Daily National Republican.

VOL. VI. WASHINGTON, D. C., TUESDAY EVENING, MARCH 13, 1866. NO. 90.

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

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 7.40 p. m.

FOR ALL WAY STATIONS.

Leave daily, except Sunday, at 6 20 a. m. and 2.45 p. m.

FOR WAY STATIONS SOUTH OF ANNAPOLIS JUNCTION.

Leave at 6 and 6.20 a. m., and at 2.45 and 4.35 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 7.40 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,
ja8-tf Washington.

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 25, the old and favorite line from WASHINGTON, via FREDERICKSBURG, to RICHMOND, will be run TWICE DAILY, (Sunday nights excepted,) as follows:

The fast and commodious steamer KEYPORT, Captain Frank Hollingshead, and C. VANDERBILT, Captain A. L. Colmary, will leave the wharf, foot of Sixth street, Washington, twice daily, (Sunday nights excepted,) at 7 a. m., and 3.45 p. m., arriving at Aquia Creek by 10.30 a. m., and 12.35 p. m., and thence by the Richmond, Fredericksburg, and Potomac Railroad, now entirely completed, to Richmond, arriving there at 2.20 p. m., and 5.20 a. m., affording ample time for dining in Richmond, and making connections with the Richmond and Petersburg Railroad for Petersburg and points south of Petersburg.

The steamer leaving Washington at 3.45 p. m., arrives in Richmond at 5.20 a. m., affording ample time for breakfast, and connection with the Richmond and Danville trains for Danville, Va., Greensboro', Salisbury, Charlotte, Raleigh, Goldsborough, and Wilmington, N. C., and Chester, S. C.

On SUNDAYS leave WASHINGTON at 7 a. m. only, and arrive in Richmond at 5.25 p. m.

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

Through tickets fr[illegible]ork to Richmond.$17 00
" " [illegible]ad'a " 12 60
" " [illegible]altimore " 10.00
" " " Washington " 8.50
" " " Baltimore to Fred'g.. 6.00
" " " Washington " 4.25

SECOND CLASS THROUGH TICKETS

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

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

Passengers leaving New York at 7 and 8 a. m.; 6 and 7 p. m., Philadelphia at 1.15 p. m. (DAY,) and 11.15 p. m. (NIGHT,) and Baltimore at 3.30, 4.25, and 6 p. m., 3.35 and 4.30 a. m., arrive in Washington at 5.30, 5.50, 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,
oc7 Washington, D. C.

ORANGE AND ALEXANDRIA RAILROAD.—THROUGH by RAIL FROM WASHINGTON AND ALEXANDRIA TO RICHMOND AND LYNCHBURG.

On and after FRIDAY, September 1, 1865, the trains on this road will run as follows:

TRAINS SOUTH.

Leave Washington at 7 a. m. and 3.30 p. m.
Leave Alexandria at 7.35 a. m. and 4 p. m.
Leave Gordonsville at 12.30 p. m. and 1.40 a. m.
Arrive in Richmond at 5 p. m. and 6 a. m.
Arrive at Lynchburg at 6.20 p. m. and 6 a. m.

TRAINS NORTH.

Leave Lynchburg at 6.45 a. m. and 7.15 p. m.
Leave Richmond at 7 a. m. and 7.15 p. m.
Leave Gordonsville at 12.30 p. m. and 12.20 a. m.
Arrive at Alexandria at 4.55 p. m. and 4.50 a. m.
Arrive at Washington at 5.30 p. m. and 5.25 a. m.

On Sundays leave Washington at 8.30 p. m. only.

Local freight train leaves Alexandria at 4 a. m., arriving in Gordonsville at 11.45 a. m.

Leaves Gordonsville at 12.35 p. m., arriving in Alexandria at 8 p. m.

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

Leaves Lynchburg at 3.30 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. BROADUS,
General Passenger Agent.

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.

RAILROADS.

GREAT PENNSYLVANIA ROUTE TO THE NORTH AND WEST.

FOUR DAILY TRAINS.

WINTER SCHEDULE:

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

	Leave Wash'n.	Leave Balto.
Express Mail	6.20 a. m.	9.00 a. m.
Fast Line	8.20 a. m.	12.10 p. m.
Pittsburgh and Erie Ex.	4.40 p. m.	7.20 p. m.
Pittsb'gh and Elmira Ex.	7.30 p. m.	10.00 p. m.

