Daily National Republican.

VOL. VI. WASHINGTON D. C., FRIDAY EVENING, MARCH 30, 1866. NO. 105.

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 50 cents per line, each insertion.

Local notices 15 cents per line, each insertion.

Eight lines or less constitute a square.

Advertisements should be handed in by twelve o'clock, m.

RAILROADS.

BALTIMORE AND OHIO RAILROAD.

WASHINGTON, March 26, 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 7.30 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 8 and 6.20 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 7.30 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 7.30 p. m.

On Sunday, at 7.30 p. m. only, connecting at Relay Station with trains from Baltimore to Wheeling, Parkersburg, &c.

Through tickets to the West can be had at the Washington Station Ticket Office at all hours in the day, as well as at the new office in the American Telegraph Building, Pennsylvania avenue, between 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.

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

TWICE DAILY.

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

The fast and commodious steamer KEYPORT, Captain Frank Hollingshead, and C. VANDERBILT, Captain A. L. Colmary, will leave the wharf, foot of Sixth street, Washington, twice daily, (Sunday nights excepted,) at 7 a. m., and 8.45 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 8.45 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.; 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., 2.35 and 4.30 a. m., arrive in Washington at 5.20, 8.50, and 7.45 p. m., and 6 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 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 5.20 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 4.00 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 3.20 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. BROADUS,
General Passenger Agent.

PHILADELPHIA, WILMINGTON, AND BALTIMORE RAILROAD.

TIME TABLE.

Commencing MONDAY, March 26th, 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; 4.35 p. m., Express; 8.20 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 8.20 p. m.

Leave Baltimore for New York at 8.20 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 Kinaira 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.
R. 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 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 11½ p. m., via Kensington and Jersey City—Southern Mail.....3.00
At 11½ (Night,) via Kensington and Jersey City—Southern Express.....3.00
At 6 p. m., via Camden and Amboy—Accommodation (freight and passenger:)
1st class ticket.....2.25
2d class ticket.....1.50

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

PHILADELPHIA AND NEW YORK LINES.

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

Leave Kensington Depot at 11.15 a. m., 9.30, 4.30 and 6.45 p. m., and 12.30 a. m. (night.)

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

NEW YORK AND PHILADELPHIA LINES.

Leave foot of Barclay street at 6 a. m. and 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 7.50 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 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.....6.20 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.....12.00 p. m.
Baltimore Express.....1.30 p. m.
Third Wall's Station Accommodation.....3.05 p. m.
Philadelphia Express.....3.30 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	6.55 "	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	6.50 "	Mail	5.00 "

SUNDAY PASSENGER TRAINS.

LEAVE WASHINGTON.		LEAVE ALEXANDRIA.	
Local	6.30 a. m.	Express	5.35 a. m.
"	1.30 p. m.	Local	9.45 "
"	3.20 "	"	4.00 p. m.
Express	6.50 "	"	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 26, 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 6.20 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 6.20 p. m.

ON SUNDAY.

Leave for New York and Philadelphia at 6.20 p. m. only.

Sleeping cars for New York on 6.20 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,
oc Agent, Washington.

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 necessarily 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

JOHN R. ELVANS & CO.,

87 Louisiana ave. and 303 C street,
WASHINGTON, D. C.,
DEALER IN
BLACKSMITHS' AND WHEELWRIGHTS' HARDWARE.

ANVILS—Wrought; Cast Steel Faced.
VICES—Solid Box; Com, Cotter Keys; Parallel, 1, 2, 3, 4; Chain, 1, 2, 3, 4.
SLEDGE HAMMERS.
HAND do.
PICKS.
NUTS—Square Punched; Hexagon Punches.
WASHERS.
CABLE CHAINS—⅝ to ¾ inch.
SPRINGS—Bright; Black.
AXLES—Long Arm; ⅜ Patent; Solid Collar.
CART HUBS.
WAGON HUBS.
OAK AND ASH BENT RIMS.
HICKORY BENT RIMS.
SAWED FELLOES—2 to 3 inches thread.
HICKORY SPOKES.
OAK SPOKES.
SHAFTS—Half, light; Half, medium; ½ finished, light; medium, heavy; express, grocery; finished, light (and bars); medium (and bars); heavy (and bars).
POLES—Half; finished (and circles).
SWINGLETREES—Light farruled; medium finished; heavy.
FISHERED WHEELS—Large.
ap 11 TERMS CASH

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.

PHILIP.

