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1y15-y

ANNOUNCEMENT.

MARSHALL'S PORTRAIT

OF

ABRAHAM LINCOLN.

Messrs. Tickner & Fields beg to announce that they have arranged with the eminent engraver and painter, Mr. Wm. E. Marshall, for the publication of his line-engraved portrait of Abraham Lincoln.

This engraving is after Mr. Marshall's own painting, and is executed in pure line. It is the largest head ever engraved in this manner, and is by far the best engraving ever executed in America, and will take its place among the few great works which lineal art has given to the world.

The publishers, however, do not put this portrait of Mr. Lincoln before the public simply as a fine work of art, for it possesses the still greater value of being a true likeness of the Martyred President, representing him in his best aspects, and in a manner so different from all others that it may be considered essentially Mr. Marshall's own. The publishers believe it will be accepted as the standard portrait of Mr. Lincoln, and as grounds for that belief they invite attention to the hearty commendations it has received from persons who knew Mr. Lincoln intimately, all expressing thorough satisfaction with it in this regard.

The publishers respectfully invite attention to the following, as among the many commendations bestowed upon the picture:

[From Mr. Herndon, Mr. Lincoln's Law Partner in Springfield, Illinois.]

SPRINGFIELD, ILL., Sept. 26, 1866.

MESSRS. TICKNOR & FIELDS—SIRS: I have known President Lincoln for a period of quite thirty years, twenty years of which he and myself were law partners in this city. It has been my pleasure to study the man, physically and mentally, especially since 1854, when he fairly commenced looming up in the nation. I have seen and been with him in every mood and under almost all conditions of human life, and his form and features are deeply impressed on my memory. Mr. William E. Marshall's engraved portrait of him has been shown me, published by your house, and I have studied the picture sufficiently long to form an opinion of it. If art is the expression of an idea embodied in fact, which at once translates itself to the intelligent observer, then this picture is a work of the highest art. The organs and features of the face are almost exact—are true to nature. In this portrait the artist has caught Mr. Lincoln in kindness, tenderness, and reflection combined; and, in my humble judgment, this is the best portrait of Mr. Lincoln I have seen. As a work of high art, it will take its proper place among the finest in America. Those who never had the pleasure of seeing the original may rest assured that the expression of organs and features and mood of the man are well caught, expressed, and preserved. I am pleased to know you are soon to make the picture public through its, I hope, universal sale. Yours truly, W. H. HERNDON.

[From the Poet, Whittier.]

AMESBURY, MASS., 9th Month, 1st day, 1866.

It was never my privilege to know Abraham Lincoln personally, and his various pictures have more or less failed to satisfy my conception of him. They might be, and probably were, what are called "good likenesses," so far as outline and detail were concerned, but to me they always seemed to lack one great essential of an entire portrait—the informing spirit of the man within. This I find in Marshall's portrait. The old harsh lines and unmistakable mouth are there, without flattery or compromise, but over all and through all, the pathetic sadness, the wise simplicity and tender humanity of the man are visible. It is the face of the speaker at Gettysburg, and the writer of the second inaugural. The eminently successful artist deserves the thanks of all who love and honor the memory of Lincoln.

J. G. WHITTIER.

[From Senator Sumner.]

SENATE CHAMBER, 17th July, 1866.

MY DEAR SIR: I congratulate you upon your success in the engraved portrait of President Lincoln. As a work of art, it will take its place among those rare productions not to be forgotten. As a portrait, it will always be valued as presenting the original in his most interesting expression where gentleness and sympathy unite with strength. I think that I cannot err in predicting for it general favor among all who love art, or venerate the name of our Martyred President. I am, sure that many will look upon it with grateful enthusiasm. Very faithfully yours,

WILLIAM E. MARSHALL, Esq. CHARLES SUMNER

[From the Secretary of War.]

WAR DEPARTMENT,
WASHINGTON CITY, July 18, 1866.

SIR: Your engraved portrait of the late President, Abraham Lincoln, has been carefully examined, and is regarded by me as a beautiful likeness of that great and good man. In many respects it represents his living expression with more accuracy than any other that has come under my observation.

