THE NATIONAL REPUBLICAN

RATES OF ADVERTISING.

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One square, four days..... 2 50
One square, five days..... 3 00
One square, six days..... 3 50

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Daily National Republican.

VOL. VI. WASHINGTON, D. C., WEDNESDAY EVENING, JANUARY 24, 1866. NO. 49.

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

THE NATIONAL REPUBLICAN

THE DAILY NATIONAL REPUBLICAN is published every afternoon (Sundays excepted) by W. D. MCGILL & Co., (No 511 Ninth street,) and is furnished to our subscribers (by carriers) at 45 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; Three copies one year, $5.00; Ten copies one year, $15.00.

RAILROADS.

BALTIMORE AND OHIO RAILROAD.

WASHINGTON, Jan 8, 1866.

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, 7.30, and 11.15 a. m., and 2.30, 4.35, and 7.30 p. m.

FOR ALL WAY STATIONS.

Leave daily, except Sunday, at 6 20 a. m. and 2.30 p. m.

FOR WAY STATIONS SOUTH OF ANNAPOLIS JUNCTION.

Leave at 6 and 6.20 a. m., and at 2.30 and 4.40 p. m.

FOR ANNAPOLIS.

Leave at 6.20 and 7.30 a. m., and 4.35 p. m. No train to or from Annapolis on Sunday.

ON SUNDAY.

FOR BALTIMORE.

Leave at 7.30 a.m. and 2.30 and 7.30 p. m.

FOR WAY STATIONS.

Leave at 7.30 a. m. and 2.30 p. m.

FOR ALL PARTS OF THE WEST.

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

On Sunday, at 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,
ja8-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 2.30 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 5.45 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 5 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 3.30 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, 7.20 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 6.25 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, 4.50 and 12.25 p. m.

FREIGHT TRAIN, with passenger car attached, will leave Wilmington for Perryville and intermediate stations at 7.50 p. m.

ja11 H. F. FENNEY, 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.
Pitsb'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. DUHARRY,
Superintendent N. C. R. R.
R. S. WONSINS,
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..... 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 11¼ 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 6.15 p. m. Evening Mail and the 1.50 (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 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. GATEMER, Agent,
Philadelphia and New York Lines.
PHILADELPHIA, Dec. 23, 1865. 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 4.35 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	3.05 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 5.20 p. m.
Leave Alexandria at 7.35 a. m. and 5 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 6.20 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 4.50 p. m. and 4.50 a. m.
Arrive at Washington at 5.50 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 5.45 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.
oct-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 6.20 and 7.30 p. m.

FOR NEW YORK, changing cars at Philadelphia,
Leave daily (except Sunday) at 11.15 a. m., and 4.35 p. m.

FOR PHILADELPHIA,
Leave daily (except Sunday) at 7.30 and 11.15 a. m., and 4.35 and 7.30 p. m.

ON SUNDAY.

Leave for New York at 6.30 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., 86 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

THIS IS TO GIVE NOTICE, THAT THE subscriber has obtained from the Orphans' Court of Washington County, in the District of Columbia, letters of administration on the personal estate of Robert Newman, late of Washington City, D. C., deceased. All persons having claims against the said deceased are hereby warned to exhibit the same, with the vouchers thereof, to the subscriber, on or before the 13th day of January next; they may otherwise by law be excluded from all benefit of the said estate.

Given under my hand this 13th day of January, 1866. G. W. SAMPSON,
ja16-w3w* Administrator.

THIS IS TO GIVE NOTICE, THAT THE subscriber has obtained from the Orphans' Court of Washington county, in the District of Columbia, letters of administration on the personal estate of William A. Grace, late of Washington city, D. C., deceased. All persons having claims against the said deceased, are hereby warned to exhibit the same, with the vouchers thereof, to the subscriber, on or before the 19th day of December next; they may otherwise by law be excluded from all benefit of the said estate.

Given under my hand this 19th day of December, 1865. BRIDGET GRACE,
de19-w3w* Administratrix.

The Soldiers' and Sailors' National Convention.

SPEECH OF GEN. B. F. BUTLER.

The Eleventh-Hour Laborers Getting More than those who Bore the Heat and Burden of the Day.

THE SAILORS ARE ALLOWED TO KEEP WHAT THEY GET.

Shall the Public Lands be Divided Among the Patriots of the War?

[PHONOGRAPHICALLY REPORTED FOR THE DAILY NATIONAL REPUBLICAN.]

