Daily National Republican.

VOL. VI. WASHINGTON D. C., FRIDAY EVENING, MARCH 16, 1866. NO. 93.

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

THE NATIONAL REPUBLICAN

RATES OF ADVERTISING.

One square, three days..........$2 00
One square, four days..........2 50
One square, five days..........3 00
One square, six days..........3 50

Every other day advertisements, 50 per cent. additional. Twice a week advertisements, 75 per cent. additional.

Editorial notices 30 cents per line, each insertion. Local notices 15 cents per line, each insertion.

Eight lines or less constitute a square.

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

RAILROADS.

BALTIMORE AND OHIO RAILROAD.

WASHINGTON, March 11, 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...50, and 11.15 a. m., and 2.45, 4.20, and 7.40 p. ...m.

FOR ALL WAY STATIONS.

Leave daily, except Sunday...at 6.20 a. m. and 2.45 p. m.

FOR WAY STATIONS SOUTH OF ANNAPOLIS JUNCTION.

Leave at 6 and ... a.m., and at 2.45 and 4.35 p. m. daily ... except Sunday.

FOR ANNAPOLIS.

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

ON SUNDAY.

FOR BALTIMORE.

Leave at 7.30 a.m. and 2.45 and 7.40 p. m.

FOR WAY STATIONS.

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

FOR ALL PARTS OF THE WEST.

Leave daily, except Sunday, at 7.30 a. m. and 7.40 p. m.

On Sunday, at 7.40 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 9 p. m., 3.25 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.
oc7

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 6.30 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 6.30 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

PHILADELPHIA, WILMINGTON, AND BALTIMORE RAILROAD.

TIME TABLE.

Commencing MONDAY, March 12th, 1866.

Trains for Baltimore and Washington leave Philadelphia as follows:

4.15 a. m., Express, (Mondays excepted;) 11.45 a. m., Express; 2.45 p. m., Express; and 11.00 p. m., Express.

Way Mail Train for Baltimore at 9.15 a. m.

TRAINS FROM BALTIMORE TO PHILADELPHIA.

Leave Baltimore, 8.30 a. m., Way Mail; 9.20 a. m., Express; 1.10 p. m., Express; 6.35 p. m., Express; 8.50 p. m., Express.

SUNDAY TRAINS.

Leave Philadelphia for Baltimore and Washington at 4.15 a. m., and 11.00 p. m.

Leave Baltimore for Philadelphia at 8.50 p. m.

Leave Baltimore for New York at 8.50 p. m.

mh10 H. F. KENNEY, Superintendent.

RAILROADS.

GREAT PENNSYLVANIA ROUTE TO THE NORTH AND WEST.

FOUR DAILY TRAINS.

SPRING AND SUMMER SCHEDULE:

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

	Leave Wash'n.	Leave Balto.
Express Mail	6.20 a. m.	9.00 a. m.
Fast Line	7.30 a. m.	12.10 p. m.
Pittsburgh and Erie Ex.	4.20 p. m.	7.20 p. m.
Pittsb'gh and Elmira Ex.	7.40 p. m.	9.45 p. m.

TWO TRAINS ON SUNDAY, (Connecting at Baltimore.)

Leave Washington at 2.45 and 7.40 p. m.

SLEEPING CARS ON ALL NIGHT TRAINS.

LOW FARE AND QUICK TIME.

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

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

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

1864 ARRANGEMENTS OF NEW YORK LINES. 1864

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

FROM PHILADELPHIA TO NEW YORK AND WAY PLACES.

FROM WALNUT STREET WHARF AND KENSINGTON DEPOT,

WILL LEAVE AS FOLLOWS, VIZ: Fare.

At 6 a. m., via Camden and Amboy—C. and A. Accommodation..........$2 25
At 6 a. m., via Camden and Jersey City—New Jersey Accommodation..........2 25
At 8 a. m., via Camden and Jersey City—Morning Express..........3 00
At 8 a. m., via Camden and Jersey City—2d Class Ticket..........2 25
At 11 a. m., via Kensington and Jersey City—Express..........3 00
At 12 m., via Camden and Amboy—C. and A. Accommodation..........2 25
At 2 p. m., via Camden and Amboy—C. and A. Express..........3 00
At 3 p. m., via Kensington and Jersey City—Washington and N. Y. Express..........3 00
At 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 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., 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 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, 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 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 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.