As one who knew and loved him, I rejoice that you have so well succeeded in your effort, by a work of art, in preserving the memory of his countenance, and enabling the world to know what manner of man he was.

Your obedient servant, EDWIN M. STANTON.

W. E. MARSHALL, Esq.

This engraving will be sold only by subscription. Agents wanted for its sale everywhere, to whom liberal terms will be given.

PRICES.

Artist's Proof (limited to 300)	$20 00
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oct24

NEW BOOKS OF THE SEASON,

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A NOBLE LIFE. By Miss Mulock, (Mrs. Craik,) Author of "John Halifax, Gentleman," "Christian's Mistake," "A Life for a Life," "Olive," "The Ogilvies," "The Head of the Family," &c. 12mo. Cloth, $1.50.

GOVERNOR FOOTE ON THE WAR AND THE UNION. War of the Rebellion: Its Causes, Sequels and Chargebills. Consisting of Observations upon the Causes, Course, and Consequences of the late Civil War in the United States. By H. S. Foote. 12mo., Cloth, $2.50.

ORPHANS' COURT.

NOVEMBER 10, 1866.

DISTRICT OF COLUMBIA, WASHINGTON COUNTY—
To Wit:

In the case of George W. Westbrook, administrator of George Westbrook, deceased, the administrator aforesaid, with the approbation of the Orphans' Court of the County aforesaid, appointed TUESDAY, the [illegible] December next, for the final settlement and distribution of the personal estate of said deceased, and of the heirs or next of kin who have been collected and for such heirs or next of kin when and where all the creditors 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 in the NATIONAL REPUBLICAN.

[illegible] R. O'BRIENE, Register of Wills.

[illegible] R'T

[illegible] 18, 1866.

[illegible] COUNTY—

[illegible] Jas.

[illegible] 11th

[illegible] ORPHANS' COURT

[illegible] DECEMBER, [illegible]

[illegible] DISTRICT OF COLUMBIA, WASHINGTON [illegible]

To Wit:

In the case of William Paul Brown, executor of [illegible], deceased, the executor aforesaid has, [illegible] probation of the Orphans' Court of Washington County aforesaid, appointed SATURDAY, the 5th day of January, 1867, for the final settlement [illegible] distribution of the personal estate of said deceased, and of the assets in hand as far as [illegible] heirs or next of kin [illegible] and their [illegible]

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WM. S. HUNTINGTON, Cashier.

WASHINGTON, March 20, 1866. mh21-dtf

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SUBSCRIPTIONS.—1867.

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*** Subscriptions sent from British North American Provinces, must be accompanied with 20 cents additional, to prepay United States postage. Address,

HARPER & BROTHERS,
Franklin Square, New York.

oct20

DEPARTMENT OF THE INTERIOR,

UNITED STATES PATENT OFFICE,
WASHINGTON, Oct. 22, 1866.

On the petition of John James Greenough, of New York, N. Y., praying for the extension of a patent granted to him the 17th day of January, 1854, and reissued the 4th day of July, 1854, and again reissued on the 16th day of April, 1859, in six divisions, numbered 698, 699, 700, 701, 702, and 703, on which divisions extension is now prayed for, for an improvement in Machines for Pegging Boots and Shoes, for seven years from the expiration of said patent, which takes place on the 17th day of January, 1868:

It is ordered that the said petition be heard at the Patent Office on MONDAY, the 11th day of January, 1867, at 12 o'clock, m.; and all persons are notified to appear and show cause, if any they have, why said petition ought not to be granted.

Persons opposing the extension are required to file in the Patent Office their objections, specially set forth in writing, at least *twenty* days before the day of hearing; all testimony filed by either party to be used at the said hearing, must be taken and transmitted in accordance with the rules of the office, which will be furnished on application.

Depositions and other papers, relied upon as testimony, must be filed in the office *twenty* days before the day of hearing; the arguments, if any, within ten days of filing the testimony.

Notice ordered, also, that this notice be published in the Union and the *Intelligencer*, Washington, D. C., the Press, New York, N. Y., once a week for five weeks; the first of said publications to be sixty days previous to the day of hearing.

T. C. THEAKER,
Commissioner of Patents.

The proprietors of the above papers will please copy, and bill to the Patent Office with a copy of their notice. nov13-law5w

STEAMSHIPS.

