THE NATIONAL REPUBLICAN.

READING FOR THE MILLION.

CIRCULATE! CIRCULATE! CIRCULATE!

It is manifestly true that the political campaign upon which the country is just entering is to be a crisis of vast importance. Upon it will depend the dearest interests of the United States Government and people. Having passed through the ordeal of a civil war triumphantly, it remains to be decided whether the legitimate fruits of the united labors of those who united, without respect of party, for the preservation of the Government shall be turned to bitter ashes, and the disunion which Southern rebels could not accomplish shall be effected by Northern politicians.

THE NATIONAL REPUBLICAN

has always battled for the Government and the flag, and now, when disruption of the Union is courted by extremists who, under the guise of pure patriotic principle, are ravenous for political power and place, the

NATIONAL REPUBLICAN

still battles for the flag of our Union.

It is to be an arduous struggle, and we ask in all sincerity that the friends of the Union—which is our cause as against sectionalists of every name and from every quarter—shall give us the encouragement needed by every public journal.

Situated as we are at the capital of the nation and enjoying the best facilities for obtaining information of the utmost importance to every American citizen, we shall confidently undertake to furnish our readers during the forthcoming political campaign with the most valuable political newspaper printed in this or any other city.

As we stood by ABRAHAM LINCOLN in the dark hours of the Republic we stand by his successor, ANDREW JOHNSON, to whom has been assigned the task of restoring to their proper relations the people lately in rebellion, believing, as we do, that he has grasped the true theory of RESTORATION, and that he has the courage to abide by his convictions.

THE DAILY REPUBLICAN

is published every morning, (except Sunday,) and

THE WEEKLY

every Friday morning.

TERMS—WEEKLY:

The WEEKLY REPUBLICAN is furnished at the following low rates:

One copy one year	$2 00
One copy six months	1 00
Three copies one year	5 00
Three copies six months	2 50
Ten copies one year	15 00
Ten copies six months	7 50

TERMS FOR THE WEEKLY

Twenty copies 6 months	$15 00
Ten " " "	7 50
Three " " "	2 50
Twenty " 3 months	7 50
Ten " " "	3 75
Three " " "	1 25

TERMS—DAILY.

The DAILY REPUBLICAN is furnished to mail subscribers at the following rates: One copy, one year, $8; one copy, six months, $4; one copy three months, $2.

TO CLUBS.

Three copies, one year	$22 50
" " six months	11 25
" " three months	5 62
Five copies, one year	35 00
" " six months	17 50
" " three months	8 75

Money orders are preferred from all post offices issuing them; from other post offices the letters should be registered.

It is not necessary that the subscribers to a club should be all sent at one time, or that they should receive their papers at the same post office. Papers will be addressed singly to each member of a club.

We would urge our friends to proceed with the work of getting up clubs immediately. Do not wait until the clubs are full, but forward the names fast as they are obtained

Persons sending us a club of twenty subscribers to the WEEKLY, and $30, will be entitled to an extra copy, *free*.

☞ Specimen copies sent on application.

Address, W. J. MURTAGH & CO.,
Washington, D. C.

COLUMBIA HOSPITAL FOR WOMEN AND LYING-IN ASYLUM,

Fourteenth street, (circle,) corner of N street.

This institution is situated in the most healthy portion of the District, surrounded by its own grounds. Cars pass the door every five minutes.

Terms of admission: From $6 to $10 per week, in accordance with the room required, payable in advance. This includes Board, Medicines, Medical, and Surgical Attendance.

MEDICAL STAFF.

SURGEON IN CHARGE.

J. H. THOMPSON, M. D., 154 I street, between Twenty-fourth and Twenty-First streets.

CONSULTING PHYSICIANS AND SURGEONS.

JOS. K. BARNES, M. D., Surgeon General, United States Army.
JOS. HILEY, M. D., Georgetown.
THOS. MILLER, M. D., F street, Washington.
A. Y. P. GARNETT, M. D., New York avenue.
W. P. JOHNSTON, M. D., Washington.
GRAFTON TYLER, M. D., Georgetown.

Applications for admissions can be made to any of the medical staff or the matron at the Hospital. Orders for admission to the free beds of this institution can be obtained of the Rev. C. H. Hall, Rector of the Epiphany Church, of the Rev. A. D. Gillette, Pastor of the First Baptist Church, and of the Surgeon in charge at his residence. Orders for the admission of the wives or widows of soldiers of the United States army can be procured through the Surgeon General, United States army.

jy20 C. H. HALL, D. D., Secretary.

ORPHANS' COURT.

NOVEMBER 10, 1866.

