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

Every other day advertisements, 50 per cent additional. Twice a week advertisements, 25 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.

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# Daily National Republican.

WASHINGTON, D. C., WEDNESDAY EVENING, FEBRUARY 28, 1866. VOL. 1. NO. 79.

THE NATIONAL REPUBLICAN

THE DAILY NATIONAL REPUBLICAN is published every afternoon (Sundays excepted) by W. ... & Co., (Nos. 511 Ninth street, and is furnished to our subscribers (by carriers) at ... per month.

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Single copies 5 cents.

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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 2.00, 4.30, and 9.30 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 4.30 p. m.

FOR ANNAPOLIS.

Leave at 6.20 and 7.30 a. m., and 4.30 p. m. No train to or from Annapolis on Sunday.

ON SUNDAY.

FOR BALTIMORE.

Leave at 7.30 a. m. and 2.00 and 9.30 p. m.

FOR WAY STATIONS.

Leave at 7.30 a. m. and 2.00 p. m.

FOR ALL PARTS OF THE WEST.

Leave daily, except Sunday, at 7.30 a. m. and 9.30 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 Ninth and a-half and Tenth 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.
ja8-tf

NOTICE TO SOUTHERN TRAVELERS.

THE OLD AND DIRECT LINE ENTIRELY COMPLETED.

STAGING ENTIRELY DISCONTINUED.

60 MILES SHORTER AND 3 HOURS QUICKER THAN BY ANY OTHER ROUTE.

TWICE DAILY.

On and after MONDAY, September 24, 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. Gelmary, 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 8.30 p. m., and thence by the Richmond, Fredericksburg, and Potomac Railroad, now entirely completed, to Richmond, arriving there at 2.20 p. m., and 5.30 a. m., affording ample time for dinner 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 5.30 a. m., affording ample time for breakfast, and connection with the Richmond and Danville trains for Danville, Va., Greensboro', Salisbury, Charlotte, Raleigh, Goldsboro', and Wilmington, N. C., and Chester, S. C.

On SUNDAYS leave WASHINGTON at 7 a. m. only, and arrive in Richmond at 3.20 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
" " " Fred'k'b " 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, 4.20, and 9 p. m., 3.30 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,
Washington, D. C.
oct

PHILADELPHIA, WILMINGTON, AND BALTIMORE RAILROAD.

TIME TABLE.

Commencing MONDAY, December 18th, 1865, trains will leave depot, corner of Broad street and Washington avenue, as follows:

Express Train at 4.05 a. m., (Sundays 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 6.15, 10.14 a. m., 12.36, 3.13, 4.54, 7.20 and 8.04 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 6.50 a. 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 6.57 a. m., 1.50 and 11.50 p. m.

Leave Wilmington at 6.15, 9.40 a. m., 2.35, 4.44 and 12.05 p. m.

FREIGHT TRAIN, with passenger car attached, will leave Wilmington for Perryville and intermediate stations at 7.05 p. m.

jan11 H. F. KENNEY, 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 ..... 3.30 a. m. | 9.00 a. m. |
| Fast Line ..... 8.50 a. m. | 12.00 m. |
| Pittsburg and Erie Ex. 4.40 p.m. | 7.20 p.m. |
| Pittsb'gh and Mutan 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 RATES 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 Willard's Hotel, Washington.

J. N. DUBARY,
Superintendent N. C. R. R.
R. L. WILKINS,
Passenger and Ticket Agent.
JNO. GILLETT, Passenger Agent.
jy20-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.

THE LINES WILL LEAVE AS FOLLOWS, viz: Fare.

