DAILY CLIPPER.

WM. WALES.....Publisher.

WEDNESDAY, MARCH 1, 1865.

TO ADVERTISERS.

The following exhibit of our regular rates will be found of service:

1 Square	1 Time	$ 50
"	2 Times	75
"	3 "	1.00
"	1 Week	1.75
"	1 Month	4.00
"	3 Months	10.00
"	6 "	18.00
"	1 Year	30.00

ONE SQUARE CONTAINS SIX LINES OF SPACE.

[Reported for the Baltimore Clipper.]

PROCEEDINGS OF CONGRESS.

35th Congress—2d Session.

WASHINGTON, Feb 28.

SENATE.—Mr. Sherman, from the Finance Committee, reported back the Indian appropriation Bill, with amendments.

Mr. Grimes called up the bill in relation to the National Observatory, which allows the superintendent thereof to be selected from a wider range of naval officers than heretofore, including professors of mathematics, and it was passed.

Mr. Collamer called up the bill for procuring of Mr. Powell a naval picture for the Capitol, at a cost of $25 000.

The pending amendment of Mr. Sumner providing that the picture should not represent a victory over our countrymen, was rejected.

Mr. Sumner offered another proviso, that no contract shall be made till after competition among the artists of the country, which may submit designs, to be decided upon by the Library Committee, and the committee shall postpone any contract with Mr. Powell until they are satisfied he is the most meritorious.

Mr. Biddle declared this to be an impracticable proposition, and asserted that Mr. Powell had already proved himself by the spirited picture of Perry's victory now in the rotunda as a great artist.

Mr. Sumner took issue with Mr. Biddle, saying there were two pictures of Mr. Powell's in the rotunda, as one of them—that of De Soto—many thought was one too many. He read a letter from an artist condemning that Congress should at this time appropriate $25,000 for Powell's picture.

Mr. Conness regarded the artist's letter as a piece of impertinence, Congress was capable of judging of appropriations.

Mr. Sumner's proviso for competition was then rejected, yeas 16, nays 29

Mr. Howe offered an amendment striking out Mr. Powell's name and inserting that of Mr. Carpenter of New York, and appropriating 20,000 for the purchase of the jutters picture of the signing of the Emancipation Proclamation by the President in presence of the Cabinet.

Rejected—yeas 2, (Messrs. Sumner and Pomeroy,) nays 34.

Mr. Howe said every hour of time this picture question was consuming was worth more than $20,000 at this period of this session. He moved to lay the bill on the table. Rejected; yeas 18, nays 19.

The bill was then passed in the form in which it came from the House.

Mr. Wilson reported, from the Military Committee, a bill to incorporate the National Asylum for the relief of totally disabled officers and privates of the volunteer force.

Among the incorporators are the names of Generals Grant, Sherman, Meade, Banks, Hooker, Curtis, Butler, Lyman, Logan, Ogleby, Schurtz, Howard, Sigel, Rosecau, Halleck and others, and those of Admiral Farragut, Andrew Johnson, Salmon P. Chase, Edwin M. Stanton, Gideon Wells, George Bancroft, John A. Andrews, Andrew G. Curtin, John Jay, Peter Cooper, Henry Ward Beecher, Horace Greeley, Henry J. Raymond, James Gordon Bennett, William E. Dodge, Gerrit Smith, and others, one hundred in all. It authorizes the appointment of a Board of Trustees of twelve, who are empowered to fix a site for the asylum when the sum of one million of dollars shall have been accumulated. Provision is made for such funds from the stoppage of pay of officers or men, fines for desertion and pay of soldiers who have died without heirs, and also from individual donations.

Mr. Morrill introduced a joint resolution extending the time for revision of the laws of the District of Columbia for and during the 35th Congress. Referred.

Mr. Sumner, from the Committee on Foreign Relations, reported on the message of the President in reference to the enlistment of foreigners, asking that it be dropped from its further consideration. So the target was.

Mr. Dixon, from the Committee on the District of Columbia, reported the House bill to incorporate the Harmony Cemetery Company.