DISTRICT OF COLUMBIA, WASHINGTON COUNTY—To Wit:

In the case of George W. Westbrook, administrator of Leonardo Westbrook, deceased, the administrator aforesaid has, with the approbation of the Orphans' Court of Washington County aforesaid, appointed TUESDAY, the 4th day of December next, for the final settlement and distribution of the personal estate of said deceased, and of the assets in hand, as far as the same have been collected and turned into money; when and where all the creditors and heirs of said deceased are notified to attend, with their claims properly vouched, or they may otherwise by law be excluded from all benefit in said deceased's estate: provided a copy of this order be published once a week for three weeks in the NATIONAL REPUBLICAN previous to the said day.

Test:
JAS. R. O'BRIEN,
no13-law3w* Register of Wills.

PROPOSALS.

PROPOSALS FOR INDIAN GOODS.

DEPARTMENT OF THE INTERIOR,
OFFICE OF INDIAN AFFAIRS,
WASHINGTON, D. C., Nov. 21, 1866.

Sealed proposals, endorsed "Proposals for Indian Goods," will be received at the Office of Indian Affairs until 12 o'clock m., on SATURDAY, the 15th day of December next, for furnishing, in the quantities therein given, the articles named in the following list. The proposals to indicate, in separate columns, at what price said articles will be delivered in New York city, and at what price they will be delivered at St. Louis, Missouri. The goods to be delivered at either place at the cost of the contractor:

FIRST CLASS.

MACKINAC BLANKETS—FOREIGN OR DOMESTIC.

2,500 pair 3 pt. white Blankets, 60x72 inches, to weigh 8 pounds.
2,500 pair 2½ pt. white Blankets, 54x66 inches, to weigh 6 pounds.
500 pair 1½ pt. white Blankets, 56x50 inches, to weigh 4½ pounds.
1,000 pair 3 pt. scarlet Blankets, 60x72 inches, to weigh 8 pounds.
500 pair 2½ pt. scarlet Blankets, 54x66 inches, to weigh 6 pounds.
300 pair 3 pt. green Blankets, 60x72 inches, to weigh 8 pounds.
2,000 pair 3 pt. Indigo Blue Blankets, 60x72 inches, to weigh 8 pounds.
2,500 pair 2½ pt. Indigo Blue Blankets, 54x66 inches, to weigh 6 pounds.
100 pair 1½ pt. Indigo Blue Blankets, 42x56 inches, to weigh 4½ pounds.

SECOND CLASS.

CLOTHS—FOREIGN OR DOMESTIC.

500 yards Fancy List Blue Cloth.
6,000 yards Gray List Blue Cloth.
3,000 yards Sand List Blue Cloth.
7,000 yards Saved List Scarlet Cloth.

THIRD CLASS.

DRY GOODS.

200 dozen 5-4 Woolen Shawls.
500 pounds Linen Thread.
500 pounds Cotton Thread.
2,000 yards Turkey Red Oil Calico.
50,000 yards Blue Drilling.
50,000 yards Brown Drilling.
50,000 yards Red Stripe Bed Ticking.
5,000 yards Super Satinet.
5,000 yards Satinet.
5,000 yards Hickory Shirting.
20,000 yards Brown Shirting.
20,000 Hickory Shirts.
10,000 yards Duck, (for tents.)

FOURTH CLASS.

HARDWARE.

100 dozen best cast steel Axes, from 3 to 3½ pounds with handles.
100 dozen best cast steel Half Axes, from 2 to 3 pounds, with handles.
1,000 Camp Kettles, assorted sizes.
1,000 short-handle Fry-pans.
500 dozen Tin-pans, 3, 4, and 6 quart, in equal quantities, pressed.
1,000 dozen iron Table Spoons.
1,000 dozen Tin Cups.
2,500 dozen Butcher Knives, 6-inch blade.
1,000 dozen Fish Hooks, (assorted.)
500 dozen Fish Lines, (assorted.)

Samples of all articles to be forwarded to this office with the proposals, and the goods furnished to be equal in all respects to the samples.

No bids for less than an entire class of the articles specified will be considered.

All articles furnished under contract will be rigidly inspected and compared with the samples by an agent or agents appointed for that purpose. Such goods or articles as may in any respect fail to conform to the samples will be rejected, and in that case the contractor will be bound to furnish others of the required kind or quality within FIVE days; or if that be not done, they will be purchased at his expense.

Payment will be made for goods received on invoices thereof, certified by the agent or agents appointed to inspect them.

The right will be reserved to require a greater quantity of any of the articles named than that specified in the above schedule, not exceeding three times the amount thereof.

Any of the bids, or any parts thereof, may be accepted or rejected at the option of the Department.