RAILROADS.

WASHINGTON, ALEXANDRIA, AND GEORGETOWN RAILROAD.

TIME TABLE.

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

LEAVE WASHINGTON.		LEAVE ALEXANDRIA.	
Local	6.30 a. m.	Local	5.00 a. m.
Mail	6.58 "	Express	5.35 "
Local	9.00 "	Local	8.00 "
"	11.00 "	"	10.00 "
"	2.00 p. m.	"	1.00 p. m.
"	4.20 "	"	3.00 "
"	6.15 "	"	4.50 "
Express	6.30 "	Mail	5.00 "

SUNDAY PASSENGER TRAINS.

LEAVE WASHINGTON.		LEAVE ALEXANDRIA.	
Local	6.30 a. m.	Express	5.35 a. m.
"	1.30 p. m.	Local	9.45 "
"	5.20 "	"	4.00 p. m.
Express	6.30 "	"	4.50 "

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

THROUGH LINE BETWEEN WASHINGTON, PHILADELPHIA, AND NEW YORK.

WASHINGTON, March 11, 1866.

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 7.00 p. m.

FOR NEW YORK, changing cars at Philadelphia,

Leave daily (except Sunday) at 11.15 a. m., and 4.30 p. m.

FOR PHILADELPHIA,

Leave daily (except Sunday) at 7.30 and 11.15 a. m., and 4.30 and 7.00 p. m.

ON SUNDAY.

Leave for New York and Philadelphia at 7.00 p. m. only.

Sleeping cars for New York on 7.00 p. m. train daily.

Through tickets to Philadelphia, New York, or Boston, can be had at the Station office at all hours in the day, as well as at the new office in the American Telegraph building, Pennsylvania avenue, between Four-and-a-half and Sixth streets.

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

W. P. SMITH, Master of Transportation.
L. M. COLE, General Ticket Agent.
GEO. S. KOONTZ, Agent, Washington.
oc

STEAMSHIPS.

NEW YORK AND WASHINGTON STEAMSHIP COMPANY, (OLD LINE,) BETWEEN NEW YORK, ALEXANDRIA, WASHINGTON AND GEORGETOWN, D. C.

OCEAN STEAMERS BALTIMORE, REBECCA CLYDE, AND EMPIRE, IN CONNECTION WITH INLAND STEAMERS GEORGE H. STOUT, MAY FLOWER, AND ANN ELIZA.

Regular Sailing Days TUESDAYS and FRIDAYS, at 12 m., from foot of High street, Georgetown, and Pier 15, East River, (foot of Wall street,) New York.

For freight or passage apply to—

C. P. HOUGHTON, Agent, foot of High street, Georgetown.
M. ELDRIDGE & Co., Agents, Prince Street Wharf, Alexandria.
JAMES HAND, Agent, 117 Wall Street, New York.

Freight received constantly and forwarded to all parts of the country with dispatch, at lowest rates. ja22

THE SUNDAY MAGAZINE,

EDITED BY THOMAS GUTHRIE, D. D.,

BEAUTIFULLY ILLUSTRATED.

ADVERTISEMENT FOR 1866.

"How we shall succeed, time will show. It does not become him that girdeth on his harness to boast himself as he that putteth it off." So it was said in our first prospectus. After a year's experience, we can announce that the success of the SUNDAY MAGAZINE has been very marked; its circulation having averaged more than ONE HUNDRED THOUSAND COPIES A MONTH during that period.

It will now be the endeavor of the Editor and Publishers, not only to retain this large constituency of readers, but to increase it. Sundry new features will be introduced with this view, and for more effectively carrying out the purpose of the Magazine, which is, "to call off the mind from the objects which necessity forces upon it during the week, and place it in the presence of God; to awaken from their torpor those feelings of gratitude and adoration which the Divine greatness and goodness should excite; and help to make the regular return of Sunday as healthful to society as the showers which soften, fertilize, and beautify the earth, bringing with them the influence of Heaven."

DR. GUTHRIE'S NEW WORK, "OUR FATHER'S BUSINESS, or, Methods to do Good," is now begun, and will be continued throughout the Volume.

DR. HANNA'S NEW WORK, "IN THE LIFE OF OUR LORD," is now begun, and will be continued throughout the Volume.

