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THE NATIONAL REPUBLICAN

RATES OF ADVERTISING.

One square, three days.....$3 00
One square, four days.....3 50
One square, five days.....4 00
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Every other day advertisements, 50 per cent. additional. Twice a week advertisements, 25 per cent. additional.

Editorial notices 50 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, Jan. 6, 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, 7.20, and 11.15 a. m., and 2.00, 4.35, and 7.20 p. m.

FOR ALL WAY STATIONS.

Leave daily, except Sunday, at 6.20 a. m. and 3.30 p. m.

FOR WAY STATIONS SOUTH OF ANNAPOLIS JUNCTION.

Leave at 6 and 6.20 a. m., and at 3.30 and 4.40 p. m.

FOR ANNAPOLIS.

Leave at 6.20 and 7.00 a. m., and 4.35 p. m.

No train to or from Annapolis on Sunday.

ON SUNDAY.

FOR BALTIMORE.

Leave at 7.20 a.m. and 2.00 and 7.20 p. m.

FOR WAY STATIONS.

Leave at 7.20 a. m. and 2.30 p. m.

FOR ALL PARTS OF THE WEST.

Leave daily, except Sunday, at 7.20 a. m. and 7.20 p. m.

On Sunday, at 7.20 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,
ja5-tf Washington.

NOTICE TO SOUTHERN TRAVELERS.

THE OLD AND DIRECT LINE ENTIRELY COMPLETED.

STAGING ENTIRELY DISCONTINUED.

80 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 wharf, foot of Sixth street, Washington, (wire daily, (Sunday nights excepted,) at 7 a. m., and 3.40 p. m., arriving at Aquia Creek by 10.30 a. m., and 12.25 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 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 Prince 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 9.20, 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. GILKESSON, 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 3.30 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., 4.34, 8.33 and 9.54 p. m.

CHESTER FOR PHILADELPHIA—Leave Chester at 8.13, 10.14 a. m., 12.36, 3.13, 4.54, 7.20 and 9.06 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 5.57 a. m., 1.00 and 11.30 p. m.

Leave Wilmington at 6.12, 9.40 a. m., 2.26, 4.56 and 12.32 p. m.

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

jan11 E. F. SWENEY, Superintendent.

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 8.20 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.
R. J. WILKINS,
Passenger and Ticket Agent.
JNO. GILLETT, Passenger Agent. ap20-tf

1864 ARRANGEMENTS 1864
FOR
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.....	2.00
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 6½ 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 11½ (Night,) via Kensington and Jersey city—Southern Express.....	3.00
At 6 p. m., via Camden and Amboy—Accommodation (freight and passenger:) 1st class ticket.....	2.25
2d class ticket.....	1.50

The 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 3 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. de23

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 3.30 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 5.30 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 7.40 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 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.	8.20 a. m.
Penn Accommodation.....	7.50 a. m.
Second Wall's Station Accommodation	5.00 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	2.35 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. BROKWITH, 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 4.30 p. m.
Leave Alexandria at 7.30 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 6.30 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 6.55 p. m. and 6.50 a. m.
Arrive at Washington at 8.30 p. m. and 8.20 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 3.30 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 7.15 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.
oct9-tf

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 6.45 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 6.20, 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 8 and 10 a. m., and 1 and 3 p. m.

THROUGH TICKETS, via Orange and Alexandria Railroad, to GORDONSVILLE, LYNCHBURG, and all points farther 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.
oc

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. 558.

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 S. H. DAY
Plaintiff's Solicitor.
ja15-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-law3w*

[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

OR

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. V.

THE SUPREME COURT.

Has the Supreme Court thus far followed the decisions of the political departments of government on the question as to the *status* of rebels as public enemies?—that is to say, enemies within the sense of international law?

This question will be answered by reference to the cases which have arisen since the beginning of the war.

By far the most important decisions on this subject were made in March, 1863, and are commonly known as "The Prize Cases."*

In these opinions the judges recognize the insurrectionists as public enemies, following, as was their duty, the decision of the political department of the Government.

