Daily National Republican.

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THE NATIONAL REPUBLICAN

RATES OF ADVERTISING.

One square, three days.....$2.00
One square, four days..... 2.50
One square, five days..... 3.00
One square, six days..... 3.50

Every other day advertisements, 50 per cent. additional. Twice a week advertisements, 75 per cent. additional.

Editorial notices 30 cents per line, each insertion. Local notices 15 cents per line, each insertion.

Eight lines or less constitute a square.

Advertisements should be handed in by twelve o'clock, m.

THE NATIONAL REPUBLICAN

THE DAILY NATIONAL REPUBLICAN published every afternoon (Sundays excepted) W. J. MURTAGH & Co., (No. 511 Ninth stree and is furnished to our subscribers (by carrier at 50 cents per month.

Mail subscribers, $4.00 per annum; $2.0 six months, and $1.00 for three months, bly in advance.

Single copies, 2 cents.

THE WEEKLY NATIONAL REPUBLICAN is published every Friday morning: One copy one year, $2.00; Three copies one year, $5.00; Ten copies one year, $15.00.

The Official Advertisements of all the Executive Departments of the Government are Published in this Paper by Authority of THE PRESIDENT.

RAILROADS.

BALTIMORE AND OHIO RAILROAD.

WASHINGTON, Oct. 29, 1865.

Trains between WASHINGTON and BALTIMORE, and WASHINGTON AND THE WEST, are now run as follows, viz:

FOR BALTIMORE.

Leave daily, except Sunday, at 6.20, 8.20, and 11.15 a. m., and 3.30, 4.40, and 7.30 p. m.

FOR ALL WAY STATIONS.

Leave daily, except Sunday, at 6 15 a. m. and 3.30 p. m.

FOR PRINCIPAL WAY STATIONS, viz:

Bladensburg, Beltsville, Laurel, Annapolis Junction, and Relay House, leave at 6.20 and 8.20 a. m., and 3.30 and 4.40 p. m. daily, except Sunday.

FOR ANNAPOLIS

Leave at 6.20 and 8.20 a. m., and 4.40 p. m. daily, except Sunday. No train to or from Annapolis on Sunday.

ON SUNDAY.

FOR BALTIMORE.

Leave at 8.20 a.m. and 1.15, 3.30 and 7.30 p. m.

FOR WAY STATIONS.

Leave at 8.20 a. m. and 3.30 p. m.

FOR ALL PARTS OF THE WEST.

Leave daily, except Sunday, at 7.30 a. m. and 1.15 and 7.30 p. m., except also Saturday, when latest train leaves at 1.15 p. m.

On Sunday, at 1.15 and 7.30 p. m. only, connecting at Relay Station with trains from Baltimore to Wheeling, Parkersburg, &c.

Through tickets to the West can be had at the Washington Station Ticket Office at all hours in the day, as well as at the new office in the American Telegraph Building, Pennsylvania avenue, between Four-and-a-half and Sixth streets.

For New York, Philadelphia, and Boston, see advertisement of "Through Line."

W. P. SMITH,
Master of Transportation.
L. M. COLE,
General Ticket Agent.
GEO. S. KOONTZ, Agent,
oc30 tf Washington.

NOTICE TO SOUTHERN TRAVELERS.

THE OLD AND DIRECT LINE ENTIRELY COMPLETED.

STAGING ENTIRELY DISCONTINUED.

50 MILES SHORTER AND 3 HOURS QUICKER THAN BY ANY OTHER ROUTE.

TWICE DAILY.

On and after MONDAY, September 25, the old and favorite line from WASHINGTON, via FREDERICKSBURG, to RICHMOND, will be run TWICE DAILY, (Sunday nights excepted,) as follows:

The fast and commodious steamer KEYPORT, Captain Frank Hollingshead, and C. VANDERBILT, Captain A. L. Colmary, will leave the wharf, foot of Sixth street, Washington, twice daily, (Sunday nights excepted,) at 7 a. m., and 5.45 p. m., arriving at Aquia Creek by 10.30 a. m., and 12.35 p. m., and thence by the Richmond, Fredericksburg, and Potomac Railroad, now entirely completed, to Richmond, arriving there at 2.20 p. m., and 5.20 a. m., affording ample time for dining in Richmond, and making connections with the Richmond and Petersburg Railroad for Petersburg and points south of Petersburg.

The steamer leaving Washington at 8.45 p. m., arrives in Richmond at 5.20 a. m., affording ample time for breakfast, and connection with the Richmond and Danville trains for Danville, Va., Greensboro', Salisbury, Charlotte, Raleigh, Goldsborough, and Wilmington, N. C., and Chester, S. C.

On SUNDAYS leave WASHINGTON at 7 a. m. only, and arrive in Richmond at 3.25 p. m.

Baggage checked through to Richmond from New York, Philadelphia, Baltimore and Washington, and accompanied by through baggage masters.