Also, the House bill in relation to the Potomac Bridge and Centre Market, recommending their passage. The law provides for removing the present railroad bridge to another adjacent structure, and removing the market from its present location, so as to extend the Smithsonian Institution grounds, and authorizing the selection of another government reservation for the market.

On motion of Mr. Sherman, it was ordered that the Senate meet at 11 A. M. for the remainder of the session.

On motion of Mr. Sherman, the Senate adhered to its amendments to the legislative, executive and judicial appropriation bill, disagreed to by the House, and acceded to the request of the House for a committee of conference thereon.

Mr. Sherman, from the committee of conference on the naval appropriation bill, made a report, which was concurred in.

Mr. Wilson reported from the Military Committee a bill for the payment of colored volunteers recruited in South Carolina. This relates to clothing of troops raised under direction of Generals Hunter and Saxton, in pursuance of authority from the Secretary of War, under date of August 25, 1862, in which it was promised "that the persons so received into service, and their officers, to be entitled to and receive the same pay and rations as are allowed by law to other volunteers in the service." The Secretary of War is required to see that such troops are paid according to promise.

The amendatory internal tax bill then came up, and the consideration of the Finance Committee's amendment was proceeded with, some of the most important, however, being temporarily passed over without action.

At 20 minutes past 4 the Senate went into Executive session, and then took a recess till 7 P. M.

HOUSE OF REPRESENTATIVES.—The Speaker presented to the House the following letter from the President of the Baltimore and Ohio Railroad Company, relative to the bill to facilitate railway communication to the Capital of the United States. The letter was ordered to be printed, and referred to the Committee on Military Affairs, and is in the language following:

"H. S. SPEAKER, C. HOUSE:

Speaker U. S. House of Representatives:

"SIR:—The Baltimore and Ohio Railroad Company was authorized by acts of the legislature of Maryland, passed February 22d, 1831 and March 1-33, to build a railroad from a point on its line a few miles distant from the city of Baltimore to the line of the State of Maryland, adjoining the District of Columbia, in a direction towards the city of Washington.

"By the acts of March 2, 1831, and February 25, 1834, it was authorized to extend the latter road, already referred to, into the District of Columbia. It is not necessary to say that when the Branch Road to Washington was originally authorized, and when it was constructed, it was regarded as an enterprise of doubtful profit, and the Baltimore and Ohio Railroad Company had therefore no rivals in its undertaking.

"It happens that the work thus set on foot and fostered by the Government of Maryland and by this Company, has proved a necessary avenue for intercourse with the National Capital, and that the rebellion has centered a large population at the National Capital, and created a greater travel than existed in time of peace. The result has been that other roads which have been hitherto obliged to use this Ohio Railroad Company in their transfer of passengers to Washington, are anxious to obtain a connecting line exclusively under their own control. And yet, as the term "other roads" is used, it is well to say that the criterion is applicable solely to the Pennsylvania Railroad Company.

"The bill now before the House of Representatives authorizes the *Northern Central Railway Company and its assigns* to construct a road from a point on its line, between the borough of York and the city of Baltimore, to the city of Washington. The Northern Central Railway Company is a separate corporation, but the Pennsylvania Railroad Company controls a majority of its stock, appoints its directors, and directs its policy and financial management.

"A bill, therefore, which authorizes the Northern Central Railway Company, or its assigns, to construct the proposed road, is simply and in fact a bill authorizing the Pennsylvania Railroad Company to build a road across the State of Maryland. This is the plain practical meaning. For it is a novel undertaking. Before the rebellion had been one year in progress, an overture was made to this Company by a Pennsylvanian, then high in authority, to build a road from the Washington Junction of the Baltimore and Ohio Railroad to the Relay House upon the Northern Central Railroad. The only possible object which such a road could have accomplished, would have been the advantage it thus gave to the Pennsylvania Railroad, and this Company refused to accede to the proposition because it was in derogation of the authority of the State of Maryland, which had not authorized such a route, and was detrimental to the city of Baltimore, which would thus have been, in a measure, isolated from those advantages to which it was properly entitled.

