Daily National Republican.

VOL. V. WASHINGTON, D. C., TUESDAY EVENING, NOVEMBER 21, 1865. NO. 304.

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THE NATIONAL REPUBLICAN

RATES OF ADVERTISING.

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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. MORGAN & Co., (No. 511 Ninth street and is furnished to our subscribers (by carrier) at 50 cents per month.

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Single copies, 5 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.

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 8 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 leave on 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 Start, foot of Sixth street, Washington, twice daily, (Sunday nights excepted,) at 7 a. m., and 3.45 p. m., arriving at Aquia Creek by 10.30 a. m., and 12.30 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 3.45 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 60
" " " 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 3.50, 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 4.00 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 3.30 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., 12.36, 3.13, 4.54, 7.21 and 9.05 p. m.

SUNDAY TRAINS.

Express Train at 4.00 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 8.20 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 8.07 a. m., 1.53 and 11.50 p. m.

Leave Wilmington at 5.13, 9.40 a. m., 2.25, 4.58 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 H. F. KENNEY, Superintendent.

RAILROADS.

GREAT PENNSYLVANIA ROUTE TO THE NORTH AND WEST.

FOUR DAILY TRAINS.

WINTER SCHEDULE:

ON AND AFTER NOVEMBER 20, 1865, trains will run as follows:

	Leave Wash'n.	Leave Balto.
Express Mail.....	6.20 a. m.	9.00 a. m.
Fast Line.....	8.20 a. m.	12.10 p. m.
Pittsburgh and Erie Ex.	4.40 p. m.	7.30 p. m.
Pittsb'gh and Elmira Ex.	7.30 p. m.	10.00 p. m.

TWO TRAINS ON SUNDAY,

Leaving Washington at 8.30 and 7.30 p. m

SLEEPING CARS ON ALL NIGHT TRAINS.

LOW FARE AND QUICK TIME.

Cars run through from Baltimore to Pittsburgh, Erie or Elmira, without change.

☞ 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. no20-tf

1864 ARRANGEMENTS 1864
OF
NEW YORK LINES.

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 Mail..... 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 3¼ p. m., via Kensington and Jersey City—Evening Mail..... 3.00
At 11¼ p. m., via Kensington and Jersey City—Southern Mail..... 3.00
At 11½ (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 6.15 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, 4.20 and 6.45 p. m., and 12.50 a. m. (night.)

The 6.45 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. 29, 1863. de31

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 5.50 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 7.50 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 4.30 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 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.	6.26 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	2.55 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.

RAILROADS.

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 6 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 5.30 p. m. only.

Local freight train leaves Alexandria at 4 p. 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 9.45 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,
General Passenger Agent.
oc9-tf

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.
GEO. S. KOONTZ,
oc Agent, Washington.

1865. WASHINGTON, 1865.

ALEXANDRIA, AND GEORGETOWN RAILROAD COMPANY.

CAPITAL STOCK, $200,000—SHARES, $100 EACH.

BOARD OF DIRECTORS:

Samuel M. Shoemaker, Esq., of Baltimore.
Robert W. Latham, Esq., of New York city.
Joseph B. Stewart, Esq., of Washington, D. C.
Frederick P. Stanton, Esq., of Washington, D. C.
Leonard Huyck, Esq., of Washington, D. C.

OFFICERS:

President—Robert W. Latham, Esq.
Secretary—Joseph B. Stewart, Esq.
Treasurer—Leonard Huyck, Esq.
Superintending Agent and Recording Secretary—Oscar A. Stevens.

All communications referring to business connected with said road should be addressed to the Secretary, at the office of the Company, No. 411 Pennsylvania avenue, Washington, D. C.
nov15-tf

STEAMSHIPS.

ATLANTIC STEAMSHIP COMPANY,

TO NEW YORK.

The steamers comprising this line are the
JOHN GIBSON.....Captain YOUNG,
E. C. KNIGHT.....Captain MORRIS,
FAIRFAX.....Captain WINTERS.

Leaving Pier No. 12, North River, New York, every WEDNESDAY and SATURDAY, at 4 p. m., and foot of G street, Washington, D. C., every TUESDAY and FRIDAY, at 7 a. m.

Freight received daily 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., Cor. Eleventh st. and Penn. ave., south side, and foot of G street, Washington, D. C.
BOWEN, BRO. & CO., Alexandria, Va.,
H. B. CROMWELL & CO., 86 West street, New York.
se17-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 ISLAND 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 314 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.

SHERMAN, AND HIS CAMPAIGNS.

S. G. MERRILL, Agent.
452 7th Street.
At Anderson's Book Store. nov6-1m

DEFERRED MATTER.