No bids will be considered from persons who have failed to comply with the requirements of a former contract with the United States.

No proposal will be considered that does not STRICTLY COMPLY with the following requirements:

Proposals must embrace the articles with the quantities thereof, as set forth in the above schedule, with the prices annexed to each, and the amounts must be carried out and footed up, each class to be separately stated and footed up. Said prices and amounts must be so given as to admit any modification or proposed modification whatever.

Proposals should be submitted in the following form: "I (or we) hereby propose to furnish the Indian Department, according to the terms of the advertisement of the Commissioner of Indian Affairs, dated November 21, 1866, the following articles at the prices thereto affixed: (Here insert the list prepared as indicated in the first paragraph of this advertisement.) Said articles are to be deliverable either at New York or St. Louis as the Commissioner of Indian Affairs may elect, on or before the 20th day of February next; and, if this proposal be accepted, I (or we) will, within five days thereafter, execute a contract accordingly, and give security satisfactory to the Commissioner of Indian Affairs for the faithful performance of the same."

Each proposal must be accompanied by a guaranty, in the following form, to be signed by two responsible persons whose sufficiency must be certified by a United States Judge or District Attorney:

"We hereby severally and severally guarantee that the above bidder, (or bidders,) if a contract shall be awarded to him (or them) according to his (or their) bid or proposal, will execute a contract accordingly, and give the requisite security for the faithful performance of the same as set forth in the advertisement in respect to some of bids for Indian goods, dated November 21, 1866; and in the event of his (or their) failure so to do, we hereby agree and bind ourselves, our heirs, executors, and administrators, to forfeit and pay the United States, as damages, a sum not less than fifteen per cent. on the amount of said bid or proposal."

Bonds will be required in the amount of the bid for the faithful performance of the contract, with two or more sureties, whose sufficiency must be certified to by a United States Judge or District Attorney.

LEWIS V. BOGY,
no22-thstuntde15 Commissioner.

PROPOSALS FOR WRAPPING PAPER AND TWINE.

POST OFFICE DEPARTMENT,
WASHINGTON, D. C., October 25, 1866.

Sealed Proposals will be received at this Department until the 15TH DAY OF DECEMBER next, at 12 o'clock noon, for furnishing WRAPPING PAPER and TWINE for the use of the Post Offices in the United States, for one year from and after the 31st day of December next.

The said articles to be delivered free of expense at the Blank Agencies of the Post Office Department, at Washington, D. C.; New York city, New York; and Buffalo, New York.

The estimated quantity of each article, and the quality thereof, required at each agency, are specified below.

District No. 1, at Washington, D. C.

2,500 reams of Wrapping Paper, 20 by 25 inches in size, of material and quality equal in all respects to that now in use in the Department, to weigh 22 pounds to the ream, and each ream to contain 20 perfect quires.
10,000 pounds of Jute, or other suitable Twine, hard twisted, and in balls, to weigh about one pound each.
2,000 pounds of coarse Hemp Twine, about one-eighth of an inch in diameter, and in balls to weigh from one to two pounds each.

District No. 2, at New York city, New York.

12,000 reams of Wrapping Paper, similar to that described in the estimates for District No. 1.
27,000 pounds of Jute, or other Twine, similar to that described in the estimates for District No. 1.
10,000 pounds of coarse Hemp Twine, similar to that required for District No. 1.

District No. 3, at Buffalo, New York.

10,000 reams of Wrapping Paper, similar to that required for District No. 1.
20,000 pounds of Jute, or other Twine, similar to that required for District No. 1.
10,000 pounds of coarse Hemp Twine, similar to that described and required for District No. 1.

Proposals will be received for each article separately, and separately for each district, or for all the articles, and for all the districts.

The contract or contracts will be awarded to the lowest and best bidder, to be determined after a careful examination for the purpose of ascertaining which bid will, in its practical results, be most advantageous to the Department.

If the districts should be reconstructed, or the number increased or diminished, the articles shall be delivered at such place or places as the Postmaster General shall designate at pro rata rates.

And the Postmaster General reserves the right on his part of increasing or reducing the quantity of the articles required over or under the estimates named in this advertisement, if he shall consider it necessary to do so.

Samples of such articles as are now used at the Post Office can be seen at either of the above-named agencies.

Bidders will send samples of such articles as they propose to furnish with their bids.

Each bidder must furnish with his proposals guarantees of his ability to comply with his bid, and a certificate from a postmaster that such guarantors are creditable and reliable citizens must also accompany his proposals.

Two sufficient sureties will be required to a contract.

A failure to furnish an article contracted for promptly, or the furnishing an article inferior to that contracted for, will be considered a sufficient cause for the forfeiture of the contract.