"This Company having refused to execute a power which it did not possess, it is well known that efforts were subsequently made to accomplish the same result by other means. It will be borne in mind, that in all the plans for an air line road between Washington and New York, which have been suggested, the Northern Central Railroad has been manifestly one of the existing lines which it was designed to employ, to complete the desired connection either with Washington or Baltimore.

"It is due to the force of circumstances only that the influence exerted in behalf of the Northern Central Railroad, to have been content to abandon the project of the connection with New York via the Central Railroad of New Jersey, and to seek only the connection with Washington, which is the bill reported from the Military Committee of the House of Representatives. The advocates of the measure say that if they can succeed in procuring from Congress the authority to construct a railway across the State of Maryland, the force of the project dies out, will cease to exist, and only without hesitation, but with the certainty of success, for authority from Congress to construct a railroad across any part of the State of New Jersey, or any other state which may be the readful theatre of these railroad enterprises.

"It is not the purpose of this Company to discuss the questions of law involved in the bill which the Philadelphia Company of the House of Representatives has reported. These questions must be discussed by those who represent the State of Maryland in Congress, and who are therefore bound by their duty to their own people to see that the interests of the State and the constitutional rights of the people are protected. It is the province of this Company, offering, as its warrant of authority to appear before your honorable body, its charter from the State of Maryland, and under the laws of the United States to declare not only that the road which it is proposed to construct is not required by any military or postal necessity, but that if such military and postal necessity existed, it could manifestly not be authorized in a far better way than by the one authorized in the bill of the Military Committee.

"The outbreak of the rebellion a single track railroad between Baltimore and Washington, with the necessary sidings, was all which the trade and travel with the Capital required. It is probably well known to the Government of the United States that notwithstanding the extraordinary demands made for military travel between Baltimore and Washington, upon this Company, whatever was required was promptly performed, even while there were no other means at the command of this Company than a track and equipments originally organized for the purpose of trade and travel in times of peace. While the rebellion was actually in progress, and at times treading upon this very line of communication, the Company never ceased its efforts to increase the facilities which that emergency demanded by a double track extending from Washington to Baltimore, which is sufficient to supply every demand for the military and postal wants of the Government, and for all the necessities of the people which can be made upon it. It is a line owned by this Company, but it is not for that reason, less efficient than a hundred line owned by another Company would be. Nor are there twenty avenues, to-day, to the National Capital, than there would have been if another Company than this had been authorized at the beginning of the rebellion, to construct another single track to Washington and had thus rendered the construction of a second track by this Company an unnecessary expense. Nor have the approaches to the Capital by the route of this Company been more unsafe during the rebellion, than they would have been if the road referred to in the bill of the Military Committee had been long since constructed.

"The raids which interrupted communication between Baltimore and Washington, interrupted communication also between Harrisburg and Baltimore, and between Philadelphia and Baltimore, and would equally have interrupted communication over any line between the Northern Central Railroad and Washington. In a military point of view it would seem to be quite certain that a railroad approaching the Capital by a converging line, a short distance from the line of this Company, affords no additional guarantee whatever against interruptions from any enemy strong enough to break the line of defence nearest to its point of assault. It would be idle to regard a road which could not be more than a few miles distant from the line of this Company as being in any way more safe from the risk of such an attack. But, it may well be asked why it is, when the risk of such interruptions in the future seems to have disappeared, an enterprise should be set on foot, the primary necessity of which would seem to be based only upon some legitimate apprehension of its recurrence. This Company cannot but think that the reason controlling those out of Congress, who favor the bill reported from the Military Committee, is not that they think the existing roads to Washington is likely to be interrupted by the enemy, but because they think that the territory they wish to occupy will not be again invaded, worthier property suffer loss from this reason.

"It is proper that this Company shall make another criticism upon the bill reported from the Military Committee. That bill manifestly contemplates, as the additional route which it provides for to the Capital, the line of the Pennsylvania Railroad from Pittsburg to Harrisburg, the line of the Northern Central from Harrisburg to such point between York and Baltimore (which point is probably much nearer to Baltimore than York) and a line from such terminal point to the city of Washington. The road thus marked out forms the sides of a triangle.