THE VICAR'S ANNALS OF A QUIET NEIGHBORHOOD, are now begun, and will be continued throughout the Volume.

Now ready, in one handsome volume, of nearly a thousand pages, and with upward of a hundred beautiful Wood Engravings, price $4,

THE FIRST VOLUME OF THE SUNDAY MAGAZINE, EDITED BY THOMAS GUTHRIE, D. D.,

Author of "The Gospel in Ezekiel."

The volume forms a complete book, and contains the following important contributions:

THE ANGELS' SONG: in six papers. By Dr. Guthrie, Editor.

SAUL, FIRST KING OF ISRAEL. By William Hanna, D. D., author of the "Life of Dr. Chalmers." In nine chapters.

HOW TO USE THE GOSPEL: a series of nine papers. By Henry Alford, D. D., Dean of Canterbury.

HOW TO USE THE ACTS OF THE APOSTLES: a series of three papers. By Henry Alford, D.D., Dean of Canterbury.

BLAISE PASCAL: in three parts. By W. Lindsay Alexander, D. D.

KATE THE GRANDMOTHER; OR, THE TRUE WAY OUT OF TROUBLE. By Jeremiah Gotthelf. In twenty-four chapters.

SKETCHES OF THE COWGATE: Six Papers. By Dr. Guthrie, Editor.

THEOLOGY FOR THE PEOPLE: Eight Papers. By the Rev. John Cairns, D. D.; Rev. J. H. Rigg, D. D.; Professor David Brown; and Professor Islay Burns.

EARLY PIETY: in Four Parts. By Dr. Guthrie, Editor.

JOSHUA TAYLOR'S PASSION. A Story in Eighteen Chapters.

And in addition to the above, the Volume contains Papers by—

Rev. James Hamilton, D. D., Author of "Life in Earnest;" Rev. W. G. Blaikie, D. D., Author of "Better Days for Working People;" Rev. Norman Macleod, D. D.; Rev. W. T. Stevenson, Author of "Praying and Working;" Professor J. H. Balfour, Edinburgh; Rev. Canon Girdlestone; Rev. Alexander Raleigh, D. D., Author of "Quiet Resting Places;" Rev. W. Arnot, Author of "Laws from Heaven for Life on Earth;" Very Rev. Dean Ramsay, Author of "Reminiscences of Scottish Life and Character;" Rev. J. C. Ryle, M. A.; Rev. Newman Hall, Author of "Come to Jesus;" Rev. W. F. Wilkinson, Joint Editor of "Webster and Wilkinson's Greek Testament;" Rev. John de Liefde; Rev. Hugh Stowell Brown; Rev. A. W. Thorold; Rev. Canon Miller; Rev. Hugh McMillan; Rev. J. Crampton, Author of "The Lunar World;" the late Professor Miller, Edinburgh; Jean Ingelow; Isa Craig; the Countess de Gasparin; the Author of "Haste to the Rescue." fe23

REFRESHMENTS AT THE CAPITOL.

The best and cheapest Restaurant in Washington is that under the Representatives' Hall. Members of Congress and visitors are served with viands which for good quality and moderate price are unsurpassed.

ja30-tf WM. SANDERSON, Proprietor.

WRAPPING PAPER FOR SALE AT THIS OFFICE.

MY DOVE IN HER NEST.

"Nay, your wine will make me heady,
We have ta'en enough already,
Let us go while we are steady;
Do not stir, I know my way."
So I lit my chamber candle,
Sought my room and turned the handle—
Lady toga, from ruff to sandal,
Loose across the lounger lay.

"Heavens!" I cried, alarmed and shaken,
"Surely I have been mistaken!
If the sleeping beauty waken,
What excuse for me remains!"
Fear the dangerous joy enhances,
Love with eager step advances—
Oh, the dreams, the languors, trances!
Throbbing in my dove's young veins!

Blissful watch above her keeping,
Angels guard their sister sleeping—
Would they wake her should a peeping,
Bearded mortal ope the door?
Cautiously a pace advancing,
Round the rose silk draperies glancing—
Oh, the sight divine, entrancing,
Haunts my dreams for evermore!

Flushed as May's young wealth of roses,
Laura on the couch reposes,
And the billowy snow discloses
Outlines worth a sculptor's note;
Tresses loose—a golden wonder!
Crimson lips that smile asunder,
And one small hand creeping under
The crisp lace which fringed her throat.

