THE NATIONAL REPUBLICAN
RATES OF ADVERTISING.
One square, three days.......... [illegible]
One square, four days.......... [illegible]
One square, five days.......... [illegible]
One square, six days.......... [illegible]
Every other day advertisements ... [illegible] additional. Twice a week advertisements, 50 per cent. additional. [illegible]
Editorial notices 20 cents [illegible]
[illegible] Local notices 15 [illegible] per line [illegible]
Eight lines of [illegible] constitute a square.
[illegible] should be handed in by twelve [illegible]

Daily National Republican.

VOL. VI. WASHINGTON, D. C., FRIDAY EVENING, FEBRUARY 23, 1866. NO. 75.

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

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 60 cents per month.

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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, Jan 8, 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 ANNAPOLIS 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 7.50 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 5.45 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 3.20 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 5.45 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 50
" " " Baltimore "	10 00
" " " Washington "	6 00
" " " 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 at New York at No. 229 Broadway, and at Cortland 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, 4.35, 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 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.
oc7

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 8.15, 10.14 a. m., 12.38, 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 11.00 p. m.

Leave Wilmington at 4.13, 9.40 a. m., 2.35, 4.55 and 12.35 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.

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 6¼ p. m., via Kensington and Jersey City—Evening Mail	3 00
At 11½ p. m., via Kensington and Jersey City—Southern Mail	3 00
At 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 6.15 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., 3.30, 4.30 and 6.45 p. m., and 12.30 a. m. (night.)

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

NEW YORK AND PHILADELPHIA LINES.

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

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

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

W. H. GATZMER, Agent, Philadelphia and New York Lines.
PHILADELPHIA, Dec. 23, 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 7.50 a. m., stopping only at Conemaugh, Gallitzen, Altoona, and all principal stations, making direct connection at Harrisburg for New York, Baltimore, and Washington.

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

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

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

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

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

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

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

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

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

The Church Train leaves Wall's Station every Sunday at 9.05 a. m., and arriving in Pittsburgh at 10.05 a. m. Returning leaves Pittsburgh at 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	2.50 a. m.
First Wall's Station Accommodation	6.28 a. m.
Penn Accommodation	7.50 a. m.
Second Wall's Station Accommodation	8.50 a. m.
Johnstown Accommodation	10.55 a. m.
Pittsburgh & Erie Mail	12.40 p. m.
Baltimore Express	1.20 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.

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

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

Leaves Lynchburg at 3.20 a. m., arriving in Alexandria at 6.10 p. m.

Passengers from Warrenton will take the 7 a. m. train south from Washington, and the 6.45 a. m. train north from Lynchburg.

Passengers by the 6.45 a. m. and 7.15 p. m. trains from Lynchburg, and the 7 a. m. and 7.15 p. m. trains from Richmond connect with trains at Washington for all parts of the North and West.

This route has the advantage over all others by having a continuous rail from New York to Lynchburg, 405 miles.

It also passes through Fairfax, Bull Run, Manassas, Bristow, Catlett's, Rappahannock, Culpeper, Orange, and Gordonsville, where many of the great battles of the late rebellion were fought.

Tickets can be procured in Adams' Express Building, opposite the B. and O. R. R. Depot, in Washington; also, at the Depot, on Maryland avenue.

Trains leave the corner of First and C streets, Washington.

W. H. McCAFFERTY, General Superintendent.
J. M. BROADUS, General Passenger Agent.
oc9-tf

1866. WASHINGTON, 1866.
ALEXANDRIA, AND GEORGETOWN RAILROAD.

NEW ARRANGEMENTS.

The Washington, Alexandria and Georgetown Railroad Company having resumed possession and control of said road, will, on and after MONDAY, JANUARY 15th, 1866, run passenger trains between WASHINGTON and ALEXANDRIA as follows:

THROUGH MAIL TRAIN SOUTH, VIA ORANGE AND ALEXANDRIA RAILROAD—Leave Washington for Alexandria, and all points South, at 6.45 a. m., daily, (Sundays excepted,) from the corner of Indiana avenue and First street, opposite Baltimore and Ohio Depot.

THROUGH MAIL TRAIN NORTH, VIA BALTIMORE AND OHIO RAILROAD—Leave Alexandria for Washington, and all points North, at 5 p. m., daily, (Sundays excepted,) connecting with the Express Train for the North and West.