"It will be remembered that the Pittsburg and Connellsville Railroad Company, chartered in 1837 by the Legislature of Pennsylvania was authorized by a subsequent act of the Legislature of the same State, April 18, 1853, to continue its line of road to any point in Somerset or Bedford counties in that State, so as to connect with any other railroad that might be constructed. The railroad with which it was intended that this connection should be made, was the road which the Pittsburg and Connellsville Railroad Company, incorporated also by the Legislature of Maryland, April 1, 1853, was authorized to build from Cumberland, in Maryland, to a point on the Maryland line, where it could have been connected with the road authorized by the Pennsylvania act of April 18, 1853.

"The laws of Pennsylvania and Maryland to which this Company may be referred, thus provide for a road of railway between Pittsburg and Cumberland, situated on the line of the Baltimore and Ohio Railroad.

"By an act of the Maryland Legislature, passed May 5, 1853, a company was authorized to build a road from Georgetown, in the District of Columbia, to a point on the Baltimore and Ohio Railroad near the Monocacy Junction. This Company would state, that if a short, direct interior line to the Capital is desired, there can be no question that the original line from Pittsburg to Cumberland, thence over the Baltimore and Ohio Railroad to the Point of Rocks, or some suitable point on the Monocacy Junction, and from such point to the city of Washington, constitutes that true, direct interior line, and that this line would furnish an additional military and postal route 70 miles shorter from Pittsburg and the Northwest than any existing route.

"This Company was about to give to the Pittsburg and Connellsville Railroad Company the assistance it required to construct the unfinished portion of the line between Connellsville and Cumberland, when parties, acting unanimously in concert with the Pennsylvania Railroad Company, procured, in 1854, the repeal of the provision in the Pennsylvania law of April 18, 1853, which authorized the extension of the road from Connellsville to the Pennsylvania line. The effect of this repeal, although the exercise of the power so repealed was clearly unconstitutional, prevented this Company from affording the required assistance. It is now plain that one of the purposes in the repeal of the Pennsylvania law already alluded to, was to facilitate the application of the Pennsylvania Railroad Company for the power it seeks to exercise under the bill reported from the Military Committee—It is perfectly clear that the route sanctioned by this bill could bear no comparison with the route that might have been perfected, if the Pennsylvania Railroad Company had suffered the legislation of its own State to remain unclistorbed.

"This Company, therefore, respectfully suggests that if there be any desire to perfect communication between the West and Northwest and the Capital, all that is needful to be done is that the Pennsylvania Railroad Company should cease to oppose the exercise, by the Pittsburg and Connellsville Railroad Company, of the chartered privileges to which it was entitled, and this Company is willing, under the authority of the State of Maryland, to construct an additional line from a point between the Monocacy and Harper's Ferry, direct to the city of Washington—Such a work would constitute a direct line between Pittsburg and Washington, inasmuch as it would represent the base line of a triangle; whereas the road proposed by the Military Committee represents two sides of that triangle.

"This Company has observed with satisfaction, and relies upon the strong protest made by the Legislature of Maryland against the bill proposed by the Military Committee. It cannot but be regarded as singular that the Pennsylvania Railroad Company should rely upon its power over the Legislature of its own State to deprive the Pittsburg and Connellsville Railroad Company of a right which might have been exercised to the great advantage of the Government and people of the United States, and should then approach Congress for the purpose of defeating and injuring plans of public improvement that are dear to the Legislature of Maryland and valuable to the Government and people of the United States.

"While this company does not pretend to seek for powers, the exercise of which the State of Maryland does not expressly sanction, it is proper for it to submit that, if the power of Congress is to be invoked at all in favor of any route, it would seem that the direct route to the Capital from the North west, via Pittsburg and Connellsville, and Cumberland, ought to have a superior claim to the exercise of such authority.

I am, with great respect your obedient servant, JOHN W. GARRETT, President.