TWO TRAINS ON SUNDAY,

Leaving Washington at 8.30 and 7.30 p. m.

SLEEPING CARS ON ALL NIGHT TRAINS.

LOW FARE AND QUICK TIME.

Cars run through from Baltimore to Pittsburgh, Erie or Elmira, without change.

For Tickets and any information apply at the Office of the Great Pennsylvania Route, corner Pennsylvania avenue and Sixth street, under National Hotel, and Fourteenth street, corner of Pennsylvania avenue, opposite Willards' Hotel, Washington.

J. W. DUBARRY,
Superintendent N. C. R. R.
R. J. WILKINS,
Passenger and Ticket Agent.
JNO. GILLETT, Passenger Agent. ap20-tf

1864 ARRANGEMENTS OF NEW YORK LINES. 1864

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

FROM PHILADELPHIA TO NEW YORK AND WAY PLACES.

FROM WALNUT STREET WHARF AND KENSINGTON DEPOT,

WILL LEAVE AS FOLLOWS, VIZ: Fare.

At 6 a. m., via Camden and Amboy—C. and A. Accommodation.....$2.25
At 6 a. m., via Camden and Jersey City—New Jersey Accommodation..... 2.25
At 8 a. m., via Camden and Jersey City—Morning Express..... 3.00
At 8 a. m., via Camden and Jersey City—2d Class Ticket..... 2.25
At 11 a. m., via Kensington and Jersey City—Express..... 3.00
At 12 m., via Camden and Amboy—C. and A. Accommodation..... 2.25
At 2 p. m., via Camden and Amboy—C. and A. Express..... 3.00
At 3 p. m., via Kensington and Jersey City—Washington and N. Y. Express.. 3.00
At 6¼ p. m., via Kensington and Jersey City—Evening Mail..... 3.00
At 11¼ p. m., via Kensington and Jersey City—Southern Mail..... 3.00
At 1¼ (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 6 a. m., 12 m., and 2 p. m.

Leave Kensington Depot at 11.15 a. m., 2.35, 4.30 and 6.45 p. m., and 12.50 a. m. (night.)

The 6.45 p. m. line runs daily; (all others, Sundays excepted.)

NEW YORK AND PHILADELPHIA LINES.

Leave foot of Barclay street at 6 a. m. and 2 p. m.

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

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

W. H. GATEMER, Agent,
Philadelphia and New York Lines.
PHILADELPHIA, Dec. 23, 1865. de31

1865 WINTER ARRANGEMENT. 1865

PENNSYLVANIA CENTRAL RAILROAD.

TWELVE DAILY TRAINS.

On and after MONDAY, October 16, 1865, trains will leave the Union Passenger Depot, corner of Washington and Liberty streets, Pittsburgh, Pa., as follows:

DAY EXPRESS, daily except Sunday, at 2.50 a. m., stopping at Johnstown, Conemaugh, Gallitzen, Altoona, and all principal stations, and making direct connections at Harrisburg for New York, Baltimore, and Washington, and at Philadelphia for New York, Boston, and intermediate points.

ALTOONA ACCOMMODATION, daily except Sunday, at 5.50 a. m., stopping at all regular stations between Pittsburgh and Altoona, and making close connection with trains on the Indiana Branch, West Pennsylvania Railroad, Ebensburg and Cresson Railroad, and Hollidaysburg Branch.

PITTSBURGH AND ERIE MAIL, daily except Sunday, at 7.30 a. m., stopping only at Conemaugh, Gallitzen, Altoona, and all principal stations, making direct connection at Harrisburg for New York, Baltimore, and Washington.

MAIL ACCOMMODATION, daily (except Sunday) at 11.40 a. m., stopping at all regular stations between Pittsburg and Harrisburg, making connections with trains on the Ebensburg and Cresson railroad and Hollidaysburg railroad.

PHILADELPHIA EXPRESS, daily at 4.25 p. m., stopping at Latrobe, Blairsville Intersection, Johnstown, Conemaugh, Gallitzer, Altoona, Huntingdon, Lewistown, Mifflin, Newport, Marysville, Harrisburg, Lancaster, and Downingtown. At Harrisburg direct connections are made for New York, Baltimore, and Washington, and at Philadelphia for New York, Boston, and intermediate points. Sleeping cars run through on this train from Pittsburg to Philadelphia and Baltimore, and to New York by the Allentown route.

