THE NATIONAL REPUBLICAN

RATES OF ADVERTISING.

One square, three days.....$2 00
One square, four days.....3 50
One square, five days.....3 [illegible]
One square, six days.....3 [illegible]

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

Editorial notices 20 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.

Daily National Republican.

VOL. VI. WASHINGTON, D. C., MONDAY EVENING, FEBRUARY 19, 1866. NO. 71.

THE NATIONAL REPUBLICAN

THE DAILY NATIONAL REPUBLICAN is published every afternoon (Sundays excepted) by W. A. HARRIGAN & CO., at 411 Eleventh street, and is furnished to our subscribers (by carriers) at 45 cents per month.

Mail subscribers, $6.00 per annum; $3.00 for six months; and $1.50 for three months, invariably in advance.

Single copies, 5 cents.

THE WEEKLY NATIONAL REPUBLICAN is published every Friday morning: One copy one year, $2; Three copies one year, $5.50; Ten copies one year, $16.00.

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

RAILROADS.

BALTIMORE AND OHIO RAILROAD.

WASHINGTON, 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 4.30 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 2.30 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, Washington.

jan 17

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 3.45 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 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 3.30, 4.25, and 6 p. m., 3.35 and 4.30 a. m., arrive in Washington at 5.20, 5.50, and 7.45 p. m., and 3 and 6 a. m., in ample time to make connections for Richmond and the South.

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

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

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

Breakfast and supper on board of steamers.

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

oct7

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 6.20 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 3.25 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 6.20 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 5.57 a. m., 1.50 and 11.50 p. m.

Leave Wilmington at 6.13, 9.40 a. m., 2.35, 4.50 and 12.25 p. m.

FREIGHT TRAIN, with passenger car attached, will leave Wilmington for Perryville and intermediate stations at 7.45 p. m.

jan11 H. P. BANNEY, 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	6.20 a. m.	12.10 p. m.
Pittsburgh and Erie Ex.	4.40 p. m.	7.20 p. m.
Pittsb'gh and Elmira Ex.	7.50 p. m.	10.00 p. m.

TWO TRAINS ON SUNDAY,

Leaving Washington at 2.20 and 7.50 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.

Tickets and any information may be had 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.
R. J. WILKINS, Passenger and Ticket Agent.
JNO. GILLETT, Passenger Agent. no30-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.....$3.25
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 3.15 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, 4.50 and 6.45 p. m., and 12.40 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, 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, 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 9.20 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	1.20 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 3.30 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 11.50 p. m. and 12.20 a. m.
Arrive at Alexandria at 4.55 p. m. and 4.40 a. m.
Arrive at Washington at 5.30 p. m. and 5.20 a. m.

On Sundays leave Washington at 2.30 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 9 p. m.

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

Leaves Lynchburg at 3.30 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 7.10 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. BROADUS, General Passenger Agent.

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1866. WASHINGTON, 1866.

ALEXANDRIA, AND GEORGETOWN RAILROAD.

NEW ARRANGEMENTS.

The Washington, Alexandria and Georgetown Railroad Company having resumed possession and control of said road, will, on and after MONDAY, JANUARY 15th, 1866, run passenger trains between WASHINGTON and ALEXANDRIA as follows:

THROUGH MAIL TRAIN SOUTH, VIA ORANGE AND ALEXANDRIA RAILROAD—Leave Washington for Alexandria, and all points South, at 9.40 a. m., daily, (Sundays excepted,) from the corner of Indiana avenue and First street, opposite Baltimore and Ohio Depot.

THROUGH MAIL TRAIN NORTH, VIA BALTIMORE AND OHIO RAILROAD—Leave Alexandria for Washington, and all points North, at 5 p. m., daily, (Sundays excepted,) connecting with the Express Train for the North and West.

LOCAL ACCOMMODATION TRAINS.

FOR ALEXANDRIA—Leave Maryland Avenue Depot at 9 and 11 a. m., and 2, 4.20, and 6.15 p. m.

FOR WASHINGTON—Leave Alexandria at 5.20, 8, and 10 a. m., and 1 and 3 p. m.

