

RATES OF ADVERTISING. One square, three days..... \$2.00

National Republican

VOL. VI.

WASHINGTON, D. C., TUESDAY EVENING, DECEMBER 19, 1865.

NO. 19.

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, Dec. 3, 1865. Trains between WASHINGTON and BALTIMORE, AND WASHINGTON AND THE WEST, are now run as follows:

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:

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:

National Republican

TUESDAY.....DECEMBER 19, 1865. [OFFICIAL.] THE DEPARTMENT OF STATE. WILLIAM H. SEWARD, Secretary of State of the United States.

COUNCIL PROCEEDINGS.

Board of Aldermen. Monday, Dec. 18, 1865. The Board met at the usual hour; the President, T. H. Latta, in the Chair. Present: Messrs. Keyes, Cross, Callahan, Brown, Galt, Barr, Kayser, Owen, Taylor, and Lewis.

CONGRESSIONAL PROCEEDINGS.

SENATE. Mr. Foot presented the following which was adopted: The joint committee appointed to consider and report by what token of respect and affection it may be proper to express the deep sensibility of the nation to the event of the decease of our late President, Abraham Lincoln, have, according to order, had the same under consideration, and as the result of their deliberations, report the following resolutions, and recommend their adoption:

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.

1864 ARRANGEMENTS 1864

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

THROUGH LINE BETWEEN WASHINGTON, PHILADELPHIA, AND NEW YORK.

WASHINGTON, October 29, 1865. Trains between Washington and New York are now run as follows:

ARTICLE XIII.

SECTION 1. Neither slavery nor involuntary servitude, except as a punishment for crime whereof the party shall have been duly convicted, shall exist within the United States or any place subject to their jurisdiction.

BOARD OF COMMON COUNCIL.

The Board met at the usual hour; the Mayor, James M. Smith, in the Chair. Present: Messrs. Williams, Williams, and Walker.

HOUSE OF REPRESENTATIVES.

Mr. Alley, of Massachusetts, offered the following: Resolved, That the House cordially concurs in the views of the Secretary of the Treasury in relation to the necessity of a contraction of the currency, with a view to an early resumption of specie payments as the business interests of the country require, and that he be and he be authorized to issue a permit, and to hereby pledge his personal sympathy to the two Houses of Congress for his deep personal affliction, and of their sincere condolence for the late national bereavement.

ALTONA ACCOMMODATION.

ALTONA ACCOMMODATION, daily except Sunday, at 9.30 a. m., stopping at Altoona, and making close connection with trains on the Indiana and Pennsylvania Railroads, at Ellettsburg, Keosauqua and Columbus, and at Philadelphia, Pa.

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:

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.)

ATLANTIC STEAMSHIP COMPANY.

TO NEW YORK. The steamers comprising this line are the JOHN GIBSON, Captain YOUNG, and the E. C. KNIGHT, Captain MORRIS.

THE PRESIDENT'S MESSAGE.

The first annual message of President Johnson to the Congress of the United States must command the respect of intelligent people everywhere, and exert a profound influence upon the lovers of constitutional equality and justice in his own country. Never did man have to deal with matters of more momentous magnitude, and it must be conceded that he brings to the solution of the grave problem before him a devotion to the Constitution, a logical consequency, and a fervor of patriotism equal to the great emergency.

WASHINGTON CITY POST OFFICE—Arrival and Departure of Mails.

Northern and Eastern Mails.—Sat. Due at 5.40 a. m., departs at 7.30 a. m., closes at 6 a. m. 2d. Due at 11 a. m., departs at 11.15 a. m., closes at 10 a. m. 3d. Due at 5.40 p. m., departs at 6 p. m., closes at 4.45 p. m.

PHILADELPHIA, WILMINGTON, AND BALTIMORE RAILROAD.

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

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