The Soldiers' and Sailors' National Convention met in the hall of the House of Representatives last evening, Gen. E. W. Hinks, of Massachusetts, President, in the chair:

INSTALLATION OF OFFICERS.

The first business of the evening was the installation of the officers elected for the ensuing year. These were: President, General E. W. Hinks, of Massachusetts; Vice President, General Harry White, of Pennsylvania; Recording Secretary, Major J. C. Doughty, D. C.; Corresponding Secretary, Captain James Cross, of Pennsylvania; Treasurer, Major Van Buren, D. C.

These officers, standing in front of the chair, made the following declaration, as prescribed to them by Gen. Perry, of Ohio:

I do solemnly promise, in the presence of the witnesses here assembled, that I will faithfully support and maintain the constitution of the Soldiers' and Sailors' National Union, and that I will faithfully perform the duty of my office to the best of my ability.

REMARKS OF GEN. HINKS.

Gen. Hinks, in entering on the discharge of his office, said:

FELLOW COMRADES: On the occasion when you elected me chairman of your convention I had the honor to submit a few remarks expressive of my gratification. I do not propose now to inflict another speech upon you, but I must say that since I made those remarks I have had no occasion to change my views. I can only pledge to you my assurance that your president will devote his best abilities to serve your interests and advance the objects for which this national union of soldiers and sailors has been formed. It is a subject of great gratification to me to know with what harmony you have settled and determined the matters that you have been discussing, and it is right that I should express to you my full accordance with the declarations adopted this afternoon. I certainly feel it to be among the duties of my office to attempt, at all times, to enforce the views you have therein expressed, and which were, I believe, the unanimous voice of the convention. I thank you for the office to which you have elected me, and for the honor which comes with it. I count it no mean honor to be elected chairman of the National Union of Soldiers and Sailors of the United States at this, its first meeting, in the city of Washington.

COMMITTEE ON ADDRESS, ETC.

On motion of Gen. White, of Pennsylvania, a committee of five was appointed to issue, at their earliest convenience, an address to the soldiers of the United States.

The resolutions adopted by the convention at its afternoon session were, on motion, read for the information of Gen. Butler, who was to address the meeting.

On motion of Gen. Fisher, it was ordered that when the convention adjourn to-night, it adjourn to meet at 12 o'clock on Wednesday, at the Union League Rooms, on Ninth street.

CALL FOR GEN. BUTLER.

Gen. White, of Pennsylvania, moved that Gen. Benjamin F. Butler, of Massachusetts, be called on to address the convention.

The motion was carried by acclamation, and Gen. Butler, on standing up at the clerk's desk in response to it, was received with great applause. He remarked that if the convention would allow him to address it from the floor of the House he thought he would feel himself more at home.

Gen. Hinks: I know no man in the country who has a better right to the floor of this House than Gen. Butler, of Massachusetts. [Hearty applause.]

Gen. Butler, having stepped down in the area to the right of the clerk's desk, proceeded to address the convention, as follows:

GEN. BUTLER'S SPEECH.

Mr. President, gentlemen of the Convention, and fellow-soldiers of the Army of the Union: Unexpectedly called upon to consult with you upon the course to be pursued by the late soldiers of the army in their demands for justice and right, I shall certainly be excused if, in the somewhat crude remarks I make, I may seem in much to err; but I trust these errors will be what I have ever endeavored my errors should be—errors of the head and not of the heart.

Fellow-soldiers, it is "good for us to be here." We meet under auspices so flattering, so full of hope, so crowded with memories, so filled with glorious recollections of the past, and with still more glorious hopes for the future, that I say again, "it is good for us to be here." It is quite meet that we should pause and give a thought—ah! a mournful thought—to those of our gallant brothers who meet no more with us on earth, but whom, through the merits of the Redeemer, we hope to meet again in heaven. Would that our comrades, whom we have loved and lost and wept for, could meet us and give us the cordial clasp of the hand, the cheerful tone of the voice, and the bright look as of old. But they have laid down their lives for their country, and it is for us, their surviving comrades, to see to it, as far as in us lies, that their lives shall not have been laid down in vain; that the great prize of liberty, justice and the equality of all men before the law shall not be lost. For that they fought, for that they died, and that is all that prevents their death from becoming useless. [applause.]

INCREASE OF PENSIONS.

