Daily National Republican.

VOL. VI. WASHINGTON D. C., MONDAY EVENING, MARCH 19, 1866. NO. 95.

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.....$3 00
One square, four days..... 3 50
One square, five days..... 4 00
One square, six days..... 4 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, Washington.
ja8-tf

NOTICE TO SOUTHERN TRAVELERS.

THE OLD AND DIRECT LINE ENTIRELY COMPLETED.

STAGING ENTIRELY DISCONTINUED.

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

TWICE DAILY.

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

The fast and commodious steamer KEYPORT, Captain Frank Hollingshead, and C. VANDERBILT, Captain A. L. Colmary, will leave the wharf, foot of Sixth street, Washington, twice daily, (Sunday nights excepted,) at 7 a. m., and 5.45 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 2.30 p. m., and 5.20 a. m., affording ample time for dining in Richmond, and making connections with the Richmond and Petersburg Railroad for Petersburg and points south of Petersburg.

The steamer leaving Washington at 5.45 p. m., arrives in Richmond at 5.20 a. m., affording ample time for breakfast, and connection with the Richmond and Danville trains for Danville, Va., Greensboro', Salisbury, Charlotte, Raleigh, Goldsborough, and Wilmington, N. C., and Chester, S. C.

On SUNDAYS leave WASHINGTON at 7 a. m. only, and arrive in Richmond at 3.25 p. m.

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

Through tickets from N. York to Richmond $17 00
" " " Philad'a " 13 60
" " " Baltimore " 10.00
" " " Washington " 8.50
" " " Baltimore to Fred'g.. 6.00
" " " Washington " 4.25

SECOND CLASS THROUGH TICKETS

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

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

Passengers leaving New York at 7 and 8 a. m.; 3 and 7 p. m., Philadelphia at 1.15 p. m. (DAY,) and 11.15 p. m. (NIGHT,) and Baltimore at 3.30, 4.25, and 6 p. m., 3.35 and 4.30 a. m., arrive in Washington at 5.20, 5.50, and 7.45 p. m., and 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.
oc7

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 9 p. m.
Leave Gordonsville at 12.30 p. m. and 1.40 a. m.
Arrive in Richmond at 5 p. m. and 6 a. m.
Arrive at Lynchburg at 8.20 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 12.20 p. m. and 12.20 a. m.
Arrive at Alexandria at 4.50 p. m. and 4.50 a. m.
Arrive at Washington at 5.20 p. m. and 5.25 a. m.
On Sundays leave Washington at 5.30 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 3.20 a. m., arriving in Alexandria at 6.10 p. m.
Passengers from Warrenton will take the 7 a. m. train south from Washington, and the 6.45 a. m. train north from Lynchburg.
Passengers by the 6.45 a. m. and 7.15 p. m. trains from Lynchburg, and the 7 a. m. and 7.15 p. m. trains from Richmond connect with trains at Washington for all parts of the North and West.
This route has the advantage over all others by having a continuous rail from New York to Lynchburg, 405 miles.
It also passes through Fairfax, Bull Run, Manassas, Bristow, Catlett's, Rappahannock, Culpeper, Orange, and Gordonsville, where many of the great battles of the late rebellion were fought.
Tickets can be procured in Adams' Express Building, opposite the B. and O. R. R. Depot, in Washington; also, at the Depot, on Maryland avenue.
Trains leave the corner of First and C streets, Washington.
W. H. McCAFFERTY, General Superintendent.
J. M. BROADIS, General Passenger Agent.
oc9-tf

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, 5.30 a. m., Way Mail; 9.20 a. m., Express; 1.10 p. m., Express; 3.35 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 5.50 p. m.

Leave Baltimore for New York at 8.50 p. m.

mh19 H. F. KENNEY, Superintendent.

RAILROADS.

GREAT PENNSYLVANIA ROUTE TO THE NORTH AND WEST.

FOUR DAILY TRAINS.