SUNDAY PASSENGER TRAINS.

Sunday Passenger Trains between Washington and Alexandria will be run as follows until further notice:

LEAVE ALEXANDRIA at 9.45 a. m. and 4 p. m., reaching Maryland avenue depot at 10.15 a. m. and 4.30 p. m.

LEAVE WASHINGTON at 1.30 and 5 p. m., reaching Alexandria at 2 and 5.30 p. m.

☞ The Ticket Offices will be opened twenty minutes prior to the starting of each train, and passengers are respectfully requested to purchase tickets before taking seats in the cars.

☞ FREIGHT destined for ALEXANDRIA, and all points South, will be received at Maryland Avenue Depot from 7 a. m. until 3 p. m., and forwarded at 9 and 11 a. m., and 2 and 4.20 p. m.

☞ FREIGHT destined for WASHINGTON, and all points North and West, will be received at the Local Freight Depot, corner of Duke and Henry streets, Alexandria, from 7 a. m. until 1 p. m., and forwarded at 3 and 10 a. m., and 3 and 3 p. m.

☞ THROUGH TICKETS, via Orange and Alexandria Railroad, to GORDONSVILLE, LYNCHBURG, and all points further South, can be obtained at the office of the Orange and Alexandria Railroad Company, opposite the Baltimore and Ohio Railroad Depot, and at the office of the Washington, Alexandria, and Georgetown Railroad Company, corner of Ninth street and Maryland avenue, Washington, D. C.

☞ COMMUTATION AND ROUND-TRIP TICKETS between WASHINGTON and ALEXANDRIA can be obtained on application at the office of the Company, on Maryland avenue, Washington.

☞ For further information apply at the office of the Company, corner of Ninth street and Maryland avenue, Washington, D. C.

O. A. STEVENS, General Superintendent.
W. J. PHELPS, General Manager.

WASHINGTON, D. C., Jan. 15, 1866. ja20-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 6.30 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, Agent, Washington.

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IN THE SUPREME COURT OF THE DISTRICT OF COLUMBIA, THIS 15TH DAY OF JANUARY, 1866.

CHARLES H. SETHCUS, vs. DEBORAH ANN SETHCUS. } IN EQUITY, NO. 556.

The subpœna issued to compel the defendant's appearance having been returned into the Clerk's office by the Marshal, on the 7th day of November, 1865, endorsed "not found," and the defendant having failed to enter his appearance on the first rule day, commencing twenty days afterwards, and the complainant having filed an affidavit that the defendant is out of the District, so that the process cannot be served on him, it is on motion of the complainant, this 15th day of January, 1866, ordered by the court that the defendant cause his appearance to be entered in this suit on or before the first Tuesday of May next.

By order of the court:

GEORGE E. H. DAY, Plaintiff's Solicitor.

ja16-law7w*

THIS IS TO GIVE NOTICE, THAT THE subscribers have obtained from the Orphans' Court of Washington county, in the District of Columbia, letters testamentary on the personal estate of David Atkins, 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 subscribers, on or before the 3d day of February next; they may otherwise by law be excluded from all benefit of the said estate.

Given under our hands this 3d day of February, 1866.

MATILDA ATKINS,
GEORGE ATKINS, Executors.

fe3-law6w*

[THE views set forth in the following papers were respectfully communicated, in the early part of the summer of 1865, to distinguished gentlemen connected with the Government, and are now published by consent of the writer.]

THE BALLOT BOX in TIME of WAR

The Right of the Government of the United States under the Constitution, in time of war, to withhold the Elective Franchise from citizens who have become Public Enemies of the Country; and to prescribe qualifications of Electors, who may be permitted to organize Republican Governments in rebellious States.

NO. II.