At 4 a. m., via Camden and Amboy—C. and A. Accommodation ..... $2.25
At 6 a. m., via Camden and Amboy—C. and 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 3 p. m., via Camden and Amboy—C. and A. Express ..... 3.00
At 5 p. m., via Kensington and Jersey City—Washington and N. Y. Express ..... 3.00
At 6 p. m., via Kensington and Jersey City—Evening Mail ..... 2.00
At 11½ p. m., via Kensington and Jersey City—Southern Mail ..... 3.00
At 11½ (Night), via Kensington and Jersey City—Southern Express ..... 2.00
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 11.30 (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., 2.30, 4.30 and 6.45 p. m., and 12.00 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 9 a. m. and 3 p. m.

From foot of Cortlandt 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. 25, 1865. dc31

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, Gallitzin, 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 7.40 a. m., stopping only at Conemaugh, Gallitzin, 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 9.20 p. m., stopping only at Conemaugh, Gallitzen, Altoona, Huntingdon, Lewistown, Mifflin, Newport, Marysville, Harrisburg, Middletown, Lancaster, and Downingtown, making connections 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 leave Pittsburgh at 12.50 p. m., and arrive 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 ..... | 6.25 a. m. |
| Penn Accommodation ..... | 7.00 a. m. |
| Second Wall's Station Accommodation ..... | 8.00 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 ..... | 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 8.30 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 7.45 a. m., and 5 p. m.
Leave Gordonsville at 12.30 p. m. and 1.40 a. m.
Arrive at Lynchburg at 5 p. m. and 6.40 a. m.
Arrive at Richmond at 6 p. m. and 8 a. m.

TRAINS NORTH.

Leave Lynchburg at 6.40 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 12.30 a. m.
Arrive at Alexandria at 4.50 p. m. and 5.50 a. m.
Arrive at Washington at 5.30 p. m. and 6.30 a. m.

On Sundays leave Washington at 4.30 p. m. only.

Local freight train leaves Alexandria at 6 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 p. m., arriving in Lynchburg at 7.10 p. m.

Leaves Lynchburg at 8.30 a. m., arriving in Alexandria at 6 p. m.

Passengers from Warrenton will take the 7 a. m. train south from Washington, and the 6.45 a. m. train south from Alexandria.

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 other lines having a continuous rail from New York to Lynchburg, 400 miles.

It also passes through Fairfax, Bull Run, Manassas, Bristoe, 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 O streets, Washington.

W. R. McFARRETT,
General Superintendent.
J. M. BROADUS,
General Passenger Agent.
ja9-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, 4.30, and 6.15 p. m.

FOR WASHINGTON—Leave Alexandria at 5.30, 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 4.30 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 8 a. m. until 3 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 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. ja16-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 7.00 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. SEYMOUR, vs. DEBORAH ANN SEYMOUR. } 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 her 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 her, it is on motion of the complainant, this 15th day of January, 1866, ordered by the court that the defendant cause her 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.
fe6-law3w*

## ORGANIZATION OF A UNION ASSOCIATION IN PORTSMOUTH, VA.

### Rebels Predicting Potentiality for President Johnson's Policy and Then Cheering for Jeff. Davis.

The following communication from loyal citizens of Portsmouth, Va., is respectfully commended to our readers. We especially call the attention of the Lieutenant General to the treasonable conduct of Mr. Brabrook, Provost Marshal Parsons, as recorded below:

PORTSMOUTH, VA., Feb. 22, 1866.

According to posted notices calling a public meeting for the purpose of perfecting the organization of a Union party, a large concourse assembled at Oxford Hall.

Mr. Jos. H. Clements, temporary chairman, called the meeting to order, and stated its objects, strongly urging the necessity of a Union organization for the benefit of the city at large. He stated the necessity of giving unmistakable evidence of the existence of a loyal feeling, so as to encourage our friends and disarm our enemies.

The proceedings of the preliminary meeting were here read, and a committee, an organization of which Mr. J. H. Burroughs was chairman, made a report recommending the election of one president, five vice presidents, recording, financial, and corresponding secretaries, and treasurer, but declining to recommend any persons for said offices.

