Daily National Republican.

VOL. VI. WASHINGTON D. C., SATURDAY EVENING, MARCH 31, 1866. NO. 106.

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 30 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.

THE NATIONAL REPUBLICAN

THE DAILY NATIONAL REPUBLICAN is published every afternoon (Sundays excepted) by W. J. MURTAGH & Co., (No 511 Ninth street, and is furnished to our subscribers (by carriers) at 40 cents per month.

Mail subscribers, $6.00 per annum; $2.50 for six months; and $1.50 for three months, invariably in advance.

Single copies, 2 cents.

THE WEEKLY NATIONAL REPUBLICAN is published every Friday morning; One copy one year, $2; Three copies one year, $5.00; Ten copies one year, $15.00.

RAILROADS.

BALTIMORE AND OHIO RAILROAD.

WASHINGTON, March 28, 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 6 and 6.20 a. m., and at 2.45 and 6.35 p. m. daily, except Sunday.

FOR ANNAPOLIS.

Leave at 6.20 and 7.30 a. m., and 4.30 p. m. No train to or from Annapolis on Sunday.

ON SUNDAY.

FOR BALTIMORE.

Leave at 7.30 a. m. and 2.45 and 7.30 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.

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

TWICE DAILY.

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

The fast and commodious steamer KEYPORT, Captain Frank Hollingshead, and C. VANDERBILT, Captain A. L. Colmary, will leave the wharf, foot of Sixth street, Washington, twice daily, (Sunday nights excepted,) at 7 a. m., and 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 2.20 p. m., and 5.20 a. m., affording ample time for dining in Richmond, and making connections with the Richmond and Petersburg Railroad for Petersburg and points south of Petersburg.

The steamer leaving Washington at 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.; 3 and 7 p. m., Philadelphia at 1.15 p. m. (DAY,) and 11.15 p. m (NIGHT,) and Baltimore at 3.30, 4.25, and 6 p. m., 3.35 and 4.30 a. m., arrive in Washington at 5.20, 5.50, and 7.45 p. m., and 3 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,
oct 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 4.50 a.m.
Arrive at Washington at 5.30 p.m. and 5.25 a.m.
On Sundays leave Washington at 8.30 p.m. only.

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

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

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

Leaves Lynchburg at 3.20 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.
oc9-tf 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; 6.35 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.

mh10 H. F. MENNEY, Superintendent.

RAILROADS.

GREAT PENNSYLVANIA ROUTE TO THE NORTH AND WEST.

FOUR DAILY TRAINS.

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

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

TWO TRAINS ON SUNDAY,
(Connecting at Baltimore,)
Leave Washington at 2.45 and 7.40 p. m

SLEEPING CARS ON ALL NIGHT TRAINS.

LOW FARE AND QUICK TIME.

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

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

J. N. DUBARRY,
Superintendent N. C. R. R.
E. J. WILKINS,
Passenger and Ticket Agent
JNO. GILLETT, Passenger Agent. mh14-tf

1864 ARRANGEMENTS OF NEW YORK LINES. 1864

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

FROM PHILADELPHIA TO NEW YORK AND WAY PLACES.

FROM WALNUT STREET WHARF AND KENSINGTON DEPOT,

WILL LEAVE AS FOLLOWS, VIZ: Fare.

At 6 a. m., via Camden and Amboy—C. and A. Accommodation.....$2.25
At 6 a. m., via Camden and Jersey City—New Jersey Accommodation..... 2.25
At 8 a. m., via Camden and Jersey City—Morning Express..... 3.00
At 8 a. m., via Camden and Jersey City—2d Class Ticket..... 2.25
At 11 a. m., via Kensington and Jersey City—Express..... 3.00
At 12 m., via Camden and Amboy—C. and A. Accommodation..... 2.25
At 2 p. m., via Camden and Amboy—C. and A. Express..... 3.00
At 3 p. m., via Kensington and Jersey City—Washington and N. Y. Express.. 3.00
At 6¼ p. m., via Kensington and Jersey City—Evening Mail..... 3.00
At 11¼ p. m., via Kensington and Jersey City—Southern Mail..... 3.00
At 1½ (Night,) via Kensington and Jersey city—Southern Express..... 3.00
At 6 p. m., via Camden and Amboy—Accommodation (freight and passenger;) 1st class ticket..... 2.25
2d class ticket..... 1.50

The 3.15 p. m. Evening Mail and the 1.30 (Night) Southern Express will run daily, (all others, Sundays excepted.)

PHILADELPHIA AND NEW YORK LINES.

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

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

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

NEW YORK AND PHILADELPHIA LINES.