How could judgment, condemning these vessels as lawful prize, be sustained if the belligerents were not admitted to be *public enemies?* Though a vessel, captured while trading with an enemy, may be lawful prize, irrespective of the character of the trader, whether friendly, neutral, or hostile, to whom it belongs, yet it is because his vessel may aid a *public enemy*, that it becomes liable to capture. No property of a friendly or neutral power can be lawfully captured because it might aid a criminal, a robber, or a pirate, or an *insurgent*, while acting merely as a *private* or personal enemy of the United States. The law of prize has no application to the case of personal or private enemies, and cannot be invoked to justify a capture of private property, unless there exists a *public enemy* and a *state of war*.

Blockades, under the law of nations, can lawfully exist only when there is a *public enemy* to the country which proclaims and enforces them.

The Circuit Courts of the United States, having adjudged the inhabitants of States declared in rebellion to be public enemies, have therefore decided that they are not entitled to sue in any of the national courts.†

Doubtless the disability to sue in courts of the United States, and all other disabilities resulting from the *status* of a public enemy may be removed. But it is for the President and Congress to determine what sound policy and public safety shall require.

It is a matter of congratulation that there is no want of harmony between the different departments of Government, and that the Supreme Court has not gone beyond its legitimate functions in time of civil war; but has by following the decisions of the political departments on political questions, given the best evidence that, even in revolution, it will not be necessary for the safety of the country to overthrow its judiciary.

Thus it has been shown that the question whether the inhabitants of the States in insurrection are "*public enemies*," and entitled to the rights, or subject to the liabilities of belligerent law, is to be decided, not by the judicial, but by the *political* departments of this Government. ‡That the Executive and Legislative departments have formally and finally decided that the rebels are a *public enemy*, and are subject to *the laws of war*. That the Judicial Department has submitted to and followed that decision; and that the question as to the *political status* of rebellion, is now no longer open for discussion. That whatever rights, other than the rights of war, may be conceded to the inhabitants of rebellious territory, will be bestowed on them from considerations of policy and humanity, and not from admission of their claims to rights under our Constitution.

THE LAW ADMINISTERED BY MILITARY GOVERNMENTS.

As the powers of a *de facto* Government belong to the conqueror by the laws of war, he may suspend, modify, or abrogate all municipal laws of those whom he has conquered; he may disregard their former civil rights and remedies; he may introduce and enforce a new code of laws, military and municipal, and may carry them into effect by new military tribunals, having abolished all courts and offices held under the authority of his enemy.‖

It has been held by the Supreme Court that "the laws, whether in writing or evidenced by the usage and customs of the conquered or ceded country, *continue in force till altered* by the new sovereign."¶

While they continue in force, it is by the express or implied permission of the new sovereign, and until altered by him. They are recognised only as an expression of the will of the conqueror.‖ If the law should conflict with the will of the conqueror, the LAW must yield; otherwise the conqueror would be subjected to the rule of those whom he has subjugated.

But the local laws of a conquered country may be changed not only by the law-making power of the conquering country, but by virtue of the BELLIGERENT rights of the conqueror.**

All these propositions follow from the fact that the power of a public enemy to make or administer law is terminated by the conquest of that territory by a different law-making and law-administering power, viz., that of the conqueror.

The local laws of a conquered country of which our army holds military occupation, have no force or effect whatever, except by our permission. When such local laws agree with those of the invading country, such laws may be, and usually are, adopted and sanctioned, because they do so agree therewith. Thus rules governing the rights of property, the relations of persons, and the laws of crimes in the respective countries of the belligerents are often so nearly alike that the administration of them is permitted to remain unchanged, even in war. But no law or institution established by law is permitted to survive, which is in conflict with those of the conqueror.

In all cases, the will of the conqueror governs. Hence, in a ceded or subjugated territory, all laws violating treaty stipulations with foreign nations, or granting rank and titles or commercial privileges in conflict with the institutions of the conqueror, are abrogated.*

It has been asserted that the municipal laws of a belligerent territory remain in force, "*proprio vigore*," until altered by military orders; but, although such laws may have been tacitly adopted, or the enforcement thereof may have been permitted, it is not because these laws retained any validity "*proprio vigore*." Their only validity was derived from the tacit or express sanction or adoption thereof by the will of the commander-in-chief of the invading army.

