several negroes and former United States soldiers were arrested, but they were afterwards liberated. Still the presence of individuals of this class in the enemy's lines, the projectiles of American manufacture which were thrown over Matamoros, and the passing of Escobedo's artillery indiscriminately to a from Texas on United States transports, justify in the eyes of my Government, such measures of security.

Accept, General, the assurance of my highest consideration.

THOMAS MEJIA, General Commanding, &c.

To Major General WEITZEL, Commanding Western District of Texas.

GENERAL WEITZEL'S REPLY TO GENERAL MEJIA.
HEADQUARTERS, DISTRICT OF THE RIO GRANDE,
BROWNSVILLE, TEXAS, Nov. 27, 1865.

Major General Thomas Mejia, Commanding Line of the Rio Grande:—

GENERAL: In accordance with instructions from Major General P. H. Sheridan, commanding military division of the Gulf, transmitted through Major General H. G. Wright, commanding department of Texas, I hereby notify you that if any such outrages on American citizens as I complained of in my letter to you of the 24th of October last are permitted within your lines no excuses for such conduct will be accepted; that you will not be permitted to commit acts against the United States, which are no accidents, and that the government will not accept your personal apologies for your bad faith.

I am further ordered to say to you that hereafter when any garrison under your command is in a state of siege, no supplies of any kind will be permitted to be sent to such garrison from this side, General Sheridan considering that it would be less of a violation of neutrality against the legitimate authority in Mexico to send powder to such garrison.

I am further ordered to stop all intercourse with any garrison during the progress of a siege, except that which humanity shall dictate.

I am, sir, very respectfully, your obedient servant,

G. WEITZEL, Major General Commanding

The foregoing communication was returned by General Mejia, with a verbal message, to which General Weitzel returned the following.

HEADQUARTERS, DISTRICT OF THE RIO GRANDE,
BROWNSVILLE, TEXAS, Dec. 4, 1865.

Major General Thomas Mejia, Commanding Line of the Rio Grande:

GENERAL—I have the honor to acknowledge the receipt of your communication of the 1st instant, in reply to my communication of the 24th October last.

The three men that cannot now be found in your prisons have long ago been released. If the three men of the Twenty-third United States colored troops were captured in the lines of your enemies in arms against you, I have nothing more to say, of course. But for humanity's sake, I ask that, on their trial, your court may take into consideration their ignorance, their ignorance of your language, and the fact that officers and others from the other side induced these men to do what they did under promise of large sums of money. But three pieces of artillery have crossed and recrossed this river, and that only once, and then not on United States transports. But one of my officers, who saw the whole performance, says the guns were dismounted, the carriages taken apart, and the different parts carried over in skiffs. These were brought over to be repaired, and returned as soon as they were repaired.

As I understand you, however, you do not complain of this, nor of projectiles of American manufacture being thrown over Matamoros; but you merely mention them as facts which justified great precautionary measures on your part.

I have also received my communication of the 27th ultimo, returned to me. I must consider it unanswered, as I can receive no verbal reply to a communication written by direction of such high authority as it was.

I am, sir, very respectfully,
Your obedient servant,
G. WEITZEL, Major General Commanding.

THE ULTIMATUM TO THE SOUTH.—The Washington correspondent of the Richmond *Republic* writes on Saturday that—

As the curtains shift to disclose the second scene in our great National drama, it opens upon a scene of peace and harmony very different from the tumult, wrangling, bitterness and dissensions that characterized scene first.

Not to amplify, a ground has been discovered, whereon President, Cabinet, conservatives and radicals of Congress can stand in brotherly unity, and it will be shown in this wise. Early on the re-assembling a joint resolution will be introduced into Congress proposing to the Legislature of the several States an amendment to the Constitution of the United States, making the number of voters instead of the population the basis of representation in the National Legislature. Upon this measure, the Republican party and the Administration will reconcile their differences, and it will become the test of fealty to both party and President. Sumner and Stevens will waive in its favor their demand for immediate negro suffrage, and Doolittle and Raymond are saved the dangerous role of leading a party faction in either House.

This measure will be made the ultimatum to the South, and the moment it is apparant that it will be embodied in the supreme law the Southern States will be admitted to representation—the "*dead* corpses" of Thaddeus Stevens have blown into them the breath of life. It behooves the South to come promptly and effectively to the support of this measure, as it is far better terms than the most sanguine would have expected a week ago. If it will cut down her representation in Congress, the same result will follow in New York and Massachusetts. If it lead in the end to universal suffrage, it will be by the volition of the Southern people and not by imposition of the Federal Government.

MARY LINCOLN was the most unpopular "lady" that has ever occupied the White House. She was haughty, silly and extravagant and showy. The Washington correspondent of the Boston *Post* says "a select committee of thirty-one recommended a bill (which has passed both Houses) giving Mrs. Lincoln twenty-five thousand dollars. During the sessions of the committee, Long John Wentworth (as he is familiarly called), appeared as the champion of that lady, and demanded that Congress should appropriate the total amount of the salary which would have been coming to the late President had he served his full four years, but no one voted for that amount. There was a good deal of plain talk at the meeting of that committee, involving a great many remarkable assertions as to what had been done with nearly all the household goods (which properly belonged to the White House) at the time of Mrs. Lincoln's departure. The