After the adoption of the committee's recommendations, Mr. Hollingsworth moved that a committee of five be appointed to recommend suitable persons for the positions named; which motion was adopted, and the chair appointed the following gentlemen: Hollingsworth, Jordan, Williams, Fullerton, and Shue klock.

After some time spent in consideration, the committee reported the follow persons for officers:

President, Col. J. B. McCloud; 1st vice president, James W. Brownley; 2d, G. W. Fauth; 3d, E. B. Halleman; 4th, C. W. Bryan; 5th, J. H. Burroughs; recording secretary, J. W. Welder; financial secretary, J. W. Tucker; corresponding secretary, J. H. Clements.

When the chairman put the question on agreeing with the report of the committee, it became evident that there was a large disloyal element present, composed principally of reckless young men who rejoice in strife and confusion, but were evidently sustained by some of the principal citizens of Portsmouth.

It being impossible amidst the confusion for the chairman to decide between the yeas and nays on the adoption of the report, he proceeded to take a vote separately on each individual named, but before proceeding to do so he made an urgent appeal to the self-respect of all present, hoping that no gentleman, although opposed to the objects of the meeting, and disloyal to the country, would endeavor to create disturbance or in any way deport themselves so as to bring discredit on the city.

On proceeding to vote, Col. McCloud was elected president, with some opposition, but being absent (from illness) the meeting proceeded with the election of first vice president. Mr. James W. Brownley was chosen after a considerable display of animosity on the part of those who were present for the purpose of destroying the harmony of the meeting.

Mr. Brownley was introduced by the chairman, and after a few remarks, in which he renewed the appeal of the retiring chairman, the election proceeded.

Mr. G. W. Fauth, although a very determined Unionist, was elected without much opposition as second vice president. On the ratification of E. B. Halleman, for third vice president, the rebels appeared to have been reinforced, as he was defeated. [Mr. Halleman has been very active as a Union man.]

On the ratification of C. W. Bryan, there was much confusion, amidst which Mr. Bryan declined, being greeted with hisses from the disloyal element. [Mr. Bryan was imprisoned by the rebels in 1861 for his Union sentiments.]

After an energetic appeal on the part of the Chair, quiet was once more restored, and the election proceeded, resulting as follows, after the defeat of Mr. Wilder: President, J. B. McCloud; Vice Presidents, J. W. Brownley, G. W. Fauth, C. G. Jordan, Patrick McDonough, and J. H. Burroughs; Recording Secretary, Mr. Hollingsworth; Financial Secretary, J. W. Tucker; Corresponding Secretary, J. H. Clements. Mr. Hollingsworth having retired, Mr. Clements acted for the remainder of the evening as recording secretary.

The Chair now announced the election completed, and Mr. Clements urged the necessity of every man favorable to the objects of the meeting coming forward and giving his name to the Secretary, so as to prevent confusion; whereupon Mr. Brownley, the Chairman, resolved to pursue that course, and invited all loyal men present to come forward and join the association. Under the call, sixty-five men came and responded.

At this stage of the proceedings, Mr. Parker (who was lately rebel provost marshal of Wilmington and served four years in the rebel army) arose and inquired if the gentlemen who had joined the association endorsed the reconstruction policy of Andrew Johnson? Mr. Brownley informed him that he had not stopped to inquire. Mr. Parker then proceeded to make a violent harangue, in which he said that "there were now no rebels but those who refused to endorse the President's reconstruction policy, and they were both rebels and traitors."

The Chair being compelled to call him to order, Mr. Parker inquired if "this was not a public meeting?" He was informed that it had ceased to be such, and was now an association meeting. The call was for a meeting of loyal men, and under that call he could not give a license for disloyal men to create confusion. Mr. Parker and his friends here retired with three cheers for Jeff. Davis, (to show that all who *say they* endorse the President are loyal men.)