LOCAL ACCOMMODATION TRAINS.

FOR ALEXANDRIA—Leave Maryland Avenue Depot at 8 and 11 a. m., and 2, 4.20, and 6.15 p. m.

FOR WASHINGTON—Leave Alexandria at 6.20, 8, and 10 a. m., and 1 and 3 p. m.

SUNDAY PASSENGER TRAINS.

Sunday Passenger Trains between Washington and Alexandria will be run as follows until further notice:

LEAVE ALEXANDRIA at 9.45 a. m. and 4 p. m., reaching Maryland avenue depot at 10.15 a. m. and 4.30 p. m.

LEAVE WASHINGTON at 1.30 and 5 p. m., reaching Alexandria at 2 and 5.30 p. m.

☞ The Ticket Offices will be opened twenty minutes prior to the starting of each train, and passengers are respectfully requested to purchase tickets before taking seats in the cars.

☞ FREIGHT destined for ALEXANDRIA, and all points South, will be received at Maryland Avenue Depot from 7 a. m. until 3 p. m., and forwarded at 9 and 11 a. m., and 2 and 4.20 p. m.

☞ FREIGHT destined for WASHINGTON, and all points North and West, will be received at the Local Freight Depot, corner of Duke and Henry streets, Alexandria, from 7 a. m. until 1 p. m., and forwarded at 8 and 10 a. m., and 1 and 3 p. m.

☞ THROUGH TICKETS, via Orange and Alexandria Railroad, to GORDONSVILLE, LYNCHBURG, and all points farther South, can be obtained at the office of the Orange and Alexandria Railroad Company, opposite the Baltimore and Ohio Railroad Depot, and at the office of the Washington, Alexandria, and Georgetown Railroad Company, corner of Ninth street and Maryland avenue, Washington, D. C.

☞ COMMUTATION AND ROUND-TRIP TICKETS between WASHINGTON and ALEXANDRIA can be obtained on application at the office of the Company, on Maryland avenue, Washington.

☞ For further information apply at the office of the Company, corner of Ninth street and Maryland avenue, Washington, D. C.

O. A. STEVENS, General Superintendent.
W. J. PHELPS, General Manager.
WASHINGTON, D. C., Jan. 15, 1866. ja20-tf

THROUGH LINE BETWEEN WASHINGTON, PHILADELPHIA, AND NEW YORK.

WASHINGTON, October 29, 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 6.30 and 7.30 p. m.

FOR NEW YORK, changing cars at Philadelphia,
Leave daily (except Sunday) at 11.15 a. m., and 4.35 p. m.

FOR PHILADELPHIA,
Leave daily (except Sunday) at 7.30 and 11.15 a. m., and 4.35 and 7.30 p. m.

ON SUNDAY.
Leave for New York at 6.30 p. m. only.
Leave for Philadelphia at 7.30 p. m. only.

Sleeping cars for New York on 7.30 p. m. train daily, except Sunday. On Sunday, train and sleeping car run only to Philadelphia.

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

IN THE SUPREME COURT OF THE DISTRICT OF COLUMBIA, THIS 15TH DAY OF JANUARY, 1866.

CHARLES H. SEYMOUR, vs. DEBORAH ANN SEYMOUR. } IN EQUITY, NO. 558.

The subpœna issued to compel the defendant's appearance having been returned into the Clerk's office by the Marshal, on the 7th day of November, 1865, endorsed "not found," and the defendant having failed to enter his appearance on the first rule day, commencing twenty days afterwards, and the complainant having filed an affidavit that the defendant is out of the District, so that the process cannot be served on him, it is on motion of the complainant, this 15th day of January, 1866, ordered by the court that the defendant cause his appearance to be entered in this suit on or before the first Tuesday of May next.

By order of the court:

GEORGE E. H. DAY, Plaintiff's Solicitor.
ja16-law7w*

THIS IS TO GIVE NOTICE, THAT THE subscribers have obtained from the Orphans' Court of Washington county, in the District of Columbia, letters testamentary on the personal estate of David Atkins, late of Washington city, D. C., deceased. All persons having claims against the said deceased, are hereby warned to exhibit the same, with the vouchers thereof, to the subscribers, on or before the 3d day of February next; they may otherwise by law be excluded from all benefit of the said estate.