Now a kiss were easy stealing,
But I dared not trust the feeling,
For my very soul seemed reeling
In the fullness of her view;
So I bowed my head and blessed her,
Prayed the angel-host to rest her,
Softly said, "Sweet dreams, fair sister!"
And from that small heaven withdrew.

MILES O'REILLY

Personal.

Speaking of dandies I must here remark that I have the highest respect for the whole class since the revelations of the past few days. I know one whom all accused of having dandyism on the brain. He was always dressed up to the fullest figure, his hat shone like his patent leathers, and his gloves were always new and well-fitted. Every evening, after the sun sunk behind the horizon, he was out, cutting about the biggest swell of anybody on the street. Of course he attracted general attention, and people began to wonder how he got a living, and it was the general impression that he slept until 2 p. m. every day, took his breakfast in bed half an hour later, occupied one hour with his toilet, and then devoted himself to the public from that time until the opera was out.

This impression I shared with the rest, but a few days ago I learned his secret and now have a great respect for him and for all dandies. Going into the private room of a large firm at an early hour, there I saw ——— perched upon a high stool, working away with great rapidity. His employers say they have never had a quieter, better or steadier man in their employ. He does his work by 3 o'clock and leaves, coming back by half-past 6 in the morning.

The best of it all is that with his own earning he supports a widowed mother, little brother and sister, and a grandmother. He never drinks or plays, but chooses to expend his own savings in the adornment of his really elegant person. Now, who shall say dandies are useless hereafter? Here is one doing his sacred duty faithfully and honestly, living a life without reproach, a life that does honor to his class.—*New Orleans Cor. Montgomery Advertiser.*

THE MUSTER-OUT OF TROOPS.—Within the next few days about 3,000 colored troops will be mustered out of the United States service. The question arises, what will become of this body of men? Gen. Bennett advises them to direct their attention to the cultivation of the soil. No better advice could be proffered them, and it remains to be seen how well it will be appreciated. The money which they will receive on their muster-out will soon become exhausted, especially if the soldiers remain long in the city, and, as one means of saving the whole or a portion of this fund, they are recommended to find homes on plantations, away from crowded streets and noisy, riotous dens.

The demand for labor in South Carolina has not begun to be supplied. Vast tracts of land are lying idle for the want of laborers. This is not the case in any particular section, but in all parts of the State. The freedmen in the interior are doing well under the present contract system, and both they and the employers are contented and satisfied. The three thousand troops about to be mustered out also have a chance for doing well by adopting the same course. They are not asked to labor for nothing. If they choose to make contracts, they will be paid for their services.

The season is rapidly approaching when it will be of little use for the planter to make arrangements for the cultivation of untilled land this year. If anything further is to be done in 1866 towards the raising of rice and cotton it must be done at once. For this reason the troops, when out of the service, are advised to proceed without delay in forming their plans.—*Charleston (S.C.) Courier*, 14.

AN ERROR OF THE TIMES.—Dr. John E. Tyler, of the McLean Asylum for the Insane, in a recent report, alludes to the increasing number of persons who are carried to the asylum, owing to overworked brains. Dr. Tyler urges upon all the necessity of taking proper recreation, of being regular at meals, and he asserts "over-workers deceive themselves by the belief that they can bear more than others, or that they can bear what they are doing because they have so long borne it without breaking down." The over-worked class which have come under the Doctor's particular notice are merchants, professional men, and overtasked female scholars and teachers in our public schools. A few dollars less, a few cases passed over to younger lawyers, and a little less knowledge, would to-day have kept several who are now inmates of asylums happy members of society.

A FRENCHMAN who was master of horse to one of our generals during the late war, was sent from Stone's river, where his brigade was lying, on an errand into Nashville. As he set out the general told him to bring him the Nashville time. As soon as he had returned he went to the general, took out his watch with an important air, and said: "It was juste un quarter un trees o'clock when I leave zo sectie, then I stop mine vatch, so he keep the reeght time."

"But what is the time now?"

"Ah, dat I know not. You sais breeng ze Nashville time. I breengs him ceexactly."

"THEY" will say nothing and everything. "They" have said everything mean and despicable. "They" say things that break up families, crush hearts, blight hopes, and smother worthy aspirations. Whenever a man circulates a slander and gives "They" as authority, turn your back upon him; he is no good.