Shoe the steed with silver
That bore him to the fray,
When he heard the guns at dawning—
Miles away;
When he heard them calling, calling—
Mount! nor stay;
Quick, or all is lost;
They've surprised and stormed the post,
They push your routed host—
Gallop! retrieve the day.

House the horse in ermine—
For the foam-flake blow
White through the red October;
He thundered into view;
They cheered him in the looming,
Horseman and horse they knew.
They faced about, each man;
Faint hearts were strong again;
He swung his hat in the van;
The electric hoof-spark flew.

Wreathe the steed and lead him—
For the charge he led
Touched and turned the cypress
Into amaranths for the head
Of Philip, king of riders,
Who raised them from the dead.
The camp (at dawning lost)
By eve, recovered—forced,
Rang with laughter of the host
At belated Early fled.

Shroud the horse in sable—
For the mounds they heap!
There is firing in the Valley,
And yet no strife they keep;
It is the parting valley,
It is the pathos deep.
There is glory for the brave
Who lead, and nobly save,
But no knowledge in the grave
Where the nameless followers sleep.

—*Harpers' Magazine.*

OFFICIAL.

ANDREW JOHNSON,

President of the United States of America.

To all and singular to whom these presents shall come, greeting:

Whereas a treaty was made and concluded at Fort Sully, in the territory of Dakota, on the fourteenth day of October, in the year of our Lord one thousand eight hundred and sixty-five, by and between Newton Edmunds, Edward B. Taylor, Major General S. R. Curtis, Brigadier General H. H. Sibley, Henry W. Reed, and Orrin Guernsey, commissioners, on the part of the United States, and Muz-zah-wy-ah-tay, (The Iron Nation,) Tah-ton-kah-wak-kon, (Medicine Ball,) and other chiefs and headmen of the Lower Brule band of Dakota or Sioux Indians, on the part of said band of Indians, and duly authorized thereto by them, which treaty is in the words and figures following, to wit:

Articles of a treaty made and concluded at Fort Sully, in the Territory of Dakota, by and between Newton Edmunds, Governor and *ex-officio* Superintendent of Indian Affairs of Dakota Territory, Edward B. Taylor, Superintendent of Indian Affairs for the northern superintendency, Major General S. R. Curtis, Brigadier General H. H. Sibley, Henry W. Reed, and Orrin Guernsey, commissioners on the part of the United States, duly appointed by the President, and the undersigned chiefs and headmen of the Lower Brule band of Dakota or Sioux Indians.

ARTICLE FIRST. The Lower Brule band of Dakota or Sioux Indians, represented in council, hereby acknowledge themselves to be subject to the exclusive jurisdiction and authority of the United States, and hereby obligate and bind themselves, individually and collectively, not only to cease all hostilities against the persons and property of its citizens, but to use their influence, and, if necessary, physical force, to prevent other bands of the Dakota or Sioux, or other adjacent tribes, from making hostile demonstrations against the Government of the United States or its people.

ARTICLE SECOND. Inasmuch as the Government of the United States is desirous to arrest the effusion of blood between the Indian tribes within its jurisdiction hitherto at war with each other, the Lower Brule band of Dakotas or Sioux, represented in council, anxious to respect the wishes of the Government, hereby agree and bind themselves to discontinue for the future all attacks upon the persons or property of other tribes, unless first assailed by them, and to use their influence to promote peace everywhere in the region occupied or frequented by them.

ARTICLE THIRD. All controversies or differences arising between the Lower Brule band of Dakotas or Sioux, represented in council, and other tribes of Indians, involving the question of peace or war, shall be submitted for the arbitrament of the President, or such person or persons as may be designated by him, and the decision or award faithfully observed by the said band represented in council.

ARTICLE FOURTH. The said band represented in council shall withdraw from the routes overland already established, or hereafter to be established through their country; and in consideration thereof, and of their non-interference with the persons and property of citizens of the United States traveling thereon, the Government of the United States agree to pay to the said band the sum of six thousand dollars annually, for twenty years, in such articles as the Secretary of the Interior may direct: *Provided*, That said band so represented in council shall faithfully conform to the requirements of this treaty.

ARTICLE FIFTH. Should any individual, or individuals, or portion of the Lower Brule band of Dakotas or Sioux, represented in council, desire hereafter to locate permanently upon any part of the lands claimed by the said band, for the purpose of agricultural or other pursuits, it is hereby agreed by the parties to this treaty that such individual or individuals shall be protected in such location against any annoyance or molestation on the part of whites or Indians.

