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 20 cents per line, each insertion. Local notices 15 cents per line, each insertion.

Eight lines or less constitute a square.

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

RAILROADS.

BALTIMORE AND OHIO RAILROAD.

WASHINGTON, Jan 6, 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 2.30, 4.35, and 7.30 p. m.

FOR ALL WAY STATIONS.

Leave daily, except Sunday, at 6 20 a. m. and 2.30 p. m.

FOR WAY STATIONS SOUTH OF ANNAPOAIS JUNCTION.

Leave at 6 and 6.20 a. m., and at 2.30 and 4.40 p. m.

FOR ANNAPOLIS.

Leave at 6.20 and 7.30 a. m., and 4.35 p. m. No train to or from Annapolis on Sunday.

ON SUNDAY.

FOR BALTIMORE.

Leave at 7.30 a. m. and 2.30 and 7.30 p. m.

FOR WAY STATIONS.

Leave at 7.30 a. m. and 2.30 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,
Washington.

ja8-tf

NOTICE TO SOUTHERN TRAVELERS.

THE OLD AND DIRECT LINE ENTIRELY COMPLETED.

STAGING ENTIRELY DISCONTINUED.

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

TWICE DAILY.

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

The fast and commodious steamer KEYPORT, Captain Frank Hollingshead, and C. VANDERBILT, Captain A. L. Colmary, will leave the wharf, foot of Sixth street, Washington, twice daily, (Sunday nights excepted,) at 7 a. m., and 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.; 6 and 7 p. m., Philadelphia at 1.15 p. m. (DAY,) and 11.15 p. m (NIGHT,) and Baltimore at 3.30, 4.25, and 6 p. m., 3.35 and 4.30 a. m., arrive in Washington at 5.20, 5.30, and 7.45 p. m., and 5 and 6 a. m., in ample time to make connections for Richmond and the South.

Omnibuses and Baggage Wagons will be in readiness to convey passengers and baggage between depots in Richmond.

Passengers by this Line pass by daylight Mount Vernon, and may have an opportunity of visiting several battle-fields near Fredericksburg, by stopping at that point.

Baggage will be checked from New York, Philadelphia, and Baltimore to Washington, where it will be met by the baggage masters of this line.

Breakfast and supper on board of steamers.

GEO. MATTINGLY, Superintendent,
Washington, D. C.
W. D. GILKERSON, Agent,
Washington, D. C.

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PHILADELPHIA, WILMINGTON, AND BALTIMORE RAILROAD.

TIME TABLE.

Commencing MONDAY, December 19th, 1864, trains will leave depot, corner of Broad street and Washington avenue, as follows:

Express Train at 4.05 a. m., (Mondays excepted,) for Baltimore and Washington, stopping at Wilmington, Perryville, Havre-de-Grace, Aberdeen, Perryman's, and Magnolia.

Way Mail Train at 8.15 a. m., (Sundays excepted,) for Baltimore, stopping at all regular stations, connecting with Delaware railroad at Wilmington for Milford, Salisbury, and intermediate stations.

Express Train at 1.15 p. m., (Sundays excepted,) for Baltimore and Washington, stopping at Chester, Wilmington, Elkton, Perryville, and Havre-de-Grace.

Express Train at 3.50 p. m., (Sundays excepted,) for Baltimore and Washington, stopping at Wilmington, Newark, Elkton, Northeast, Perryville, Havre-de-Grace, Perryman's, and Magnolia.

Night Express at 11.15 p. m., for Baltimore and Washington, stopping at Chester, (only to take Baltimore and Washington passengers,) Wilmington, Newark, Elkton, Northeast, Perryville, and Havre-de-Grace.

Passengers for Fortress Monroe will take the 8.15 a. m. train.

ACCOMMODATION TRAINS—Stopping at all stations between Philadelphia and Wilmington—

Leave Philadelphia at 11.00 a. m., 4.00, 5.30 and 10.00 p. m. The 4.00 p. m. train connects with Delaware Railroad for Milford and intermediate stations.

Leave Wilmington at 7.15 and 9.30 a. m., 2.30 and 6.30 p. m.

THROUGH TRAINS FROM BALTIMORE—Leave Wilmington at 12 m., 4.24, 8.33 and 9.54 p. m.

CHESTER FOR PHILADELPHIA—Leave Chester at 8.16, 10.14 a. m., 12.36, 3.13, 4.54, 7.20 and 9.05 p. m.

SUNDAY TRAINS.

