Daily National Republican.

VOL. VI. WASHINGTON, D. C., SATURDAY EVENING, MARCH 10, 1866. NO. 88.

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THE NATIONAL REPUBLICAN

RATES OF ADVERTISING.

One square, three days.....$2 00
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, 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.

RAILROADS.

BALTIMORE AND OHIO RAILROAD.

WASHINGTON, March 11, 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 2.45, 4.30, and 7.45 p. m.

FOR ALL WAY STATIONS.

Leave daily, except Sunday, at 6 30 a. m. and 2.45 p. m.

FOR WAY STATIONS SOUTH OF ANNAPOLIS JUNCTION.

Leave at 6 and 8.20 a. m., and at 2.45 and 4.30 p. m. daily, except Sunday.

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 2.45 and 7.40 p. m.

FOR WAY STATIONS.

Leave at 7.30 a. m. and 2.45 p. m.

FOR ALL PARTS OF THE WEST.

Leave daily, except Sunday, at 7.30 a. m. and 7.07 p. m.

On Sunday, at 7.40 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,
ja3-tf Washington.

NOTICE TO SOUTHERN TRAVELLERS.

THE OLD AND DIRECT LINE ENTIRELY COMPLETED.

STAGING ENTIRELY DISCONTINUED.

80 MILES SHORTER AND 8 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 6.45 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 6.45 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 5.25 p. m.

Baggage checked through to Richmond from New York, Philadelphia, Baltimore and Washington, and accompanied by through baggage masters.

Through tickets from N. York to Richmond $17 00
" " " Philad'a " 13 00
" " " Baltimore " 10.00
" " " Washington " 8.50
" " " Baltimore to Fred'g.. 6.00
" " " Washington " 4.25

SECOND CLASS THROUGH TICKETS

From Washington to Richmond.....$6 00
" " Fredericksburg..... 3 00

Can be procured in New York at No. 229 Broadway, and at Courtland street ferry. In Philadelphia, at the depot of the Philadelphia, Wilmington and Baltimore Railroad Company, Broad and Prime streets. In Baltimore, at the Camden Station of the Baltimore and Ohio Railroad Company. In Washington, at the Company's office, at the corner of Pennsylvania avenue and Sixth street, and on board the Potomac steamboats.

Passengers leaving New York at 7 and 8 a. m., 3 and 7 p. m., Philadelphia at 1.15 p. m. (DAY,) and 11.15 p.m (NIGHT,) and Baltimore at 8.30, 4.25, and 6 p. m., 3.35 and 4.30 a. m., arrive in Washington at 5.20, 8.50, and 7.45 p. m., and 8 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,
oct7 Washington, D. C.

PHILADELPHIA, WILMINGTON, AND BALTIMORE RAILROAD.

TIME TABLE.

Commencing MONDAY, March 12th, 1866.

Trains for Baltimore and Washington leave Philadelphia as follows:

4.15 a. m., Express, (Mondays excepted;) 11.45 a. m., Express; 2.45 p. m., Express; and 11.00 p. m., Express.

Way Mail Train for Baltimore at 9.15 a. m.

TRAINS FROM BALTIMORE TO PHILADELPHIA.

Leave Baltimore, 8.30 a m., Way Mail; 9.20 a. m., Express; 1.10 p. m., Express; 6.35 p. m., Express; 8.50 p. m., Express.

SUNDAY TRAINS.

Leave Philadelphia for Baltimore and Washington at 4.15 a. m., and 11.00 p. m.

Leave Baltimore for Philadelphia at 8.50 p. m.

Leave Baltimore for New York at 8.50 p. m.

mh10 H. F. KENNEY, Superintendent.

WASHINGTON, ALEXANDRIA, AND GEORGETOWN RAILROAD.

TIME TABLE.

On and after MONDAY, March 12, 1866, and until further notice, Passenger Trains will run between Washington and Alexandria as follows:

LEAVE WASHINGTON

Local at 6.30 a. m.; Through Mail at 6.55 a. m.; Local at 9 and 11 a. m., 2, 4.20 and 6.15 p. m.; Through Express at 6.30 p. m.

LEAVE ALEXANDRIA.

Local at 5 a. m.; Through Express at 5.35 a. m.; Local at 8 and 10 a. m., 1, 3, and 4.50 p. m.; Through Mail at 5 p. m.