It would be, perhaps, better for us, in the first place, to consult together for a few moments on the means of obtaining the particular justice that appertains to ourselves. There are then another class of our comrades, whose wounds, whose sickness have prevented them from coming to meet us here. There are, again, the wives and children of others for whom we should care; and we are to see to it that they shall be cared for; that the country shall pay what is not only due to them, but is still more than due to them—a right that must never be lost sight of. I was glad to hear in your resolutions that you demand for the wives and children of our deceased comrades such ample and full provision as will give them not the means of eking out an existence, but the means of fairly living on an equality with their brothers and sisters in the land. The husband and father has earned that with his blood. It is a right which this country ever has been and ever will be able to pay, without feeling it. [Applause.] Whatever other demands you may compromise, whatever else we may be ready to sacrifice, this is a demand which I think we can ask, not with "bated breath and whispered humbleness," but boldly ask of the representatives of the people in this Hall and at the other end of the Capitol, for the widows of our deceased comrades. We may ask that this be not doled out to them by pennies, but be given out generously, liberally, and, above all, justly. [Applause.] What is the pension of the widow of a volunteer officer of the highest grade? Not one third of what her husband could have earned at any honest employment, however humble he may have been. What is the pension of a disabled officer of whatever grade—of an officer totally disabled, entirely deprived of the means of doing anything for his own support or the support of those who are dear to him? Not one third of what any mechanic can earn in any workshop in this country. And what shall we say of the pension given to the enlisted man, disabled in the service of his country? Hardly one tenth of what he could have earned if he were a mechanic and had not been disabled. Why is this injustice? Let us recollect that the law which gave eight dollars a month to the soldier of the Revolution gave him a competency for life. The eight dollars a month at that time was much more than the $24 a month now, which your resolution asks for. Your resolution rightly demands that in this matter of pensions the country shall do full and ample justice to its soldiers; and it seems to me that no man can turn a deaf ear to that demand.

EQUALIZATION OF BOUNTIES.

Let us stop a moment here in this Capitol, won by the valor of our comrades from the desecration of the enemy's foot, to reflect what is the true type of the American soldier. Without hope of reward, except the reward of well-doing, with patriotism, with ardor, with hope, with joy, he enlisted in the service of his country, following its flag, seeing only that and the enemy he was to strike—making no conditions, driving no bargains, taking nothing, expecting nothing, anxious only how he could best serve his country. As the war went on, the need of the country called for other soldiers, and they had time to do what the earlier soldier had not time to do. They had time to strike a bargain with the country—to deal with its necessities to ascertain what they were worth—to get bounties, pay, emoluments, and rewards. Now, what are we here for to-day? It is that the rights of the former soldier—of the true American soldier who went forward without bounty, without reward, and without hope of reward, save what he might receive from the gratitude of his countrymen—shall be protected; that his bounty shall be made equal to that of him who made terms with the country—who took advantage of its necessities to receive bounties and emoluments. [Applause.]

We ask from the justice of the country the same price that it has conceded we were worth when it made terms with others. We ask that we who went first shall receive the same as was given to subsequently enlisted men. The latter have served no longer than we have We have served through the whole war; the others have served only part of the war; and though we are contented that the parable of the vineyard shall be carried out, and that he who came in at the eleventh hour shall have his penny, yet we have never read a word in that parable which did not also give the penny to the man who bore the heat and burden of the day. [Applause.] Nor, fellow-soldiers, have I heard from any respectable quarter any reason why this should not be done. Of course, I do not include in my remarks that respectable class of men (in numbers) who, as substitutes, sold themselves at a price; for whether they get bounties or not, is a matter about which I shall not concern myself here or elsewhere. I am speaking of those soldiers who went in before; and we ask that the emoluments of such be equalized. I have heard no respectable class of people anywhere denying that our claim is a just one.

I was glad to see that while you stand here demanding justice for yourselves, you are also willing to concede justice. Then what is the objection? Why have you limited in your resolution the money value to $150,000,000, in the face of the declaration of the Paymaster General, and probably a correct one, that it would take from $500,000,000 to $700,000,000 to equalize these bounties? Is it because that you have felt as I feel; because you appreciate, as the whole country appreciates, the great burden of debt imposed upon us by this war—a burden which I have no doubt will amount to $4,000,000,000 when all accounts are adjusted and all balances settled. You appreciate as I do the great burden of taxation falling upon all men to an extent which no other country ever yet bore; for our taxes to-day are more than those of any other country in the world of whose civil list and budget we have any knowledge; and yet the burden will be borne gracefully, gladly, willingly, provided we can get the result which should come from such great taxation. I can easily understand the feeling which made you, who have sacrificed already so much, ready to lay down your own just claims once more upon the altar, a sacrifice to the good of the country, taking but a modicum of what you ought to have.