Express Train at 4.05 a. m. for Baltimore and Washington, stopping at Wilmington, Perryville, Havre-de-Grace, Aberdeen, Perryman's and Magnolia.

Night Express at 11.15 p. m. for Baltimore and Washington, stopping at Chester, (for Baltimore and Washington passengers,) Wilmington, Newark, Elkton, North-East, Perryville and Havre-de-Grace.

Accommodation Train at 10 p. m. for Wilmington and Way Stations.

BALTIMORE FOR PHILADELPHIA.

Leave Baltimore at 9.25 p. m., stopping at Havre-de-Grace, Perryville and Wilmington. Also stops at Elkton and Newark (to take passengers for Philadelphia and leave passengers from Washington or Baltimore,) and Chester to leave passengers from Baltimore or Washington.

Leave Wilmington for Philadelphia at 6.30 p. m.

FROM BALTIMORE TO PHILADELPHIA.

Leave Baltimore 8.25 a. m., Way Mail; 1.10 p. m., Express; 4.25 p. m., Way Train; 6.35 p. m. Express; 9.25 p. m., Express.

TRAINS FOR BALTIMORE

Leave Chester at 8.57 a. m., 1.50 and 11.50 p. m.

Leave Wilmington at 5.13, 9.40 a. m., 2.25, 4.58 and 12.25 p. m.

FREIGHT TRAIN, with passenger car attached, will leave Wilmington for Perryville and intermediate stations at 7.55 p. m.

ja11 H. F. KENNEY, Superintendent.

Daily National Republican.

VOL. VI. **WASHINGTON, D. C., SATURDAY EVENING, FEBRUARY 10, 1866.** **NO. 64.**

The Official Advertisements of all the Executive Departments of the Government are Published in this Paper by Authority of THE PRESIDENT.

RAILROADS.

GREAT PENNSYLVANIA ROUTE TO THE NORTH AND WEST.

FOUR DAILY TRAINS.

WINTER SCHEDULE:

ON AND AFTER NOVEMBER 20, 1865, trains will run as follows:

	Leave Wash'n.	Leave Balto.
Express Mail	6.20 a. m.	9.00 a. m.
Fast Line	8.20 a. m.	12.10 p. m.
Pittsburgh and Erie Ex.	4.40 p. m.	7.20 p. m.
Pittsb'gh and Elmira Ex.	7.30 p. m.	10.00 p. m.

TWO TRAINS ON SUNDAY,

Leaving Washington at 2.30 and 7.30 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. no20-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 6¾ 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 1¼ (Night,) via Kensington and Jersey city—Southern Express	3.00
At 6 p. m., via Camden and Amboy—Accommodation (freight and passenger:) 1st class ticket	2 25
2d class ticket	1.50

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

PHILADELPHIA AND NEW YORK LINES.

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

Leave Kensington Depot at 11.15 a. m., 2.35, 4.30 and 6.45 p. m., and 12.30 a. m. (night.)

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

NEW YORK AND PHILADELPHIA LINES.

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

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

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

W. H. GATZMER, Agent,
Philadelphia and New York Lines.
PHILADELPHIA, Dec. 28, 1863. de31

1865 WINTER ARRANGEMENT. 1865

PENNSYLVANIA CENTRAL RAILROAD.

TWELVE DAILY TRAINS.

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

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

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

PITTSBURGH AND ERIE MAIL, daily except Sunday, at 7.30 a. m., stopping only at Conemaugh, Gallitzen, Altoona, and all principal stations, making direct connection at Harrisburg for New York, Baltimore, and Washington.

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

PHILADELPHIA EXPRESS, daily at 4.25 p. m., stopping at Latrobe, Blairsville Intersection, Johnstown, Conemaugh, Gallitzer, Altoona, Huntingdon, Lewistown, Mifflin, Newport, Marysville, Harrisburg, Lancaster, and Downingtown. At Harrisburg direct connections are made for New York, Baltimore, and Washington, and at Philadelphia for New York, Boston, and intermediate points. Sleeping cars run through on this train from Pittsburg to Philadelphia and Baltimore, and to New York by the Allentown route.

JOHNSTOWN ACCOMMODATION, daily (except Sunday) at 4.35 p. m., stopping at regular stations between Pittsburg and Conemaugh, and connecting at Blairsville Intersection with trains on the Indiana Branch and West Pennsylvania railroads.