Bids not made as required by this notice will not be considered.

Proposals must be marked on the envelope with the name of the article or articles proposed for, and the letter containing them addressed to the First Assistant Postmaster General, Washington, D. C.

ALEX. W. RANDALL,
oc27-law6w Postmaster General.

TO ARCHITECTS,

PLANS AND SPECIFICATIONS FOR NEW BUILDINGS FOR THE WAR DEPARTMENT AT WASHINGTON, D. C.

Architects are invited to prepare plans and specifications, and estimates of cost, for new fire-proof buildings for the War Department, on the site now occupied by the War Department and adjacent vacant ground, in Washington, D. C.

The buildings required should have a superficial area as large as the site selected will admit of. Photographs of site, and all other information relating to the subject, will be furnished to Architects desiring to compete for the work, upon application, personally or by letter, to the undersigned.

A premium of $3,000 for the first, of $2,000 for the second, and of $1,000 for the third most acceptable plans and specifications received, will be awarded, upon the approval of the Honorable Secretary of War, by the Board of Officers charged with the duty of selecting site and preparing plans and specifications for the buildings of the War Department under the act of Congress approved July 28, 1866.

The plans and specifications must be sent to the office of Brevet Lieutenant Colonel T. J. Treadwell, Recorder of the Board, Ordnance Office, Winder's Building, Washington, D. C., on or before the 1st day of February, 1867.

The Board will reserve the right to reject any or all plans submitted, should none be deemed suitable for the purpose, as well as to retain any or all of such plans.

By order of the Board.

T. J. TREADWELL,
no21-1m Brevet Lieut. Col., U. S. A., Recorder.

STEAMSHIPS.

NEW RIVER LINE.

The Steamer WAWASETT will leave Seventh street wharf, Washington, every

TUESDAY AND FRIDAY MORNINGS,

at 6 o'clock, and Alexandria at 7 o'clock, for CURRIOMAN. Returning, leave Carrioman at 5 o'clock, a. m., on SUNDAY and WEDNESDAY, stopping at all landings going and returning. Passage, meals and freight at low or possible rates. For freight or passage apply on board, or to

JOHN CAMBLEWICK,
oc15-1m Gen. Sup't Potomac Ferry Comp. 457, Seventh street wharf.

STEAMER LEAVES FOR

MT. VERNON

EVERY THURSDAY,

AT 10 A. M.

RETURNS AT 4½ P. M.

FARE FOR SOUTH TRIP, $1.50.

(One third of this amount for use of Mount Vernon Association.)

Washington and Alexandria boats leave each place every hour from 7 a. m. to 6 p. m.

The fine steamer WAWASET can be chartered for excursions.

J. VAN RISWICK,
my7-3m Gen. Sup't P. F. Co.

FOR NEW HAVEN, HARTFORD, SPRINGFIELD, the CONNECTICUT RIVER, the WESTERN and VERMONT RAILROADS.

The first-class steamers of this line leave for New Haven from Pier 35, East River, daily, (Sundays excepted,) at 5:30 p. m. Passengers go North and West from New Haven at 11 p. m., or remain on board over night without charge.

Merchandise forwarded by daily Express Freight Train from New Haven through to Massachusetts, Vermont, Western New Hampshire, Northern New York and Canada. Apply to FRANCIS HYDE, General Freight Agent, Pier 35, East River, New York. ap6

SAFETY, SPEED, AND COMFORT.—For BOSTON, WORCESTER, SALEM, FITCHBURG, NASHUA, LOWELL, CONCORD, THE WHITE MOUNTAINS AND INTERMEDIATE POINTS. The new and staunch steamers of the Norwich line, CITY OF BOSTON and CITY OF NEW YORK leave New York daily, (Sundays excepted,) at 4 o'clock p. m. from Pier No. 40 South River, foot of Vesey street, for NEW LONDON, there connecting with the Steamboat Express Train from the above points via Norwich and Worcester, Boston and Worcester, Worcester and Nashua, and New London and Northern Railroads. Freight taken at the lowest rates. For information inquire of E. S. MARTIN, Agent on the Pier. ap3

THE GREAT INSIDE ROUTE FOR BOSTON

VOIDING POINT JUDITH.

STONINGTON LINE of Steamers, being the safest and quickest between Boston and New York. The staunch and splendid steamer

PLYMOUTH ROCK, Capt. B. Brayton,

On TUESDAYS, THURSDAYS and SATURDAYS.

COMMODORE, Capt. E. P. Curtis,

On MONDAYS, WEDNESDAYS and FRIDAYS,

At 5 o'clock, p. m., from Pier No. 18 North River.