It is the feeling that the credit and currency of the country would suffer if this burden, so large as $500,000,000 or $700,000,000 were thrown on it. And I am bound to say, in all frankness,—for in whatever else I have ever failed, I have not yet failed in frankly expressing my sentiments—that much as I feel the justice of your cause, yet were I a representative of the people, I should pause long before I would vote to pay, in money, a sum which would equalize the bounties of soldiers. I should doubt whether I did not sink my patriotism in a desire to do justice to my brothers in the army. But, fellow-soldiers, there is a fund in the United States from which your bounties can be paid and equalized, leaving the country no poorer, but, on the contrary, richer You have the right to demand that the true men who have fought the battles of the Union and preserved the nation—if the United States has any kind of property to dispose of—shall have their just dues, and these just dues can be paid out of the public lands of the United States.

CONFISCATION OF SOUTHERN LANDS.

I would demand that the bounty of all soldiers should be equalized and land warrants given them, whether that would take five hundred millions or seven hundred millions, or any other millions of acres of the public land. For every acre of land that you give a soldier the country would be richer, in its settlement, in its development, and in the opening of its mines. Let us, therefore, demand that land warrants, properly guarded by the wisdom of Congress, so that they shall enure to the soldier's benefit, shall be issued sufficient to equalize the bounties and provide homes for the soldiers. If anybody suggests to me that there is not land enough to be got, to him I answer: begin at Arlington and measure south until you find enough. [Loud and long continued applause.] It is there. Most of us have seen it and know the lay of it, and know how to survey it and run it out. [Laughter.] And who has a better right to it under God than he who has rescued it from the enemy? [Applause.] Who has a better right to occupy it than he whose brothers and comrades lie buried in it, and whose blood has enriched its soil? Who shall claim it by a higher title? Shall any man who has forfeited it by treason and rebellion say, "this is mine;" and to the Union soldier say, "stand back, I am holier than thou?"

Mr. President, I am not advocating hard measures, unless they are necessary, and, if there be land enough elsewhere, without taxing the loyal North too much, I am content not to cross the Potomac. But, if not, I am quite certain that it is the duty of the Government of the United States to cross the Potomac and to see to it that the men who have fought this war shall have the fruits of the war. To our sailors we give all that they take. I do not speak it invidiously, but an admiral gets $99,000, and I do not see why we cannot have a few acres given to the poor fellows who trudged over the land, instead of giving all to those who have sailed on the sea. I, by no means, begrudge to the sailor what he has got; I only ask fair play, equal justice to all men, on land or on sea, black or white. [Laughter and applause.] It seems to me, sir, that we have a right to demand so much for security to the country for which we have fought. I think that if this land were settled by the soldiers who won it, all the political questions of reconstruction or otherwise would vanish. If we had only the old armies of the West, and of the East, and of the Gulf settled back in those States, I think there would be no difficulty in this Hall of re-admitting at once, and without debate, all the States into the Union. I think there would be no doubt on the question of loyalty or fealty to the flag, or of attachment to the Union, to disturb the debates of the respectable gentlemen who occupy this hall by day. I think we might easily, and with advantage, supply the places of those who have been lost on the other side by an infusion of new blood, precisely as in the olden days the Roman secured to himself his conquest by giving an allotment of land to the soldiers who won it. [Applause.] Nor do I think, Mr. President, that any injustice would be done by this. The South, in going into secession, staked not only its political rights, but the rights of its citizens to their property and to their lives. They played for empire, and lost; and I think it is neither manly nor chivalrous in them to whine when the stakes are called for. [Laughter and applause.] If they had won, do you not think they would have asked the last dollar staked on our side? I think it right that they should understand that when we conquered, we conquered not only their rights but their lands, and that we should conquer their prejudices too.

I say, therefore, my friends, urge Congress in every form to do justice, and, if the answer be that the only objection to doing you justice is, that it would tax the loyal North too much, still say, "we want justice." [Applause.] Point Congress southward, and say "there lies the patrimony we won; give us only what we fought for, what we conquered, and what is