ARTICLE SIXTH. It is hereby agreed upon the part of the Government of the United States, that the said band of Lower Brules shall locate on a permanent reservation at or near the mouth of the White river, to include Fort Lookout, twenty miles in a straight line along the Missouri river, and ten miles in depth; and that upon the actual occupation of not less than fifty lodges or families of said reservation, and their engaging permanently in agricultural and other kindred pursuits, the Government of the United States agree to furnish at its own cost the sum of twenty-five dollars for each and every lodge or family so engaged, as a common fund, to be expended in stock, agricultural and other implements and general improvements as shall be directed by the Secretary of the Interior; the said sum to be furnished annually for five years. It being understood that the said stock, agricultural and other implements shall be and remain the property of the United States, to be used and employed for the exclusive benefit of the lodges or families so located, and in no case to be sold or alienated by the said band or any member thereof; and the United States further engage to employ at its own cost a blacksmith and farmer for the benefit of the said lodges or families.

The United States reserve the right to construct a road or roads through the said reservation.

No white person, other than officers, agents or employees of the United States, shall be permitted to go on or remain on the said reservation, unless previously admitted as a member of the said band according to their usages.

Whenever the Secretary of the Interior may so direct, schools for the instruction of the said band may be opened on the said reservation.

ARTICLE SEVENTH. The undersigned, chiefs of the Brules, hereby further agree that should the Two Kettles band of the Dakota or Sioux Indians be located adjoining them, they will cheerfully allow them to do so, and also agree that the employees secured to the Brules may be used also for the joint benefit of the said Two Kettles, at the discretion of the Government.

ARTICLE EIGHTH. Any amendment or modification of this treaty by the Senate of the United States shall be considered final and binding upon the said band, represented in council, as a part of this treaty, in the same manner as if it had been subsequently presented and agreed to by the chiefs and headmen of said band.

In testimony whereof, the commissioners on the part of the United States, and the chiefs and headmen of the said Lower Brule band of Dakota or Sioux, have hereunto set their hands, this fourteenth day of October, one thousand eight hundred and sixty-five, after the contents had previously been read, interpreted, and explained to the said chiefs and headmen.

NEWTON EDMUNDS,
EDWARD B. TAYLOR,
S. R. CURTIS, Major General,
H. H. SIBLEY, Brigadier General.
HENRY W. REED,
ORRIN GUERNSEY,
Commissioners on the part of the United States.

Chiefs.

MUZ-ZAH-WY-AH-TAY,
The Iron Nation, his x mark.
TAH-TON-KAH-WAK-KON,
Medicine Ball, his x mark.
PTA-SON-WE-CHAK-TAY,
The One who Killed the White Buffalo Cow, his x mark.
SHE-O-TCHE-KAH,
Little Pheasant, his x mark.
PTA-SAN-MAH-SEE,
White Buffalo Cow that Walks, his x mark.
CHON-TAY-O-KIY-E-KAH,
The Brave Heart, his x mark.
TAH-O-PEE,
The Wounded Man, his x mark.
WAG-AH-MO-AH-WIN,
The Geurd Ear Rings, his x mark.
E-CHAP-SIN-TA-MUZ-ZAH,
The Iron Whip, his x mark.

Chief soldiers.

ZE-TE-KAH-DAN-SAP-PAH,
The Blackbird, his x mark.
WAH-HAH-CHUNKI-E-UN-KA,
The Shield that Runs, his x mark.
MUCK-A-PEE-E-CHASE NAH,
The Cloud that Rattles, his x mark.
IS-TO-O-PEE,
The Wounded Arm, his x mark.
MIN-DO-TON-KAH-CHE-KAH,
The Little Partisan, his x mark
WAH-MIN-BEE-SHON-TON-KAH,
The War Eagle with Large Feathers, his x mark.

Signed by the commissioners on the part of the United States, and by the chiefs and headmen, after the treaty had been fully read, interpreted, and explained in our presence:

A. W. HUBBARD,
M. C. 6th dist. Iowa.
S. S. CURTIS,
Maj. 2nd Colorado cav., Br't Lt. Col.
W. S. WOODS,
Surgeon U. S. Vols.
E. F. RUTH
Sec'y to Commission.
R. R. HITT,
Reporter of Com'n.
ZEPHIER RENCONTRE, his x mark.
CHARLES DEGRE, his x mark,
Interpreters.

And whereas the said treaty having been submitted to the Senate of the United States for its constitutional action thereon, the Senate did, on the fifth day of March, one thousand eight hundred and sixty-six, advise and consent to the ratification of the same, with an amendment, by a resolution in the words and figures following, to wit:

IN EXECUTIVE SESSION,
SENATE OF THE UNITED STATES,
March 5, 1866.