These boats are unsurpassed for comfort, strength and safety. State rooms secured at the office, Pier No. 18, on board the boat, No. 76 Washington street, Boston, and at the Providence depot. Return trains leave Boston at 5½ p. m.

M. R. SIMONS, Agent.
ap3

FOR BOSTON, VIA NEWPORT AND FALL RIVER, by the splendid and superior steamers NEWPORT, METROPOLIS, OLD COLONY, and EMPIRE STATE, of great strength and speed, built expressly for the navigation of Long Island Sound, running in connection with the Old Colony and Newport railroad.

Leave Pier 35, N. R., foot of Murray street, daily, (Sundays excepted,) at 5 p. m.

The steamer OLD COLONY, Capt. W. Brown, saves New York on Monday, Wednesday, and Friday, at 5 p. m., landing at Newport.

The EMPIRE STATE, Capt. S. Simmons, leaves Tuesday, Thursday, and Saturday, at 5 p. m., landing at Newport.

A baggage-master is attached to each steamer, and accompanies the baggage to its destination.

A steamer runs in connection with this line daily (Sundays excepted) from Newport and Fall River to Providence.

For freight or passage apply on board, or at the office, Pier 28, N. R., to secure state-rooms in advance, to

ap2 S. LITTLEFIELD, Agent, 72 Broadway.

OFFICAL.—THE WAR DEPARTMENT.

WAR DEPARTMENT,
ADJUTANT GENERAL'S OFFICE,
WASHINGTON, Sept. 29, 1866.

In order to correct misrepresentations in respect to the payment of bounties authorized at the last session of Congress, the Secretary of War directs the following statement to be published:

"The payment of bounties to soldiers under the act of Congress has not been delayed by any action or interference of the President. Soon after the adjournment of Congress a Board, with General Canby as president, was organized to prepare rules and regulations for the payment of the authorized bounties. This duty involved the consideration of numerous acts of Congress and the regulations and practice of several bureaus; and it was upon it depends the proper disbursement of over fifty millions of dollars among more than a million of claimants. The Board devoted themselves diligently to their work, and, when it was completed, submitted to the Secretary of War. That officer revised the regulations, and, after having consulted in respect to some of the legal points determined by the Board, referred their report to the Attorney General, who, after mature consideration, advised certain changes. The matter was again referred to the Board, with instructions to revise and amend the regulations. This was done, and the amended regulations, being approved by the Attorney General, were promptly published, and orders issued to carry them into effect. In the whole procedure there was no interference by the President or the Secretary of the Treasury, by which payment was suppressed or delayed by either of them. The regulations were prepared under the directions of the Secretary of War, with as much diligence as the difficulties of the subject and the magnitude of the disbursements would admit.

"In respect to the order temporarily suspending payment of bounties to colored troops, Congress had manifested an anxious desire, by amendments of the act, to secure those bounties to the colored soldier, and to protect him against fraudulent agents and assignees. The amount of these bounties is estimated at nearly twenty millions of dollars. The Secretary of War felt it his duty to have the regulations of the Pay Department carefully revised, so as to provide any additional checks that might secure the bounty to colored soldiers and protect the Treasury against fraud. The subject was therefore referred to General Canby's Board, and upon their report being made, payment of these bounties was ordered. For the temporary suspension of payment, neither the President nor the Secretary of the Treasury is responsible. All the time taken was required by justice to the colored soldier and the public treasury, and to carry out the manifest purpose of Congress, so as to protect the soldier, as far as might be done by carefully prepared regulations, against being cheated out of his bounty."

By order of the Secretary of War:

R. D. TOWNSEND,
oct Asst'nt Adjutant General.

MESSRS. TICKNOR & FIELDS

PUBLISH THIS DAY

THE BIGLOW PAPERS.

Second Series. By James Russell Lowell. 1 vol. 16mo. $1.50.

The First Series of these papers have taken rank among the masterpieces of American literature. This Series will be found of equal excellence. For shrewd common sense, for sparkling wit, for pungent satyrism, for pathetic and patriotic sentiment, for felicitous use of the Yankee dialect as a medium of expressing genuine poetical conceptions, they are unrivalled.

This volume contains the Biglow Papers that have appeared in the *Atlantic Monthly*, carefully revised; also, an introduction of 80 pages—a Latin poem, entitled "Ἑκτελεοποταμαχία"—Table Talk of Rev. Homer Wilbur, 14 pages—and a copious Index.

THE PROSE WRITINGS OF JOHN G. WHITTIER.