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 5:15 p. m. Passengers go North and East 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. ap3

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Leave Pier 25, N. R., foot of Murray street, daily, (Sundays excepted,) at 5 p. m.

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

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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 25, N. R., to secure state-rooms in advance, to

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1867 GREAT PENNSYLVANIA ROUTE 1867
TO THE NORTHWEST, SOUTH, AND SOUTHWEST.

WINTER SCHEDULE.

On and after NOVEMBER 19, 1866, trains will run as follows:

Washington.....	7.00 a. m.	Baltimore.....	9.15 a. m.
"	7.20 "	"	12.10 p. m.
"	9.00 p. m.	"	10.10 "

THE GREAT DOUBLE-TRACK ROUTE,

With ELEGANT SCENERY, Palace state-room day and night Cars, with modern improvements, and saving from four to twelve hours in time over any other route. Two hundred miles saved to Western and Central New York.

TWO DAILY TRAINS TO THE WEST.
TWO DAILY TRAINS TO THE NORTH.

Through from Baltimore to ROCHESTER and PITTSBURGH without change.

Passengers by this route from Baltimore have the advantages of making all changes in UNION DEPOTS, and no FERRIES.

Tickets by this route can be procured at the office, corner of Sixth street and Pennsylvania avenue, near National Hotel, where reliable information will be given at all times.

Passengers procuring tickets at this office, can secure accommodations in Sleeping Cars for Elmira or Pittsburgh.

E. J. WILKINS, Ticket Agent,
Washington, D. C.

ED. S. YOUNG, General Passenger Agent,
de3-1y Baltimore, Md.

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 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, made report to the Secretary of War. That officer revised the regulations, and, having doubts 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. The report was not suppressed or seen 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 has 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:

E. D. TOWNSEND,
Assistant Adjutant General.

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CHANGE OF TIME.

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LEAVE SOUTH FERRY:

For Jamaica, 7.45 and 10.15 a. m., 12.50, 3, 4.45 and 6.45 p. m.

For Hempstead, 7.45 and 10.15 a. m., and 3 and 4 p. m.

For Hempstead, 10.15 a. m., and 4 p. m.

For Greenport, 7.45 a. m., and 3 p. m.

Leave Jamaica for Brooklyn, 6.40, 7.30, 8.35, 9, and 10 a. m., and 1, 2.30, 4, 5, and 7 p. m.

SUNDAY TRAINS.

Connecting at East New York with city cars.

Leave Jamaica, 8, 9, and 11 a. m., 1, 3.15, 5.30, 8, and 6.15 p. m.

Leave East New York for Jamaica, 8.30, 9.30, and 11.30 a. m., 1.30, 3.45, 6, 8.30, and 6.45 p. m.

The 7.45 a. m. train from South Ferry connects with L. I. R. R. excursion train.

D. J. MOLLOY,
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 2.00, 4.30, and 5.00 p. m.

FOR ALL WAY STATIONS.

Leave daily, except Sunday, at 7.00 a. m. and 2.00 and 5 p. m.

FOR WAY STATIONS SOUTH OF ANNAPOLIS JUNCTION.

Leave at 6.15 and 7 a. m., and at 2.00 and 4.30 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 2.00 and 5.00 p. m.

FOR WAY STATIONS.

Leave at 7.45 a. m. and 2.00 and 5 p. m.

FOR ALL PARTS OF THE WEST.

Leave daily, except Sunday, at 7.45 a. m. and 5.00 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, 348 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. E. KOONTZ, Agent,
Washington.

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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 6.30 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 6.30 p. m.

ON SUNDAY.

Leave for New York and Philadelphia at 6.30 p. m. only.

Sleeping c for New York on 6.30 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, 348 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. E. KOONTZ,
Agent, Washington.

oc

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 6 p. m.
Leave Gordonsville at 12.30 p. m. and 1.40 a. m.
Arrive in Richmond at 6 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 12.30 a. m.
Arrive at Alexandria at 4.55 p. m. and 4.50 a. m.
Arrive at Washington at 5.30 p. m. and 5.35 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 12.30 p. m., arriving in Alexandria at 8 p. m.