SMALL-POX AT THE SOUTH.—The small-pox is so prevalent at the South that dozens of persons having the disease are seen walking the streets daily in the Gulf cities, in the most unconcerned manner. Further north the contagion is less general, but still there are many victims.

CONGRESSIONAL PROCEEDINGS.

[Continued from our Report of Yesterday.]

SENATE.

Mr. Wilson spoke in defence of the character of Gen. Fiske.

Mr. Grimes thought the Senator from Kentucky was perhaps not aware that the committee that had charge of these investigations, and he was one of those charged with the investigations in regard to one of the rebel States, never had refused to take the statements of any person suggested by any member of the Senate or of the House of Representatives.

Mr. Williams said that in examining into the state of Florida, the committee had examined every person suggested, and that no suppression of evidence or testimony had at any time been sought to be made.

Mr. Johnson thought it his duty to say that in the reception of testimony he believed the committee had acted with fairness. This he stated, though differing with the committee.

The amendment was then, after some further discussion, put to the vote and lost.

The original resolution to print ten thousand copies was then passed.

Mr. Trumbull then called up the civil rights bill, the question being as to the concurrence of the Senate in the House amendments thereon.

Mr. Davis rose and spoke against the passage of the bill, and proposed deferring further action on the bill till December.

Mr. Trumbull said it was out of order to discuss the bill now. It had passed the Senate before, and the question was simply as to concurrence in the amendments made by the House, all of which had been concurred in thus far save the last.

Mr. Davis said his position was simply that Congress had no constitutional power now to pass these amendments or the bill itself. He thought that under our Constitution the regulation of civil rights in a State belongs exclusively to the States, and that Congress had no right over them in the making of such regulations. There was, he said, nothing in the Constitution that bestowed such a right upon Congress. Congress had no right to go into any State and declare either equality or inequality of civil rights. Their so doing was pure consolidation.

Mr. Davis's amendment was rejected.

All the House amendments were finally concurred in, and the bill, as amended and passed by the House, now awaits the signature of the President.

Mr. Fessenden then called up the bill making additional appropriations for sundry civil expenses of the Government for the fiscal year ending the 30th of June, 1866.

Among the items of this bill are the following:

For the purchase of leading American newspapers for the Library of Congress, $1,500.

To defray the expenses incident on the death and burial of President Lincoln, $30,000.

For continuing the work on the Capitol extension, $175,000.

For completing the dome of the Capitol, $50,000.

For sweeping and cleaning Pennsylvania avenue prior to the inauguration on the 4th of March, 1865, $1,000.

For painting the President's house, inside and out, $8,000.

For the protection and improvement of Franklin Square, and for lighting Thirteenth and Fourteenth streets in front of said square, $5,000, to be expended under the direction and superintendence of Thomas Saunders, superintendent of the Propagating Garden.

For lighting the Capitol and President's House, the public grounds around them, and around the Executive offices, and Pennsylvania avenue, Bridge and High streets, in Georgetown, Four-and-a-Half street, Seventh and Twelfth streets, across the mall and Maryland avenue west, and Sixth street south, $85,000.

To supply a deficiency in the appropriation for the Capitol police, under the act of April 22, 1854, to be paid to the widow of David Vose, late a policeman in the crypt, being twenty per centum on his salary from December 4, 1861, to July, 1864, five hundred and thirty-two dollars, to be expended under the direction of the Committee of Public Buildings.

For the purchase of the property in Washington city known as Ford's Theatre, for the deposit and safe-keeping of documentary papers relating to the soldiers of the army of the United States, and of the museum of the medical and surgical department of the army, $100,000.

Pending the consideration of an amendment to the bill, the Senate adjourned.

HOUSE.

The morning hour having expired, the bill was laid over, and the House took up the special order, namely: The bill to amend an act entitled "An act to provide ways and means to support the Government and to pay the interest on the public debt," better known as the loan bill.

[The bill provides that the act of March 3, 1865, shall be extended and construed so as to authorize the Secretary of the Treasury, at his discretion, to receive any Treasury notes or other obligations issued under any act of Congress, whether bearing interest or not, in exchange for any description of bonds authorized by the act to which this is an amendment; and also to dispose of any description of bonds authorized by said act, either in the United States or elsewhere, to such an amount, in such manner, and at such rates as he may think advisable, for lawful money of the United States or for any Treasury notes or other representatives of value which have been or which may be issued under any act of Congress, the proceeds thereof to be used only for retiring Treasury notes or other obligations issued under any act of Congress; but nothing in this bill is to be so construed as to authorize any increase of the public debt.]