JOHNSTOWN ACCOMMODATION, daily (except Sunday) at 4.35 p. m., stopping at regular stations between Pittsburg and Conemaugh, and connecting at Blairsville Intersection with trains on the Indiana Branch and West Pennsylvania railroads.

FAST LINE, daily, except Sunday, at 9.30 p. m., stopping only at Conemaugh, Gallitzen, Altoona, Huntingdon, Lewistown, Mifflin, Newport, Marysville, Harrisburg, Middletown, Lancaster, and Downingtown, making connection at Harrisburg for New York, Baltimore and Washington, and at Philadelphia for New York, Boston and intermediate points. Sleeping cars run through in this train to Philadelphia and to New York on the Allentown route.

First Accommodation Train for Wall's Station leaves daily (except Sunday) at 6.30 a. m.

Second Accommodation Train for Wall's Station leaves daily (except Sunday) at 9.40 a. m.

Third Accommodation Train for Wall's Station leaves daily (except Sunday) at 3.35 p. m.

Fourth Accommodation Train for Wall's Station leaves daily (except Sunday) at 6.05 p. m.

Accommodation for Penn Station, stopping at all stations between Pittsburgh and Penn, at 10.30 p. m.

The Church Train leaves Wall's Station every Sunday at 9.05 a. m., and arriving in Pittsburgh at 10.05 a. m. Returning leaves Pittsburgh at at 12.50 p. m., and arrives at Wall's Station at 2.00 p. m.

Returning Trains arrive in Pittsburgh as follows:

Mail	1.20 a. m.
Fast Line	2.00 a. m.
First Wall's Station Accommodation	6.25 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	12.50 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.

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.		LEAVE ALEXANDRIA.	
Local	6.30 a. m.	Local	5.00 a. m.
Mail	8.55 "	Express	5.35 "
Local	9.00 "	Local	8.00 "
"	11.00 "	"	10.00 "
"	2.00 p. m.	"	1.00 p. m.
"	4.20 "	"	3.00 "
"	6.15 "	"	4.50 "
Express	6.20 "	Mail	5.00 "

SUNDAY PASSENGER TRAINS.

LEAVE WASHINGTON.		LEAVE ALEXANDRIA.	
Local	8.30 a. m.	Express	5.35 a. m.
"	1.30 p. m.	Local	9.45 "
"	5.20 "	"	4.00 p. m.
Express	6.20 "	"	4.50 "

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

THROUGH LINE BETWEEN WASHINGTON, PHILADELPHIA, AND NEW YORK.

WASHINGTON, March 11, 1866.

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.

Through tickets to Philadelphia, New York, or Boston, can be had at the Station office at all hours in the day, as well as at the new office in the American Telegraph building, Pennsylvania avenue, between Four-and-a-half and Sixth streets.

See Baltimore and Ohio railroad advertisement for schedule between Washington, Baltimore, Annapolis, and the West.

W. P. SMITH,
Master of Transportation.
L. M. COLE,
General Ticket Agent.
GEO. S. KOONTZ,
oc Agent, Washington.

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,
Pier 15 East River, New York.
JAMES HAND, Agent,
117 Wall Street, New York.

Freight received constantly and forwarded to all parts of the country with dispatch, at lowest rates. fe22

THE SUNDAY MAGAZINE,

EDITED BY THOMAS GUTHRIE, D. D.,

BEAUTIFULLY ILLUSTRATED.

ADVERTISEMENT FOR 1866.

"How we shall succeed, time will show. It does not become him that girdeth on his harness to boast himself as he that putteth it off." So it was said in our first prospectus. After a year's experience, we can announce that the success of the SUNDAY MAGAZINE has been very marked; its circulation having averaged more than ONE HUNDRED THOUSAND COPIES A MONTH during that period.

It will now be the endeavor of the Editor and Publishers, not only to retain this large constituency of readers, but to increase it. Sundry new features will be introduced with this view, and for more effectively carrying out the purpose of the Magazine, which is, "to call off the mind from the objects which necessity forces upon it during the week, and place it in the presence of God; to awaken from their torpor those feelings of gratitude and adoration which the Divine greatness and goodness should excite; and help to make the regular return of Sunday an healthful to society as the showers which soften, fertilize, and beautify the earth, bringing with them the influence of Heaven."