An entirely new and beautiful Edition, uniform with Longfellow's Poems recently published, and the Parringford Tennyson. Two volumes, including "Old Portraits and Modern Sketches," "Margaret Smith's Journal," and "Literary Recreations." Price $5.00

BOOKS RECENTLY PUBLISHED.

A YANKEE IN CANADA. By H. D. Thoreau. $1.50
POEMS OF T. K. HERVEY. Price $1.50.
LIFE AND LETTERS OF J. G. PERCIVAL. By Julius H. Ward. $3.00.
TREASURES FROM MILTON'S PROSE. $2.50.
POEMS OF ELIZABETH AKERS, (Florence Percy.) $1.50.
CHARACTER AND CHARACTERISTIC MEN. By Edwin P. Whipple. $1.75.
THE PICTURE OF ST. JOHN. By Bayard Taylor. $2.00.
GRIFFITH GAUNT. By Charles Reade. Paper, $1.00. Cloth, $1.50.
THE DIAMOND TENNYSON. $1.25.
RED-LETTER DAYS. By Gail Hamilton. Illustrated. $1.50.
LONGFELLOW'S POEMS. Complete. 4 vols. Uniform with the Parringford Tennyson. $10.00.

☞ For sale by all Booksellers. Sent postpaid on receipt of price.

TICKNOR & FIELDS,
Publishers, Boston,
oc29 and No. 63 Bleecker Street, New York.

SHAFFIELD & CO.'S CONFECTIONERY AND ICE CREAM SALOON,

No. 290 Eleventh street,
Between K street and Massachusetts avenue,
WASHINGTON, D. C.

Mr. JOSEPH H. SHAFFIELD having retired from business, the undersigned would respectfully inform his late customers and the public that, having been for years associated with him in business at the old stand, No. 386 Sixth street, they are prepared to furnish a superior article of

CONFECTIONERY AND ICE CREAM

equal in quality to that furnished by Mr. Shaffield, and which has been so fully appreciated by the best families of Washington and Georgetown.

They ask a call from all in want of anything in their line, assuring them that nothing will be wanting which will tend to gratify the wants of their customers.

Very respectfully,

J. A. SHAFFIELD & CO.,
No. 290 Eleventh street,
Between K street and Massachusetts avenue,
jel9-3m Washington, D. C.

DENTISTRY.—DR. LOOMIS, RESIDENT DENTIST, 356 Pennsylvania avenue, near corner of Ninth street, stands to all branches pertaining to the profession. Malformation of the mouth corrected, and every variety of artificial sets made. ap6-1y

RAILROADS.

BROOKLYN AND JAMAICA RAILWAY COMPANY.

CHANGE OF TIME.

SUMMER ARRANGEMENT FROM AUGUST 13, 1866.

LEAVE SOUTH FERRY.

For Jamaica, 7.45 and 10.15 a. m., 12.30, 3, 4, 6.45 and 8.45 p. m.
For Hempstead, 7.45 and 10.15 a. m., and 3 and 4 p. m.
For Syosset, 10.15 a. m., and 4 p. m.
Greenport, 7.45 a. m., and 3 p. m.
Leave Jamaica for Brooklyn, 6.40, 7.20, 8.25, 9, and 10 a. m., and 1, 2.30, 4, 6, and 7 p. m.

SUNDAY TRAINS.

Connecting at East New York with city cars.
Leave Jamaica, 8, 9, and 11 a. m., 1, 2.15, 3.30, 5, and 6.10 p. m.
Leave East New York for Jamaica, 8.30, 9.30, and 11.30 a. m., 1.30, 2.45, 4, 5.30, and 6.45 p. m.
7 a. m. train runs to Port Jefferson.
L. I. R. R. excursion train. D. J. MOLLOY,
se26 Superintendent.

BALTIMORE AND OHIO RAILROAD.

WASHINGTON, Dec. 9, 1866—noon.

Trains between WASHINGTON and BALTIMORE, and WASHINGTON AND THE WEST, are now run as follows, viz:

FOR BALTIMORE.

Leave daily, except Sunday, at 7.00, 7.45, and 11.15 a. m., and 3.00, 4.30, and 5.00 p. m.

FOR ALL WAY STATIONS.

Leave daily, except Sunday, at 7.00 a. m. and 3.00 and 5 p. m.

FOR WAY STATIONS SOUTH OF ANNAPOLIS JUNCTION.

Leave at 6.15 and 7 a. m., and at 3.00 and 4.35 p. m. daily, except Sunday.

FOR ANNAPOLIS.

Leave at 7.00 and 7.45 a. m., and 4.30 p. m. No train to or from Annapolis on Sunday.

ON SUNDAY.

FOR BALTIMORE.

Leave at 7.45 a. m. and 3.00 and 5.00 p. m.