President Johnson has on several occasions exercised the power of controlling the elective franchise, and of prescribing the qualifications of electors; and has designated some provisions in the constitutions and laws which would be required of the inhabitants of rebellious districts, as conditions of restoration to their original relations to the Union. These measures are substantially the same as those which were sanctioned by President Lincoln in his Amnesty Proclamation of 8th December, 1863. All the inhabitants of hostile districts having been declared in rebellion and having been recognized as public enemies; and as violators of several penal laws of Congress, and as thus liable to various penalties and forfeitures, Congress had empowered the President by statute, to grant pardon and amnesty for offences against the United States, except in cases of impeachment, upon such conditions as he should judge expedient. Acting on that power, President Lincoln proclaimed pardon and restoration of all rights of property (with certain exceptions) to all persons designated in that proclamation, on condition, of their *taking* and *keeping* a certain oath.

The President then proceeded to give permission to persons in several of the rebellious States to form State governments, on the following *conditions*:

1. That the *number of voters* required should not be less than one tenth of *the number* cast in each State at the Presidential election of 1860.

2. That each voter should have certain qualifications, of which two were *never before required by law*, namely: 1. That each voter should have subscribed a new oath, drawn up by himself and set forth in the proclamation 2. That the voter would not only be bound by that oath, but would, in fact, thereafter defend the Constitution, support the acts of Congress passed during the rebellion relating to slaves, unless those acts should be modified, repealed, or pronounced void by the Supreme Court. 3. That such voter should also *have the qualifications* required by the *laws of the State* in which he sought to vote, as *they stood prior to the rebellion.*

He withheld the elective franchise, and excluded from voting the following persons who, by the laws of their respective States, were entitled to vote:

1. All persons, although qualified as voters by law, who had not taken the new oath.

2. All who had taken but had not kept it.

3. A large class of persons excepted from the amnesty, which class included most of the leading men in their several States.

He declared that if the State governments should pass certain classes of laws in relation to freedmen, he would not object; and he also suggested that in constructing new States, the names, boundaries, subdivisions, the constitution and general codes of laws as they stood before the rebellion, should be retained, *subject to modifications* made *necessary by the conditions heretofore stated*, and such others, if any, *not contravening such conditions*, and which might be deemed expedient by those framing the new State governments.

"This proclamation is intended to present to the people of the States wherein the national authority has been suspended and loyal State governments have been subverted a mode in and by which the national authority and loyal State governments may be established within said States or in any of them."

The President pledged himself to recognize as the true government of the State, one which should be thus formed, and to give it the benefits of the constitutional provision which declares that "the United States shall guarantee to every State in this Union a republican form of government."

In this proclamation the President controlled the inhabitants of rebellious States, not by dictating that they should vote, or that they should adopt certain new constitutions and pass certain laws, but by allowing them to resume relations to the Union only by complying with the *conditions prescribed*. All *those conditions* were prescribed *by himself*. Whenever he chose to adopt the local laws *qualifying electors*, (which laws without his sanction, or against his sanction, had no binding force, more than other laws which he disregarded,) the choice *was his own* and depended on *his will*, and not on the will or on any claim of right on the part of those who sought to be made voters by his consent. To some persons qualified by local statutes he refused to allow the right of voting; others he invited to vote, provided they had certain qualifications prescribed by himself, in addition to those required by the law of the States. By a subsequent proclamation of March 26, 1864, the President limited his amnesty proclamation and made it apply only to persons who should take the oath prescribed *for the purpose of restoring peace and establishing the national authority*, by such limitation excluding many more dishonest voters from exercising the elective franchise.

In a proclamation of the 8th July, 1864, he accepted as *one* plan of reconstruction the scheme provided for in a bill which passed both Houses of Congress, and which required only his approval to become a law. He declared that "he was fully satisfied with the system for restoration contained in the bill as *one* very proper plan for the loyal people of any State choosing to adopt it, and that he was, and at all times should be, prepared to *give the Executive aid and assistance* to such people, as soon as the military resistance to the United States shall have been suppressed in any such State, and the people thereof shall have sufficiently returned to their obedience to the Constitution and laws of the United States; in which cases military governors will be appointed with *directions to proceed according to the bill.*" The fourth section of that bill prescribed *who should and who should not have the elective franchise*, and dictated three fundamental propositions, which should be incorporated into each State constitution. *One* of those provisions *disfranchised forever a vast body of rebels from voting for or being members of the Legislatures or Governors of States.*

A second provision prohibited slavery forever.