SPRING AND SUMMER SCHEDULE; ON AND AFTER MARCH 12, 1866, trains will leave as follows:

	Leave Wash'n.	Leave Balto.
Express Mail.....	6.20 a. m.	9.00 a. m.
Fast Line.....	7.30 a. m.	12.10 p. m.
Pittsburgh and Erie Ex..	4.30 p. m.	7.20 p. m.
Pittsb'gh and Elmira Ex.	7.40 p. m.	9.45 p. m.

TWO TRAINS ON SUNDAY, (Connecting at Baltimore,)

Leave Washington at 2.45 and 7.40 p. m.

SLEEPING CARS ON ALL NIGHT TRAINS.

LOW FARE AND QUICK TIME.

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

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

J. N. DUBARRY, Superintendent N. C. R. R.
E. J. WILKINS, Passenger and Ticket Agent.
JNO. GILLETT, Passenger Agent.
mh14-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 8 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 1½ (Night,) via Kensington and Jersey city—Southern Express.....	3.00
At 6 p. m., via Camden and Amboy—Accommodation (freight and passenger) 1st class ticket.....	2.25
2d class ticket.....	1.50

The 8.15 p. m. Evening Mail and the 1.30 (Night) Southern Express will run daily, (all others, Sundays excepted.)

PHILADELPHIA AND NEW YORK LINES.

Leave Walnut street wharf at 6 and 8 a. m., 12 m., and 2 p. m.

Leave Kensington Depot at 11.15 a. m., 2.35, 4.20 and 6.45 p. m., and 12.30 a. m. (night.)

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

NEW YORK AND PHILADELPHIA LINES.

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

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

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

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

1865 WINTER ARRANGEMENT. 1865

PENNSYLVANIA CENTRAL RAILROAD.

TWELVE DAILY TRAINS.

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

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

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

PITTSBURGH AND ERIE MAIL, daily except Sunday, at 7.50 a. m., stopping only at Conemaugh, Gallitzen, Altoona, and all principal stations, making direct connection at Harrisburg for New York, Baltimore, and Washington.

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

PHILADELPHIA EXPRESS, daily at 4.25 p. m., stopping at Latrobe, Blairsville Intersection, Johnstown, Conemaugh, Gallitzer, Altoona, Huntingdon, Lewistown, Mifflin, Newport, Marysville, Harrisburg, Lancaster, and Downingtown, 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 Conamaugh, 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. B. 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.....	6.00 a. m.
Mail.....	6.55 "	Express.....	6.35 "
Local.....	9.00 "	Local.....	8.00 "
"	11.00 "	"	10.00 "
"	2.00 p. m.	"	1.00 p. m.
"	4.20 "	"	3.00 "
"	5.15 "	"	4.50 "
Express.....	6.30 "	Mail.....	5.00 "

SUNDAY PASSENGER TRAINS.

LEAVE WASHINGTON.		LEAVE ALEXANDRIA.	
Local.....	6.30 a. m.	Express.....	8.35 a. m.
"	1.30 p. m.	Local.....	9.45 "
"	5.20 "	"	4.00 p. m.
Express.....	6.30 "	"	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, 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.

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

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 IRELAND 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. ja22

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 as 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 Gotthelf. 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.

[OFFICIAL.]

LAWS OF THE UNITED STATES. Passed at the First Session of the Thirty-Ninth Congress.

[PUBLIC RESOLUTION—No. 12.]

JOINT RESOLUTION giving the consent of Congress to the transfer of the counties of Berkeley and Jefferson to the State of West Virginia.

Be it resolved by the Senate and House of Representatives of the United States of America in Congress assembled, That Congress hereby recognizes the transfer of the counties of Berkeley and Jefferson from the State of Virginia to West Virginia; and consents thereto.

Approved, March 10, 1866.

[PUBLIC RESOLUTION—No. 13.]

JOINT RESOLUTION authorizing the Secretary of War to transfer to the National Home for Soldiers' and Sailors' Orphans, of Washington city, certain stores not needed for the use of the Government.

Be it resolved by the Senate and House of Representatives of the United States of America, in Congress assembled, That the Secretary of War be, and he is hereby, authorized to deliver to the lady directors of the National Home for Soldiers' and Sailors' Orphans, of Washington city, for the use and aid of that society in its benevolent objects, such blankets, bedding, and other furniture and articles as may be proper for their purposes, and as are now on hand in the stores of the Surgeon General's Department, and no longer needed for Government account; the Secretary to determine, at his discretion, the specific amount and character of stores thus to be appropriated, and of which due account shall be taken.