Mr. Morrill, Chairman of the Committee of Ways and Means, moved to strike out the concluding portion of the bill, which is in these words: "*Provided*, That the bonds which may be disposed of elsewhere than in the United States may be made payable, both principal and interest, in the coin or currency of the country in which they are made payable; but shall not bear a rate of interest exceeding five per cent. per annum."

Mr. Hulburd, of New York, addressed the House in opposition to the bill. He opened his remarks with a statement of the public debt made by the Secretary of the Treasury on March 1st. He had seen, however, in the daily papers, another statement relative to the public debt from the Comptroller of the Currency, and he would ask Mr. Hooper, of the Committee on Banks and Banking, if he could give any information to the House relative to the discrepancy which existed between the two statements.

Mr. Hooper, of Massachusetts, said that in reference to the statement made by the Secretary of the Treasury on March 1, he would say that there was in the Treasury at that time $55,000,000 in coin and $60,000,000 in currency, making a total of $115,000,000. Now, the letter of the Comptroller referred to states that the statement of the Secretary of the Treasury is inexcusably erroneous, and states, amongst other items, that the Secretary has omitted to give the amount of the deposits in the national banks belonging to the Government, which amount, the Comptroller says, is $28,000,000. Having seen this letter, the Committee of Ways and Means have appointed a sub-committee to visit the Treasury Department to investigate the alleged discrepancy, and to see whether it had any actual existence. We learned, said Mr. H., that the Secretary's statement of the public debt was correct. The amount in the national banks ($28,000,000) was included in the $115,000,000 reported to be in the Treasury by the Secretary on the 1st of March. This letter of the Comptroller made it appear that there were $170,000,000 in the Treasury, and he goes on to show that some retired notes and 7.30 bonds ought to have been included in the Secretary's exhibit. Then the Comptroller adds $15,000,000 to that statement, as the difference between gold and currency, should the Secretary sell the $55,000,000 of gold at the present premium. But, as the Secretary had not sold the gold, the premium should not be added in, for the $15,000,000 of currency were not in the Treasury. The statement of the public debt, made by the Secretary of the Treasury, was, he repeated, entirely correct. He had included the $28,000,000 now in the national banks, and he had not sold the gold now in the Treasury. The result of the investigation of the sub-committee of Ways and Means was that there were $115,000,000 in the Treasury.

Mr. Hulburd then proceeded to conclude his speech, taking strong ground against granting the Secretary of the Treasury any additional powers whatever. He contended that the laws already in force were ample to enable the Government to gravitate towards specie payment.

Mr. Wentworth, of Illinois, next addressed the House in an elaborate speech on the financial policy of the Government. He contended that the interests of both capital and labor required a fixed standard of values. He alluded to the gathering excitement against exempting United States bonds from taxation, and said that it could only be quieted by sending more of them abroad, and by providing a permanent sinking fund. He advocated the immediate completion of the Pacific railroad, as the best means of developing our material resources. He was for setting apart the proceeds of our mines as a sinking fund, which, he said, would cancel our debt in twenty years. He favored the issue of bonds only to pay debts already contracted. The debt policy should cease, and we should pay as we go. He would pay all the annual expenses of the Government, except those for interest, by duties upon imports. He would pay the interest from the proceeds of the internal revenue tax, which, under the policy he proposed, would be annually reduced, and finally, within twenty years, entirely abolished.

During his speech, Mr. Wentworth read the resolution passed by the House on December 18, 1865, in which by an almost unanimous vote, the policy of the Secretary of the Treasury was endorsed, and the co-operation of the House in that policy promised. This, said Mr. W., was when members were fresh from their constituents, and before the lobbyists, male and female, had arrived in Washington. [Laughter.] He proceeded to endorse the financial course of the Secretary of the Treasury, and alluded to the efforts of the Comptroller of the Currency to thwart the policy of his superior in his office by publishing a letter and personally conferring with the lobbyists and with members on this floor. In his opinion, when a subordinate differed from his superior he ought to resign.

Mr. Price, of Iowa, hoped that the gentleman would not make such serious charges against a trusted public officer who was not here to be heard in his own defence.