FAST LINE, daily, except Sunday, at 9.30 p. m., stopping only at Conamaugh, Gallitzen, Altoona, Huntingdon, Lewistown, Mifflin, Newport, Marysville, Harrisburg, Middletown, Lancaster, and Downingtown, making connection at Harrisburg for New York, Baltimore and Washington, and at Philadelphia for New York, Boston and intermediate points. Sleeping cars run through in this train to Philadelphia and to New York on the Allentown route.

First Accommodation Train for Wall's Station leaves daily (except Sunday) at 6.30 a. m.

Second Accommodation Train for Wall's Station leaves daily (except Sunday) at 9.40 a. m.

Third Accommodation Train for Wall's Station leaves daily (except Sunday) at 3.35 p. m.

Fourth Accommodation Train for Wall's Station leaves daily (except Sunday) at 6.05 p. m.

Accommodation for Penn Station, stopping at all stations between Pittsburgh and Penn, at 10.30 p. m.

The Church Train leaves Wall's Station every Sunday at 9.05 a. m., and arriving in Pittsburgh at 10.05 a. m. Returning leaves Pittsburgh at at 12.50 p. m., and arrives at Wall's Station at 2.00 p. m.

Returning Trains arrive in Pittsburgh as follows:	
Mail	1.20 a. m.
Fast Line	2.00 a. m.
First Wall's Station Accommodation	6.26 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.

REVIEW OF THE WEEK.

In the days of old steamboating on the Mississippi was upon the whole an incomparably pleasant mode of traveling—open to but a single objection. You had firmly determined to tear yourself from New Orleans. You had taken a last drive over the shell road, a last dinner at Bondnau's, a last breakfast at Galpin's. You had left your *p. p. c.'s* at all the brave old houses kept at bountiful rates, where you had been entertained with generous and considerate hospitality, and you made your way to a pasteboard floating palace. Your troops of friends followed you for a parting word, and to suggest the acceptance of samples of that delightful claret, which more abounds in New Orleans than anywhere else—see Thackeray's *Round About Papers* for a certificate of this—you bade them the final good-bye, and as the boat swung off from the levee, and the negro deck hands struck up their queer, quaint—melody, was it?—you waved an adieu, and then took a look about you. Your room was small, to be sure, but not uncomfortable. One door thereof opened upon a gallery, which was delightful, considered as a smoker's retreat; the other admitted you to the cabin, a spacious and luxurious apartment, perhaps suggesting the idea of tinsel, yet decidedly inviting. Here for a week you boarded and lodged, as cheaply and as well as you could at your hotel. At five in the morning, if you chose, you had your *cafe noir*, and at seven, or any other time between that and noon which suited your habits, you had your breakfast, and so on in that direction. For amusement during the day you had recourse to euchre and cigars, in the forward cabin, unless, indeed, your tastes led you to the quiet but uncertain—and to the unprofessional performer usually unsatisfactory—little game of poker going on in the barber's shop, on the port gallery; and in the evening you betook yourself to the ladies' drawing-room reception in the saloon. Now, all this is much pleasanter than being unmercifully tossed, and frightened out of your wits withal, off Hatteras, or crowded in a dingy rail car. But it had its drawback. There was a strong presumption that your good-bye to your Southern friends was indeed your last; that your paper palace would burst her boiler; and that your trip would terminate in the distribution not only of your personal effects but of your person, your head landing in Arkansas, one leg in Tennessee, while the other and the rest of you found a watery grave in the deeps of the great river. It seemed a year ago, indeed, that this manner of bringing about a general average had about gone out of fashion; but in the past week it has been revived in full force. Four steamboats—one a small affair, the others first-class "palaces"—have been blown to fragments. The Baltic, at New Orleans, had two killed and several wounded. The Miami, at the mouth of the Arkansas river, destroyed 260 lives, including about all the enlisted men of company E, Third United States infantry. The Missouri, on the Ohio river, near Evansville, Indiana, lost, it would seem, about 100 people. The W. R. Carter, at Island 98, in the Mississippi, killed not less than 125 persons—among them her commander, Capt. Hurd, a brother of the commander of the Missouri. It would, indeed, seem that it was more safe to take the chances with Farragut, in a good ship running by the pitiless batteries of Port Hudson, than to trust to the thin boiler iron and high-pressure engines which returned to the river with the return of peace.