The Chair called for the report of the committee on resolutions, when the following report was presented, and after being fully explained by Mr. Clements, was adopted unanimously, the mischief-makers having retired:

The committee on resolutions recommend the following preamble and resolutions to be adopted, as an expression of the sentiment of the Union party of Portsmouth, Virginia:

Whereas our country has just passed through a struggle for its life and the existence of free institutions, in which the animosities there engendered, and the desolation and mourning now witnessed throughout the land, and the enormous national debt entailed upon us and our children for generations to come, have been caused by the habit (which was the natural result of our social system) of blindly following the dictates of political leaders; and whereas the same politicians who brought our calamities upon us appear to be again at work in our Legislature and through the public press, for the purpose of depriving us of representation in Congress, and to prevent our receiving the benefit of such legislation as the distress entailed upon us imperatively demands; and whereas we believe it to be our duty, alike to our families and to the cause of liberty and justice, to express in a tangible form our disapprobation of the tendency of political events in Virginia. Therefore be it

*Resolved*, That we, not unanimously, did in the most positive manner, disapprove of the course of the Virginia Legislature (many of whose members hold their seats through the favor of Executive clemency) in passing such obnoxious acts as the vagrant act, the attempt to pension the families of refugees—rebels who fell in arms against their legitimate Government, the attempt to keep control over the freedom of elections by restoring the viva voce system of voting, and the manifest effort to prevent the immigration of educated people from the neighboring States by putting restrictions upon their citizenship.

*Resolved*, That the course of some of the Northern journals, in striving to unite the Southern people in one party as against the party of the Union (who elected Lincoln and Johnson), is mischievous in its tendency, and calculated to breed strife and discord where kindness and brotherly love should prevail.

*Resolved*, That the course of our local newspapers, in persistent abuse and villification of the statesmen who stood by our Government in the late rebellion, deserves and receives our most hearty condemnation.

*Resolved*, That the best evidence of returning loyalty is the selection of persons for office who can comply with the requirements of the Government, and who opposed the doctrine of secession as a State right, and we will use all our efforts to place such men in power.

PATRICK MCDONOUGH,
JAMES H. CLEMENTS,
JAMES W. BROWNLEY,
JOHN B. MCCLOUD,
JOHN W. TUCKER,
RICHARD LEE.

After the adoption of a motion for an executive committee—whose names will be made public through the newspapers—the Chair made a few remarks, urging the necessity of an exhibition of respect for the laws made by Congress, and showing the evil intentions of the politicians who govern at Richmond; after which, the meeting adjourned.

J. W. BROWNLEY, Pres't.
J. H. CLEMENTS, Acting Sec'y.

## A Proclamation by the Governor of Alabama.

EXECUTIVE DEPARTMENT,
STATE OF ALABAMA,
MONTGOMERY, February 13, 1866.

*To all to whom these Presents shall come, Greeting:*

Whereas an act of the General Assembly, approved December 14, 1865, authorizes the Governor to exercise the pardoning power before conviction, in all cases where indictments have been or may hereafter be found for offences against the laws of the State;

And whereas information has reached this Department that numerous indictments have been found in different parts of the State for acts done during the late war, which acts seem to have been incident to the troubles through which the country has just passed, and it is believed that no public good will result from prosecutions upon such indictments, but that much evil will result therefrom; and it being desirable that all proper means be employed to promote peace among all classes of the people; and to this end it is proper to excuse, with reasonable restrictions, many acts which are indictable under the laws, but were done under the passions and excitements of a fierce and sanguinary war;

Now, therefore, with a view, as far as possible, of restoring harmony and peace among the people, and to assuage the animosities engendered by the recent civil war,

I, R. M. Patton, Governor of the State of Alabama, by virtue of the power and authority in me vested by said act, do issue this my proclamation, granting amnesty and pardon to all persons who have been or are liable to be indicted or prosecuted for offences committed against the laws of the State—the crimes of rape and murder excepted—between the commencement of hostilities on the thirteenth day of April, 1861, and the restoration of civil government by the proclamation of his Excellency the Provisional Governor of Alabama, on the twentieth day of July, 1865. And I call upon the judicial officers, hereby relieved of a difficult and impracticable burden, and upon all good citizens of this State, by strict and impartial justice and increased vigilance, to give such effect to the laws of this State and of the United States as will ensure peace and order; and thus not only vindicate this measure of reconciliation, but remove all pretext for military surveillance.