Approved, March 10, 1866.

THE "GIDEON PRINTING OFFICE,"

ESTABLISHED IN 1805.

JOSEPH L. PEARSON,

SUCCESSOR TO

GIDEON & PEARSON,

STEAM-POWER

BOOK AND JOB PRINTER,

No. 511 Ninth Street, near Pennsylvania Avenue,

WASHINGTON CITY,

Having greatly increased the facilities of the above

OLD ESTABLISHED PRINTING HOUSE

by an almost

ENTIRE RENEWAL OF MATERIAL

And the addition of several of the most improved

POWER-PRESSES,

Is prepared to execute every variety of

LETTER-PRESS PRINTING,

From a

FINE VISITING CARD To a LARGE POSTER,

in

PLAIN OR COLORED INK.

PROMPTNESS AND DISPATCH MAY BE RELIED ON.

oct6-tf

INSURE YOUR PROPERTY AT HOME.

FIRE INSURANCE.

THE NATIONAL UNION INSURANCE COMPANY OF WASHINGTON.

CHARTERED BY CONGRESS.

CAPITAL $1,000,000.

RISKS TAKEN AT THE LOWEST RATES.

LOSSES PROMPTLY PAID.

NO CHARGE FOR POLICIES.

OFFICE:

424 Fifteenth street, nearly opposite Riggs & Co.'s Banking House.

BRANCH OFFICE:

At JOHN H. JOHNSON'S Law Office, No. 64 Louisiana avenue, near Bank of Washington.

This Company is now prepared to insure all descriptions of property against loss or damage by fire on such terms as cannot fail to be acceptable to the citizens of the District. In this Company you can insure your FURNITURE, MERCHANDISE, WAREHOUSES, OR DWELLINGS for a year or shorter period.

This Company starts with a CASH CAPITAL of $100,000, *all paid in*, thereby enabling them to offer to the citizens of the District greater security than has ever been offered heretofore.

Policies will be issued for a shorter period than one year, according to the New York scale for short insurance.

DIRECTORS:

Charles Knap, President, Richard Wallach,
G. W. Riggs, Vice Pres't, Daniel Dodd,
Thomas Berry, H. C. Fahnestock,
George S. Gideon, William Dixon.
Marshall Brown,
no23-6m NOBLE D. LARNER, Secretary.

IN THE SUPREME COURT OF THE DISTRICT OF COLUMBIA, THE 8TH DAY OF MARCH, 1866.

ANNIE JOHNSON, Petitioner, vs. JAMES HENRY JOHNSON, Def't. } IN EQUITY, No. 616. For Divorce.

It appearing to the Court that the subpœna issued in this case has been returned by the Marshal "Not found," and by the affidavit of Mrs. E. Brown, a disinterested witness, that said defendant has been absent from this District for a period of more than six months last past, it is therefore, this 8th day of March, 1866, on motion of H. C. Gooding, Esq., solicitor for the complainant, Ordered, that notice of the pendency and object of this suit be given to defendant, by publication, once a week for two successive weeks, in the EVENING REPUBLICAN, warning the defendant to appear in this Court on or before Monday, the 23d day of April next, and answer the allegation of said bill; otherwise the same will be taken for confessed against him. The first publication of said notice to be made at least forty days before the said return day.

By order of the Court.

A true copy.

Attest: R. J. MEIGS, Clerk.

mh13-law2w

JOHN R. ELVANS & CO., 87 Louisiana avenue and 303C street WASHINGTON, D. C., DEALERS IN KEG HARDWARE.