THE ENGLISH HOLDERS of "confederate" bonds still maintain the show of confidence in the ultimate payment of that debt, and at their last meeting they liberally appropriated five per cent. of whatever may be collected to defray the expense of collection. Claim agents and professional lobbyists will do well, perhaps, to consider these proposals, for the use of their influence. Some of the rebel agents have made a very good thing for themselves. Monsieur Ehrlanger, the sagacious husband of the pert and peppery Miss Slidell, has put no less than two and a half millions of dollars in his privy purse as compensation and gratification for his services, and it seems, too, that some of these agents, commercial and political, have been, until within a very few weeks, if they are not now, in the regular and happy receipts of their salaries. So it appears that the confederacy, though no longer belligerent, is yet able to give gratifying evidence of its continued vitality to a select few of its preferred creditors.

THE MEXICAN stories of the week have been, as usual, very much mixed, a little truth and good deal of falsehood—the statements which are true in the main being not altogether free from taint, and the falsehoods containing some grains of truth—which mixture tends very much to perplex the mind of the student of current history. But there seems to be no doubt that Napoleon will, with all possible alacrity, withdraw his support from the Mexican empire, in which he has been hitherto a sort of partner *in compendam*, but from which he must clear himself if he would not be held by the world to unlimited liability His Government is a despotism tempered by strong and growing republican sentiment. To public opinion he cannot now safely oppose merely his own will and desire. The French people see no glory to be gained in Mexico; the Cabinet openly declares a disgust with the whole proceeding, which it has ever found it difficult to conceal. To avoid an issue with the *corps legislatif*, which he cannot, in the present temper of the French people, afford to meet, the Emperor must allow his scheme for propagating Latin interests and ideas in America quietly to subside. The only open question is how to get out of it. He will do so gracefully if he can, but so or awkwardly, back out he must. The rumor comes that upon some conditions Maximilian will resign the throne and its cares to the Iturbide family, and this seems not improbable; but should he do it the throne would not be maintained a single calendar month. It is notable that one of the principal arguments used in Paris in support of the plan of immediate abandonment, is that Mr. Seward's dispatches upon the subject, now in the hour of triumph, exact no more, and in more imperative terms than those which were written three years ago, in the days of our supposed and apparent weakness and prostration.

P. S. Since the above paragraph was written, the telegrapic report of the French Emperor's speech has come to hand. It appears in another column, and our readers can make a note of it.

THE RUSSIAN Government, by a decree promulgated on the tenth of last month, confiscated the entire estates and belongings of the Catholic Church in Poland, and assumed in a manner the entire guardianship or administration of its temporal affairs. By this arrangement the proportions of the salaries of the clergy are to be made more symmetrical—the bishops losing and the parish priests making great gains by the operation of the decree.

FROM THE RIO GRANDE the news has a troublous aspect. Some merchants have "protested" against the occupation of Bagdad. Gen. Mejia has curtly announced that he has reported the proceedings to his government, and the commander of the French man-of-war at Matamoras has likewise fulminated a manifesto, declaring General Weitzel's statement of the affair to be unsatisfactory, and protesting against the recent remarkable goings-on, in the name of the French Government. Meanwhile, we are to bear in mind that Gen. Weitzel's term of service, under the order of the War Department, expired on the first instant.

NEITHER THE IMPERIAL or Liberal cause seems to be making headway enough in Mexico just now to justify moderate and vainglorious boasting. But the opportunity for the republican cause would seem to be rapidly approaching, and if the man should happen to be ready to make the fortunate conjunction, all may go well with it.

TEXAS is the last of the late rebellious States to hold a convention for the purpose of re-establishing its relations with the general government. The convention organized a few days since, and it seems somewhat singular that it chose as its presiding officer the gentleman who acted in the same capacity when the State went out of the Union,—so it is stated at least,—though we had a strong impression that there never was such a convention in that State, and that the act of secession there was pretended to have been carried by some hocus-pocus arrangement invented by the legislature. And on further reflection we are convinced that this was so.

THE SUCCESS of this republic in sustaining itself against a rebellion more formidable than the world had ever before seen, has already began to show its moral effect in the old world. Two centuries of peaceful progress, however successful or wonderful, could not have done so much to strengthen the hands of the people everywhere, and to advance the principles of liberty, as have four years of successful war. Old Spain is moving, and the slavery question is being agitated there in a manner which must remind our Minister at Madrid of the campaigns of days long gone by. The first anti-slavery meeting, recently held at the capital, appears to have been a gathering which would have called very heavily for adjectives and large type had it been reported in the prevailing American fashion. The Don Antonio Maria Sejovia presided; Lord Brougham was named an honorary president of the society; and among the many speakers who presented their views was the Don Emilio Castebar, the eloquent idol of young Spain, who closed his address with a most affecting tribute to the virtues of our martyr President.