SUNDAY PASSENGER TRAINS.

LEAVE WASHINGTON.

No. 1. Local at 6.30 a. m. No. 2 Local at 1.30 p. m. No. 3. Local at 5.20 p. m. No. 4. Express at 6.30 p. m.

LEAVE ALEXANDRIA.

No. 1. Express at 5.35 a m No. 2 Local at 9.45 a. m. No. 3. Local at 4 p. m. No. 4. Local at 4.50 p. m.

O. A. STEVENS, Gen'l Sup't.
m10-y W. J. PHELPS, General Manager.

J. C. PARKER,
POST OFFICE NEWS STAND,

Has on hand at all times all the

MAGAZINES, CHEAP PUBLICATIONS, STATIONERY OF ALL KINDS.

Also all the NORTHERN PAPERS received at the earliest moment.

WASHINGTON PAPERS

for sale as soon as issued.

☞ The DAILY AND WEEKLY REPUBLICAN are for sale at PARKER'S, and subscriptions received sam8-tf

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 Elizabeth Herbert, 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 2d day of January next; they may otherwise by law be excluded from all benefit of the said estate.

Given under our hands this 2d day of January, A. D. 1866.
ASBURY LLOYD,
ja5w3w J. WESLEY BOTELER.

RAILROADS.

GREAT PENNSYLVANIA ROUTE TO THE NORTH AND WEST.

FOUR DAILY TRAINS.

WINTER SCHEDULE:

ON AND AFTER NOVEMBER 20, 1865, trains will run as follows:

	Leave Wash'n.	Leave Balto.
Express Mail.....	6.20 a. m.	9.00 a. m.
Fast Line.....	8.30 a. m.	12.10 p. m.
Pittsburgh and Erie Ex..	4.40 p. m.	7.20 p. m.
Pittsb'gh and Kinzua Ex.	7.30 p. m.	10.00 p. m.

TWO TRAINS ON SUNDAY,

Leaving Washington at 8.00 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 Kinzua, 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. H. DUBARRY,
Superintendent N. C. R. R.
R. J. WILKINS,
Passenger and Ticket Agent.
JNO. GILLETT, Passenger Agent. no20-tf

1864 ARRANGEMENTS 1864
OF
NEW YORK LINES.

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

FROM PHILADELPHIA TO NEW YORK AND WAY PLACES.

FROM WALNUT STREET WHARF AND KENSINGTON DEPOT,

WILL LEAVE AS FOLLOWS, VIZ: Fare.

At 6 a. m., via Camden and Amboy—C. and A. Accommodation.....$2 25
At 6 a. m., via Camden and Jersey City—New Jersey Accommodation..... 2.25
At 8 a. m., via Camden and Jersey City—Morning Express..... 3.00
At 8 a. m., via Camden and Jersey City—2d Class Ticket..... 2.25
At 11 a. m., via Kensington and Jersey City—Express..... 3.00
At 12 m., via Camden and Amboy—C. and A. Accommodation..... 2.25
At 2 p. m., via Camden and Amboy—C. and A. Express..... 3.00
At 3 p. m., via Kensington and Jersey City—Washington and N. Y. Express.. 3.00
At 6¼ p. m., via Kensington and Jersey City—Evening Mail..... 2.00
At 11½ p. m., via Kensington and Jersey City—Southern Mail..... 2.00
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., 2.55, 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 6 a. m. and 2 p. m.

From foot of Cortland street at 7, 8, and 10 a. m., 12 m., 4 and 6 p. m., and 12 night.

The 6 p. m. line runs daily; (all others, Sundays excepted.)

W. H. GATEMER, Agent,
Philadelphia and New York Lines.
PHILADELPHIA, Dec. 25, 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 7.40 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 at 12.00 p. m., and arrives at Wall's Station at 3.00 p. m.

Returning Trains arrive in Pittsburgh as follows:

Mail.....	1.20 a. m.
Fast Line.....	3.00 a. m.
First Wall's Station Accommodation.	8.25 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.....	12.30 p. m.
Baltimore Express.....	1.30 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 5.30 p. m.
Leave Alexandria at 7.35 a. m. and 5 p. m.
Leave Gordonsville at 12.20 p. m. and 1.40 a. m.
Arrive in Richmond at 5 p. m. and 8 a. m.
Arrive at Lynchburg at 5.30 p. m. and 4 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 12.20 p. m. and 12.20 a. m.
Arrive at Alexandria at 4.55 p. m. and 4.45 a. m.
Arrive at Washington at 5.30 p. m. and 5.30 a. m.