CUT NAILS—Finished, 6 to 12d; Fence, 8 to 12d; Box, 5, 7, 9d.
CUT SPIKES—1 to 7 inches.
CLINCH NAILS.
PRESSED AND BOAT SPIKES,
HORSE SHOES, Burden's Government, No. 1 to 5; Burden's City, No. 1 to 5; C. and F., No. 1 to 4; Mule Shoes, 1, 2, 3.
HORSE NAILS—Griffin's, 6 to 10; Putnam's, 6 to 10; Putnam's, "X," 6 to 10; New London, 6 to 10; "American," 6 to 10
TERMS: NET CASH
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WRAPPING PAPER FOR SALE AT THIS OFFICE.

THE FATAL TRYST.

Far o'er the waters the sweet moon shone,
The cove was secluded and still;
With a spangled carpet of pure white sand,
Beneath a steep, sheltering hill.

Lazily lapp'd the transparent wave
Upon that romantic shore;
Gleam'd the wild rocks in the silvery light,
Sigh'd the soft breeze evermore.

A haunted spot at that witching hour,
As e'er by true lovers was sought;
But love is an eerie, venturous sprite,
Whose favors by daring are bought.

A stolen meeting! With soundless steps
On wander'd they, side by side;
With hands closely clasp'd, and low murmur'd words,
Along by the moonlit tide.

Forbidden! O cruel to force true love
To resort to such stealthy arts!
Edgar and Maud were both gentle and young,
Then why part two earnest hearts?

The moments fleet onward—one fond embrace,
And with mingled hope and sorrow,
Two forms steal apart o'er the glistening sands,
Their watchword, "Adieu till to-morrow."

The cruel waves answer, "We keep to our tryst,
Returning at morn and at eve."
High and higher they rise, as awaken'd at length,
She seeks that false shelter to leave.

Too late! for already they dash on the rocks;
'Neath the pale moon restless they flow.
"Oh, Edgar, farewell!" In the wild wave she sinks,
Faint—helpless, from terror and woe.

Far far o'er the waters, a fair, senseless form,
She floats out with ebb of the tide,
To the spot where her Edgar in tones of despair
Still mourns for his Maud—his lost bride.

"Oh, art thou a sea-nymph? How fair is thy face!
Yet to tempt me were useless," he said.
He leaned o'er the bulwarks, and saw it was Maud,
Borne there in her beauty,—yet dead!

"Spared, spared the worst trial, my true love," he cries:
Then sinks in the wave by her side:
"Divided in life, I rejoin thee in death:
Then art mine now for aye, my own bride.

"None can part us, my darling." Thus onward they float,
Their fate seal'd by yonder dark wave.
"Oh, true love, we pass from a treacherous world
To the silent repose of the grave!"

C. C. H.

Confederate Prayers.

In 1863, when the late Southern Confederacy was in the prime of its short-lived existence, an Episcopal prayer-book was prepared for the use of the members of that church. Though bearing the imprint of J. W. Randolph, of Richmond, Va., it was really printed in London. It bore the title: "The Book of Common Prayer, and Administration of the Sacraments; and other Rites and Ceremonies, according to the use of the Protestant Episcopal Church in the Confederate States of America."

The only alterations from the book of Common Prayer in use in the northern States was the substitution of the words "President of the Confederate States" for "President of the United States."

The reviser of the volume has, however, done his work carelessly. In the "Forms of Prayer to be used at sea" he has not changed the phraseology at all, so that the prayer reads: "Be pleased to receive into Thy Almighty and most gracious protection the persons of us Thy servants, and the fleet (or ship) in which we serve. Preserve us from the dangers of the sea, and the violence of the enemy; *that we may be a safeguard to the United States of America*, and a security for such as pass on the seas upon their lawful occasions," etc.

About four hundred copies of this prayer book—printed by Eyre & Spottiswoode, of London—were sent out in the blockade-runner Robert E. Lee, and captured off Wilmington, N. C., in December, 1865.—*N. Y. Evening Post.*

CANADIAN BILLINGSGATE.—The Montreal *Gazette*, one of the keenest of the enemies of the United States during the late war, does not like the idea of the alleged sympathy of our Government with the schemes of the Fenians. Characterizing the object of Gen. Sweeney to be, in object and effect, "murder and robbery as simple and brutal as the world has ever seen," it says: "For all this open and avowed intent to commit brutal outrages the United States Government is responsible; and for every drop of blood that is shed, it will forever have affixed to it the stain of murder, which it might have prevented, which it did openly encourage. And for every house broken into and every dollar stolen it is as if its own members had pocketed the ill-gotten gain."