Through tickets from N. York to Richmond $17 00
" " " Philad'a " 13 00
" " " Baltimore " 10.00
" " " Washington " 8.50
" " " Baltimore to Fred'g.. 6.00
" " " Washington " 4.25

SECOND CLASS THROUGH TICKETS

From Washington to Richmond.....$6 00
" " Fredericksburg..... 3.00

Can be procured in New York at No. 229 Broadway, and at Courtland street ferry. In Philadelphia, at the depot of the Philadelphia, Wilmington and Baltimore Railroad Company, Broad and Prime streets. In Baltimore, at the Camden Station of the Baltimore and Ohio Railroad Company. In Washington, at the Company's office, at the corner of Pennsylvania avenue and Sixth street, and on board the Potomac steamboats.

Passengers leaving New York at 7 and 8 a. m.; 6 and 7 p. m., Philadelphia at 1.15 p. m. (DAY,) and 11.15 p.m (NIGHT,) and Baltimore at 3.30, 4.25, and 6 p. m., 3.35 and 4.30 a. m., arrive in Washington at 5.20, 5.50, and 7.45 p. m., and 3 and 6 a. m., in ample time to make connections for Richmond and the South.

Omnibuses and Baggage Wagons will be in readiness to convey passengers and baggage between depots in Richmond.

Passengers by this Line pass by daylight Mount Vernon, and may have an opportunity of visiting several battle-fields near Fredericksburg, by stopping at that point.

Baggage will be checked from New York, Philadelphia, and Baltimore to Washington, where it will be met by the baggage masters of this line.

Breakfast and supper on board of steamers

GEO. MATTINGLY, Superintendent,
Washington, D. C.
W. D. GILKERSON, Agent,
oc7 Washington, D. C.

PHILADELPHIA, WILMINGTON, AND BALTIMORE RAILROAD.

TIME TABLE.

Commencing MONDAY, December 19th, 1864, trains will leave depot, corner of Broad street and Washington avenue, as follows:

Express Train at 4.05 a. m., (Mondays excepted,) for Baltimore and Washington, stopping at Wilmington, Perryville, Havre-de-Grace, Aberdeen, Perryman's, and Magnolia.

Way Mail Train at 8.15 a. m., (Sundays excepted,) for Baltimore, stopping at all regular stations, connecting with Delaware railroad at Wilmington for Milford, Salisbury, and intermediate stations.

Express Train at 1.15 p. m., (Sundays excepted,) for Baltimore and Washington, stopping at Chester, Wilmington, Elkton, Perryville, and Havre-de-Grace.

Express Train at 3.50 p. m., (Sundays excepted,) for Baltimore and Washington, stopping at Wilmington, Newark, Elkton, Northeast, Perryville, Havre-de-Grace, Perryman's, and Magnolia.

Night Express at 11.15 p. m., for Baltimore and Washington, stopping at Chester, (only to take Baltimore and Washington passengers,) Wilmington, Newark, Elkton, Northeast, Perryville, and Havre-de-Grace.

Passengers for Fortress Monroe will take the 8.15 a. m. train.

ACCOMMODATION TRAINS—Stopping at all stations between Philadelphia and Wilmington—

Leave Philadelphia at 11.00 a. m., 4.00, 5.30 and 10.00 p. m. The 4.00 p. m. train connects with Delaware Railroad for Milford and intermediate stations.

Leave Wilmington at 7.15 and 9.30 a. m., 2.30 and 6.30 p. m.

THROUGH TRAINS FROM BALTIMORE—Leave Wilmington at 12 m., 4.24, 8.33 and 9.54 p. m.

CHESTER FOR PHILADELPHIA—Leave Chester at 8.15, 10.14 a. m., 12.30, 3.13, 4.54, 7.20 and 9.05 p. m.

SUNDAY TRAINS.

Express Train at 4.05 a. m. for Baltimore and Washington, stopping at Wilmington, Perryville, Havre-de-Grace, Aberdeen, Perryman's and Magnolia.

Night Express at 11.15 p. m. for Baltimore and Washington, stopping at Chester, (for Baltimore and Washington passengers,) Wilmington, Newark, Elkton, North-East, Perryville and Havre-de-Grace.

Accommodation Train at 10 p. m. for Wilmington and Way Stations.

BALTIMORE FOR PHILADELPHIA.

Leave Baltimore at 9.25 p. m., stopping at Havre-de-Grace, Perryville and Wilmington. Also stops at Elkton and Newark (to take passengers for Philadelphia and leave passengers from Washington or Baltimore,) and Chester to leave passengers from Baltimore or Washington.

Leave Wilmington for Philadelphia at 6.30 p. m.

FROM BALTIMORE TO PHILADELPHIA.

Leave Baltimore 8.25 a. m., Way Mail; 1.10 p. m., Express; 4.25 p. m., Way Train; 6.35 p. m. Express; 9.25 p. m., Express.

TRAINS FOR BALTIMORE

Leave Chester at 8.57 a. m., 1.50 and 11.50 p. m.

Leave Wilmington at 5.13, 9.40 a. m., 2.25, 4.56 and 12.25 p. m.