On Sundays leave Washington at 6.30 p. m. only.

Local freight train leaves Alexandria at 6 a. m., arriving in Gordonsville at 11.45 a. m.

Leaves Gordonsville at 12.30 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 5.45 a. m. train north from Lynchburg.

Passengers by the 5.45 a. m. and 7.15 p. m. trains from Lynchburg, and the 7 a. m. and 7.15 p. m. trains from Richmond connect with trains at Washington for all parts of the North and West.

This route has the advantage over all others by having a continuous rail from New York to Lynchburg, 405 miles.

It also passes through Fairfax, Bull Run, Manassas, Bristow, Catlett's, Rappahannock, Culpeper, Orange, and Gordonsville, where many of the great battles of the late rebellion were fought.

Tickets can be procured in Adams' Express Building, opposite the B. and O. R. R. Depot, in Washington; also, at the Depot, on Maryland avenue.

Trains leave the corner of First and C streets, Washington.

W. H. McCAFFERTY,
General Superintendent.
J. M. BROADIS,
General Passenger Agent.

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 Trains 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 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. ja30-tf

THROUGH LINE BETWEEN WASHINGTON, PHILADELPHIA, AND NEW YORK.

WASHINGTON, March 11, 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 7.00 p. m.

FOR NEW YORK, changing cars at Philadelphia,

Leave daily (except Sunday) at 11.15 a. m., and 4.30 p. m.

FOR PHILADELPHIA,

Leave daily (except Sunday) at 7.30 and 11.15 a. m., and 4.30 and 7.00 p. m.

ON SUNDAY.

Leave for New York and Philadelphia at 7.00 p. m. only.

Sleeping cars for New York on 7.00 p. m. train daily, except Sunday.

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,
no Agent, Washington.

STEAMSHIPS.

NEW YORK AND WASHINGTON STEAMSHIP COMPANY,

(OLD LINE,)

BETWEEN

NEW YORK, ALEXANDRIA, WASHINGTON AND GEORGETOWN, D. C.

OCEAN STEAMERS

BALTIMORE, REBECCA CLYDE, AND EMPIRE,

IN CONNECTION WITH INLAND STEAMERS

GEORGE H. STOUT, MAY FLOWER, AND ANN ELIZA.

Regular Sailing Days TUESDAYS and FRIDAYS, at 12 m., from foot of High street, Georgetown, and Pier 15, East River, (foot of Wall street,) New York.

For freight or passage apply to—

C. P. HOUGHTON, Agent,
foot of High street, Georgetown.
M. ELDRIDGE & Co., Agents,
Prince Street Wharf, Alexandria,
JAMES HAND, Agent,
117 Wall Street, New York.

Freight received constantly and forwarded to all parts of the country with dispatch, at lowest rates. je22

REFRESHMENTS AT THE CAPITOL.

The best and cheapest Restaurant in Washington is that under the Representatives' Hall. Members of Congress and visitors are served with viands which for good quality and moderate price are unsurpassed.

ja30-tf WM. SANDERSON, Proprietor.

National Republican

PEN, PENCIL AND SCISSORS.

THE fortifications on the "Battery" at Charleston are being leveled for a promenade ground.

THE Lieutenant Governor of one of the British Provinces has issued a proclamation warning American fishermen off from the inshore fishing grounds after the 17th inst.

THE tenth thousand of Whittier's poem, "Snow-Bound," has gone to press already. It is quoted everywhere, and takes its place at once among the household treasures of America.

IN England and Wales last year 27 letters were delivered to every person upon an average; in London, 51; in Scotland, 20; in Ireland, 9; in the United Kingdom, as a whole, 23—the total exceeding 679,000,000.

IN BOSTON the value of real estate is daily augmenting, not only by sales, but by the great activity prevailing among architects and builders, and the vast number of projects for improving buildings by remodeling.

On a cold day this winter an old farmer astonished a couple of ladies, who were wrapped up in cloaks and furs, after assisting them to alight from their buggy, by pointing to his house and saying, "Now you two go in and strip."