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

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

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

W. H. GATZMER, Agent,
Philadelphia and New York Lines.
PHILADELPHIA, Dec. 23, 1865. dec31

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 3.50 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 7.40 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 Pittsburgh 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 9.20 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 10.35 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..... 12.50 p. m.
Baltimore Express..... 1.30 p. m.
Third Wall's Station Accommodation..... 2.05 p. m.
Philadelphia Express..... 2.30 p. m.
Fourth Wall's Station Accommodation..... 6.00 p. m.
Altoona Accommodation and Emigrant..... 10.30 p. m.

An Agent of the Excelsior Omnibus Company will pass through each train before reaching the depot, take up checks and deliver baggage to any part of the city. Office No. 410 Penn street, open day and night, where all orders for the movement of passengers and baggage will receive prompt attention.

Baltimore express will arrive with Philadelphia express at 2.30 p. m. on Mondays.

NOTICE—In case of loss, the Company will hold themselves responsible for personal baggage only, and for an amount not exceeding $100.

W. H. BECKWITH, Agent,
At the Pennsylvania Central Railroad Passenger Station, on Liberty and Washington streets.

RAILROADS.

WASHINGTON, ALEXANDRIA, AND GEORGETOWN RAILROAD.

TIME TABLE.

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

LEAVE WASHINGTON.		LEAVE ALEXANDRIA.	
Local	6.30 a. m.	Local	5.00 a. m.
Mail	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	6.30 "	Mail	5.00 "

SUNDAY PASSENGER TRAINS.

LEAVE WASHINGTON.		LEAVE ALEXANDRIA.	
Local	6.30 a. m.	Express	6.35 a. m.
"	1.30 p. m.	Local	9.45 "
"	5.20 "	"	4.00 p. m.
Express	6.30 "	"	4.50 "

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

THROUGH LINE BETWEEN WASHINGTON, PHILADELPHIA, AND NEW YORK.

WASHINGTON, March 26, 1865.

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

FOR NEW YORK, without change of cars,

Leave daily (except Sunday) at 7.30 a. m., and 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,
Agent, Washington.

oc

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, B.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 203 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—¼ to ⅝ inch.
SPRINGS—Bright; Black.
AXLES—Long Arm; ⅛ Patent; Solid Collar.
CART HUBS.
WAGON HUBS.
OAK AND ASH BENT RIMS.
HICKORY BENT RIMS.
SAWED FELLOES—2 to 5 inches thread.
HICKORY SPOKES.
OAK SPOKES.
SHAFTS—Ruff, light; Ruff, medium; ½ finished, light; medium, heavy; express, grocery; finished, light (and bars); medium (and bars); heavy (and bars).
POLES—Ruff; finished (and circles).
SWINGLETREES—Light ferruled; medium finished; heavy.
FINISHED WHEELS—Large.

ap 17 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.

Washington City Post Office—Arrival and Departure of Mails.

Northern and Eastern Mails.—1st. Due at 5.40 a. m., departs at 7.30 a. m., closes at 6 a. m. 2d. Due at 11 a. m., departs at 11.15 a. m., closes at 10.30 a. m 3d. Due at 5.40 p. m., departs at 6 p. m., closes at 4.45 p. m.

Western Mail, via Relay House.—1st. Due at 5.40 a. m., departs at 6.15 a. m., closes at 4.30 a. m. 2d. Due at 6.15 p. m., departs at 6.45 p. m., closes at 5 p. m.

Northwestern Mail, via Baltimore, Harrisburg and Pittsburg, Pa.—1st. Due at 5.40 a. m., departs at 6.15 a. m., closes at 4.30 a. m. 2d. Due at 6.15 p. m., departs at 6.45 p. m., closes at 5 p. m.

The Southern Mail, for Richmond, Petersburg, Raleigh, Wilmington, N. C., and other points South, via O. and A. R. R.—1st. Due at 7 a. m., departs at 7 a. m., closes at 6 a. m. 2d. Due at 4 p. m. departs at 8.30 p. m., closes at 7 p. m.

Fredericksburg Mail, via Aquia Creek, embracing the Northern Neck of Virginia and intermediate points between Fredericksburg and Richmond, Va.—Due at 3.30 p. m., departs at 7 a. m., closes at 6 a. m.

Annapolis Mail—1st. Due at 11 a. m., departs at 3 p. m., closes at 2 p. m. 2d. Due at 6.15 p. m., departs at 6.15 a. m., closes at 4.30 a m.

Alexandria, Va., Mail—1st. Due at 6 a. m., departs at 6 a. m., closes at 5 a. m. 2d. Due at 4.30 p. m., departs at 6 p. m., closes at 5 p. m.