FREIGHT TRAIN, with passenger car attached, will leave Wilmington for Perryville and intermediate stations at 7.55 p. m.

jan11 B. F. KENNEY, Superintendent.

RAILROADS.

GREAT PENNSYLVANIA ROUTE TO THE NORTHWEST AND SOUTHWEST.

ON AND AFTER NOVEMBER 1, trains will leave Baltimore, from North Calvert Station, as follows:

Fast Mail, at.....9.20 a. m.
Harrisburg Accommodation.....2.50 p. m.
Erie and Pittsburgh Express..... 8 p. m.
Pittsburgh and Elmira Express..... 10 p. m.

THE 6.20 A. M. TRAIN FROM WASHINGTON Connects with the 9.20 a. m. train from Baltimore for Pittsburgh and the West, and for Elmira, Buffalo, Rochester, Dunkirk, Canandaigua, and Niagara Falls, and for New York City.

THE 4.40 P. M. TRAIN FROM WASHINGTON Connects with the 8 p. m. train from Baltimore for Pittsburg and Erie.

THE 7.30 P. M. TRAIN FROM WASHINGTON Connects with the 10 p. m. Express from Baltimore and runs through to Pittsburgh and Elmira, without change of cars, connecting at Pittsburgh for Cincinnati, Chicago, and St. Louis, and at Elmira for Buffalo, Rochester, and Syracuse.

TWO THROUGH TRAINS ON SUNDAY,

Leaving Washington at 3.30 and 7.30 p. m.

SLEEPING CARS ON NIGHT TRAINS.

SOLDIERS' TICKETS AT GOVERNMENT RATES

LOW FARE AND QUICK TIME.

For Tickets and any information apply at the Office of the Great Pennsylvania Route, corner Pennsylvania avenue and Sixth street, under National Hotel, and Fourteenth street, corner of Pennsylvania avenue, opposite Willards' Hotel, Washington.

J. N. DUBARRY,
Superintendent N. C. R. R.
E. J. WILKINS,
Passenger and Ticket Agent.
JNO. GILLETT, Passenger Agent,
Corner Sixth street and Pennsylvania avenue.
de28-tf

ORANGE AND ALEXANDRIA RAILROAD.—THROUGH by RAIL FROM WASHINGTON AND ALEXANDRIA TO RICHMOND AND LYNCHBURG.

On and after FRIDAY, September 1, 1865, the trains on this road will run as follows:

TRAINS SOUTH.

Leave Washington at 7 a. m. and 5.30 p. m.
Leave Alexandria at 7.35 a. m. and 9 p. m.
Leave Gordonsville at 12.20 p. m. and 1.40 a. m.
Arrive in Richmond at 5 p. m. and 5 a. m.
Arrive at Lynchburg at 5.20 p. m. and 6 a. m.

TRAINS NORTH.

Leave Lynchburg at 6.45 a. m. and 7.15 p. m.
Leave Richmond at 7 a. m. and 7.15 p. m.
Leave Gordonsville at 12.30 p. m. and 12.20 a. m.
Arrive at Alexandria at 4.55 p. m. and 4.50 a. m.
Arrive at Washington at 5.30 p. m. and 5.25 a. m.
On Sundays leave Washington at 8.30 p. m. only.

Local freight train leaves Alexandria at 4 a. m., arriving in Gordonsville at 11.45 a. m.

Leaves Gordonsville at 12.35 p. m., arriving in Alexandria at 8 p. m.

Through freight train leaves Alexandria at 3 a. m., arriving in Lynchburg at 7.10 p. m.

Leaves Lynchburg at 3.20 a. m., arriving in Alexandria at 6.10 p. m.

Passengers from Warrenton will take the 7 a. m. train south from Washington, and the 6.45 a. m. train north from Lynchburg.

Passengers by the 6.45 a. m. and 7.15 p. m. trains from Lynchburg, and the 7 a. m. and 7.15 p. m. trains from Richmond connect with trains at Washington for all parts of the North and West.

This route has the advantage over all others by having a continuous rail from New York to Lynchburg, 405 miles.

It also passes through Fairfax, Bull Run, Manassas, Bristow, Catlett's, Rappahannock, Culpeper, Orange, and Gordonsville, where many of the great battles of the late rebellion were fought.

Tickets can be procured in Adams' Express Building, opposite the B. and O. R. R. Depot, in Washington; also, at the Depot, on Maryland avenue.

Trains leave the corner of First and C streets, Washington.

W. H. McCAFFERTY,
General Superintendent.
J. M. BROADIS,
oc9-tf General Passenger Agent.

1864 ARRANGEMENTS OF NEW YORK LINES. 1864

THE CAMDEN AND AMBOY AND PHILADELPHIA AND TRENTON RAILROAD COMPANIES' LINES.

FROM PHILADELPHIA TO NEW YORK AND WAY PLACES.

FROM WALNUT STREET WHARF AND KENSINGTON DEPOT,

WILL LEAVE AS FOLLOWS, VIZ: Fare.