Treatment of Freedmen in Maryland.

The Freedmen's Bureau is in receipt of a letter in regard to the treatment of Freedmen in the State of Maryland. It states that in the case of Julia Handy, indicted for enticing apprentices to run away, the witnesses for the defence (Julia Handy's children) swore positively that their mother did not entice them to run away, and after they had left their employer she told them to return, which they refused to do. The witness for the State (Col. Walton) swore that he had seen them together. She has been convicted by the jury, but the sentence has been withheld for the present. In the case of the State of Maryland *vs.* Kate and Mary Brown, who were indicted for larceny, efforts were made in their behalf, but of no avail, and the judge sentenced them to be sold for two years in the State. On the same day the judge sentenced a negro woman to be sold into slavery for six months out of the State.

SEVERE SENTENCE.—THOS. J. CAVER, late special agent of the Treasury Department for Choctaw county, Alabama, has been found guilty by a court-martial of fraud in various cotton transactions and sentenced to pay a fine of $90,000 and to be confined at hard labor at the penitentiary at Nashville, Tennessee, for the term of one year.

Letter from Governor Brownlow—A Picture of the Condition of the South.

The following letter from Gov. BROWNLOW appears in the Cincinnati *Gazette:*

STATE OF TENNESSEE, EXECUTIVE DEP'T., NASHVILLE, Nov. 13, 1865.

To the Editors of the Cincinnati Gazette:

In your paper of Saturday I find this notice:

Gov. Brownlow was robbed of $500 and his watch, by some highwaymen near Nashville, while he was riding out with Hon. Horace Maynard, on Friday evening.

This is a mistake. It was my son, the Adjutant General of the State, who was riding in a buggy with a son of Horace Maynard. I am too prudent a man to ride out on any road leading from or coming into Nashville, other than a railroad. This whole country abounds in thieves and robbers, any of whom would murder a man for his watch or for a $5 bill. Despite of all the vigilance exercised by the civil and military authorities, murders and robberies are of daily occurrence—both in Nashville and the surrounding counties of Middle Tennessee.

As loud and as numerous as are the complaints against East Tennessee by the papers of Nashville and a certain class of politicians, there are five of these outrages perpetrated in Middle Tennessee to every one that occurs in the eastern division of the State. To be candid, there is almost as much disloyalty in Middle Tennessee now as there was in 1861. And this is so of the whole South, minus the number of disloyal men who are under ground! Tennessee is in a much better condition than any one of the seceded States, and she has great room for improvement. Six or seven out of her eight Representatives in Congress are true and loyal men, and for the good of the State and nation, I should like to see them admitted to seats in the approaching session.

But this I cannot say of the other southern States. They will not elect loyal men to Congress, nor can a loyal man be elected Governor of one of those States. Their conventions and legislatures are overwhelmingly rebel, and will be for years to come. Their candidates for Governor, Congress, and the Legislature, as well as for county officers, urge their claims for votes on the ground that they had done all in their power to aid the rebellion. They are for assuming the rebel war debt, and they are for legislating northern men out of the South!

In a word, the rebels of the South have by no means abandoned this long-cherished idea of separating the government. They are looking to this end; and more, they are organizing with a view to this result. They do not propose to dissolve the Union by the use of the sword and bayonet. They have tried this in a wicked war of four dreary years, and signally failed. Their purpose is to accomplish their infernal plans through the ballot-box in Congress, and they look to the copperhead Democracy and other Northern traitors to aid them. Thank God, the recent elections at the North have blasted their hopes for the present, and taught them that the real people, the loyal masses of the great North, are all right.

My hopes for the future are in the goodness, the obstinate loyalty and determined purposes of the Republican majority in Congress. I pray God they will not admit rebels into Congress indiscriminately, because they have taken the amnesty oath or obtained the Executive pardon. As President Johnson said, let them occupy the back seats for a few years.

I am one of those at the South who believe this war has closed out two years too soon. The rebels have been whipped, but not whipped enough.

For saying these things I expect to be abused by all rebel papers South and by all traitorous sheets at the North. Let them say out; I am able to stand their abuse. I am for the American Union, regardless of the hate of sections, the war of parties, or the malice of individuals.

I have the honor to be, very truly and sincerely, W. G. BROWNLOW.

ANNUAL MEETING OF THE STOCKHOLDERS OF THE RICHMOND, FREDERICKSBURG AND POTOMAC RAILROAD.—A meeting of the stockholders of the Richmond, Fredericksburg and Potomac Railroad Company was held at the office of the company on Wednesday.