LAST WEEK 17,442 bales of cotton, valued at $3,678,371, were exported from New York. The stock on hand and on shipboard there, not cleared, is estimated at about 250,000 bales, equal to a currency value of fifty-two and three quarter million of dollars

A BRIGADE of juvenile crossing-sweepers has been formed in London, under the presidency of Lord Brougham. At present there are eighteen boys, who wear a green blouse as their uniform. They are not to beg, but to trust to the liberality of the public.

THE Columbus (Ohio) *Journal* says that of the 216 State flags presented to Ohio State volunteers previous to their marching to the front, all will be returned except four lost in battle. Many of them are mere threads—tattered and torn into ribbons. When all the regiments have returned, these colors will be presented to the State with appropriate ceremonies.

THE London *Telegraph*, alluding to Mr. Peabody's new gift to the poor of London, remarks: "We should be paying a bad compliment to the great American merchant if we called his benevolence 'princely,' for no modern prince has effected one-tenth of the good that may reasonably be expected to result from Mr. Peabody's illustrious gift. The gain to the community is all the greater because the giver has not scattered his bounty broadcast in the form of indiscriminate largesse, and because the aid that he vouchsafes has no tendency either to pamper the laziness of pauperism, or to pauperize the working poor."

MRS. EMMA HARDING—the Quebec widow—whose "literary curiosities" had been offered in Boston to several wealthy citizens, comes out in defence of her adroit swindle, in a letter to the editor of the Quebec *Morning Chronicle*, under the head, "Who is the Quebec widow," and says that she is the widow of a Virginian whose estimable nature and proud name was an introduction to the noblest and best; yet he, with his eldest son, only eight years old, was shot to death by the ruthless invaders of our State, and peaceful, happy home." She fled with her children, she says, being unable to obtain assistance from friends because they were ruined as she had been. She determined to quarter on the enemy. This she did by the bogus autographs of Washington's letters, but denies that she represented them to be such in any of the communications she sent out. There's Harding-hood for you.

ADVICES have been received at the Freedmen's Bureau from Georgia, in which the condition of the freed people occupying the Sea Islands is reported. On St. Catharine's Island were six hundred freedmen, two hundred of whom were former slaves of the owner of the island, all in a destitute condition. Since May, 1865, the island has been under the control of a Mr. Campbell, a colored preacher from New York, who has under him some ten or fifteen colored agents of the most crafty character, who cut the wood off the island and sell it; employ freedmen, and pay them in liquor at the most exorbitant prices. Mr. Campbell, the agent, has distributed all the land on the island, a large portion of which has fallen into the possession of himself, his sons and immediate friends. The assistant commissioner applied himself to remedy these evils, and has at length done so to the satisfaction of all parties concerned.

Shipwreck.

The United States Consul at Gibraltar, under date of February 13, informs the Department of State of the arrival of the Hanoverian brig Berge, Captain Hurichs, from New York bound for Constantinople, which arrived at the roadstead at Algeirs on the 12th, for the purpose of landing the Master and crew (seven in number) of the American coasting schooner Edwin Reed, of Boston, which vessel was abandoned at sea in a sinking condition—the Master and crew reaching the Berge a few moments before the schooner sunk. The schooner Edwin Reed left Philadelphia on the 29th of December last laden with coals for Boston, and was soon after blown off the American coast, losing sails, spars, boat, &c.

The following is a list of the crew of the wrecked schooner Edwin Reed:

Samuel Daws, of Eastham, Mass., Master.
Wm. W. Smith, of Wellfleet, Mass., Mate.
Edward B. Chase, of West Harwick, Mass., cook.
Boardman Richardson, of Vasselboro, Me., seaman.
William Cartey, of Boston, Mass., seaman.
Patrick Magher, of Boston, Mass., seaman.
George F. Crocker, of Barnstable, Mass., seaman.

Pennsylvania and Connecticut.

The Pennsylvania Republican Convention which nominated General JOHN W. GEARY for Governor, passed a long and elaborate series of resolutions, in which they praised Governor CURTIN, Secretary STANTON and General GRANT, and declared that Senator COWAN had forfeited the confidence of the people, and that he be requested to resign. The resolution indorsing the President elicited considerable debate, but it was adopted, and is as follows.