At 6 a. m., via Camden and Amboy—C. and A. Accommodation.....$2.25
At 6 a. m., via Camden and Jersey City—New Jersey Accommodation..... 2.25
At 8 a. m., via Camden and Jersey City—Morning Express..... 3.00
At 8 a. m., via Camden and Jersey City—2d Class Ticket..... 2.25
At 11 a. m., via Kensington and Jersey City—Express..... 3.00
At 12 m., via Camden and Amboy—C. and A. Accommodation..... 2.25
At 2 p. m., via Camden and Amboy—C. and A. Express..... 3.00
At 3 p. m., via Kensington and Jersey City—Washington and N. Y. Express.. 3.00
At 6¼ p. m., via Kensington and Jersey City—Evening Mail..... 3.00
At 11½ p. m., via Kensington and Jersey City—Southern Mail..... 3.00
At 1½ (Night,) via Kensington and Jersey city—Southern Express..... 3.00
At 6 p. m., via Camden and Amboy—Accommodation (freight and passenger:)
1st class ticket..... 2.25
2d class ticket..... 1.50

The 8.15 p. m. Evening Mail and the 1.30 (Night) Southern Express will run daily, (all others, Sundays excepted.)

PHILADELPHIA AND NEW YORK LINES.

Leave Walnut street wharf at 6 and 8 a. m., 12 m., and 2 p. m.

Leave Kensington Depot at 11.15 a. m., 2.35, 4.30 and 6.45 p. m., and 12.50 a. m. (night.)

The 8.45 p. m. line runs daily; (all others, Sundays excepted.)

NEW YORK AND PHILADELPHIA LINES.

Leave foot of Barclay street at 6 a. m. and 2 p. m.

From foot of Cortland street at 7, 8, and 10 a. m., 12 m., 4 and 6 p. m., and 12 night.

The 6 p. m. line runs daily; (all others, Sundays excepted.)

W. H. GATZMER, Agent,
Philadelphia and New York Lines.
PHILADELPHIA, Dec. 23, 1863. de31

THROUGH LINE BETWEEN WASHINGTON, PHILADELPHIA, AND NEW YORK.

WASHINGTON, October 29, 1865.

Trains between Washington and New York are now run as follows, viz:

FOR NEW YORK, without change of cars,

Leave daily (except Sunday) at 7.30 a. m., and 6 and 7.30 p m.

FOR NEW YORK, changing cars at Philadelphia,

Leave daily (except Sunday) at 11.15 a. m., and 4.40 p. m.

FOR PHILADELPHIA,

Leave daily (except Sunday) at 7.30 and 11.15 a. m., and 4.40 and 7.30 p m.

ON SUNDAY.

Leave for New York at 6 p. m. only.

Leave for Philadelphia at 7.30 p. m. only.

Sleeping cars for New York on 7.30 p. m. train daily, except Sunday. On Sunday, train and sleeping car run only to Philadelphia.

Through tickets to Philadelphia, New York, or Boston, can be had at the Station office at all hours in the day, as well as at the new office in the American Telegraph building, Pennsylvania avenue, between Four-and-a-half and Sixth streets.

See Baltimore and Ohio railroad advertisement for schedule between Washington, Baltimore, Annapolis, and the West.

W. P. SMITH,
Master of Transportation.
L. M. COLE,
General Ticket Agent.
oc GEO. S. KOONTZ,
Agent, Washington.

RAILROADS.

1865 WINTER ARRANGEMENT. 1865

PENNSYLVANIA CENTRAL RAILROAD.

TWELVE DAILY TRAINS.

On and after MONDAY, October 16, 1865, trains will leave the Union Passenger Depot, corner of Washington and Liberty streets, Pittsburgh, Pa., as follows:

DAY EXPRESS, daily except Sunday, at 2.50 a. m., stopping at Johnstown, Conemaugh, Gallitzen, Altoona, and all principal stations, and making direct connections at Harrisburg for New York, Baltimore, and Washington, and at Philadelphia for New York, Boston, and intermediate points.

ALTOONA ACCOMMODATION, daily except Sunday, at 5.30 a. m., stopping at all regular stations between Pittsburgh and Altoona, and making close connection with trains on the Indiana Branch, West Pennsylvania Railroad, Ebensburg and Cresson Railroad, and Hollidaysburg Branch.

PITTSBURGH AND ERIE MAIL, daily except Sunday, at 7.40 a. m., stopping only at Conemaugh, Gallitzen, Altoona, and all principal stations, making direct connection at Harrisburg for New York, Baltimore, and Washington.

MAIL ACCOMMODATION, daily (except Sunday) at 11.40 a. m., stopping at all regular stations between Pittsburg and Harrisburg, making connections with trains on the Ebensburg and Cresson railroad and Hollidaysburg railroad.