W. P. Bocock, was chosen chairman, and J. B. Winston, secretary.

A large majority of the stockholders were present, and *unanimously* re-elected the old officers, viz:

President—P. V. Daniel, jr.
Treasurer—J. B. Winston.

Directors on the part of the stockholders—G. A. Myers, Esq., Dr. R. W. Haxall, Dr. Charles S. Mills, Elihu Chauncey, Esq.

On the part of the Commonwealth—Andrew Johnston.—*Richmond Times.*

THE ALEXANDRIA RAILROAD DIFFICULTY. On yesterday the following committee, representing the interests of Mr. John S. Barbour, waited upon the Governor and the Board of Public Works, in reference to the affair:

C. W. Button, Robert Whitehead, Abram Warwick, Eugene Davis, Daniel P. Slaughter, Jesse E. Adams, John H. Lee, Allen Howison, R. C. Mason, and J. O. Wheat.

The committee will have another interview to-day.—*Richmond Sentinel. Nov. 10.*

OUT of nine duels fought in Paris, eight are sure to be for a lorette, and she mostly has something to do with the ninth.

COUNCIL PROCEEDINGS.

Board of Aldermen.

MONDAY, November 20.

The Board met at the usual hour; the President, T. R. Lloyd in the chair. Present: Messrs. Magruder, Brown, Noyes, McCathran, A. Lloyd, Caulfield, Turton, Owen, Barr, and Gulick.

COMMUNICATIONS.

A communication from the Mayor, announcing his approval of an act to grade and pave the public alley in square 281; an act explanatory of the act entitled "An act requiring bill-posters to take out licences;" an act remitting taxes illegally assessed.

Also, a communication nominating Lemuel L. Gaddis as a member of the Board of Health, in place of John E. Bates, (resigned,) for the Sixth ward, and Seth A. Elliott as a member of the Board of Health, in place of John M. Brodhead, (resigned,) Fifth ward. Referred to the Committee on Health.

Also, a communication from Samuel E. Douglass, Register of the city, transmitting to the Board, in compliance with the resolution, a list of all persons having licences as agents for insurance companies; also, the companies for which they act as agents.

[The list shows twenty-six agents have licenses from the corporation to act as such agents, as follows:]

Blair & Co., 2; Chas. De Selding, N. P. Cassin, 3; C. King & Co., 3; Wm. Burns, J. F. Callan, J. M. Hanson, J. Mullinghouse, J. Riggles, 2; J. C. Lewis, 3; Close, Corbett & Monroe, N. Callan, jr., J. W. Grassie, A. H. Dillon, R. C. Brewster, N. Burris, J. McKenney. Referred to the Committee on Police.

A communication was received from the Intendant of the Asylum, transmitting a list of persons in the Asylum during the month of October. Referred to the Committee on Asylums.

Also, a communication from Rev. Septimus Tustin relative to the erection of large frame houses in thickly settled portions of the city. Referred to the Committee on Police.

BILLS INTRODUCED.

Mr. Magruder introduced a resolution instructing the Committee on the Washington Asylum to inquire into the expediency of completing the attic story of the alms house for the accommodation of the inmates.

Mr. A. Lloyd introduced a bill for the relief of J. Healey, authorizing the payment of certain money erroneously paid. Passed.

The President, Mr. T. R. Lloyd, introduced the following joint resolution:

Whereas it is manifest that something must be done, and that speedily, toward abating the Washington canal nuisance; and whereas numerous plans have been proposed to effect this most desirable object; Therefore,

Resolved, That the most effectual method to abate at once and forever the canal nuisance is to narrow the same two-thirds the present width and to arch it over, leaving suitable man-holes, traps, flood-gates, &c.

Mr. Lloyd said his object in introducing the resolution was to get the views of the members of the Board in regard to this question. He had spoken to one or two practical men, and they thought the plan was a very feasible one. He thought the made-ground would pay for the improvement. The question as to the power of the Corporation over the canal would come up, but that matter was now before the Corporation Attorney, who would give his opinion. He thought something should be done, and we ought to do what we could to abate the nuisance.

Mr. Magruder said he thought the best plan was to reduce the canal in width and then turn Rock Creek into it in order to have a current.

Mr. Noyes said many plans had been offered for the improvement of the canal, but he thought if Rock Creek was turned through the canal it would give no more current than we now have during a freshet, and that was not sufficient to clean out the canal.

Mr. A. Lloyd thought the nuisance should be abated. The people wanted it abated, and we should have it done. If the Corporation had not the money it could be borrowed, and the sooner the matter was attended to the better.

The resolution was referred to the Committee on the Washington Canal.