Resolved, (*two-thirds of the Senators present concurring*,) That the Senate advise and consent to the ratification of the treaty between the United States of America, by their commissioners, and the chiefs and headmen of the Lower Brule band of Dacotah [Dakota] or Sioux Indians, made and concluded at Fort Sully, in the Territory of Dakota, with the following

AMENDMENT.

Article 4, lines 4, 5, 6, and 7, strike out the following words, viz: "and of their no[n]-interference with the persons and property of citizens of the United States traveling the reon."

Attest: J. W. FORNEY,
Secretary.

And whereas article eighth of said treaty provides that any amendment or modification of it by the Senate of the United States shall be considered final and binding upon the said band of Indians, represented in council, as a part of the treaty, in the same manner as if it had been subsequently presented and agreed to by the chiefs and headmen of said band:

Now, therefore, be it known that I, ANDREW JOHNSON, President of the United States of America, do, in pursuance of the advice and consent of the Senate, as expressed in its resolution of the fifth of March, one thousand eight hundred and sixty-six, accept, ratify, and confirm the said treaty, with the amendment as aforesaid.

In testimony whereof, I have signed the same with my hand and have caused the seal of the United States to be hereto affixed.

Done at the city of Washington, this seventeenth day of March, in the year of our Lord one thousand eight [L. S.] hundred and sixty-six, and of the independence of the United States of America the ninetieth.

ANDREW JOHNSON.

By the President:
WILLIAM H. SEWARD,
Secretary of State.

SAD AFFAIR.—W. B. Oddie, an eminent artist, was shot dead in New York, on Wednesday, by the discharge of a pistol in the hands of a personal friend named La Dew. The latter in a playful manner pointed the pistol at Mr. Oddie, saying something about putting a ball through his friend's hat. The pistol exploded, and the ball took effect in the forehead of Mr. Oddie, entering the head just above the hat-band. Death ensued almost instantly.

CONSOLATION FOR TAX-PAYERS, AND THE COMMITTEE OF WAYS AND MEANS.

Who that used to laugh over the following climax of SYDNEY SMITH'S would have believed that its full force would ever be felt in America as it has been in England:

"Taxes were piled on taxes, until they reached every article which enters into the mouth, or covers the back, or is placed under foot: taxes upon every thing which it is pleasant to see, hear, feel, smell or taste; taxes upon warmth, light, and locomotion; taxes upon everything on earth and in the waters under the earth; on everything that comes from abroad or is grown at home; taxes on the raw material; taxes on fresh value that is added to it by the industry of man; taxes on the sauce which pampers man's appetite, and the drug which restores him to health; on the ermine which decorates the judge, and the rope which hangs the criminal; on the poor man's salt and the rich man's specie; on the brass nails of the coffin and the ribbons of the bride. At bed or board, couchant or levant, we must pay.

"The school-boy whips his taxed top; the beardless youth manages his taxed horse with a taxed bridle on a taxed road; and the dying Englishman, pouring his medicine which has paid seven per cent. into a spoon that has paid fifteen per cent., flings himself back upon the chintz bed which has paid twenty-two per cent.; makes his will on an eight pound stamp, and expires in the arms of an apothecary, who has paid a license of a hundred pounds for the privilege of putting him to death. His whole property then is immediately taxed from two to ten per cent. Besides the probate large fees are demanded for burying him in the chancel; his virtues are handed down to posterity on taxed marble; and he is then gathered to his fathers to be taxed no more."

Lee's Testimony.

[From the Boston Transcript.]

That Gen. Lee's testimony was the product of wishes fathers to his words might be proved by a crowd of examples from his evidence. But let one suffice to indicate the whole series of subterfuges and exceedingly convenient eccentricities of his memory. He said he knew very little about the State; that he had been living in retirement, and consequently was not posted up But then he testified swiftly and strongly to the existence of one type of loyal sentiment as universal, and was quite certain that that sentiment unqualifiedly favored the President's policy. So far so good. But mark the change that came over "this magnanimity." When asked how the late rebel Virginians feel toward those Northerners who were forward in the prosecution of the war and in favor of various other measures to restore the Union and repudiate every vestige of the rebellion, this immaculate witness, a moment before so full of information and so decided in his opinions, does not know anything worthy of mention, has had few opportunities to form a correct judgment. Gen. Lee can step down.

But we must add one thing more. It is too rich not to be represented and made to stand out by itself. The