IN MASSACHUSETTS there are troublous times, the old States-rights question having found a resurrection. And it all comes of the desire of some men to sell, and of many more to drink of the various sorts of nectar which are dispensed at the public bar-rooms. Our readers are all aware of the extraordinary stringency of the statutes made and provided in that ancient Commonwealth for the prevention of the gratification of this desire. These few months past a serious effort has been made for the enforcement of the same; but while many prosecutions were going on in the State courts, and the victory of the Knights Temperates over King Alcohol seemed imminent, Mr. Chas. Levi Woodbury, a lawyer peculiarly profound in out-of-the-way learning, unearthed an act of Congress, passed in nullification times, for the especial benefit of the obstroperous chivalry of South Carolina, which provided that any cause involving questions relating to the revenue of the United States, should be at once removed from State courts when there begun, and transferred to the United States district courts. The dispensers of nectar aforesaid, rested their defence on the fact that they were licensed by the General Government to pursue that vocation, and thereupon they procured the necessary orders from the Federal courts. This order Judge Otis P. Lord, of the State court—an old Whig, by the way, bred in the federalism of the "Essex junto"—refused to obey, and there the matter stands now; the United States and State courts at loggerheads as to their respective jurisdictions

THE REPORTS from Spain, concerning Prim's insurrection are mixed, and it should always be borne in mind that they come through his enemies. O'Donnell, the superior officer, who is loyal at the moment, and Prim, the subordinate, who is revolutionary for the moment, have been companions in other revolts. The inferior in rank is inferior in no other way, and the superior has a heavy burden to carry—an unpopular queen and an unpopular court, and both with morals too execrable to admit respect. The uprising, whatever may be the result, denotes the spreading of republican doctrines in Europe, and illustrates the magnitude of the interest the crowned heads and aristocracies of the old world had in the attempted overthrow of the Great Republic.

NEW HAMPSHIRE and Connecticut open the political campaign of 1866. The Democracy of the Granite State nominated Mr. John G. Sinclair for Governor. Mr. James O. English, who as a member of Congress voted for the abolition of slavery in the District of Columbia, received the like honor from the same party in Connecticut. The Republicans there will hold their convention next week, and the nomination of Joseph R. Hawley, a soldier who rose from the ranks to be a major general, appears to be conceded. But we can't wind up this paragraph without a tribute to the pluck and persistency of the little remnant of Democracy of New Hampshire. Year after year they meet, and resolve, and make nominations, and stump the State, and spend their money, just as though they had a chance of success, while their prospects are about as remote as those of Mr. Kossuth for the Presidency of the Republic of Hungary. Well, that tends to keep the Unionists lively and gives to the discussion of political affairs something like the interest of a contest.

DURING THE WAR, many American ships were sold to British subjects, and, in the condition of the markets which prevailed, these operations were generally profitable. The danger of capture by pirates made shipowners timid in the first place; and in the second, the preference given by shippers to foreign bottoms, deprived them of their business. Very naturally, as our vessels one after another returned from unsuccessful voyages, they fell, at low rates, into the hands of speculators. These gentry sent them, with freight if they could get it, and without if they couldn't, to London and Liverpool, where they found a ready sale; and as our currency was depreciating, the constant rise in exchange afforded enormous profits on the transactions. Now it would seem to be convenient, under a reversed state of affairs, and with an appreciating currency, to repurchase these ships. But Congress says no; and by passing the act to prevent new registers being issued to such vessels, puts them under the ban—and in the category with the cautious souls who in troublous times stepped across the border to avoid the draft.

PEN, PENCIL, AND SCISSORS.

THE fire-alarm and police telegraph, which has been in the process of construction for the past six months, by Messrs. John F. Kennard & Co., of Boston, has just been completed.

THE Treasury Department will immediately commence paying fifty per cent. in money upon certificate checks. Hitherto only 25 per cent. has been paid.

A DISPATCH from Portland says there is no communication with the Upper Columbia, owing to the ice blockade. The flood in the Williamette has receded to a fine boating stage.

THE new five-cent piece has the portrait of S. M. Clarke, and the new tens the portrait of Washington; hence the saying is current in the Currency Bureau that "two Clarkes make a Washington."

THE practice of [illegible]ouring beautiful but frail damsels to distribute intoxicating poisons is one that can find few apologists in Philadelphia, where so many nice young men have been ruined by pretty waiter girls.

THE receipts from customs at the four principal ports during the month of January were as follows: New York, $12,441,391.31; Boston, $1,014,632.46; Philadelphia, $508,513.78; Baltimore, $284,770.64. Total, $14,249,308.19. When all the ports are heard from, these numbers, it is believed, will be swelled to upwards of sixteen millions.