Mr. A. Lloyd introduced a bill appropriating $900 to grade and pave the alley between K and L streets and Sixth and Seventh. Referred to the Committee on Improvements.

REPORTS OF COMMITTEES.

Mr. Brown, from the Committee on Police, reported back the bill from the Lower Board prohibiting steam engines from running through the streets, and asked that the bill be referred to the select committee appointed to consider the bill allowing them to run through the streets. The bill was so referred.

He also reported back the bill from the Lower Board, in reference to granting licenses to persons desiring to transact business in the city of Washington. The bill requires persons to take the oath to support the Constitution.

Mr. Magruder said the present oath is such that many persons who have come here to do business cannot take it. The oath now required is the same which we had before the war; with the return of peace the committee desire the restoration of that oath. The bill passed.

Mr. Brown, from the same committee, reported back the bill increasing the penalty for fast riding from $3 to $50.

Mr. Lloyd moved to amend by inserting $20 instead of $50.

The amendment was adopted and the bill passed.

Mr. Brown, from the same committee, reported back the bill prohibiting brewers and distillers of malt liquors from using the gutters of the Corporation to carry off the waste water from their breweries. Passed.

The same gentleman, from the Committee on Health, reported back the joint resolution in relation to the sanitary condition of Washington city, and stated the object had been accomplished by the proclamation of the Mayor, but the committee recommended the passage of the bill to show that they endorsed the views of the Mayor. The resolution was passed.

Mr A. Lloyd, from the Committee on Claims, reported back the bill for the relief of M. H. Crouse. Passed.

He also reported adversely on the petition of James Tait, asking compensation for the loss of a hack; and the committee was discharged.

BILLS FROM THE LOWER BOARD.

The following bill from the lower Board was read, and the question as to its being read a third time was put; when all the members voted in the affirmative. The bill was read and unanimously adopted. It is as follows:

Resolved by the Board of Aldermen and Board of Common Council, That in the event that any bill be introduced in Congress for the admission of the colored men of this city to the right of suffrage, that the Mayor be and he is hereby authorized and directed to call the Councils together, within two days' notice, for the purpose of taking into consideration measures for holding a special election, to ascertain the sentiments of the people on the subject.

Mr. Gulick called up the bill appropriating $400 to purchase a sub-division book for the Surveyor's office. After some discussion it was laid over until next week.

The bill from the lower Board appropriating $2,500 to complete the attic story of the Asylum was read and referred to the Committee on the Asylum; and the Board adjourned.

Board of Common Council.

The Board met at the usual hour—all the members present, except Messrs. Stewart and Wright.

The President laid before the Board a communication from the Mayor, announcing the approval of an act to cleanse the sewer between Ninth and Tenth streets and Caud Estreets north; and an act to increase the compensation of the Register of the Corporation.

Also, a communication from the Mayor in reference to a nuisance caused by the scavenger of the Seventh ward depositing night-soil in James' creek, between Half street east and Second street west. He states that this is the most remote locality from dwellings in the ward, and has been used in times past for this purpose, and suggests (as it is desirable that something be done to relieve those who complain, and he sees no other way to relieve them) to build a pen out on what is known as "Buzzard's Point," so that the soil may be dumped into the river and carried off in that way. Referred to the Committee on Health.

The report of the Intendant of the Asylum for the months of September and October was received and referred to the Committee on Asylum.

Also, a communication from Mr. Benjamin Superson, proposing a plan for improving the Washington canal and for more effectually carrying off the contents of sewers which empty therein. Referred to the Committee on the Canal.

Mr. Pengh submitted the following resolution; which was laid over:

Resolved, That there be added to the Committees of this Board a committee to be styled the "Committee on Railroads;" said committee shall be appointed as the other standing committees are appointed, and shall consist of one member from each ward.

Mr. Pengh also introduced a bill regulating railroad cars running through the city of Washington. It provides that it shall not be lawful for any cars to be drawn across any of the streets of the city, without having in advance, if by daylight, a man with a trumpet, who shall sound it repeatedly, and give notice of the approach of the train, and by night he shall go in advance of the cars with a bright light, and shall make signals indicating the approach of the cars. No car or trains of cars shall be allowed to cross any street by night, without having a brilliant reflector upon the end of the train in the direction the train is moving. No burden trains shall be allowed to cross the streets between the hours of 11 o'clock at night and 5 o'clock in the morning, and there shall be no useless blowing off of steam, and the train shall not move in any direction without the continual ringing of the bell of the engine. A fine of not less than $20 nor more than $50 is imposed for the violation of any of the provisions of the act.

Mr. Peng