FOR WAY STATIONS.

Leave at 7.45 a. m. and 3.00 and 5 p. m.

FOR ALL POINTS OF THE WEST.

Leave daily, except Sunday, at 7.45 a. m. and 3.00 p. m.

On Sunday, at 5.00 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 Bankers' and Brokers' Telegraph Office, 548 Pennsylvania avenue, between Sixth and Seventh streets.

For New York, Philadelphia, and Boston, see advertisement of "Through Line."

J. L. WILSON,
Master of Transportation.
L. M. COLE,
General Ticket Agent.
GEO. S. KOONTZ, Agent,
jan-tf Washington.

THROUGH LINE BETWEEN WASHINGTON, PHILADELPHIA, AND NEW YORK.

WASHINGTON, Dec. 9, 1866—noon.

Trains between Washington and New York are now run as follows, viz:

FOR NEW YORK, without change of cars,
Leave daily (except Sunday) at 7.45 a. m., and 8.30 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 7.45 and 11.15 a. m. and 4.30 and 8.30 p. m.

ON SUNDAY.

Leave for New York and Philadelphia at 8.30 p. m. only.

Sleeping cars for New York on 8.30 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 Bankers' and Brokers' Telegraph Office, 548 Pennsylvania avenue, between Sixth and Seventh streets.

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

J. L. WILSON,
Master of Transportation.
L. M. COLE,
General Ticket Agent.
GEO. S. KOONTZ,
oc Agent, Washington.

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

On and after FRIDAY, September 1, 1866, 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 6.30 p. m. and 6 a. m.

TRAINS NORTH.

Leave Lynchburg at 6.45 a. m. and 7.15 p. m.
Leave Richmond at 9 a. m. and 8.15 p. m.
Leave Gordonsville at 12.20 p. m. and 11.10 a. m.
Arrive at Alexandria at 4.55 p. m. and 4.40 a. m.
Arrive at Washington at 5.30 p. m. and 5.20 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 8 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. M. McCAFFERTY,
General Superintendent.
J. M. SEGADIS,
General Passenger Agent.

IMPORTANT TO TRAVELERS GOING SOUTH.

THE GREAT ATLANTIC SEABOARD ROUTE NOW OPEN AND IN SUCCESSFUL OPERATION FROM NEW YORK TO NEW ORLEANS,

VIA THE

WILMINGTON AND WELDON AND WILMINGTON AND MANCHESTER RAILROADS AND THEIR CONNECTIONS,

To Charleston, Savannah, Augusta, Atlanta, West Point, Macon, Columbus, Montgomery, Mobile, Meridian, New Orleans, and all points South and Southwest.

The managers of this old-established and favorite route, with a view to maintaining its well-known prestige, have thoroughly refurnished it with new and magnificent passenger cars, all of the latest and most approved pattern, and built expressly with an eye to health, elegance, and comfort. On all night trains luxurious, palatial sleeping-cars, possessing every modern improvement, well ventilated and replete with every comfort.

Through tickets sold and baggage checked to all important points South.

Be particular and ask for tickets VIA WILMINGTON, N. C. By so doing you secure EXPEDITION, SAFETY, and COMFORT.

For through tickets or reliable information, apply at the Ticket Office, on the southwest corner of Pennsylvania avenue and Sixth street; or to

W. J. WALKER,
j-20. General Agent.

NEW YORK AND NEW HAVEN RAILROAD—1866.

Passenger Station in New York, corner Twenty-Seventh street and Fourth avenue.

Entrance on Twenty-seventh street.

TRAINS LEAVE NEW YORK:

For New Haven, 7.00, 8.00 (Ex.), 11.30 a. m.; 12.15 (Ex.), 3.00 (Ex.), 3.45, 4.30, and 5.00 (Ex.) p. m. For Bridgeport, 7.00, 8.00 (Ex.), 11.30 a. m.; 12.15 (Ex.), 3.00 (Ex.), 3.45, 4.30, 5.00 (Ex.) p. m. For Milford and Stratford, 7.00, 11.30 a. m.; 3.45, 4.30 p. m. For Fairfield, Southport and Westport, 7.00, 11.30 a. m., 3.45, 4.30 p. m. For Norwalk, 7.00, 8.00 (Ex.), 9.30, 11.30 a. m.; 12.15 (Ex.), 3.00 (Ex.), 3.45, 4.30, 5.30, 6.00 (Ex.) p. m. For Darien, 7.00, 9.30, 11.30 a. m.; 3.45, 4.30, 5.30 p. m. For Greenwich, 7.00, 9.30, 11.30 a. m.; 3.45, 4.30, 5.30, 6.30 p. m. For Stamford, 7.00, 8.00 (Ex.), 9.30, 11.30 a. m.; 12.15 (Ex.), 3.00 (Ex.), 3.45, 4.30, 5.30, 6.30, 7.00 p. m. For Port Chester and intermediate stations, 7.00, 9.30, 11.30 a. m.; 3.45, 4.30, 5.30, 6.30, 7.00 p. m.