PHILADELPHIA EXPRESS, daily at 4.25 p. m., stopping at Latrobe, Blairsville Intersection, Johnstown, Conemaugh, Gallitzer, Altoona, Huntingdon, Lewistown, Mifflin, Newport, Marysville, Harrisburg, Lancaster, and Downingtown. At Harrisburg direct connections are made for New York, Baltimore, and Washington, and at Philadelphia for New York, Boston, and intermediate points. Sleeping cars run through on this train from Pittsburg to Philadelphia and Baltimore, and to New York by the Allentown route.

JOHNSTOWN ACCOMMODATION, daily (except Sunday) at 4.35 p. m., stopping at regular stations between Pittsburg and Conemaugh, and connecting at Blairsville Intersection with trains on the Indiana Branch and West Pennsylvania railroads.

FAST LINE, daily, except Sunday, at 9.30 p. m., stopping only at Conemaugh, Gallitzen, Altoona, Huntingdon, Lewistown, Mifflin, Newport, Marysville, Harrisburg, Middletown, Lancaster, and Downingtown, making connection at Harrisburg for New York, Baltimore and Washington, and at Philadelphia for New York, Boston and intermediate points. Sleeping cars run through in this train to Philadelphia and to New York on the Allentown route.

First Accommodation Train for Wall's Station leaves daily (except Sunday) at 6.30 a. m.

Second Accommodation Train for Wall's Station leaves daily (except Sunday) at 9.40 a. m.

Third Accommodation Train for Wall's Station leaves daily (except Sunday) at 3.35 p. m.

Fourth Accommodation Train for Wall's Station leaves daily (except Sunday) at 6.05 p. m.

Accommodation for Penn Station, stopping at all stations between Pittsburgh and Penn, at 10.30 p. m.

The Church Train leaves Wall's Station every Sunday at 9.05 a. m., and arriving in Pittsburgh at 10.05 a. m. Returning leaves Pittsburgh at at 12.50 p. m., and arrives at Wall's Station at 2.00 p. m.

Returning Trains arrive in Pittsburgh as follows:

Mail..... 1.20 a. m.
Fast Line..... 2.00 a. m.
First Wall's Station Accommodation. 6.20 a. m.
Penn Accommodation..... 7.50 a. m.
Second Wall's Station Accommodation 8.50 a. m.
Johnstown Accommodation..... 10.05 a. m.
Pittsburgh & Erie Mail..... 12.50 p. m.
Baltimore Express..... 1.30 p. m.
Third Wall's Station Accommodation 2.05 p. m.
Philadelphia Express..... 2.30 p. m.
Fourth Wall's Station Accommodation 6.00 p. m.
Altoona Accommodation and Emigrant 10.30 p. m.

An Agent of the Excelsior Omnibus Company will pass through each train before reaching the depot, take up checks and deliver baggage to any part of the city. Office No. 410 Penn street, open day and night, where all orders for the movement of passengers and baggage will receive prompt attention.

Baltimore express will arrive with Philadelphia express at 2.30 p. m. on Mondays.

NOTICE.—In case of loss, the Company will hold themselves responsible for personal baggage only, and for an amount not exceeding $100.

W. H. BECKWITH, Agent,
At the Pennsylvania Central Railroad Passenger Station, on Liberty and Washington streets.

STEAMSHIPS.

ATLANTIC STEAMSHIP COMPANY.

TO NEW YORK.

The steamers comprising this line are the

JOHN GIBSON.....CAPTAIN YOUNG,
E. C. KNIGHT..... " MORRIS,
FAIRFAX..... " WINTERS,

leaving pier No. 12, N. R., New York, and foot G street, Washington, D. C., every

WEDNESDAY AND SATURDAY.

Freight received every day during business hours, and carefully kept under cover.

The steamers of this line now connect with Alexandria and Orange Railroad. Freight forwarded to any point along the line of the road.

AGENTS—MORGAN, RHINEHART & CO., Foot G street, Washington, D. C.
BOWEN, BRO. & CO., Alexandria, Va.
H. B. CROMWELL & CO., 86 West street, New York.
oct12-tf

NEW YORK AND WASHINGTON STEAMSHIP COMPANY, (OLD LINE,) BETWEEN NEW YORK, ALEXANDRIA, WASHINGTON AND GEORGETOWN, D. C.

OCEAN STEAMERS BALTIMORE, REBECCA CLYDE, AND EMPIRE, IN CONNECTION WITH INLAND STEAMERS GEORGE H. STOUT, MAY FLOWER, AND ANN ELIZA.

Regular Sailing Days TUESDAYS and FRIDAYS, at 12 m., from foot of High street, Georgetown, and Pier 15, East River, (foot of Wall street,) New York.

For freight or passage apply to—
C. P. HOUGHTON, Agent, foot of High street, Georgetown.
M. ELDRIDGE & Co., Agents, Prince Street Wharf, Alexandria.
JAMES HAND, Agent, 117 Wall Street, New York.

Freight received constantly and forwarded to all parts of the country with dispatch, at lowest rates. je22

EXPRESS.

ADAMS' EXPRESS COMPANY, OFFICE 514 PENNA. AVENUE.