The Leader of the Spanish Revolt.

Don Juan Prim is a grandee of Spain of the first class. He was born in Reus, a town in Catalonia near Tarragona, Dec. 6, 1814. In the civil war which arose after the death of Ferdinand VII in 1833 and lasted six years, Prim fought on the constitutional side against Don Carlos. In his 25th year he was made colonel and was elected as a deputy to successive Parliaments. Near 1843 he arose to the rank of a Major General and was soon after implicated in a conspiracy against Narvaez and was condemned to death Through some influence he was pardoned and appointed Captain-General and Governor of Porto Rico. While there, he went to the rescue of the Danish garrison of Santa Cruz, in peril from a negro insurrection. Although his services in this matter were very acceptable to the Danish government, he was recalled by the colonial minister of Spain for leaving his own charge exposed. While in Spain devoting his services to the rapidly changing Cabinets of that period, he became involved in another conspiracy and was banished. He did not stay long in exile, and soon turned up in the camp of the allies before Sebastopol as Military Commissioner from Spain. In 1856 he married a Mexican with a large fortune, and in 1858 was made a member of the Senate. The war with Morocco broke out soon afterwards, when Prim so distinguished himself that he received his highest title of a grandee. In 1861 he was sent out as commander of the Spanish contingent, in the joint expedition of England, France and Spain to Mexico. It is well remembered how he declined to follow in the lead of Napoleon in Mexican affairs, and returned with the English forces. Since that time he has been mixed up in the maze of Spanish politics, and has at last crowned his many attempted exploits at revolution with an armed and organized rebellion.

He is said to be passionately addicted to the pleasures of the chase, and has very extensive hunting grounds and a mansion which have been the rendezvous of roving characters of every description, who were ready to lend a hand in every kind of a hunt or rebellion as the case might warrant His country house at Villarubia is said to have hiding places where hundreds of bandits could be secreted, and away in the woods and deep in the gorges of the Toledo mountains he has built huts, hunting boxes, and all kinds of sheds as available for the purposes of war as for the requirements of the chase. Here, in the centre of a whole region devoted and familiar to him he has chosen the theatre of his revolutionary exploits. Here, as well as in many parts of Catalonia, he is said to have stores of arms and ammunition.

We do not know how far this statement of the present condition of Gen. Prim, and of the scene of his operations may be depended on. It is given by the Madrid correspondent of the London *Times*, and if true may account for the paucity of intelligence concerning his movements His success does not appear to be a consummation greatly to be desired, as so far as any knowledge of him goes, it would be merely the elevation of a bold and unscrupulous adventurer.

SATURDAY EVENING READING.

Parting Day.

BY JAMES MACFARLAND.

The sunset burns, the hamlet spire
Gleams grandly, sheathed in evening fire,
The river rolleth red.
The flowers are drenched in floating haze,
The churchyard brightens, and old days
Seem smiling on the dead.

From pendent boughs, like drops of gold,
The peaches hang; the mansion old,
From out its nest of green,
Looks joyful through its golden eyes
Back on the sunset-burnished skies,
A smile o'er all the scene.

The running child, whose wavy hair
Takes from the sunset's level glare
A purer, brighter tinge,
Rolls on the grass; the evening star
Above yon streak of cloudy bar
Hangs on Day's purple fringe.

Where latest sunshine slanting falls,
Above the ivied orchard walls,
The tall tree-shadows lean,
In waving lines of shade, that nod
Like dusky streams across the road,
With banks of light between.

The streams are gilt, the towering vane
Stands burnished; and the cottage pane
Seems melting in the sun;
The last lark wavers down the sky,
The husky crow slides careless by,
The golden day is done.

A CHRISTIAN SPIRIT.—A committee appointed by the Alabama members of the Methodist Episcopal Church South have made the following excellent report:

1. That our church edifices be open to them for divine worship as heretofore, and that they be cordially invited to attend them.

2. That missions be continued among them, and, whenever opportunity offers, that circuits and stations be organized, with officers of their own race, the same to be supplied with ministers from this body, or with such others, either white or colored, as the presiding elders may adjudge suitable for the work.

3. That the ministers so appointed be instructed to promote, so far as they deem advisable, the education of their children.

4. That whenever they decide to leave our church organization for one exclusively of their own race, unwise as we regard it, yet, as our spiritual children for whom we have long sacrificed and toiled and prayed in the past, they shall go forth with no bitterness on our part, but rather with blessings.

