Daily National Republican.

VOL. VI. WASHINGTON, D. C., MONDAY EVENING, DECEMBER 18, 1865. NO. 18.

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

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.

RAILROADS.

BALTIMORE AND OHIO RAILROAD.

WASHINGTON, Dec. 3, 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, 8.00, and 11.15 a. m., and 3.00, 4.30, 7.30 and 9.00 p. m.

FOR ALL WAY STATIONS.

Leave daily, except Sunday, at 6.20 a. m. and 3.00 p. m.

FOR PRINCIPAL WAY STATIONS, viz:

Bladensburg, Belleville, Laurel, Annapolis Junction, and Relay House, leave at 6.20 and 8.00 a. m., and 3.00 and 4.30 p. m. daily, except Sunday.

FOR ANNAPOLIS.

Leave at 6.20 and 8.00 a. m., and 4.30 p. m. daily, except Sunday. No train to or from Annapolis on Sunday.

ON SUNDAY.

FOR BALTIMORE.

Leave at 8.00 a. m. and 4.30, 7.30 and 9.00 p. m.

FOR WAY STATIONS.

Leave at 8.00 a. m. and 3.00 p. m.

FOR ALL PARTS OF THE WEST.

Leave daily, except Sunday, at 7.30 a. m. and 9.00 p. m.

On Sunday, at 9.00 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 8.45 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 9 a. m.; 6 and 7 p. m., Philadelphia at 1.15 p. m. (DAY,) and 11.15 p. m. (NIGHT,) and Baltimore at 8.30, 4.25, and 6 p. m., 3.55 and 4.30 a. m., arrive in Washington at 5.20, 5.50, and 7.45 p. m., and 2 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,
oct 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., 12.36, 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 5.15, 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 H. F. SWINEY, 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.	7.20 p. m.
Pittsb'gh and Elmira Ex.	7.30 p. m.	10.00 p. m.

TWO TRAINS ON SUNDAY,

Leaving Washington at 3.30 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 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 12.30 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. 23, 1863. dec21

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 4.35 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 Conamaugh, 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 12.00 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	2.40 a. m.
First Wall's Station Accommodation	6.25 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.

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 8.30 p. m.
Leave Alexandria at 7.35 a. m. and 9 p. m.
Leave Gordonsville at 12.30 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 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.

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 4.30 p. m.

FOR PHILADELPHIA,

Leave daily (except Sunday) at 7.38 and 11.15 a. m., and 4.30 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, $500,000—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.

nov18-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., 56 West street, New York.
no17-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

TO THE VOTERS OF WASHINGTON.

The Assessors of the different wards will meet at the following places from 10 o'clock, a. m., to 3 o'clock, p. m., from the 15th to the 31st December inclusive, to correct and register the names of those omitted from the printed poll lists:

First ward—Thomas Donohue, Twenty-second street, between H and I streets.

Second ward—George W. Harkness, H street, between Twelfth and Thirteenth streets.

Third ward—William B. Downing, L street, between Seventh and Eighth streets.

Fourth ward—Thomas W. Burch, Fifth street, between G and H streets.

Fifth ward—B. F. Dyer, No. 671 New Jersey avenue.

Sixth ward—Charles E. Nelson, 333 G street south, between Sixth and Seventh streets.

Seventh ward—John H. Bird, No. 647, corner Sixth and D streets south. dc9-d31st

RHOADES & SCOTT,

HOUSE, SIGN, ORNAMENTAL, AND BANNER PAINTERS,

No. 347 E street, between Eleventh and Twelfth streets, Washington, D. C.

All orders for Painting and Glazing promptly attended to. no14-1m

AUCTION SALES.

SALE OF SERVICEABLE AND DAMAGED HOSPITAL PROPERTY.

C. W. BOTELER, Jr., Auctioneer.

MEDICAL PURVEYOR'S OFFICE, WASHINGTON, D. C., Dec. 16, 1865.

Will be sold at public auction, in this city, at warehouses, Eighteenth and F streets, on FRIDAY, December 22, 1865, at ten o'clock a. m., a large quantity of Serviceable and Damaged Hospital Property, consisting of Blankets, Sheets, Hair Pillows, Bed-sacks, &c.

Purchasers will be required to pay for and remove the property within forty-eight hours from termination of sale. C. SUTHERLAND,
de16-5t Surgeon U. S. A., Medical Purveyor.