Given under our hands this 3d day of February, 1866.

MATILDA ATKINS,
GEORGE ATKINS, Executors
fe6-law3w*

Washington City Post Office—Arrival and Departure of Mails.

Northern and Eastern Mails—1st. Due at 5.40 a. m., departs at 7.20 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 4.20 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.

LIFE AND TIMES OF JAMES MADISON, BY HON. WILLIAM C. RIVES.
VOLUME II.
8vo....Cloth....$3.50.

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SPEECH OF PRESIDENT JOHNSON AT THE EXECUTIVE MANSION, THURSDAY, FEB. 22, 1866.

Yesterday afternoon a large number of citizens, who were enjoying the holidays, assembled in front of the Executive Mansion and were addressed by President JOHNSON, substantially as follows:

After returning his thanks to the committee which had waited upon him—

The PRESIDENT said: The resolutions, as I understand them, are complimentary of the policy which has been adopted and pursued by the Administration since it came into power. I am free to say to you on this occasion that it is extremely gratifying to me to know that so large a portion of our fellow-citizens endorse the policy which has been adopted and which is intended to be carried out. [Great applause.]

This policy has been one which was intended to restore the glorious Union—to bring those great States, now the subject of controversy, to their original relations to the Government of the United States. And this seems to be a day peculiarly appropriate for such a manifestation as this—the day that gave birth to him who founded the Government—that gave birth to the Father of our Country—that gave birth to him who stood at the portal when all these States entered into this glorious Confederacy. I say that the day is peculiarly appropriate to the endorsement of measures for the restoration of the Union that was founded by the Father of his Country. Washington, whose name this city bears, is embalmed in the hearts of all who love their Government. [A voice, "So is Andy Johnson," and applause.] Washington, in the language of his eulogists, was first in peace, first in war, and first in the hearts of his countrymen. No people can claim him—no nation can appropriate him. His eminence is acknowledged throughout the civilized world by all those who love free government. I have had the pleasure of a visit from the association which has been directing its efforts towards the completion of a monument erected to his name. I was prepared to meet them and give them my humble influence and countenance in aid of the work. Let the monument be erected to him who founded the Government, and that almost within the throw of a stone from the spot from which I now address you. Let it be completed. [Applause.] Let the pledges which all these States and corporations and associations have put in that monument be preserved as an earnest of our faith in and love of this Union, and let the monument be completed.

And in connection with Washington, in speaking of the pledges that have been placed in that monument, let me refer to one from my own State—God bless her!—which has struggled for the preservation of this Union in the field and in the councils of the nation. Let me repeat, that she is now struggling in consequence of an innovation that has taken place in regard to her relation with the Federal Government, growing out of the rebellion; she is now struggling to renew her relations with this Government and take the stand which she had occupied since 1796. Let me repeat the sentiment which that State inscribes upon her stone that is deposited within the monument of freedom and in commemoration of Washington; she is struggling to stand by the sentiment inscribed on that stone, and she is now willing to maintain that sentiment. And what is the sentiment? It is the sentiment which was enunciated by the immortal and illustrious Jackson—"The Federal Union, it must be preserved." [Cheers.] Were it possible for that old man, who in statue is before me and in portrait behind me, to be called forth; were it possible to communicate with the illustrious dead, and he could be informed of the progress in the work of faction, and rebellion, and treason, that old man would turn over in his coffin; he would rise, shake off the habiliments of the tomb, and again extend that long arm and finger and reiterate the sentiment before enunciated, "the Federal Union, it must be preserved." [Cheers.]

But we witness what has transpired since his day. We remember what he said in 1833. When treason, and treachery, and infidelity to the Government and the Constitution of the United States stalked forth, it was his power and influence that went forth and crushed it in its incipiency. It was then stopped. But it was only stopped for a time, and the spirit continued. There were men disaffected towards the Government, in both the North and South. There were peculiar institutions in the country to which some were adverse and others attached. We find that one portion of our countrymen advocated an institution in the South which others opposed in the North. This resulted in two extremes. That in the South reached a point at which the people there were disposed to dissolve the Government of the United States, and they sought to preserve their peculiar institutions. (What I say on this occasion I want to be understood.) There was a portion of our countrymen opposed to this, and they went to that extreme that they were willing to break up the Government to destroy this peculiar institution of the South.