5. In regard to the memorial from State Street Church, we recommend the Bishop to leave that station "to be supplied," with the understanding that no minister be sent to that charge for the ensuing year unless the trustees request the Bishop to do so, on the ground that the present occupants cease to conduct themselves in a fraternal manner toward the members of the Methodist Episcopal Church South.

6. That the Conference request the presiding Bishop to appoint a missionary to the colored people in Mobile; one of our best, most experienced, and most influential ministers, and that the Mission Committee appropriate an adequate and liberal sum for his support.

All of which is respectfully submitted.

GEN. SIR FENWICK WILLIAMS ON TEMPERANCE.—The Nova Scotia Division of the Sons of Temperance waited on the veteran Hero of Kars, now Governor of their province, with a complimentary address, to which he replied very kindly. He said:

"Look at the healthy, well-cared-for young soldier, full of pride and hope—see him enter upon a course of intemperance, and trace him to the military prison where he passes his best days under the jailor's discipline, thus throwing on his comrades the weight of those duties which he is paid to perform; and the scene does not close here. As intemperance sours his temper, undermines his health and the sentiments of military honor, he passes from one scene of crime to another, and the last glimpse of this man is on the scaffold, where he forfeits his life for the murder of his officer whom he is sworn to defend."

BESIDES all the service of commission, we will render also the service of omission, by staying apart from all wrong influences, whether positively evil, or merely hindering ones, by omitting all things that strengthen any evil in us, or weaken any good.

WHAT a great thing it is to be a Christian. Indeed, it will take all eternity to unfold to us the greatness of the privilege; and at present we can only wander around the edge of the boundless subject, and exclaim, "It doth not yet appear what we shall be!"

DEPEND upon it that day by day, little by little, you are building up some kind of character, and it becomes you to see well to it, that it is such that the fires of judgment will not have to burn up.

THERE is no receiving of Christ to dwell in us unless we turn all our other guests out of doors.—*Chillingworth.*

A CONTINUOUS stream of immortal souls is rushing onward to eternity. Lost by nature, they may be saved by grace, and through our instrumentality.

WE are bound to employ the means and abilities which God has given us, for the benefit of others. "None of us liveth to himself, and no man dieth to himself."

OBLIGATION is present; therefore we must not procrastinate or adjourn to a future time. What we mean to do to-morrow is no apology for omitting what we ought to do to-day.

NO ONE, except God, cares for more than a small particle of the universe.—*Guesses at Truth.*

SURELY the most painful recollection on earth is that of having had it in our power to do good, and the neglect to do it.

THE peace of God leads you to war with everything that is opposed to His holy will and way.

NOTHING is farther than earth from heaven; nothing is nearer than heaven to earth.—*Hare.*

A DISCOVERY has been made at Toulon, where the iron-plated frigate Provence is undergoing repairs, which shows the danger that menaces the entire iron-coated fleet of France. The Provence was fitted out for sea only fifteen months since, and already a great number of her plates are nearly consumed with rust. The director of naval architecture is of opinion that if a composition be not discovered to prevent the action of rust, the iron-plated fleet must be renewed every five years.

A FEUD exists between the civil and military authorities at New Orleans. General Canby never gets along very smoothly in managing municipal affairs, and the civilians of the Crescent city are a good deal mixed. The matter is said to have been referred to Washington.

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CONGRESSIONAL PROCEEDINGS.

[Continued from our Report of Yesterday.]

HOUSE OF REPRESENTATIVES.

The Speaker laid before the House the following message and inclosures from the President of the United States:

To the House of Representatives:

In reply to the resolution of the House of Representatives of the 10th ultimo, requesting the President of the United States, "if not incompatible with the public interest, to communicate to the House any report or reports made to the Judge Advocate General, or any other officer of the Government, as to the grounds, facts, or accusations upon which Jefferson Davis, Clement C. Clay, jr., Stephen R. Mallory, and David L. Yulee, or either of them, are held in confinement," I transmit herewith reports from the Secretary of War and the Attorney General, and concur in the opinion therein expressed, that the publication of the papers called for by the resolution is not, at the present time, compatible with the public interest.

ANDREW JOHNSON.

WASHINGTON, Feb. 9, 1866.

The Attorney General thus reports to the President:

ATTORNEY GENERAL'S OFFICE,
WASHINGTON, January 31, 1866.