Mr. Wentworth. Where has he gone? [Great laughter.] I certainly saw him here a few minutes ago. [Renewed laughter.]

Mr. Price replied that the gentleman knew very well that the Comptroller of the Currency could not be heard on this floor.

Mr. Wentworth said that if his Pickwickian friend would write a resolution for a committee to investigate the charges against the Comptroller, he [Mr. W.] would offer it at the close of his speech. He urged giving the Secretary a good strong bill and he would soon return to specie payments. The shoddyites and the gamblers were the parties who were belaboring Congress not to give the Secretary any power. They were so strong on this floor a few weeks ago that the Speaker had to enforce the rules of the House and drive them from this temple of liberty, as the Saviour of mankind drove their fathers from the temple.

Mr. Kasson, of Iowa, by leave of Mr. Wentworth, read a letter showing that the mercantile interests of the country were in favor of the policy pursued by Secretary McCulloch.

Mr. Wentworth, in concluding, said that he was in favor of giving to the Secretary of the Treasury the fullest power. He had the fullest confidence in his ability, and he wanted Congress to invest him with powers in our financial difficulties equal to those with which we had sent Gen. Grant to plant the flag of the Union upon the soil of the rebellion.

At the conclusion of Mr. Wentworth's remarks, which occupied more than two hours in the delivery, the House adjourned.

IN Savannah, Henry Low, who last week shot and killed a citizen, but was acquitted by the coroner's jury of accidental shooting, has been rearrested by order of the military. The Savannah and Ogeechee canal is now in full operation. The cotton market was dull at 40 cents. The stock in port is 18,000 bales. The old blockade-runner Banshee has been placed on the route between St. Marks (Florida) and New Orleans. Gen. Foster is concentrating the detachments of troops at various points of Florida into garrisons by regiments. The 25th colored regiment is being mustered out at Jacksonville.

SAD AFFAIR.—In Roanoke county, Va., last week, two ladies living alone were preparing to retire one evening, when a rap was heard at the door, and no response being given to the inquiry as to who was there, one of the ladies dropped dead from sheer fright. The other uttered a scream, when the door was thrown open and in walked a brother of the ladies, who had been mourned as dead for nearly three years, and who had intended to surprise his sisters by not making himself known till they had admitted him. His grief at the result of his freak may be imagined.

THERE was a great land slide on the Connellsville railroad, at Pittsburg, on Sunday night. Rocks, estimated to weigh over 6,000 tons, covered one hundred feet of the railroad track, and destroyed the main building and machinery of a rolling mill.

A DISGRACEFUL scene occurred in the Senate this afternoon. Senator Saulsbury of Delaware appeared upon the floor in an offensive state of intoxication, and was removed by two Senators.—*Special to N. Y. Eve. Post*, 14.

A FERRY BOAT at Cincinnati was partially burned on Tuesday night. Loss $15,000.

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Meeting of Colored Men at Hampton, Va.—Emigration to Florida.

FORTRESS MONROE, Va., March 14.—A large meeting of negroes, having for its object the furtherance of the Florida emigration movement, took place in Hampton yesterday evening. The meeting was regularly organized, and after the usual preliminaries, Mr. Wm. Thornton (colored) was appointed chairman, and Mr. Calhoun (white) as secretary. Mr. J. W. Dungy (a runaway slave from Hampton some years ago) arose and addressed the audience, and in a few sensible remarks demonstrated to the audience that they were living too thickly on the Peninsula, between Hampton and Yorktown, and as the immediate result they were being subjected to all the evil influences of idleness and vice, and that instances of theft, depredation, and other crimes against each other and the white residents of the country were becoming daily more numerous.

He entreated the colored people present to lose no time in reflecting upon the subject, which was destined to be eventually one of the greatest importance to themselves and their families. He read extracts from residents of Florida, showing that land could be purchased there for three dollars an acre, which they were paying for rent alone on the land which they now cultivate, and concluded by remarking that the Homestead bill of 1862 guaranteed them 160 acres of Government lands. He was followed by Major General Miles, commanding the post; Brigadier General Armstrong, formerly colonel of the 8th United States colored troops, lately appointed superintendent of the Ninth District of the Freedmen's Bureau; Colonel James Curry, post commissary, and Dr. Joyce, of Illinois. The purport of their speeches was essentially the same: the immense benefits to be reaped by the colored population of the Peninsula emigrating to Florida, where thousands of acres of Government lands were to be found, well watered, fertile and highly productive; and where even the most indolent could obtain an existence.