SALE OF HOSPITAL PROPERTY AT FORTRESS MONROE, VA.

C. W. BOTELER, Jr., AUCTIONEER.

MEDICAL PURVEYOR'S OFFICE, WASHINGTON, D. C., Dec. 16, 1865.

Will be sold at the UNITED STATES GENERAL HOSPITAL, near Fortress Monroe, Va., all the appliances pertaining to that establishment, consisting of serviceable articles of Bedding, viz: Blankets, Sheets, Bedsacks, Counterpanes, Hair Pillows and Mattresses, Towels, Shirts, Drawers, Iron Bedsteads, and an assortment of Table and Kitchen Furniture; also, Medicines, Books, &c. Sale to commence on WEDNESDAY, the 27th instant, at 11 o'clock, and to continue daily until all the property is disposed of.

Terms—Cash.

Purchasers will be required to pay for and remove property within forty-eight hours from termination of sale. C SUTHERLAND,
de18-tds Surg. U. S. A., Med. Purveyor.

LARGE SALE OF GOVERNMENT MULES.

CHIEF QUARTERMASTER'S OFFICE, DEPOT OF WASHINGTON, WASHINGTON, D. C., Dec. 5, 1865.

Will be sold at public auction, under the direction of Brevet Colonel C. H. Tompkins, Q. M., at the Eastern Branch Corral, near Lincoln Hospital Depot, Washington, D. C., commencing WEDNESDAY, December 20, 1865, at 10 o'clock, a. m., a superior lot of

SIX HUNDRED GOVERNMENT MULES.

The Mules are well broken, matched, in fine condition, and may be considered, in every respect, a first-class lot.

They will be sold singly, to the highest bidder, and the sale will be continued from day to day until the whole number is sold.

Terms: Cash, in Government funds.

D. H. RUCKER,
Bt. Maj. Gen. and Chief Quartermaster,
de5-14t Depot of Washington.

GOVERNMENT SALES.

SALE OF RESERVED HORSES.

QUARTERMASTER'S OFFICE, WASHINGTON, D. C., Dec. 12, 1865.

The Quartermaster General of the Army directs that all Government Horses now at Giesboro', D. C., be sold to the highest bidders.

Sales will, therefore, take place at GIESBORO', D. C., beginning on

THURSDAY NEXT, DECEMBER 14, 1865,

and continuing on each TUESDAY and THURSDAY thereafter, until all are disposed of.

A Boat will leave the Sixth street wharf every hour on days of sale.

These Horses have been carefully selected, and are superior to any heretofore offered for sale.

Animals will be sold singly.

Sales to commence at 10 o'clock a. m.

Terms: Cash in United States currency.

JAMES A. EKIN,
Brevet Brigadier General in charge
dec12-t31 First Division, Q. M. G. O.

LARGE SALE OF GOVERNMENT STOVES, RANGES, AND HEATERS.

CHIEF QUARTERMASTER'S OFFICE, DEPOT OF WASHINGTON, WASHINGTON, D. C., Dec. 15, 1865.

Will be sold at Public Auction, under the direction of Brevet Lieutenant Colonel James M. Moore, A. Q. M., at Warehouse No. 1, on F street, between Nineteenth and Twentieth streets, Washington, D. C., on FRIDAY, December 22, 1865, at 10 o'clock, a. m., a large lot of Stoves, Ranges, and Heaters, as follows:

600 Stoves, old and worn.
300 Coal Stoves, new, large size.
25 Coal Stoves, new, small size.
10 Wood Stoves, new, large size.
10 Wood Stoves, new, assorted sizes.
25 Cooking Stoves, new.
2 Ranges, new.
5 Cylinder Heaters, new.

The six hundred unserviceable Stoves will be sold singly to the highest bidder, with the privilege of the purchaser taking twenty-five Stoves, in lots, as they come. The three hundred Coal Stoves will be sold singly, with the privilege of taking twelve. The rest of the Stoves will be sold singly.

The sale will be continued from day to day until the whole number is sold.

Terms: Cash in Government funds.

D. H. RUCKER,
Bvt Maj. Gen. and Chief Quartermaster,
dec15-td Depot of Washington.

FINAL SALE OF GOVERNMENT PROPERTY NOW STORED AT THE ENGINEER DEPOT.

DECEMBER 2, 1865.