BRANCH OFFICE

219 PENNSYLVANIA AVENUE, OPPOSITE WILLARD'S.

GREAT EASTERN,

NORTHERN, WESTERN, AND SOUTHERN EXPRESS FORWARDERS.

Merchandise, Money, and Valuables of all kinds forwarded with dispatch to all accessible sections of the country.

COLLECTION OF NOTES, DRAFTS, AND BILLS Made in all accessible parts of the United States.

C. C. DUNN, Agent,
no14-tf Washington, D. C.

NOTICE TO TAX-PAYERS.

COLLECTOR'S OFFICE, WASHINGTON, D. C., Nov. 3, 1865.

Notice is hereby given to all persons in arrears for taxes, whether gas, special or annual tax, that unless the same is paid at this office before the 1st day of JANUARY next, the property on which the tax is due will then be advertised and sold as the law directs. Those who wish to avoid the heavy expense of advertising will please pay within the time specified.

WM. DIXON,
nov4-3taw2w Collector.

MEXICO! MEXICO!!

$30,000,000 LOAN OF THE REPUBLIC OF MEXICO.

TWENTY-YEAR COUPON BONDS IN SUMS OF $50, $100, $500, AND $1,000.

INTEREST SEVEN PER CENT., PAYABLE IN THE CITY OF NEW YORK.

PRINCIPAL AND INTEREST PAYABLE IN GOLD.

$10,000,000 TO BE SOLD AT SIXTY CENTS ON THE DOLLAR, IN UNITED STATES CURRENCY,

Thus yielding an INTEREST OF TWELVE PER CENT. IN GOLD, Or, SEVENTEEN PER CENT. IN CURRENCY, At the present rate of premium on gold.

THE FIRST YEAR'S INTEREST ALREADY PROVIDED.

THE MOST DESIRABLE INVESTMENT EVER OFFERED.

Immense tracts of Mining and Agricultural Lands; Sixty per cent. of Port Dues, Imposts, and Taxes, in the States of Tamaulipas and San Louis Potosi; and the plighted faith of the said States and the General Government are

ALL PLEDGED FOR THE REDEMPTION OF THESE BONDS AND PAYMENT OF INTEREST.

THE SECURITY IS AMPLE.

Thirty dollars in United States Currency will buy a 7 per cent. Gold Bond of $50.

Sixty dollars in United States Currency will buy a 7 per cent. Gold Bond of $100.

Three hundred dollars in United States Currency will buy a 7 per cent. Gold Bond of $500.

Six hundred dollars in United States Currency will buy a 7 per cent. Gold Bond of $1,000.

LET EVERY LOVER OF REPUBLICAN INSTITUTIONS BUY AT LEAST ONE BOND.

Circulars forwarded and subscriptions received by

JOHN W. CORLIES & CO.,
AND
J. N. TIFT,
Financial agents of the Republic of Mexico,
57 Broadway, New York.

Subscriptions also received by Banks and Bankers generally throughout the United States. nov10-2m

BUTTERFIELD'S OVERLAND DISPATCH COMPANY,

VIA FORT RILEY AND THE GREAT SMOKY HILL ROUTE,

TO DENVER, CENTRAL CITY AND THE GREGORY GOLD MINES OF COLORADO TERRITORY.

This Company start for Atchison and Lawrence, Kansas, a daily line of Express Coaches hung on thorough brace-springs, comfortable and roomy. (Passengers by the Missouri Pacific Railroad from St. Louis connect with these Coaches at Lawrence.)

The route is through a fine country abounding in game, &c., and over the finest natural road in the world.

Merchants ordering goods in the East to go by this Line should be careful and mark packages as follows:

"Via Butterfield's O. D. Co. Express, Atchison, Kansas."

Principal Office—No. 68 Broadway, New York.

For further particulars apply to any of the following officers:

NEW YORK.
E. P. BRAY, President.
Col. J. H. PULESTON, Secretary.
W. K. KITCHEN, President National Park Bank, Treasurer.
GEO. E. COCK, Assistant Treasurer.
WM. MARTIN, General Agent.

ATCHISON, KANSAS.
Gen. W. R. BREWSTER, Vice President.
D. A. BUTTERFIELD, Gen'l Superintendent.
Maj. Gen. A. Mc. D. McCOOK, Special Agent,
oc26-tf Headquarters Atchison, Kansas.

IT MUST BE DONE.

IT MUST BE DONE.
FOR THE NEXT SIXTY DAYS,
FOR THE NEXT SIXTY DAYS,

We shall sell all our immense stock of Men's and Boys' Clothing, Gentlemen's Furnishing Goods of every description, Hats and Caps, Trunks and Umbrellas, &c., &c.,

REGARDLESS OF COST.
REGARDLESS OF COST.
THE LAST CHANCE,
THE LAST CHANCE.
QUICK, OR GONE.
QUICK, OR GONE.
460 SEVENTH STREET.
460 SEVENTH STREET.
OPPOSITE THE POST OFFICE.
OPPOSITE THE POST OFFICE.