DR. GUTHRIE'S NEW WORK, "OUR FATHER'S BUSINESS, or, Methods to do Good," is now begun, and will be continued throughout the Volume.

DR. HANNA'S NEW WORK, "IN THE LIFE OF OUR LORD," is now begun, and will be continued throughout the Volume.

THE VICAR'S ANNALS OF A QUIET NEIGHBORHOOD, are now begun, and will be continued throughout the Volume.

Now ready, in one handsome volume, of nearly a thousand pages, and with upward of a hundred beautiful Wood Engravings, price $4,

THE FIRST VOLUME OF THE

SUNDAY MAGAZINE,

EDITED BY THOMAS GUTHRIE, D. D.,

Author of "The Gospel in Ezekiel."

The volume forms a complete book, and contains the following important contributions:

THE ANGELS' SONG: in six papers. By Dr. Guthrie, Editor.

SAUL, FIRST KING OF ISRAEL. By William Hanna, D. D., author of the "Life of Dr. Chalmers." In nine chapters.

HOW TO USE THE GOSPEL: a series of nine papers. By Henry Alford, D. D., Dean of Canterbury.

HOW TO USE THE ACTS OF THE APOSTLES: a series of three papers. By Henry Alford, D. D., Dean of Canterbury.

BLAISE PASCAL: in three parts. By W. Lindsay Alexander, D. D.

KATE, THE GRANDMOTHER; OR, THE TRUE WAY OUT OF TROUBLE. By Jeremiah Goitlhelf. In twenty-four chapters.

SKETCHES OF THE COWGATE: Six Papers. By Dr. Guthrie, Editor.

THEOLOGY FOR THE PEOPLE: Eight Papers. By the Rev. John Cairns, D. D.; Rev. J. H. Rigg, D. D.; Professor David Brown; and Professor Islay Burns.

EARLY PIETY: in Four Parts. By Dr. Guthrie, Editor.

JOSHUA TAYLOR'S PASSION. A Story in Eighteen Chapters.

And in addition to the above, the Volume contains Papers by—

Rev. James Hamilton, D. D., Author of "Life in Earnest;" Rev. W. G. Blaikie, D. D., Author of "Better Days for Working People;" Rev. Norman Macleod, D. D.; Rev. W. T. Stevenson, Author of "Praying and Working;" Professor J. H. Balfour, Edinburgh; Rev. Canon Girdlestone; Rev. Alexander Raleigh, D. D., Author of "Quiet Resting Places;" Rev. W. Arnot, Author of "Laws from Heaven for Life on Earth;" Very Rev. Dean Ramsay, Author of "Reminiscences of Scottish Life and Character;" Rev. J. C. Ryle, M. A.; Rev. Newman Hall, Author of "Come to Jesus;" Rev. W. F. Wilkinson, Joint Editor of "Webster and Wilkinson's Greek Testament;" Rev. John de Liefde; Rev. Hugh Stowell Brown; Rev. A. W. Thorold; Rev. Canon Miller; Rev. Hugh McMillan; Rev. J. Crampton, Author of "The Lunar World;" the late Professor Miller, Edinburgh; Jean Ingelow; Isa Craig; the Countess de Gasparin; the Author of "Haste to the Rescue." fe23

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.

ja20-tf WM. SANDERSON, Proprietor.

WRAPPING PAPER FOR SALE AT THIS OFFICE

National Republican

KEEP COOL! KEEP COOL! KEEP COOL!

MR. REPUBLICAN: I notissed in yur pepper a while a go a artikal headed "*keep* cool." The jest of s'd artikal was that ther wasn't no use in gettin into the U. S. Insaign A Sylum, over the Easton Branch, on acc't of Polly ticks.

Now I a gree with them sent I meant.

This town is gettin to be a consumin fire on Polly-to-kill subjax. Every body is rushin round, asking "what's gein to happen nex?" My naber, who is a cluck in one of the departmints and ockupies part of my hous, for economis sake, whilts taxes is high, rushi into my room, tairin his hare, tother day, and sezzes, "Its dunn!"

I sed, quietly, "Who *is* Dunn?" He ses, "You doughnut understand me—the Burow's vetowed!"