Will be sold at public auction, in this city, at the Engineer Depot on the Eastern Branch, just above the Navy-Yard, on the 15th day of December, 1865:

A quantity of Old Lumber,
A quantity of Refuse Lumber,
A quantity of Old Broken Shovels,
A quantity of Blacksmiths' Tools,
A quantity of Old Carpenters' Tools,
A lot of Old and Broken Wheelbarrows, and other material.
A number of Pontoon Boats.

Also, the following Buildings:

One (1) Guard-House, 16x29.
One (1) Carpenters' Shop, 23½x69.
One (1) Carpenters' Shop, 26x40.
One (1) Building, used for shops, 234x28—260.
One (1) Smith's Shop, 26x40.
One (1) Hospital, 24½x100.
One (1) Shed, 34x80.
One (1) Saddler's Shop, 16.3x20.2.
One (1) Stable, 16.2x56.

The Military Guard will remain upon the premises four days after the date of sale, for the protection of the property, and purchasers (not owners of the land) will be required to remove the buildings within ten (10) days after the date of purchase.

Buildings will be sold singly.

Terms: Cash, in Government funds.

A. H. HOLGATE,
First Lieutenant U. S. Engineers,
dec-dts Commanding Depot.

☞The above sale is deferred until WEDNESDAY, the 20th. de 14

SALE OF GOVERNMENT BUILDINGS, FENCE, &c.

CHIEF QUARTERMASTER'S OFFICE, DEPOT OF WASHINGTON, WASHINGTON D. C., Dec. 14, 1865.

Will be sold at public auction, on the premises, under the direction of Brevet Lieutenant Colonel James M. Moore, A. Q. M., on WEDNESDAY, December 20, 1865, the following described Government Property, viz:

CORNER OF TWENTY-SEVENTH AND I STREETS, AT 10½ A. M.

Two (2) Storehouses, each 28 by 139 feet.
One (1) Storehouse, 26½ by 180 feet.

ON TWENTY-SIXTH, BETWEEN G AND H STREETS, AT 11½ A. M.

One (1) Storehouse, 42½ by 176 feet.

AT MARYLAND AVENUE DEPOT, BETWEEN NINTH AND TENTH STREETS, ISLAND, AT 1½ P. M.

One (1) Storehouse, 45 by 152 feet.
One (1) Office, 20 by 30½ feet.
One (1) Kitchen, 12½ by 23 feet.
One (1) Quarters, 28½ by 30 feet.
One (1) Sink, 6 by 8 feet.

ON THE B. AND O. R. R., NEAR THE CORNER OF FOURTH STREET EAST AND I STREET NORTH, AT 4 O'CLOCK P. M., THE FOLLOWING LOTS OF FENCING:

Two (2) Lots, each 81 feet long, 8 feet high.
Two (2) Lots, each 218 feet long, 8 feet high.
One (1) Lot, 113 feet long, 8 feet high.
One (1) Lot, 27 feet long, 8 feet high.
Two (2) Lots, each 80 feet long, 8 feet high.
Two (2) Lots, each 43 feet long, 8 feet high.
Two (2) Lots, each 218 feet long, 8 feet high.
Two (2) Lots, each 128 feet long, 8 feet high.
One (1) Platform, 16 by 180 feet.

The buildings will be sold singly, and must be removed within fifteen days from date of sale.

Terms cash, in Government Funds.

D. H. RUCKER,
Brevet Major General and Chief Quartermaster,
dc14-5t Depot of Washington.

[From the Evening Post.]

DECEMBER.

BY HENRY S. HIRST.

I.

How like Don Cæsar de Bazan, a peer,
Even in rags, December takes the wall;
He looks complacently, *sans* care or fear,
On dead November's plumed ebon bier,
And flouts to see the latest leaf at fall;
And quaffing brown ale, like a very clown,
Snatches from off the shelf his kinsman's crown.

II.

Well, he is peer to every one but God,
And bravely bears his state, despite his rags—
No stouter wight our heather ever trod,
Or left his foot-print on the frozen sod;
He stalketh forth with footsteps like the stag's,
Faces the North with heaven-kissing crest,
And braves Euroclydon with Ajax breast.

III.

Cheerily he opens his dead kinsman's doors,
And counts his gains: no miser though is he;
When the bear-howling boreal tempest roars,
He calls the poor, and feeds him from his stores,
And clinks his can with them with mickle glee;
And when the snowy day in night expires,
Opens his house and feeds his chimney fires.