J. H. SMITH.
oc25-tf J. H. SMITH.

HOFFMAN HOUSE,

BROADWAY, CORNER OF TWENTY-FIFTH STREET,

NEW YORK CITY.

MITCHELL, READ, AND WALL,

PROPRIETORS.

The HOFFMAN HOUSE is conducted upon the plan of the best American and European Hotels. It combines all the modern improvements necessary to the greatest comfort of guests that art, ingenuity and liberality can possibly devise and produce. The bill of fare for the table embraces every variety and delicacy afforded by the American markets, in their season.

JULY 4, 1865. jy15-y

GARDNER'S PHOTOGRAPHIC ART GALLERY.

INTELLIGENCER BUILDING
511 Seventh street,

ONCE MORE IN RUNNING ORDER.

The damage caused by the late fire has been so far repaired that business will be resumed THIS MORNING, (WEDNESDAY, October 4th,) When, as formerly, the rule will be strictly enforced throughout the establishment,

"PRODUCE THE BEST, NO MATTER WHAT THE COST IN TIME AND MATERIAL."

Mr. G. takes this opportunity to thank his numerous friends and customers for past kindness, and to say it shall be his constant aim to continue to merit the very liberal encouragement heretofore extended to him. oc4-dtf

NATHANIEL B. FUGITT,

LUMBER DEALER,

SIXTH STREET WEST,

o NEAR PENNA. AVENUE.

BY TELEGRAPH.

The Jamaica Rebellion.

NEW YORK, November 16.—The steamer Montezuma, from Kingston, Jamaica, on the 6th, has arrived.

Major General O'Conner, head commander of the British troops and special volunteers, had, at the request of Governor Eyre, offered amnesty to rebels who return to loyal allegiance to the crown, provided they had not been engaged in any actual murders or cases of arson. Several arrests have been made at Kingston.

GORDON, THE LEADER, CONDEMNED TO DEATH.

PHILADELPHIA, November 16.—Advices from Port Morant to the 20th ult., report that several rebels had been condemned to death, including Gordon, the leader.

The rebellion is completely crushed. The entire line of the road from Long bay to Manchiowal bay, a distance of eight miles, is so strewed with dead bodies as to render it impassable.

Two Spanish war steamers arrived on the 21st, from Havana, and placed themselves at the disposal of the authorities.

Active Movements on the Rio Grande.

NEW YORK, Nov. 16.—A New Orleans letter of the 5th instant states that there has been unusual activity in military circles in that city since the reception of the recent dispatches from the Rio Grande.

Mysterious orders have been issued, and the sale of boats prohibited. Those on hand are being placed on a war footing. The sale of all transportation and supplies has ceased.

The 1st, 4th, and 6th regular cavalry regiments have been ordered to embark for Indianola, and to report for duty at San Antonio to Gen. Merritt.

The dismounted colored cavalry at New Orleans are destined for the same place.

Gen. Forsyth, Gen. Sheridan's chief of staff, has gone to Brazos.

Accident on the Chicago and Rock Island Railroad.

CHICAGO, Nov. 15.—The express train on the Chicago and Rock Island Railroad, which left Rock Island last evening, owing to a misplaced switch two miles east of Morris, Ill., was thrown from the track, and the whole train, with the exception of the locomotive and sleeping car, was precipitated down an embankment, two of the coaches and two baggage cars turning upside down. Two coaches were smashed to pieces, and the others were more or less injured. The train was filled with passengers. No one was killed. Six persons were seriously bruised and others were slightly injured. Mr. Davies and John Curry, of New York, are among the injured.

North Carolina Election.

RALEIGH, Nov. 16.—Five of the seven Congressional districts elect the following gentlemen to Congress: Second district, C. C. Clarke; Third district, T. O. Fuller; Fourth district, Josiah Turner; Fifth district, Lewis Harris; Sixth district, S. H. Walkup. Fuller and Turner were in the Confederate Congress, and Walkup and Clarke in the Confederate army.

[SECOND DISPATCH.]

RALEIGH, Nov. 16.—Since the first dispatch the official vote of the Fifth Congressional district shows that the Hon. Bedford Brown is elected over Harris by 96 votes. Mr. Brown was in the United States Senate thirty years ago.

The Late Collector.

[From the New York Times, November 16.]

The body of Hon. Preston King has not yet been recovered; but facts additional to those published yesterday have been ascertained, which leave no doubt as to the fact and manner of his death.

On reading the statements in the journals, the proprietor of a store at the corner of Barclay and West streets gave information that a gentleman answering to the description given of Mr. King called at his store about 8 o'clock on Monday morning, and asked if he had any lead. He answered no, except in the form of shot. He purchased a bag of shot weighing twenty-five pounds, and, placing it in the pocket of his overcoat, went away. He very soon returned, and said he could not carry it in that way. The proprietor then said he would send it to his address, but the gentleman declined, and asked them to arrange it so that the weight would be equal on each side. It was put into two bags, which were tied together by a cotton cord, passed around his neck so that one bag should rest on each breast. He was assisted in this by the person from whom he had bought it, and then buttoning his overcoat so as entirely to conceal it, he went away.