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

Leaves Lynchburg at 3.30 a. m., arriving in Alexandria at 6.10 p. m.

Passengers from Warrenton will take the 7 a. m. train south from Washington, and the 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.
A. E. BROADUS,
General Passenger Agent.

oct9-tf

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 the 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,
General Agent.

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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, 8.00 (Ex.) p. m. For Darien, 7.00, 9.30, 11.30 a. m.; 3.45, 4.30, 4.30 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, 8.00 (Ex.) p. m. For Portchester 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.), 8.00 p. m. For Hartford and Springfield, 8.00 (Ex.) a. m.; 12.15, 3.00 (Ex.), 8.00 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, 8.00 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 9.30 a. m., 1.30 p. m.

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

ap3 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, Daily, 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. BARR, Gen'l Pass. Ag't, New York. ap-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		LEAVE ALEXANDRIA.	
From Maryland avenue Depot.		From corner of Duke and Henry streets.	
Local at.....	8.15 a. m.	Local at.....	6.45 a. m.
Through Mail...	9.35 "	Local, cor. King and Henry....	8.00 "
Local at.....	7.00 "	Local at.....	9.00 "
"	9.00 "	"	10.00 "
"	2.00 p. m.	"	2.00 p. m.
"	4.15 "	Through Mail, cor. Duke and Henry 3.00	"
"	6.20 "	Local, cor. King and Henry.... 7.00	"
"	11.30 "	.....12.00	"

SUNDAY PASSENGER TRAINS.

LEAVE WASHINGTON.		LEAVE ALEXANDRIA.	
From Maryland avenue Depot.		From corner of Duke and Henry streets.	
Through Mail at 6.35 a. m.		Local at.....	4.45 a. m.
Local at.....	6.30 p. m.	Through Mail at 3.00 p. m.	

O. A. STEVENS, General Superintendent.
no13 W. J. PHELPS, General Manager.

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 is the evening.

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

SPRING ARRANGEMENTS,

Commencing May 21, 1866, leave New York as follows: 7.00 a. m.—Express for the West; connects at Easton with train for Mauch Chunk, Williamsport, Wilkesbarre, Mahanoy City, &c.

Mail Train at 8.00 a. m. for Flemington, Easton, Water Gap, Scranton, Wilkesbarre, Great Bend, Pittston, Binghamton, &c.

9.00 a. m., Western Express for Easton, Allentown, Harrisburg, Pittsburg and the West, with but one change of cars to Cincinnati or Chicago, and but two changes to St. Louis. Connects at Harrisburg with the Northern Central and Philadelphia and Erie roads, for Corry and the Oil Regions.

12.00 m. for Easton, Allentown, Mauch Chunk, Reading, Pottsville, Harrisburg, &c.

4.00 p. m., for Easton, Scranton, Great Bend, Bethlehem, and Mauch Chunk.

5.00 p. m. for Somerville and Flemington.

6.15 p. m. for Somerville.

7.30 p. m. for Somerville.

8.00 p. m., Western Express Train, for Easton, Allentown, Reading, Harrisburg, Pittsburg, and the West. Sleeping Cars through from Jersey City to Pittsburg, every evening.

Tickets for the West can be obtained at the office of the Central Railroad of New Jersey, foot of Liberty street, N. R.; at No. 1 Astor House; at Nos. 271, 526, and 944 Broadway; and at the principal Hotels.

oct26 JOSIAH O. STEARNS, Superintendent.

READING RAILROAD.

GREAT TRUNK LINE,

FROM PHILADELPHIA TO THE INTERIOR OF PENNSYLVANIA, THE SCHUYLKILL, SUSQUEHANNA, CUMBERLAND, AND WYOMING VALLEYS, THE NORTH, NORTHWEST, AND THE CANADAS.

SUMMER ARRANGEMENT OF PASSENGER TRAINS, JUNE 4, 1866.

Leaving the Company's Depot, at THIRTEENTH and CALLOWHILL streets, Philadelphia, at the following hours:

MORNING ACCOMMODATION.

At 7.30 a. m., for Reading and intermediate Stations.

MORNING EXPRESS.

At 8.15 a. m., for Re