A third declared that no rebel *debt*, State or Confederate, should ever be recognized or paid by the States. The bill further provided, that if any convention, called for the purpose of organizing a government should *refuse to establish such a constitution*, it should be dissolved, and all its doings should go for nothing.

President Johnson has also in several proclamations followed the general plan of his predecessor. He has appointed provisional governors over conquered States, and has subsequently directed some of them to call conventions "at the earliest practical period." He has directed who should be authorized to vote, and who should not be allowed to vote at such conventions—admitting as electors that portion of the people who are qualified as voters under the State laws which were in force before the acts of secession; but excluding all disloyal persons. The rule thus adopted disqualified or disfranchised a vast number of persons, both black and white. In controlling the action of popular conventions which have undertaken to form new constitutions, President Johnson has firmly adhered to certain *conditions* which he deems indispensable to the restoration of the States to their regular standing in the Union, viz:

1. That the conventions should declare the various ordinances of secession *null and void*, and not simply stop without act repealing them.

2. That the Legislatures should ratify the constitutional amendment abolishing slavery.

3. That they shall *formally* repudiate the rebel debt.

In his first message to Congress President Johnson alludes to the various steps taken by him towards a restoration of the normal relations of the general Government and the States. Among them he mentions, 1st, provisional governments; 2d, an invitation to them to pass acts amending the constitution In proclamations and directions to his provisional Governors, he ordered that none should be permitted to vote who had not the qualifications required by the local laws as they stood prior to the rebellion; but he did not permit all to use the elective franchise who had the qualifications required by such local law; on the contrary he disfranchised a large portion of such persons by denying the privilege of voting to all *disloyal* citizens, and their loyalty or disloyalty was left to be determined according to the discretion of the Provisional Governors.

In his proclamation he assigns his reasons for not extending the franchise by his own act to freedmen, and colored citizens who had been emancipated by the war, all these proceedings being merely initiatory, preliminary, and provisional.

Presidents Lincoln and Johnson, from an early period of the war, have exercised the well-established war power, not only to control, but, so long as it seemed best, to forbid the use of the elective franchise in the rebellious States. While hostile movements were in progress, and while military or provisional governments were established over a State, no civil government could be administered therein. Conflicting military and civil institutions cannot co-exist. Both of these Presidents have rightly assumed the power to determine whether *any* assembly of public enemies should be allowed; *when* it should be allowed; and who should constitute that assembly; and both have announced beforehand their determination that if such assembly would not conform to the directions or conditions prescribed by the Executive, their doings should go for nought. The local laws of conquered public enemies have no binding force upon the Government of the United States in time of war, whether those laws relate to slavery or rebellion, or to the qualification of voters.

That one of these laws, modified by the President so as to exclude four fifths of those who are within its terms, should have been voluntarily adopted, when it might have been rejected, by President Johnson, is as clearly an exercise of the power of determining the qualifications of electors by *his own act* as it would have been if the old statutes had been wholly disregarded. If the law of the State was *binding* on the Government, President Lincoln had no right to overthrow or disregard the law by prescribing a new and different qualification in *the test oath*, and President Johnson had no right to exclude *disloyal* persons from voting. But if the law had no binding force, then both Presidents were right, and both have, by their own acts, adopted such rules as they have thought proper, and neither of them has left the exercise of the voting franchise as it stood by the law of any State prior to the rebellion.

It must not be forgotten that the several acts of the Presidents, by which they have recognized and declared the rebels public enemies of the country, are equivalent to the most solemn declaration that such enemies have no longer any right, by use of the elective franchise or otherwise, in any manner to interfere with or to participate in the government, national or local, without their consent, and under such conditions as they shall prescribe. W. W.

WITH HALF AN EYE the difference may be seen between a coarse fabric and a fine one, and may one with the molesy of the sense of smell will find no difficulty in selecting Phalon's "Night-Blooming Cereus" from all the perfumes in the market, as the most delicious and refreshing. Sold everywhere.