"Well," ses I, "what of it?" He ses, in the most frantick mannir, "It shows that President Johnson has turned trater agin Sumnere and Thaddyous (of war saw) Stevings!"

I sed, karmlie, "Well, has he turned trater to the flag and the constitewshun?"

"Oh," sezzes, "there you go agin about that old *constitewshun*. I wish it hadn't never Ben made! Its always in the way of reel progress?" "But, *my—deer—sur*," he hollered, "you *cant* endorse Andrew Johnson's vetow, because the copper heds like it!"

I larfed a little, and sed, "I dont pin my faith onto the likes nor the dislikes of copperheds, nor no other heds. Mr. Johnson was a tailor, who always gave the right kind of fits to all sorts of customers—never botched a job—never got into a 'drag' at the end of the week—was always sound on the goose. It dont take 9 such tailors to make a man, but it would take 9 such men as Stevings to make as good a tailor as Mr. Johnson was—so it seams to me. And his vetow messidge is quite a reasonable dockyment akording to more'n 1 third of the U. S. Senate." An so I choked him off for that day. But on the twenty 3d of Feb. my naber maid another rush at me, an he ses, "Wot dew you think now!"

I was smoakin, and befour anserin I tuk a pull or 2 at the pipe. Then I sed, "Wot's up?"

He lookt as wilde as a hok, and he yipped out—"Havent you red how the Pressydent maid a speech agin Sennytur Sumnere an Thaddyous Stevings and Wentill Fillups?"

I told him I had, and I thot pretty well of the speech in the mane. Then he cride out—"Oh monstrewous!" I sed—"Seddown! Seddown in that cheer an *keep cool!*" He set down an carrid on the worsest you ever see for 7 minuets. He sed the country was goin toe rewing, an the Revolewshnary wor an the old french wor would hav toe be fit over agin—that the peopel's representives had been insultid, and that Congrist would never consent toe be crewcifide by a usarper, and cetrer.

As soon as he paused fer breth I a drest him as follows:

"Young man, *keep cool*. Thers every reason in the world fer your keepin cool. In the 1st place, the country aint a goin toe rewing. Politishuns may tell you so, but there's no treuth intoe it. The pollytishuns forget 2 things, toe wit, namely—1st, that there's a God above who rules the nashuns, an 2d, that there's a Amerikan people. You know how all grate questions, after theyve been quarreled over by the pollytishuns, who call theirselves statesmen, *settle themselves*—sperently. If the pollytishuns who wanted to abolish slavery, for instante, cood hav had their way of tryin it on years ago, it neverr been abolished in our gineration.

"Now young man *keep cool*—that's all you've got toe do. You've got a good clockship, and if you get red hot you'll hav to resign or be turned out, an I don't want that toe happen whilst you're hirin my rooms."

He lookt rather streeked, an he says: "Aint a man goin to hav no freedumb of speech?" I told him, "Of course, you'll hav all the freedumb of speech you want—but you came up here from Connettycut an got a clerkship beeaus you couldn't get inter office at home, an you didn't want ter bone down ter hard work. You've undertook to serve the Government in a special kind of labor, an do you spose the bed of your burow kin keep a passel of fellers at work there yelping like a pack of hound pups agin the Pressydent, an enjoy himself? Not muchly."

He quaied as I went on to tell him how onbecomin it was for a man in his possishun to go off half cocked agin the administration, and then I peroceded to enliten him on sum pints where he had got obfusticated by reedin the debaits of Congrist, an hearin the jawin at the berdin hous tables, where there's ginerally a good deal louder statesmen to be found than in the cappytol.

Ses I, "The wars over, the rebbils that tried to get out of the U. S. got licked back inter it, and the Lowell flag that Ginral Butler giv to the Sennit tother day has got thirty 6 stars onto it.

Now we want ter predace hominy between the 2 sexshuns. How is it to be dun? By keepin em out an makin a Poland on em fer forrin nashuns ter sejuce an hitch onto, an dror away from us? Not enny, you say—but if they'd reconstruct themselves an make al men ekil in every respeck, especially in sufferage, they kin come in. Non sense! The Reconstructin Committee dont pretend that Congrist kin fix sufferage in the South any moren it kin in the North. In your Stait of Conuettycut you voted aginst niggrow sufferage; the Pencilvainy convensbun is goin to dodge the question. If *I* was a Southron demme gog *lde* jump at re admission on the terms of niggrow sufferage unqualifide. It would B as plarstick material as I could ask fer to work inter pollytick1 power. But it cant be did."