Resolved, That, filled with admiration at the patriotic devotion and fearless courage with which Andrew Johnson resisted and denounced the efforts of the rebels to overthrow the National Government, Pennsylvania rejoiced to express her entire confidence in his character and principles and appreciation of his noble conduct, by bestowing her suffrage upon him for the second position in honor and dignity in the country. His bold and outspoken denunciations of the crime of treason, his firm demands for the punishment of the guilty offenders, and his expression of thorough sympathy with the friends of the Union, secured for him the warmest attachment of her people, who, remembering his great services and sacrifices, while traitors and their sympathisers alike denounced his patriotic action, appeal to him to stand firmly by the side and to repose upon the support of the loyal masses, whose votes formed the foundation of his promotion, and who pledged to him their support in all measures by which treason shall be stigmatised, loyalty recognized, and the freedom, stability, and unity of the nation secured.

Another resolution declares that the work of restoration belongs to Congress. Another declares that the congressional test oath should not be repealed, and another salved over the negro question as follows:

Resolved, That the public faith is not less solemnly pledged to the protection in the enjoyment of all their natural rights of their persons, property, and domestic relations of the colored population, who have been emancipated by the fiat of the people and under the providence of God, and who deserved liberty by their kindness and fidelity to our soldiers in prison, or wounded, or seeking escape from their tormentors, and by their courage in bearing arms for and fighting the battles of the Union: even as man is more precious than money in every just account, so the honor of the nation is more sacredly engaged in these humble but never treacherous friends than to those who held its bonds, stamped with the broad seal of the United States, that their freedom shall not be a mockery, nor their just hopes of security, education, and elevation in intellectual and moral improvement disappointed, and this faith must be kept inviolate.

There is no word of suffrage here, and, in fact, no thought of it. Pennsylvania, like Connecticut, is content to force black suffrage on other communities, but it declines to surrender its own ballot boxes to such votes.

In Connecticut, the Republican State Committee have issued an address to the people. The address is very severe upon the Democratic party, and one clause of the indictment includes the only words of faint praise which are given to Andrew Johnson. We quote:

Such, fellow-citizens, are the men who insult every soldier's grave by claiming to be the true friends of the Union!

How vain and utterly contemptible the weak disguise of their kind words for Andrew Johnson—the Andrew Johnson who "braved secession in the Senate and defied armed treason in Tennessee; who sprang from the people," and in their name makes war upon all monopolies and aristocracies; who demands that traitors be punished and the people be taught that treason is a crime; who has just declared that in his own Tennessee he would advocate giving the ballot to the black man; who recognized not one rebel State government or office; who warned rebel States that they must abolish slavery forever, repudiate secession, repudiate rebel debts, and give full, unreserved protection to the freedmen; and who has but just declared that his whole heart and soul are with the Union men who carried through this war!

Commendation of the President for approving colored suffrage in Tennessee, comes with excellent grace from a State which refuses the ballot to the blacks. It is a refreshing commentary upon politics and politicians. When Connecticut voted against negro suffrage, it was stated that Republicans were lukewarm, because the position of the President was uncertain. Now that they find him an advocate of colored voting, will Connecticut review her shameful conduct?—*N. Y. Commercial Advertiser.*

CONGRESS.

In the Senate yesterday, the constitutional amendment on the subject of representation was defeated by the following vote:

YEAS—Messrs. Anthony, Chandler, Clark, Conness, Cragin, Creswell, Fessenden, Foster, Grimes, Harris, Howe, Kirkwood, Lane of Indiana, McDougall, Morgan, Morrill, Nye, Poland, Ramsey, Sherman, Sprague, Trumbull, Wade, Williams, and Wilson—25.

NAYS—Messrs. Brown, Buckalew, Cowan, Davis, Dixon, Doolittle, Guthrie, Henderson, Hendricks, Johnson, Lane of Kansas, Nesmith, Norton, Pomeroy, Riddle, Saulsbury, Stewart, Stockton, Sumner, Van Winkle, Willey, and Yates—22.

The Chair announced that the joint resolution, having received less than a two-thirds vote, had failed.

Mr Henderson moved a reconsideration of the above vote, which motion prevailed

This brought the joint resolution again before the Senate

Mr. Doolittle offered the following amendment:

That the following articles be proposed to the Legislatures of the several States as an amendment to the Constitution of the United States, which, when ratified by three fourths of said Legislatures, shall be valid as part of said Constitution, viz: After the census to be taken in the year 1870, and each succeeding census, representatives shall be apportioned among the several States which may be included within this Union, according to the number in each State of male electors over 21 years of age, qualified by the laws thereof to choose members of the most numerous branch of its Legislature; and direct taxes shall be apportioned among the several States according to the value of the real and personal taxable property situate in each State, not belonging to the State or to the United States.