This fact, which is perfectly authentic, would seem to leave no doubt that the act was deliberate and carefully planned. Mr. King is known to have been haunted by fancies of suicide for several days—not from any special reason or exciting cause, but from the general prostration of his nervous system under exaggerated notions of the responsibilities and perils of his office. In addition to what has already been mentioned of his mental aberration in 1837, which rendered necessary his temporary retirement to an asylum, we understand that he suffered in the same way in 1860. From his interest in the presidential canvass he was induced to purchase an interest in a newspaper in his own county, and this was made the pretext for a charge by his opponents of a corrupt use of money for the promotion of political ends. This so preyed upon his mind, and alarmed him lest his relations and friends should be disgraced on his account, that it was with the utmost difficulty he was dissuaded from rash proceedings. He was painfully and morbidly sensitive to censure, especially in connection with political action.

On Sunday evening, when taking leave of a friend who had been with him during the evening, he said he felt as if he would like to go to the top of the house and *fly off*. His friend said he would be too much like Falstaff in his "alacrity for sinking" for such an experiment. Mr. King laughed, and said yes, he did not think he should fly *far*.

The statements in some of yesterday's papers concerning his personal habits were grossly and injuriously incorrect. His habits were regular in every respect. He breakfasted at half-past 7, and dined at 5, always sparingly—eating comparatively little and drinking nothing but water. He always retired, seldom supping and never heavily, at about 11, and was an early riser.

The stories about pressure upon him in regard to his successor, or in regard to his resigning, are simple fabrications. He accepted the office originally with reluctance, and frequently expressed a wish to resign it—knowing, as it proved, much better than his friends, how unfitted were his temperament and his mental habits to meet its duties and responsibilities. The melancholy result of his misgivings took none by surprise more than those who had seen most of him.

THE same editors in the South who are now demanding the pardon of Jeff. Davis at the hands of Andrew Johnson, wished to hang Andrew Johnson four years ago, and failing in that, they wreaked their rage upon his senseless effigy.—*Nashville Press.*

PERSONAL.

THE will of the late Dr. Worcester, the lexicographer, contains the following provisions: "He disposes of his library, and all books, pamphlets, maps, and prints not given to his wife, in the following manner: He gives to the library of Harvard University all such dictionaries and glossaries of the English language as are found in his library, but are not found in that library; also his dictionaries of any other language than English, of which said University does not possess copies, in case either of his brothers do not want them. He gives to the American Bible Society, formed in New York in 1816, and to the American Peace Society, incorporated by the Legislature of Massachusetts, the copyright of his Quarto Dictionary of the English language, each to have one half of the annual income thereof, subject to any incumbrances, charges, or contracts existing at his death, said devise to take effect after the death of his wife."

LORD PALMERSTON was the fourth English premier who has died in harness within the last hundred years. The other three were Pitt, Canning, and Perceval; but while Canning and Palmerston retained their activity to the end, and breathed their last, the former in the Duke of Devonshire's villa at Chiswick, and the latter in one of his own country seats, surrounded by his relatives, Pitt was borne down by infirmities, and died from the effect of an apoplectic fit that overcame him during his last parliamentary effort; Perceval was assassinated in the lobby of the House of Commons, and their fifth mighty cotemporary, Castlereagh, committed suicide. Pitt was only 47 when he died; Perceval, 50; Castlereagh, 53; Canning, 57; and Palmerston outlived them all for upward of a generation.

GEORGE N. SANDERS is growing "immensely unpopular" in Canada. Notwithstanding the undignified proceedings of the Judge who conducted the second trial of the prisoners charged with attempting to abduct him, and who locked the jury up for ten days, they refused to find a verdict of conviction. A third trial has been ordered; whereupon papers that heretofore have been regarded as of strong secession proclivities declare that Sanders is a "nuisance;" that he has cost Canada more than a million of dollars, and he ought to have sufficient decency to leave the country.

Generals Meade and Butler on Negro Soldiers.

At the public reception given to a colored Pennsylvania regiment in Harrisburg, Pa., the following tributes to the gallantry of negro troops were received from Generals Meade and Butler:

FROM GEN. MEADE.

HEADQUARTERS MILITARY DIVISION OF THE ATLANTIC, PHILADELPHIA, Nov. 12, 1865.

GENTLEMEN OF THE COMMITTEE: I regret exceedingly that my duties and engagements will not permit of my being present at Harrisburg on the 14th instant, at the reception which you propose to give to the returned colored soldiers. This reception meets my cordial approval, and I am glad that the colored soldiers are to be thus welcomed. I trust you will be enabled to give them a reception worthy of their services, of the cause they have been upholding, of the State whose honor they have been maintaining.

Respectfully yours,
GEORGE G MEADE,
Major General U. S. A.

FROM GENERAL BUTLER.

LOWELL, MASS., November 3.