SIR: Sundry reports of the facts going to show that Jefferson Davis, and other rebels, have been guilty of high crimes, have been made to you as the chief executive officer of the Government. Most of the evidence upon which they are based was obtained *ex parte*, without notice to the accused, and whilst they were in custody in military prisons. Their publication might wrong the Government or the accused, or both. Whilst I see that much wrong may flow from the publication, I cannot see that any good would come from it.

In my opinion, then, public and private justice alike demand that they should not be made public.

I am, sir, very respectfully,
JAMES SPEED, Attorney General.

To the President.

WAR DEPARTMENT,
WASHINGTON CITY, Feb. 7, 1866.

MR. PRESIDENT: I have the honor to acknowledge the reference of the House resolution, calling for the reports of the Judge Advocate General on the cases of Jefferson Davis, Clement C. Clay, D. F. Yulee, and S. R. Mallory. These reports were made for your own information, and contain abstracts of evidence and *ex parte* proofs in possession of the bureau of military justice. Pending any action in respect to the parties accused, the publication of these reports is in my opinion incompatible with the public interest. The concurring opinion of the Attorney General is also herewith submitted.

Very respectfully, your obedient servant,
EDWIN M. STANTON, Secretary of War.

The House proceeded to the consideration of the amendments reported from the Committee of the Whole on the State of the Union to the navy appropriation bill.

The House disagreed with the committee, and *retained* the item of one hundred and five thousand dollars for the purchase of Seavy's Island, adjoining the Portsmouth Navy Yard.

All the items for the Boston Navy Yard are retained, excepting $25,000 for the purchase of the right of drainage through the yard now held by the city of Charlestown, and $167,381 for building for offices, and $135,000 for purchase of Oakman & Eldridge's wharf.

The House agreed with the committee, and struck out in the New York navy yard items $298,600 for machine shop, main building; $191,480 for machine shop, boiler wing; $100,000 for quay wall extension at derrick; $100,000 for quay wall extension at sewer; $81,500 for office building, $100,000 for filling low places on new purchase; $180,000 for machinery for new machine shop, boiler shop, pattern shop, and smithery.

The only items retained are: $98,922 for iron-plating shop, $47,600 for receiving store, $65,000 for dredging channels, $20,500 for special repairs, $116,000 for repairs of all kinds, and $90,000 for the purchase of the Ruggles property; $20,000 are appropriated for the preservation from destruction and decay of buildings already commenced.

All the items for the Philadelphia navy yard are retained, excepting that of $35,000 for Bulkley's patent dryer.

All the appropriations for the Washington Navy-yard are retained.

The appropriations for the Norfolk and Pensacola Navy-yards were nearly all stricken out, twenty thousand dollars being voted for each place for the protection of public property.

An additional section was added making the appropriation as bounties for destruction of enemy's vessels during the rebellion applicable to all *cases*, and also a new section that no part of the amount appropriated by this bill shall be paid in violation of the provisions of the act prescribing an oath of office.

The bill was then passed.

The House resumed the consideration of the bill to establish a uniform system of bankruptcy.

The time was occupied in discussing the details of various sections.

There was no final action on the bill.

Mr. O'Neill, of Pennsylvania, introduced a bill extending the benefits of section 4 of the army appropriation bill, approved March 3, 1865, so as to give all officers of volunteers below the rank of brigadier general who were mustered out of the service at their own request, or otherwise honorably discharged after the 19th of April, 1865, three months pay proper, &c., same as if they had been mustered out with their respective regiments; which was referred to the Committee on Military Affairs.

The House adjourned.

Marshal Canrobert.

A short, bluff-looking man, with the red sash of a Marshal of France crossing his breast, was walking up and down, at the Emperor Napoleon's ball, conversing with a tall man with gray hair and mustache, and wearing a white cloth coat and red trousers. The short man speaks quickly and nervously, occasionally suddenly turning to shake hands with some one who has just entered. The tall man seems to defer to his opinion and treats him with great and marked politeness. The short man is Marshal Canrobert, the hero of the Crimea and the commandant of the military department of Paris, and the tall one is the Prince of the German principality of Hohenzollern.

THE Hartford *Times* has special and exclusive news from Washington that Secretary Stanton is to be required to resign by the President, at the demand of General Grant, and that Secretaries Harlan and Dennison will follow; in fact, that the "old Jackson" is fully aroused in the President, and he is "going to show these men whether they can beat him or not." The *Times* chuckles over this stuff as "good news from Washington."—*Springfield (Mass.) Republican.*

The above "news" is quite as fresh in Washington as in Hartford and Springfield.

THE Java took $365,000 in treasure, chiefly in gold bars