"Now, bisness is alarminly dull, the internal revenew is fallin off, an the people of your Stait an all the North want toe sel their goods down South—but they dassent, not knoin what laws may be nacted. Why not let em in with republican formed governments and loyal representatives? Praid the rebs will get inter power again? That's a cowardlie confesbun! Before the war they thort 1 Southron could whip 5 Yankees, but that idee was fit out of em; an now sum of our statesmen seam to be afeard that a few Southrons in Congrist would rule the hull concern! But that caliko wont wash, an the people will say so arter a while. The feddrul relashuns must be resoomed!"

My young naber has been very quiet lately and hasent receved a yaller envellup yet.

TRANQUILL.

PEN, PENCIL AND SCISSORS.

POTOMAC shad are coming.

OPEN—the Delaware and Raritan canal.

FAST-DAY in Massachusetts April 5.

JENNISON, the jayhawker, has become a Fenian brigadier.

A FORMER district judge of New Orleans is now a newspaper carrier in St. Louis.

ONE-THIRD of a tobacco crop in Virginia this year. Put that in your pipes and smoke it!

NEW ORLEANS Democrats stick to the Monroe doctrine. They have nominated for mayor John T. Monroe, who was mayor when the city was captured.

DAN BRYANT, the negro minstrel, will henceforth devote himself to Irish characters. His experience in Cork has been very great.

A BALANCE of three cents is due an Army paymaster after the settlement of his accounts, and the document is at the Treasury Department with a dozen endorsements.

As the vast number of military accounts, gradually accumulated during the war, are being gradually disposed of, the reduction of clerks will continue from time to time.

ABOUT thirty distillers have been hauled up in New York for defrauding the revenue, the tax of two dollars a gallon being too strong a temptation.

"GILT-EDGED BUTTER" is getting to be quite an article of consumption in cheap boarding-houses—yellow around the edges and lard inside.

AN inspector general of cavalry for the Fenian army is wanted. Here is an opportunity for some of our gay troopers. Where is Major Von Flopp?

THE basis on which the Western Union and United States Telegraph Companies have consolidated, is as follows: That the Western Union Company should take a perpetual lease of the United States lines and operate the same, for which they should pay a certain proportion of the net earnings to the stockholders of the latter—the stockholders of the United States line to be allowed to convert their stock into that of the Western Union upon terms agreed upon.

CONGRESS.

In the Senate yesterday, Mr. Sumner offered the following amendment as a substitute for the amendment to the Constitution now pending:

Representatives shall be apportioned among the several States which may be included within this Union according to their several numbers, which shall be determined by taking the whole number of persons, excluding Indians not taxed: *Provided*, That whenever male citizens of the country over the age of twenty-one years shall be excluded from the elective franchise in any State, except for participation in rebellion, the basis of representation therein shall be reduced in the proportion which the number thus excluded bears to the whole number of male citizens of the United States over the age of twenty-one years, in such State.

Mr. Wilson presented the following joint resolution, which he intends, he said, to offer when the constitutional amendment comes up again.

Representatives shall be apportioned among the several States according to the number of male citizens, over twenty-one years of age, having the qualifications requisite for electors of the most numerous branch of the State Legislature, citizens possessing like qualifications disfranchised for participating in any rebellion, and persons of like age not naturalized. The number of representatives shall not exceed one for every hundred thousand of actual population; but each State shall have at least one representative.

Mr. Grimes said that the time had now come for him to offer an amendment to the Constitution, and that he would offer the following, hoping that when the question was again considered it would meet with due attention:

Representatives shall be apportioned among the several States which may be included within this Union according to their respective numbers, counting the whole number of persons in each State, excluding Indians not taxed. But whenever, in any State, the elective franchise shall be denied to any portion of its male citizens above the age of twenty-one years, except for crime or disloyalty, the basis of representation in such State shall be reduced in the proportion of the number of male citizens so excluded to the whole number of male citizens over twenty-one years of age.

The bill for the admission of Colorado was discussed, but not disposed of.

In the House the remainder of the afternoon and the evening was mostly devoted to the bill regulating trade between the British provinces and the United States. It was defeated—75 to 52.