CONNECTING TRAINS.

For Boston via Springfield, 8.00 a. m. (Ex.); 3.00 (Ex.), 8.00 p. m. For Boston via Shore Line, 12.15 (Ex.), 5.00 p. m. For Hartford and Springfield, 8.00 (Ex.) a. m.; 12.15, 3.00 (Ex.), 5.00 p. m. For Connecticut River Railroad, 8.00 a. m. (Ex.); 12.15 p. m. to Montreal, 3.00 p. m. to Northampton. For Hartford, Providence and Fishkill Railroad, 8.00 (Ex.), a. m.; 12.15 p. m. For New Haven, New London and Stonington Railroad at 8.00 a. m.; 12.15, 3.00, 5.00 p. m. For Canal Railroad, 12.15 p. m. to Northampton. For Housatonic Railroad, 8.00 a. m. For Naugatuck Railroad, 8.00 a. m.; 3.00 p. m. For Danbury and Norwalk Railroad, 7.00; 8.30 a. m., 1.30 p. m.

Commodious sleeping cars attached to 8 p. m. train.

ap2 JAMES H. HOYT, Superintendent.

ERIE RAILWAY.—TRAINS LEAVE depot foot of Chambers street, via Pavonia ferry:

7.00 A. M., Day Express, for Canandaigua, Rochester, Buffalo, Salamanca, and West. Connects at Buffalo with Lake Shore and Grand Trunk Railways, and at Salamanca with Atlantic and Great Western Railway.

8.30 A. M., Milk and Way Train, Dal.y, to Otisville.

10.00 A. M., Express Mail for Buffalo, Salamanca and Dunkirk, connecting with Lake Shore and Atlantic and Great Western Railways.

4.00 P. M., Way Train for Port Jervis and Newburgh.

5.00 P. M., Night Express, for Canandaigua, Rochester, Buffalo, Salamanca and West.

6.00 P. M., Lightning Express, Daily, for Canandaigua, Rochester, Buffalo, Salamanca, Dunkirk, and West. Connects at Buffalo with Lake Shore and Grand Trunk Railways, and at Salamanca with Atlantic and Great Western Railway.

8.00 P. M., Emigrant Train, Daily, for Buffalo, Salamanca, Dunkirk, and West.

HUGH RIDDLE, Gen'l Sup't, New York.
WM. R. SAND, Gen'l Pass. Ag't, New York. ab-tf

RAILROADS.

WASHINGTON, ALEXANDRIA, AND GEORGETOWN RAILROAD.

TIME TABLE.

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

LEAVE WASHINGTON. From Maryland avenue Depot.		LEAVE ALEXANDRIA. From corner of Duke and Henry streets.	
Local at	6.35 a. m.	Local at	6.45 a. m.
Through Mail	9.35 "	Local, cor. King and Henry	8.00 "
Local at	9.00 "	Local at	8.00 "
"	2.00 p. m.	"	10.00 "
"	4.30 "	"	3.00 p. m.
"	6.30 "	Through Mail, cor. Duke and Henry	5.00 "
"	11.30 "	Local, cor. King and Henry	7.00 "
		"	12.00 "

SUNDAY PASSENGER TRAINS.

LEAVE WASHINGTON. From Maryland avenue Depot.		LEAVE ALEXANDRIA. From corner of Duke and Henry streets.	
Through Mail at	6.35 a. m.	Local at	6.45 a. m.
Local at	6.30 p. m.	Through Mail at	5.00 p. m.

O. A. STEVENS,
General Superintendent.
ap19 W. J. WALKER, General Agent.

CENTRAL RAILROAD OF NEW JERSEY.

PASSENGER AND FREIGHT DEPOT IN NEW YORK, FOOT OF LIBERTY STREET.

Connects at Hampton Junction with Delaware, Lackawanna, and Western railroads, and at Easton with Lehigh Valley railroad and its connections, forming a direct line to PITTSBURG AND THE WEST without change of cars.

ALLENTOWN LINE TO THE WEST.

THREE EXPRESS TRAINS DAILY FOR THE WEST, Except Sundays, when one train in the evening.

SIXTY MILES and THREE HOURS saved by this line to Chicago, Cincinnati, St. Louis, &c., with but one change of cars.

S