I assume nothing here to-day but the citizen—one of you—who has been pleading for his country and the preservation of the Constitution. [Cheers.] These two parties have been arrayed against each other, and I stand before you as I did in the Senate of the United States in 1860. I denounced there those who wanted to disrupt the Government, and I portrayed their true character. I told them that those who were engaged in the effort to break up the Government were traitors. I have not ceased to repeat that, and, as far as endeavor could accomplish it, to carry out the sentiment. [Cheers.] I remarked though, that there were two parties. One would destroy the Government to preserve slavery; the other would break up the Government to destroy slavery. [Cheers.] The objects to be accomplished were different, it is true, so far as slavery was concerned; but they agreed in one thing—the destruction of the Government, precisely what I was always opposed to; and whether the disunionists came from the South or from the North, I stand now where I did then, vindicating the Union of these States and the Constitution of our country. [Great cheering.] The rebellion manifested itself in the South. I stood by the Government. I said I was for the Union with slavery. I said I was for the Union without slavery. In either alternative I was for the Government and the Constitution. The Government has stretched forth its strong arm, and with its physical power it has put down treason in the field. That is, the section of country that arrayed itself against the Government has been conquered by the force of the Government itself. Now, what had we said to those people? We said: "No compromise; we can settle this question with the South in eight and forty hours."

I have said it again and again, and I repeat it now, "Disband your armies, acknowledge the supremacy of the Constitution of the United States, give obedience to the law, and the whole question is settled." [Cheers.]

What has been done since? Their armies have been disbanded. They come now to meet us in a spirit of magnanimity, and say, "We were mistaken; we made the effort to carry out the doctrine of secession and dissolve this Union, and having traced this thing to its logical and physical results, we now acknowledge the flag of our country, and promise obedience to the Constitution, and the supremacy of the law." [Cheers.]

I say, then, when you comply with the Constitution, when you yield to the law, when you acknowledge allegiance to the Government, I say let the door of the Union be opened and the relation be restored to those that had erred and had strayed from the folds of our fathers. [Cheers.]

Who has suffered more than I have? I ask the question. I shall not recount the wrongs and the sufferings inflicted upon me. It is not the course to deal with a whole people in a spirit of revenge. I know there has been a great deal said about the exercise of the pardon power, as regards the Executive; and there is no one who has labored harder than I to have the principals, the intelligent and conscious offenders, brought to justice and have the principle vindicated that "treason is a crime." [Cheers.]

But, while conscious and intelligent traitors are to be punished, should whole communities and States be made to submit to the penalty of death? I have quite as much asperity, and perhaps as much resentment, as a man ought to have; but we must reason regarding man as he is, and must conform our action and our conduct to the example of Him who founded our holy religion.

I came into power under the Constitution of the country, and with the approbation of the people, and what did I find? I found eight millions of people who were convicted, condemned under the law, and the penalty was death; and through revenge and resentment, were they all to be annihilated? Oh! may I not exclaim, how different would this be from the example set by the Founder of our holy religion, whose divine arch rest its extremities on the horizon, while its span embraces the universe! Yes, He that founded this great scheme came into the world and saw man condemned under the law, and the sentence was death. What was His example? Instead of putting the world or a nation to death, He went forth on the cross and testified with his wounds that He would die and let the world live. Let them repent; let them acknowledge their rashness; let them become loyal, and let them be supporters of our glorious stripes and stars, and the Constitution of our country.