In case of conquest of a foreign country, the question has been asked, what laws, if any, of the invading country are *ipso vigore*, and without legislation extended over the territory acquired in war?

The suppression of the present rebellion is not the conquest of a *foreign* country. The citizens of the United States residing in the districts in rebellion are not *alien* enemies, though they are *public* enemies; and it is important, in several points of view, to observe the distinction between enemies who are subjects of a foreign government, and are therefore called "*alien enemies*," and those who are denizens and *subjects* of the United States, and being engaged in civil war, are called "*public enemies*."

An alien owes no allegiance or obedience to our Government, or to our Constitution, laws, or proclamations. A citizen subject is bound to obey them all. In refusing such obedience, he is guilty of crime against his country, and finds in the law of nations no justification for disobedience. An alien, being under no such obligation, is justified in refusing such obedience. Over an alien enemy, our Government can make no constitution, law, or proclamation of obligatory force, because our laws bind only our own subjects, and have no extra territorial jurisdiction.

Over citizens who are subjects of this Government, even if they have so far repudiated their duties as to become enemies, our Constitution, statutes, and proclamations are the supreme law of the land. The fact that their enforcement is resisted does not make them void. It is not in the power of armed subjects of the Union to repeal or legally nullify our Constitution, laws, or other governmental acts.

The proclamation of the President, issued during the present rebellion, in executing the powers conferred on him by the Constitution, the acts of Congress, in executing its powers, and the decisions of the Supreme Court of the United States, are all, in one respect, "like the Pope's bull against the comet;" the proclamation, the laws, and the decisions are alike resisted and spurned by our adversaries; neither can be enforced until the enemy is overthrown. But when the soldiers of the Union shall have routed and dispersed the last armed force of the rebellion, and when the supremacy of our military power is undisputed, the Constitution, the laws of Congress, the proclamation, and the decisions of the Supreme Court, will at the same time, *puri passu*, be acknowledged and enforced. It is, therefore, idle to speculate upon the legal validity and operation of the proclamation liberating enemies' slaves, in districts not yet secured in our military possession. It would be equally useless to attempt to determine the validity and operation of our Constitution, laws, and decisions of courts in these rebellious districts. Neither of them will be enforced upon the enemy until they have been subjugated. When that event takes place, whether it be the result of battles or of returning sanity of repentant madmen, the Army of the United States will then have actual possession of every portion of the United States, and of every slave who may be found therein; and the rights of the slave to his freedom under the Constitution, the statutes passed, and the proclamations issued by the Government during the war, will be secured to him at the same time that other rights under the same Constitution and proclamations will be secured to the other inhabitants of the country.

And there can be no doubt that in civil war the laws of the United States, rightfully extending at all times over the whole country, are to be enforced, so far as applicable, in time of war, over the belligerent territory as fast as it comes under our military control, and that in case of complete conquest, the Constitution and laws of the Union will be restored to full operation over all the inhabitants thereof. At the same time, the laws of war will have swept away all local hostile authorities, and all laws, rights and institutions resting solely thereon.

The Commander-in-Chief has the right, during war, to treat their local laws as inoperative, or to adopt some and reject others; to permit the holding of courts by local authorities acting under military power of the conqueror, or to forbid them, and to substitute military courts of his own. Having all the rights of war over the subjugated inhabitants, he has all the powers of a government *de facto* and *de jure*, and can therefore impose upon them whatever laws or regulations may suit his pleasure, in accordance with the laws of war. The LAWS OF WAR are the only laws required by the Constitution to be laid by military power upon public enemies in time of civil war. Congress may modify by legislation the hardships of belligerent rights.

But whatever may be done or omitted by the President or by Congress, the laws and municipal institutions of the conquered inhabitants are "swept by the board." Whatever law is rightfully administered, is law expressly declared or tacitly permitted by the will of the conqueror.* W. W.