Furthermore the *Gazette* learns authentically that "a Governor of a neighboring New England State, among other important personages, has subscribed his fifty dollars to the Fenian fund—a fund for the encouragement of piracy and robbery." It is not worth while to deny the allegations above made, but it is really amusing to note them, and to consider how dreadfully John Bull is excited when he comes under the risk of such treatment as he so cordially recommended, not long ago, to his neighbors this side the Canada line.—*Boston Journal.*

SINCE the war the attention of capitalists has been directed to the oil regions of the South. Gadsden, in Alabama, is one of the most promising sections. It is situated at the western terminus of the Lookout mountain, on the northwestern bank of the Coosa river, and is fifty four miles west of Rome, Ga., and twenty-seven miles north of Blue mountain, the present terminus of the Alabama and Tennessee Rivers Railroad. Derricks are going up everywhere, and an immense amount of machinery has already been brought in play. There are no statistics, as yet, of the yield. A writer in the Columbus *Enquirer* says that the country also abounds in silver, copper ore and coal, while "there is iron ore within ten miles of Gadsden in sufficient quantities to supply the world for ages."

THE Galena (Ill.) *Gazette* says: "Mr. Canty, of Elizabeth, went down into an old mineral hole the other day to search for mineral. While he was digging in the dirt the earth overhead gave way and fell upon him, burying him entirely over except his head. The weight of earth was so heavy that he was unable to move, and in this condition he lay from eight o'clock in the morning till four in the evening, when he was found by his friends and rescued."

A MAN, answering the description of Quantrell, the leader of the Lawrence (Kansas) massacre, was arrested in New York on Saturday night, and is now here in Gen. Augur's guard-house.

AT St. Louis, on the 10th instant, a criminal under sentence of death, was taken from the jail to be baptized by immersion at the Christian Baptist Church.

A SCIENTIFIC school, to be named after Daniel Drew, is to be established in the Wesleyan University, at Middletown, Connecticut.

LARGE numbers of *fanny-uns* (Potomac bad) will arrive here soon.

BOOK NOTICES.

AN EXPLANATORY AND PRONOUNCING DICTIONARY OF THE NOTED NAMES OF FICTION. By WILLIAM A. WHEELER. 12mo. Boston. TICKNOR & FIELDS.

This is a valuable book of reference for any gentleman's library. The plan is admirable. The author is to blame, mainly, for unpardonable omissions. It proposes to explain the allusions which occur in modern standard literature to noted fictitious persons and places, whether mythological or not; pseudonymes of authors and distinguished individuals; and nicknames of parties and eminent personages. A large quarto, instead of this comparatively little volume, could not have done justice to the subject. Notwithstanding, the book contains a collection of curious and valuable information not to be had elsewhere in collected form. We hope Mr. WHEELER will give the public another volume.

For sale by HUDSON TAYLOR.

RICHARD COBDEN, the Apostle of Free Trade. His Political Career and Public Services. A Biography. By JOHN MCGILCHRIST, author of "The Life of Lord Dundonald," "Men who have made Themselves," &c. 12mo. New York: HARPER & BROTHERS.

This book contains a very good history of the free trade movement in England, gathered from newspapers, and as such is valuable but as a biography. It is without merit. It will take time to produce a thorough history of RICHARD COBDEN, and a much more experienced and able writer than Mr. MCGILCHRIST to edit it. For sale at the bookstores.

HEREWARD, THE LAST OF THE ENGLISH. By CHARLES KINGSLEY, author of "Two Years Ago," &c. Boston: TICKNOR & FIELDS.

This is a thrilling story, written by a man familiar with his subject, and who knows how to make the most out of the raw material in his possession. In Hereward, the son of Earl LEOFRIC and the Lady GODIVA—famous for her beauty and considered the most saintly woman of her day—has found a favorite hero. It is a historical, interesting, and really valuable work.

For sale by HUDSON TAYLOR.

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