The colored audience, under the influence of these glowing speeches, in which happy homes, surrounded by every comfort and blessing, were graphically pictured to their imagination, began to exhibit the utmost enthusiasm, and the most perfect harmony would have prevailed, had not a disturbing element made its appearance in the person of a Mr. Calvin Pepper, a lawyer, of Norfolk, who, in opposition to the purposes and objects of the Florida emigration movement, has been working hard to counteract, in connection with a few other dissenting adherents, the progress already made in enlisting the sympathies of the poor crowded population of the Peninsula in its behalf. He took the platform erected for the occasion, and notwithstanding the remonstrances of the organizers of the meeting, proceeded at some length to refute the arguments and assertions made by the previous speakers, and succeeded towards the end of his discourse in enlisting the entire sympathy of the colored people present in his views. He advocated the expediency of the colored residents of the Peninsula remaining where they are, as in a little while the whole country of the Peninsula would be theirs by Congressional legislation. He ridiculed the idea of emigration to Florida as being impracticable, and said it would be fraught with a great deal of evil consequence, and spoke of the uncertainty of protection and assistance being rendered them after they reached there.

Mr. Pepper was followed by a colored Dr. Bane, of Norfolk, whose speech was even more bitter, and even vituperate against the previous speakers. He denounced in strong terms the officers who were engaged in the project, and not only seconded the assertions and opinions advanced by Mr. Pepper, but discanted quite at length upon the Freedmen's Bureau as injurious to the true interests of the black man. He called upon the whole audience then assembled to treat with the utmost contempt and disgust the idea of an emigration to Florida, as bettering their condition. The meeting, just at this juncture, assumed a rather turbulent appearance. Loud cheers were given for Messrs. Bane and Pepper, and long and continued hisses for Florida.

Deeming it useless to remain longer, and as all efforts to quiet the two colored orators were of no avail, Maj. Gen. Miles suggested to the delegation which accompanied him the propriety of departing, which they did forthwith, headed by Mr. Dungy, the first speaker of the meeting. Thus terminates, for the present, the efforts of the military authorities and others interested in the movement to induce the immense population scattered all over the Peninsula, between Old Point and Yorktown, to seek some other more favorable and less thickly settled region. It is estimated that about twenty-five thousand negroes are inhabiting the country mentioned, and to whom are monthly distributed nearly sixty thousand rations by the Commissary Department at this post. They are principally in charge of the Freedmen's Bureau, but a good proportion of them have small lots of ground on which they raise enough vegetables, &c., to provide subsistence for themselves and families.

The larger proportion of them, however, roam at will over the country, almost entirely destitute of employment, and dependent on Government rations issued them for the means wherewith to sustain life. The alarming state which their condition has of late assumed has been the principal reason which has stirred up the Freedmen's Bureau and other Government officers to start the Florida emigration movement among the negroes of this region of the State. But so far, all these efforts to induce them to emigrate have proved nearly useless. The result of the Haytien emigration from this place, several years ago, has no doubt done much to prejudice the blacks against the very idea of another emigration to another country, of which they are utterly ignorant.

Immediately after Gen. Miles and the deputation of gentlemen who accompanied him had left the meeting in disgust at the turn which affairs had taken, the two before-mentioned colored speakers from Norfolk organized a meeting of their own, and detailed to their colored brethren their own peculiar views in regard to establishing colonies on the lands near the city of Norfolk, on the Peninsula, and in other portions of the State. Their remarks were warmly applauded, and just before the meeting finally broke up a collection of fifty cents, in support of their colonization scheme, was levied upon each member of the audience, which was heartily responded to.

A FORMAL, fashionable visitor, thus addressed a little girl, "How are you, my dear?" "Very well, I thank you," she replied. The visitor then added, "Now, my dear, you should ask me how I am." The child simply and honestly replied, "I don't want to know."

THE "gentlemen" who assaulted one of the proprietors of the Norfolk *Old Dominion*, a few days ago, beating him with brass knuckles, a monkey wrench, etc., were three gamblers, and the cause was an article in the paper upon gamblers in general, in which no names were mentioned.