[THE following lines were sent to Mr. BANCROFT by Rev. WM. ALLEN, D. D., of Northampton, Mass., who says in a note: "I trust you will excuse the sending of these lines by a white-headed man, in his 85th year, whose heart is still interested in the true honor and welfare of his country."]

THE BIRTHDAY CELEBRATION OF PRESIDENT LINCOLN.

FEBRUARY 12, 1866.

This day was LINCOLN's humble birth;
Yet God made him the first of earth:
Greater than kings; for he alone
Held his high seat on Freedom's throne.

He led us through a four years' war,
Whose desolation spread afar;
Yet, with some hundred thousands slain,
His gleaming sword was without stain.

With rebels was the mountain path;
For all the blood in battle spilt,
Manly himself to liberty,
He did four million slaves to free!

He sought his country's good, not fame,
Yet "second Washington" his name;
Near forty States his praise sound
In happy Union by him bound:

From East to Western sea stretched forth,
From sun-burnt gulf to frozen North.
For such a ruler God be praised,
Who LINCOLN for such service raised.

Though rebel crime has laid him low,
'Tis not our country's overthrow;
For God has led the people's choice
Of one whose steps awake their joys.

[OFFICIAL.]

ANDREW JOHNSON,

President of the United States of America.

To all and singular to whom these presents shall come, greeting:

Whereas a treaty was made and concluded at the city of Washington, in the District of Columbia, on the sixth day of March, in the year of our Lord one thousand eight hundred and sixty-five, by and between Clark W. Thompson and Robert W. Furnas, Commissioners, on the part of the United States, E-sta-mah-zha, or Joseph La Flesche, Gra-ta-mah-zhe, or Standing Hawk, Ga-he-ga-zhin-ga, or Little Chief, Tah-wah-ga-ha, or Village Maker, Wah-no-ke-go, or Noise, Sha-da-na-ge, or Yellow Smoke, Wasteh-com-ma-nu, or Hard Walker, Pad-a-ga-he, or Fire Chief, Ta-su, or White Cow, and Ma-ha-nin-ga, or No Knife, Chiefs of the Omaha Tribe of Indians, on the part of said Tribe of Indians, and duly authorized thereto by them, which treaty is in the words and figures following, to wit:

ARTICLES OF TREATY made and concluded at Washington, D. C., on the sixth day of March, A. D. 1865, between the United States of America, by their commissioners, Clark W. Thompson and Robert W. Furnas, and the Omaha tribe of Indians, by their chiefs, E-sta-mah-zha, Joseph La Flesche; Gra-ta-mah-zhe, or Standing Hawk; Ga-he-ga-zhin-ga, or Little Chief; Tah-wah-gah-ha, or Village Maker; Wah-no-ke-ga, or Noise; Sha-da-na-ge, or Yellow Smoke; Wasteh-com-ma-nu, or Hard Walker; Pad-a-ga-he, or Fire Chief, Ta-su, or White Cow; Ma-ha-nin-ga, or No Knife.

ART. 1st. The Omaha tribe of Indians do hereby cede, sell, and convey to the United States a tract of land from the north side of their present reservation, defined and bounded as follows, viz: commencing at a point on the Missouri river four miles due south from the north boundary line of said reservation, thence west ten miles, thence south four miles, thence west to the western boundary line of the reservation, thence north to the northern boundary line, thence east to the Missouri river, and thence south along the river to the place of beginning; and that the said Omaha tribe of Indians will vacate and give possession of the lands ceded by this treaty immediately after its ratification: *Provided*, That nothing herein contained shall be construed to include any of the lands upon which the said Omaha tribe of Indians have now improvements, or any land or improvements belonging to, connected with, or used for the benefit of the Missouri school now in existence upon the Omaha reservation.

ART. 2d. In consideration of the foregoing cession the United States agree to pay to the said Omaha tribe of Indians the sum of fifty thousand dollars, to be paid upon the ratification of this treaty, and to be expended by their agent, under the direction of the Commissioner of Indian Affairs, for goods, prov