IV.

Above him glows the sacred mistletoe;
The yule log lights he, laughing, without cark;
While lads and lasses merrily to and fro—
Jock with his Jessie, Jennie with her Joe,
Now stars in light, or shadows in the dark,
Float through the dance's maze in rustic bliss,
Ending their sports with the old-fashioned kiss!

V.

Well, the old king had malice all the while,
In this gay gathering at his chimney side;
There was a quiet meaning in his smile;
From out the maids he languished to beguile
The fairest she, and make the girl his bride,
Ahasuerus-like, he garnered there
The fairest ones, to find the one most fair.

VI.

But the old king was very hard to please,
Some were too blonde, and others were too brown;
His Esther slumbered—somewhere—over seas,
All kings had queens, even the buzzing bees,
Yet none found he who could his crown adorn.
Thus meeting no one whom he could make wife,
He lived a good old bachelor all his life.

VII.

This matter suited best his simple life,
And so a Pastor Fido he became,
Whose wooly flock was free from care or strife,
Flouting the fable of a butcher's knife;
And he, in fame, was worthy of his name.
He told his beads at morning, noon, and night,
And then lay down to dream in deep delight.

VIII.

Well, he had cause. He fed the perishing poor
And clothed the naked. Every day
Was Whitsunday with him. His open door
Sought every traveler who trod the moor:
And each went forth rejoicing on his way.
One morn his couch was bare. God had said,
"Rise;"
Elias-like he walked in Paradise!

PHILADELPHIA, December, 1865.

A. P. FIELD ON AFFAIRS IN LOUISIANA.

The letter of Mr. R. C. Richardson, published a few days ago, did much to awaken attention to the condition of affairs in Louisiana. It was an exceedingly well-written letter, but can scarcely be supposed to give as plentiful occasion for serious reflection and inquiry as the letter below given from Col. A. P. Field:

NEW ORLEANS, Nov. 29, 1865.

Hon. James W. Grimes:

Many years ago, when I was a resident of Illinois, I visited your part of the State of Iowa, and there formed a slight acquaintance with you, and during the last winter at Washington I became familiar with your political course and particularly with your firm and manly course in support of all measures for the speedy suppression of the rebellion. Having long resided in Louisiana, and through this bloody and fearful war a firm, unconditional friend of the Union, I never faltered in my faith in the final triumph of the Federal arms and re-establishment of the authority over all the country.

The triumph of our armies has been complete, the rebellion put down; but the power and control of the political destinies of this State has passed into the hands of those who but a short time ago would have hung all the Union men in the State who might, by the chances of war, have fallen into their hands. Strange to say, by some mistaken policy, either at Washington or with the Executive of this State, who held his office and exercised powers by the sufferance of the President, large numbers of the most prominent rebels in the confederate army were permitted, and in fact almost invited, to return and assume control, give tone and mould public opinion to their own standard. They were feasted, flattered, and appointed to office by our Executive, even before their hands had been cleansed of the blood of our Union soldiers. With this state of things, mainly brought about by the Executive of this State, who had once been a Union man, but had been driven from his home and pursued through the country with bloodhounds, by some of the very men whom he has so recently taken into his confidence, it is not strange that at the election in November of this year, ordered by our Governor, these rebels should have succeeded in electing almost their entire ticket for all State officers, members of Congress, as well as the entire Legislature—but one single Union man elected to the lower House and none to the Senate. Notwithstanding the Union men of this State laid down their platform of principles, (almost entirely with that of the Union party of New York,) published their address, presented a ticket of unexceptionable Union men, yet their defeat was overwhelming, and the rebels have now, as I before remarked, the entire control of this State. If these men who have so recently been the recipients of a clemency from the Government, so little deserved, had have manifested a becoming respect for the Union and abandoned their wild and visionary doctrines of secession and State Rights, I should not, as one, complain; but so far from acknowledging their errors and regrets for the wrongs they have committed, they are as defiant, overbearing, and as insolent in their manner towards Union men as they were in 1861, when they voted the State out of the Union, and they openly say, many of them, that secession was right, and they say that, in their opinion, they took the State out of the Union, and that it is a conquered province.

This is the doctrine declared by a prominent member of their Legislature now in session, and the man who was speaker of the rebel legislature of this State, and this is the doctrine of the great mass of them, but the more prudent do not so openly express it. The late election in this State was carried by