At six o'clock, on motion of Mr. Fessenden, the further consideration of the question was postponed to Thursday.

The Senate then adjourned to Monday.

In the House—after our report closed—the motion to recommit the civil rights bill with instructions, offered by Mr. Bingham, was negatived—yeas 37, nays 114. The bill was then recommitted to the Judiciary Committee—yeas 82, nays 70.

Mr. Stevens reported a bill to reimburse the State of Missouri for certain expenditures incurred in the equipment of militia and in carrying out other military measures to aid in the suppression of the rebellion; which was referred to the Committee of the Whole.

Mr. Morrill, of Vermont, said, in reply to an inquiry, that the Committee of Ways and Means expect to make an early report, in which they would probably modify the tax on cotton and the income tax, and make various reductions on other features of the internal revenue bill.

On motion of Mr. Morrill, the House then resolved itself into the Committee of the Whole, (Mr. Raymond, of New York, in the chair,) and resumed the consideration of the bill regulating trade between the United States and the British Provinces.

Various amendments to the bill, relating chiefly to the coal and fishing interests, were proposed and discussed at some length.

Mr. Stevens, of Pennsylvania, proposed to amend the bill by striking out the duty of fifty cents per ton on coal and inserting a duty of one dollar and twenty-five cents; which was agreed to—yeas 56, nays 58.

Without taking further action on the bill, the committee then rose.

Mr. Stevens gave notice that after this week he should ask the House to sit in evening sessions for business. Adjourned.

SATURDAY EVENING READING.

The Baltimore Conferences.

The sham Baltimore Conference at Alexandria was careful to hold its session before the time appointed for the Baltimore and East Baltimore Conferences. The returning reconstructed rebels seem to think there must be something in a name. And so there may be, since "words are the counters of wise men but the money of fools." After declaring themselves withdrawn from the Methodist Episcopal Church, and that withdrawal having been recognized by the proper authorities for five years, they suddenly rush back into Maryland with the neat and modest plea that they are still the Baltimore Conference, when in fact the said Conference had no existence except in the Church from which they had withdrawn. They have now gone to the Methodist Episcopal Church, South, and in their new home they may bear what name they please.

But is it not strange that they should retain a title identified with the hated Union? And is it not still stranger that Bishop Early and the Virginia Conference of the Church, South, should find pleasure in a name so long abhorred and despised among them as the symbols of abolitionism? Why not another baptism? The answer is, that the bare shadow may be useful. The slightest arguments become convincing when they deal with favoring passions. The trick of retaining the name will afford a pretext both to apostles and proselytes. There is one sufficient comfort, however, and that is that the Methodist Episcopal Church will be the purer and stronger for the loss of every sympathizer with treason and slavery. Every such person transferred from us to them, is so much gravel taken out of our church machinery, making it work more harmoniously; it is another growler gone.

The rebel conference at Alexandria is therefore mistaken when it supposes us to wish it to remain independent. If it could not heartily adopt our loyal and anti-slavery platform, and return to its allegiance, subdued, penitent, wiser and better, it was our opinion it should go where it has gone. We agree with them that, in coming to us, rebel and pro-slavery at heart, they would have lost their honor, whatever they might have saved, and that, in going to the Church, South, they have saved such honor as comes from consistent devotion and adherence to the most monstrous rebellion known to history. We therefore cordially agree to the transfer of the valley seceders to Bishop Early and his church May the union be as cordial as the old rancor, and may they together gradually reach the promised land of union and the brotherhood of all men.

The advent of these rebel preachers into Maryland, as they themselves assure us, has no political significance; they have no politics, and do not mean to have; the reason of their not coming to us is that we, as a Church, have politics; politics is a wicked thing, and churches, however they may go into rebellion, must eschew it. This is all very pretty and innocent and sincere, of course, especially when it is remembered that several members of the committee who waited on the President made stump speeches round their districts in favor of the rebellion; that one of them held a civil rebel office; and that another of them, in a sermon at Lovitsville, Loudoun county, Vir