In testimony whereof, &c.

R. M. PATTON,
Governor of Alabama.

By the Governor:
ALBERT ELMORE, Secretary of State.

[From the Weekly National Republican.]

## General Banks and the Siege of Port Hudson.

The appearance of an article in the *United States Service Magazine*, on the 19th army corps—written, it is presumed, by its editor, who was at one time adjutant general of that command—brings to mind the fact that no tolerably accurate account of the siege of Port Hudson has ever been written. Rev. John S. C. Abbott is the only writer, we believe, who has ever treated the subject at any length, and his article in *Harper's Monthly* was as accurate as the maps which accompanied it—and that was no more like the real position than it was like Boston Common.

The siege of Port Hudson was a great success—considering the means which were employed to accomplish its downfall; and but for the inefficiency of some whose short comings have never yet been publicly mentioned, it would have been a short and brilliant affair. Whenever the true history of that event is written—as we hope it may be some time—it will be seen that our supremacy on the lower Mississippi was vindicated in 1863 by the skill, energy, and above all, the enduring pluck and persistency of Gen. Banks, and that if he had taken counsel of the doubt and fears—nay, more—the solemn adjurations of those whose faith was less strong than his—the great work of reopening the grand highway of the nation would have been postponed another year.

A NOTABLE innovation of an Eastern custom is thus noted by the *Opinion Nationale*, of Paris: "A singular incident marked the second ball at the Tuilleries. The wife of Savfet-Pacha, the Ambassador of the Porte, appeared in a European costume, with her face uncovered. She is perhaps the first Turkish lady that has thus openly discarded the national prejudices of her countrywomen. She wore an elegant Parisian toilet, and danced several mazurkas with perfect grace and distinction." If Parisian fashions should be introduced at Constantinople, the fall of the Ottoman Empire may be looked for.

THE GRAND SURRENDER.—Repudiating all their former prejudices in favor of European perfumes, the Ladies of America now admit that Phalon's "Night-Blooming Cereus," like the land where it originated, has no equal under the sun. Sold everywhere.

## DUCKS.

We seldom have occasion to copy articles from the Richmond *Times*, but since Gen. Grant issued his order in regard to disloyal papers the *Times* has contained some very fine loyal reading. The following is a specimen:

The President, on Thursday last, usurped one of the principal prerogatives of the learned universities, to the great delight of all respectable people. He conferred the degree of D. D. upon Forney. Not that he declared that most unscrupulous "artful dodger" of the press a "Doctor of Divinity," but he dubbed him a "*Dead Duck*," and as Forney happens to be the first man ever thus solemnly proclaimed by a President of the United States to be a defunct water fowl, the epithet has made him famous. Since the publication of his celebrated letter recommending the deliberate intoxication of a certain theatrical "star" for the purpose of extracting secrets from him which he hoped would blast the honor of a defenceless woman, he has well merited the title of "D. D." as the abbreviation of "Dirty Dog," but having been formally, upon a solemn anniversary occasion, invested with the honorary degree of "Dead Duck," by that title he will hereafter be popularly and historically known. We say "historically," for history does sometimes hang such characters in chains, as all will remember who have read of the Vicar of Bray.

The President having handed Forney down to posterity as a dead duck, the question most difficult of solution is to determine to what species of the great family of web-footed waterfowls does Forney belong. We think the mystery one of very easy solution. We entertain too profound a respect for "canvas backs," "mallard," "red necks," "sprig tails," "black ducks," and teal and summer ducks, to class such a fishy, greedy bird as Forney with any of the excellent species.

Forney is