Georgetown, D. C. Mail—1st. Due at 5.30 a. m., departs at 7 a. m., closes at 6 a. m. 2d. Departs at 12 m., closes at 11.30 a. m., due at 4 p. m.

Rockville, Md., Mail—Due at 6 p. m., departs at 7 a. m., closes at 6.30 a. m.

Port Tobacco, Piscataway, and Duffield Mail—Due on Monday, Wednesday, and Friday, at 7 p. m. Departs on Tuesday, Thursday, and Saturday, at 7 a. m. Closes at 6 30 a. m. on those days.

Upper Marlboro', Md., Mail—Due at 3 p. m., daily, departs at 8 a. m., closing at 6.30 a. m.

Surratt's, Beantown, Charlotte Hall, and Chaptico Mail—Due at 7 p. m., depart at 7 a. m., closes at 6.30 a. m.

On Sunday, only two mails are received from the North, and but one from the West and Northwest, due at 6 a. m. and 11 a. m. Mails departing on this day for these routes close at 4.45 p. m. For Norfolk, Old Point Comfort, and Portsmouth, Va., at 2 p. m.

The office is open for the delivery of letters and papers from 8 a. m. to 9 p. m., except on Sunday, when it is open from 8 to 10 a m., and from 6 to 7 p. m.

Colesville, Md., Mail—Due on Tuesday, Thursday, and Saturday, at 5.30 p. m., depart at 7 a. m. same days, closing at 6.30 a. m.

Brookville and Olney Mails—Due at 10.30 a. m. daily, departs at 2.30 p. m., closes at 2 p. m.

BANKERS.

ADAMS EXPRESS COMPANY, OFFICE 314 PENNA. AVENUE.

BRANCH OFFICE

219 PENNSYLVANIA AVENUE, OPPOSITE WILLARD'S.

GREAT EASTERN, NORTHERN, WESTERN, AND SOUTHERN EXPRESS FORWARDERS.

Merchandise, Money, and Valuables of all kinds forwarded with dispatch to all accessible sections of the country.

COLLECTION OF NOTES, DRAFTS AND BILLS made in all accessible parts of the United States.

C. C. DUNN, Agent,
no14-tf Washington, D. C.

INSURE YOUR PROPERTY AT HOME.

FIRE INSURANCE.

THE NATIONAL UNION INSURANCE COMPANY OF WASHINGTON.

CHARTERED BY CONGRESS.

CAPITAL $1,000,000.

RISKS TAKEN AT THE LOWEST RATES.
LOSSES PROMPTLY PAID.

NO CHARGE FOR POLICIES.

OFFICE:

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

BRANCH OFFICE:

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

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

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

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

DIRECTORS:

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

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

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

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

By order of the Court.

A true copy.

Attest: R. J. MEIGS, Clerk.

mh13-law2w

SUPREME COURT OF THE DISTRICT OF COLUMBIA.

ELLEN BUTLER vs. GEORGE BUTLER. } 650 EQUITY, Docket 7.

The subpœna issued to compel the appearance of the defendant having been returned "non est," and the complainant having filed an affidavit that the defendant has been absent from said District for more than six months last past, so that process cannot be served upon him—

It is, this 30th day of March, 1866, on motion of the complainant, ordered at Chambers that the defendant cause his appearance to be entered to this cause on or before the first TUESDAY of June next; otherwise, the bill will be taken for confessed: Provided, a copy of this notice be published in the NATIONAL REPUBLICAN once a week for six weeks before said first Tuesday.

A. B. OLIN, Justice, &c.

A true copy:

Test: R. J. MEIGS, Clerk.

W. Y. Fenton, Solicitor for Complainant.

mh31-law3w

THE VETO.

Spirit of the Press.

The second veto message of the President has been received, generally, in the same spirit as the first, viz: that which nullified the Freedmen's Bureau bill. It will be remembered that the heated expressions of many who denounced the first veto were, upon calm reflection, considerably modified; and the same result is likely to follow the demonstrations of the press. We make a few extracts from the newspapers:

[From the New York Commercial Advertiser—Republican.]

President Johnson has followed up his veto of the Freedmen's Bureau bill by returning the civil rights bill to the House in which it originated. He takes up each section of the bill and condemns each in turn His reasoning is cogent, and must be satisfactory to all who respect the limitations of the Constitution on Federal power, who desire economy of administration, and who correctly estimate the true value of State rights. It can only be distasteful to those who have gone wild upon the negro question, and who are anxious for legislation which shall especially benefit the black man. The guaranty of freedom to the late slave—the recognition of the perfect equality before the law of black and white, without especial favor to either—are measures demanded alike by justice and humanity, but they may be so stated in legislation that they tend to break down the common barriers of law and infringe upon the rights reserved to the States.