After some discussion of the bill making appropriations for fortifications, the House found itself without a quorum, and adjourned.

THE divorce case of Kasson vs. Kasson, in Warren county, Iowa, has been decided. Mr. Kasson, M. C., the defendant in the case, appeared in open court and pleaded guilty to the allegations of infidelity, where upon a decree was entered in accordance with the prayer of Mrs. Kasson's petition. The statement made several days ago that Mr. Kasson did not design to resume his seat in Congress was an error.—*Cincinnati Gazette.*

RENTS.—A landlord out West writes that he is opposed to exorbitant rates, and is willing to rent every piece of property he owns at six per cent. nett (clear of taxes, insurance and repairs,) on the cash value. The renting public will be delighted to know that there is one such man in existence.

COUNCIL PROCEEDINGS.

Board of Aldermen.

MONDAY, March 12, 1866.

The Board met at the usual hour; the president, T. E. Lloyd, Esq., in the chair. Present—Messrs. Tarlton, Brown, A. Lloyd, Lewis, Gemfield, Owen, Dr. Magruder, Noyes, Gulick, Cross, Barr, and McCathran.

The Chair laid before the Board a communication from the Mayor, announcing his approval of an act for the relief of Patrick McHugh; an act for the relief of J. B. Murray; an act for the repair of the bridge on N street south; an act authorizing the laying of flag footways in the Seventh ward; an act to cause the curbstones to be set and the footway paved on the south fronts of squares Nos. 999 and 1,020, on I street south, between Eleventh and Thirteenth streets east; an act to grade and gravel I street south, from Eleventh to Thirteenth street east, and to build a brick arch at the intersection of said street with Twelfth street east; an act for the relief of J. W. Studley; an act for the benefit of Edward O'Conner.

Also, a communication nominating Benjamin Bowen superintendent of sweeps for the First and Second wards, vice Wm. Acton. Referred to Committee on Police.

Also, a communication transmitting a communication from the lessees of the fish wharf, and one from the Corporation Attorney in relation to an amendment of the act entitled "An act relating to fish wharves or docks." Referred to the same committee.

The following petitions were presented: By Mr. Owen: The petition of M. Green and others for hay scales in the neighborhood of L and Thirteenth streets; referred to the Committee on Police. By Mr. A. Lloyd: The petition of John Loweunstein to remit certain moneys; Claims. By the Chair: The petition of J. H. Cochran for the remission of a fine; Claims. By Mr. Noyes: Petition of R. B. Clarke and others, accompanied by a bill, for a pavement on the south side of L street, between Four-and-a-half and Sixth street west; Seventh ward delegation.

The special order for the evening was the bill granting certain privileges to the Washington, Georgetown and Alexandria Railroad Company.

Several amendments were offered by Dr. Magruder as a substitute for those offered a short time ago, and, on motion of Mr. Noyes, the amendments were ordered to be printed, and the bill was postponed for one week.

Mr. Lewis, from the Committee on Improvements, reported back the bill to open, pave and grade the alley in square 263; passed. Bill to curb and pave the south side of Virginia avenue, between Eleventh and Twelfth streets west; recommitted. Bill to grade and pave the alley in square 967; passed. Bill to grade and pave the alley in square 399; passed. Bill to repair the culvert on L street south, between Fifth and Sixth streets east; passed. Bill to set the curbstones and pave the footway on the south side of F street south, between Second and Four-and-a-half streets; recommitted. He also presented a communication from D. S. Morrison to erect a frame stable; Committee on Police.

Mr. Gulick, from the Finance Committee, reported back the bill to pay Julius Veidt for erecting railing in the chamber of the Board; passed.

Mr. Barr introduced a bill to pay the laborers in the police station houses; passed. Also, a resolution instructing the Committee on Police to prepare a bill to prohibit the use of fire in houses having no chimneys; passed.

Mr. Cross presented a bill appropriating $215 to pay Theodore Sheckels, assignee of Wm. Hinton, for work done in the Fourth ward; referred to the Committee on Improvements.

Mr. C. I. Canfield was appointed as a member of the committee on the erection of a new engine house in the first district.

On motion of Mr. Barr the vote by which the bill to pay the laborers in the police station-houses was passed was reconsidered; and after several amendments the bill was passed.

The bill granting additional compensation to Messrs. Ar