* For authorities on this question, see: Halleck, Int. Law, 833; Calvin's Case, Coke's Rep., part 7; Gardner vs. Fell, 1 Jacob and Walker, 22; Cross vs. Harrison, 16 How. 165; Collet vs. Lord Keith, 2 East. 260; Blankard vs. Galdy, 4 Mod. 235.

Great Britain—The Queen's Speech.

Queen Victoria opened Parliament in person on the 6th. The speech was read by the Lord Chancellor.

She opens by announcing the approaching marriage of the Princess Helena, and regretting the death of the King of the Belgians. She says foreign relations are satisfactory, and the recent meetings of the French and English fleets tended to confirm the existing friendship. She rejoices that the American civil war has been successfully terminated, and that the people are wisely repairing ravages. The abolition of slavery calls forth her cordial sympathy and congratulations. It is also satisfactory to state that the slave trade on the African coast has been reduced to very narrow limits. The correspondence relative to the injuries to American commerce by cruisers under the Confederate flag will be laid before Parliament. Satisfaction is expressed at the renewal of diplomatic relations with Brazil, and regret at the Spanish-Chilian difficulty; but the good offices of England and France have been accepted. The treaties with Austria and Japan are referred to with satisfaction.

The deplorable events in Jamaica are referred to with regret, and the measures taken in the matter are detailed. The proceedings still in progress in British North America for confederation are watched with interest, and great importance is attached to the object. Great concern is expressed for the cattle plague, and deep sympathy for the sufferers. The Fenian conspiracy is referred to as adverse alike to authority, property, and religion. The authority of law has been firmly and impartially vindicated. Reference is then made to sundry local measures, including one on reform.

A warm debate ensued in both Houses on the Government course in regard to the cattle plague.

An amendment ensuing, the Government was moved in the House of Lords, but withdrawn, and an address in reply to the speech was passed.

The debate in the Commons stands adjourned.

Dry Goods.

Trade is again dull. The stocks in the interior are large, but unsuitable to the spring trade; and until the spring season more nearly approaches dealers procrastinate their purchases, hoping to reduce their stocks somewhat, and at the same time looking for lower prices in all descriptions of goods. The demand will be but stintedly large, while prospects are held out of a return to specie payments, and consequently of lower prices all round. Meanwhile, goods are accumulating in this market, and prices are declining. Cotton prints are lower by a cent a yard among the jobbers. Sheetings and shirtings are also lower—browns by a cent, and bleached by 2½ cents a yard. The demand is very light. Ginghams have declined 1 cent.

Ticks are in good demand, as well as denims of good qualities, and prices firm; but lower grades are dull and heavy. Stripes and checks are also lower, but with a fair demand. Fancy cassimeres are dull and prices very weak. The only activity is for choice styles of light striped and mottle-mixed colors, and spotted plaids, which are being sold to arrive. Satinets are moderately active at reduced prices. Delaines are in limited activity, only very desirable styles are brisk; prices steady, though low. Black and white balmorals are very active. Foreign goods are in excess. Dress goods are very freely offered at lower prices. Poplins and mozambiques are in demand. Silks are dull; low-priced blacks alone are active. Jaconets, Swiss muslins, and linens are the most active.

The auctioneers will have a busy season, as importers are not disposed to hold back their goods. They will sell at the best prices they can get.—*N. Y. Independant.*

O. F. & W. H. Secor, of New York, to whom, with Thurlow Weed, James L. Pond and others, the War Department granted permission and assistance to construct a telegraph line from New Orleans to San Francisco, have brought suit against Weed, Pond and Green, to restrain them from selling the line to the American Telegraph Company, which, it is alleged, the latter have contracted to do, without consulting the plaintiffs, and against their interests. An order of injunction has accordingly been issued, preventing the sale for the present.

In his sketch of Jeff. Davis, in his volume entitled the "*War of the Rebellion*," Henry S. Foote says that Jeff. Davis vetoed more bills during the short provisional *regime* than all the Presidents of the United States put together, from Washington to Lincoln inclusive, and no attempt to pass a single bill over his head was ever made.

QUEEN VICTORIA is reported as shocked at discovering that the Prince and Princess of