* * * * *

Ever since the war broke out the tendency toward centralization has been marked. The enormous patronage of this war concentrated in a few hands, and the conduct of the war directed from a single point, held the attention of the people to that centre, and prepared them gradually to overlook the encroachment on their rights, and to be satisfied with the absorption of power which was working out such great results. The idea of a splendid and potential central Government took an easy hold upon the imaginations of politicians and law-makers, who were puffed up with sudden notoriety, and who believed that the people, who in their intense passion for the Union had sacrificed everything else, would forget the old and traditional forms by which their liberties had been secured. That this plot against the constitutional rights of the people is exposed and frustrated is due to the earnestness and honesty of Andrew Johnson, and to the persistent appeals of the few journals and public men who have not yielded to the clamor of the hour, and lost their faith in the well-balanced and harmonious institutions bequeathed to us by our fathers.

The President declares that he will co-operate with Congress in any measures necessary for the preservation of the civil rights of freedmen, but such measures must be constitutional and impartial. Is there not wisdom enough in Congress to discover and adopt such measures, or will that body prefer to wrangle with the President *in the hope of making political capital?* There is no reasonable occasion of difference, certainly not a shadow of reason for hostility. *Executives have but to ignore yet measures of doubtful expediency, and to act in strict accordance with the Constitution, and they can get along with Andrew Johnson.*

[From the New York Times, Rep.]

But we venture to think that few State papers have ever been given to the world that will so thoroughly compel the attention of thinking men of whatever creed, or kindred, or party.

The President deals almost exclusively with the details of the bill as it passed through Congress, reserving his comments upon its policy to a few sentences at the close of the message. The analysis of the details, however, is of so keen and searching a character, the logic is so irresistible, that we should hope even the strongest advocates of the measure will see how vastly important it is that the constitutional power of the veto should exist, and how important also, in a higher sense, it is that such a constitutional power should be entrusted to a President endowed with judgment, discretion, and most uncommon courage.

The point in the President's argument which stands out in boldest relief is that which portrays with almost startling vividness the danger, not only possible, but certain, of undermining the independence of the judiciary. If Federal district attorneys, marshals, deputy marshals, agents of the Freedmen's Bureau, and other officials are to be entrusted with the power of arraigning any State judge who may interpret a State law in a way which a claimant of justice may disapprove, of what possible use can be State laws, and of what conceivable use can be State judges? Better abolish both at once. But not only are these petty Federal officials empowered, under this civil rights bill, to appear as accusers of the State judiciary; they have a premium held out to them to prefer charges. For every case of alleged injustice to freedmen they get a fee. The accused may be innocent; if so, the fee comes out of the United States Treasury. If the accused is guilty, he has to pay his share of the perquisites accruing to the Federal official.

The strictly legal interpretation which the President applies to particular sections of the act is so overwhelmingly strong that the members "learned in the law" who voted for it can hardly help blushing to find themselves so entirely at fault under the sharp logic of a layman. So far as we can learn the sentiment of the more discreet portion of the majority that voted for the bill, they are ready to confess that the President's reasons are too strong for them, and they are fain to fall back upon what they call his political *animus* to excuse their non-acceptance of his arguments. Those who have throughout doubted the expediency of multiplying discriminating laws in favor of a class which has achieved an enfranchisement and social elevation unexampled in its suddenness and completeness in the history of the human race, must necessarily be pleased that the President goes even further in his veto than to interpret the mere technicalities of the law. To moderate and rational reformers the few simple but pregnant words which Mr. Johnson utters on the policy of enforcing the laws of *political economy*, through the agency of a countless army of stipendiaries, have a value far beyond the mere enforcement of the immediate argument. They are words which have a scope and a bearing aside from the provisions of this or any other negro protection bill. And they show how far above the majority which desires to control his action are the views of the Executive in all that appertains to the maintenance of constitutional freedom.

* * * * *

It may be hoped that arguments as cogent as those employed in the message will not be thrown away. It is not every day that members have an opportunity of listening to reason and common sense. They may find this appeal a seasonable and acceptable change. Be that as it may, the President's message will be read and studied outside of Congress, and everywhere throughout the civilized world: and wherever it is read and studied the American name and character will be elevated, in so far as Andrew Johnson is held to represent the American people.

[From the New York Herald.]

President Johnson's veto of the civil rights bill is before our readers. They will find it no half-way remonstrance, but a broad, sweeping and comprehensive rejection of the measure. His objections on constitutional grounds exhibit this bill as invol