I say let the leaders, the conscious and intelligent traitors, meet the penalties of the law. But as for the great mass who have been forced into the rebellion—misled in other instances—let there be clemency and kindness, and a trust and a confidence in them. But, my countrymen, after having passed through this rebellion, and having given as much evidence of enmity to it as some who croak a great deal about the matter—[cheers]—when I look back over the battle-field and see many of those brave men in whose company I was, in localities of the rebellion where the contest was most difficult and doubtful, and who yet were patient; when I look back over these fields, and where the smoke has scarcely passed away; where the blood that has been shed has scarcely been absorbed—before their bodies have passed through the stages of decomposition—what do I find? The rebellion is put down by the strong arm of the Government, in the field. But is this the only way in which we can have rebellions? This was a struggle against a change and a revolution of the Government, and before we fully get from the battle-fields—when our brave men have scarcely returned to their homes and renewed the ties of affection and love to their wives and their children—we are now almost inaugurated into another rebellion. [Cheers.] One rebellion was the effort of States to secede, and the war on the part of the Government was to prevent them from accomplishing that, and thereby changing the character of our Government and weakening its power. When the Government has succeeded, there is an attempt now to concentrate all power in the hands of a few at the Federal head, and thereby bring about a consolidation of the Republic, which is equally objectionable with its dissolution. [Cheers.] We find a power assumed and attempted to be exercised of a most extraordinary character. We see now that governments can be revolutionized without going into the battle-field; and sometimes the revolutions most distressing to a people are effected without the shedding of blood. That is, the substance of your government may be taken away while there is held out to you the form and the shadow.

And now, what are the attempts, and what is being proposed? We find that by an irresponsible central directory nearly all the powers of Congress are assumed, without even consulting the legislative and executive departments of the Government. By a resolution reported by a committee upon whom and in whom the legislative power of the Government has been lodged, that great principle in the Constitution which authorizes and empowers the legislative department, the Senate and House of Representatives, to be the judges of elections, returns, and qualifications of its own members, has been virtually taken away from the two respective branches of the National Legislature, and conferred upon a committee, who must report before the body can act on the question of the admission of members to their seats. By this rule they assume a State is out of the Union, and to have its practical relations restored by that rule, before the House can judge of the qualifications of its own members. What position is that? You have been struggling for four years to put down a rebellion. You contended at the beginning of that struggle that a State had not a right to go out. You said it had neither the right nor the power, and it has been settled that the States had neither the right nor the power to go out of the Union. And when you determine by the executive, by the military, and by the public judgment that these States cannot have any right to go out, this committee turns around and assumes that they are out, and that they shall not come in.

I am free to say to you as your Executive that I am not prepared to take any such position. [Great cheering.] I said in the Senate, in the very inception of this rebellion, that the States had no right to secede. That question has been settled. Thus determined, I cannot turn round and give the lie direct to all that I profess to have done during the last four years. I say that when the States that attempted to secede comply with the Constitution, and give sufficient evidence of loyalty, I shall extend to them the right hand of fellowship, and let peace and union be restored. I am opposed to the Davises, the Toombses, the Slidells, and the long list of such. But when I perceive on the other hand men—[a voice, "Call them off."]—I care not by what name you call them—still opposed to the Union, I am free to say to you that I am still with the people. I am still for the preservation of these States—for the preservation of this Union, and in favor of this great Government accomplishing its destiny.

[Here the President was called upon to give the names of three of the members of Congress to whom he had alluded as being opposed to the Union.]

The gentleman calls for three names. I am talking to my friends and fellow-citizens here. [Cheers.] Suppose I should name to you those whom I look upon as being opposed to the fundamental principles of this Government, and as now laboring to destroy them. I say Thaddeus Stevens, of Pennsylvania; I say Charles Sumner, of Massachusetts; I say Wendell Phillips, of Massachusetts. [Great cheering, and a voice, "Forney!"]

I do not waste my fire on dead ducks. [Laughter.] I stand for the country, and though my enemies may traduce, slander, and vituperate, I may say, that has no force.

In addition to this, I do not intend to be governed by real or pretended friends, nor do I intend to be bullied by my enemies. [Cheers.] An honest conviction is my sustenance, the Constitution my guide. I know, my countrymen, that it has been insinuated—nay, said directly, in high places—that if such a usurpation of power had been exercised two hundred years ago, in particular reigns, it would have cost an individual his head. What usurpation has Andrew Johnson been guilty of? [Cheers, and cries of "None."] My only usurpation has been committed by standing between the people and the encroachments of power. And because I dared say in a conversation with a fellow-citizen and a Senator too, that I thought amendments to the Constitution ought not to be so frequent, lest the instrument lose all its sanctity and dignity, and be wholly lost sight of in a short time, and because I happened to say in conversation that I thought that such and such an amendment was all that ought to be adopted, it was said that I had suggested such a usurpation of power as would have cost a king his head in a certain period! In connection with this subject, one has exclaimed that we are in the "midst of earthquakes and he trembled." Yes, there is an earthquake approaching, there is a groundswell coming of popular judgment and indignation. The American people will speak, and by their instinct, if in no other way, know who are their friends, when and where and in whatever position I stand—and I have occupied many positions in the Government, going through both branches of the Legislature. Some gentlemen here behind me says, "And was a tailor." [Laughter.] Now, that don't affect me in the least. When I was a tailor I always made a close fit and was always punctual to my customers, and did good work.

A voice. "No patchwork."

The PRESIDENT. No, I do not want any patchwork. But we pass by this digression. Intimations have been thrown out—and when principles are involved and the existence of my country imperilled, I will, as on former occasions, speak what I think. Yes! cost him his head! Usurpation! When and where have I been guilty of this? Where is the man, in all the positions I have occupied, from that of Alderman to the Vice Presidency, who can say that Andrew Johnson ever made a pledge that he did not redeem, or ever made a promise that he violated, or that he acted with falsity to the people?

They may talk about the beheading; but when I am beheaded I want the American people to be the witness. [Cheers.] I do not want by innuendoes of an indirect character in high places to have one say to a man who has assassination broiling in his heart, "there is a fit subject," and also exclaim that the "Presidential obstacle" must be got out of the way, when possibly the intention was to institute assassination.

Are those who want to destroy our institutions and change the character of the Government not satisfied with the blood that has been shed? Are they not satisfied with one martyr? Does not the blood of Lincoln appease the vengeance and wrath of the opponents of this Government? Is their thirst still unslacked? Do they want more blood? Have they not honor and courage enough to effect the removal of the Presidential obstacle otherwise than through the hands of the assassin? I am not afraid of assassins; but if it must be, I would wish to be encountered where one brave man can oppose another. I hold him in dread only who strikes cowardly. But if they have courage enough to strike like men, (I know they are willing to wound, but they are afraid to strike;) if my blood is to be shed because I vindicate the Union and the preservation of this Government in its original purity and character, let it be so; but when it is done, let an altar of the Union be erected, and then, if necessary, lay me upon it, and the blood that now warms and animates my frame shall be poured out in a last libation as a tribute to the Union—[cheers]—and let the opponents of this Government remember that when it is poured out, the blood of the martyr will be the seed of the church. The Union will grow. It will continue to increase in strength and power, though it may be cemented and cleansed with blood.

I have talked longer, my countrymen, than I intended. With many acknowledgments for the honor you have done me, I will say one word in reference to the amendments to the Constitution of the United States. Shortly after I reached Washington for the purpose of being inaugurated Vice President, I had a conversation with Mr. Lincoln. We were talking about the condition of affairs, and in reference to matters in my own State. I said we had called a convention and demanded a constitution abolishing slavery in the State, which provision was not contained in the President's proclamation. This met with his approbation, and he gave me encouragement. In talking upon the subject of amendments to the Constitution, he said, "when the amendment to the Constitution now proposed is adopted by three-fourths of the States, I should be pretty nearly or quite done as regards forming amendments to the Constitution—if there should be one other adopted." I asked what that other amendment suggested was, and he replied, "I have labored to preserve this Union. I have toiled four years. I have been subjected to calumny and misrepresentation, and my great and sole desire has been to preserve these States intact under the Constitution, as they were before; and there should be an amendment to the Constitution which would *compel* the States to send their Senators and Representatives to the Congress of the United States."

He saw as part of the doctrine of secession that the States could, if they were prepared, withdraw their Senators and Representatives; and he wished to remedy this evil by the adoption of the amendment suggested. Even that portion of the Constitution which differs from other organic law says that no State shall be deprived of its representation. We now find the position taken that States shall not be recognized; that we will impose taxation; and where taxes are to be imposed the Representatives elect from thence are met at the door, and told: "No; you must pay taxes, but you cannot participate in a Government which is to affect you for all time." Is this just? [Voices—"No!" "No!"] We see then where we are going. I repeat that I am for the Union. I am for preserving all the States. They may have erred, but let us admit those into the councils of the nation who are unmistakably loyal. Let the man who acknowledges allegiance to the Government, and swears to support the Constitution, (he cannot do this in good faith unless he is loyal, no amplification of the