Mr. Blaine, of Maine, made a report from the committee of conference on the disagreements to the Military Academy bill, which were concurred in.

The House resumed the consideration of the six hundred million loan bill in Committee of the Whole on the State of the Union.

Mr. Hooper offered an amendment providing that any claimant against the Government, in whose favor a requisition has been drawn, may convert his claim into bonds under this act. This was agreed to.

A number of amendments were offered and rejected, when the committee rose and reported the bill with sundry amendments, and thereupon

Mr. Stevens addressed the House on the financial question, saying that he expected at the end of the war that the public debt would amount to four thousand millions of dollars, which at six per cent interest in gold would require two hundred and fifty millions in coin to be purchased by the governments. Repudiation was not to be thought of, but unless we provide in time we may be driven to suspend in part the payment of interest in coin. He urged, therefore, that Congress should, in time, take measures to avoid such a calamity; and in the course of his remarks, advocated the substitute he had offered, to confine the issue under this act to coupon or registered bonds, and at a rate of interest not exceeding eight per centum per annum.

The question was then stated on agreeing to the amendment offered by Mr. Stevens, which was rejected—ayes 33; nays 77

The bill was then passed—ayes 78; nays 35—with amendments not materially changing its provisions, and leaving the amount of the loan and the rates of interest unaffected. (We published a synopsis of the bill a few days ago.)

The House went into Committee on the Amendatory Tariff bill, an abstract of which was given in our report of yesterday.

Pending the discussion of this bill, the House adjourned to 7 o'clock, P. M.

[*Reported for the Baltimore Clipper.*]

LEGISLATURE OF MARYLAND.

ANNAPOLIS, February 28, 1865

SENATE.—Present, Lieutenant Governor Clark, President, and twenty-two Senators.

Petitions Presented.—By Mr. Carroll, from the State's Attorney, clerk and others of Dorchester county, for certain relief. Also, from citizens of Dorchester and Talbot counties, relating to wild fowl. By Mr. Stephenson, from the Judge and members of the bar of the Circuit Court of the seventh judicial circuit, for a change in the time of holding the terms of courts By Mr. McNeal, from citizens of Worcester county, for the improvement of the Pocomoke river. By Mr. Carroll, from D. H. Moore and Job Haines, for certain relief. By Mr. Davis, of Carolina county, from citizens of Carolina county, against the selling of liquor in Reliance.

The State and National Banks.—Mr. Clark offered the following, which was adopted:

Ordered, That the attorney general be requested to communicate to the Senate his opinion upon the following questions, viz:

1st. Has or has not the State, under the Constitution and existing laws, priority over any and all stockholders, depositors or creditors of any bank, chartered by the State, in the event of any such bank's failing or going into liquidation?

2d. If such priority exists, will it be lost, or how will it be affected if the State banks are converted into associations under the national currency act, and will or will not the United States be entitled to the like priority in banks organized under the act which the State is now entitled to in the State banks?

3d. What control, if any, will the State have over associations organized under the act of Congress, and if not reserved unlimited control over the charter of all the banks now incorporated under its own laws?

4th. Has the State the power to prevent the State banks from organizing under the national currency act?

5th. Has the State the power to enforce the payment of the school tax against State banks which may organize under the national currency act?

6th. Has the State the power to prevent the State banks from winding up their affairs under their State charters, and reorganizing under the national currency act, without distributing their funds among the stockholders before so doing, by the assent of all of their stockholders, under the State charters?

Leave to Report Bills—By Mr. Waters, to amend article 16 of the Code, entitled "Chancery," by adding a section thereto By Mr. Maund, to amend the charter of the Supernuanated Fund Society of the Maryland Annual Conference; also, declaring the assent of the Legislature to the devises and bequests of John L. Zeigler, late of Baltimore city, to the Benevolent Society of the United Brethren in Christ for missionary purposes, and also to the German Evangelical Reformed Church, and to the Benevolent Society of the United Brethren in Christ in Hagerstown.

Bill Reported—By Mr. Maund, from the Judiciary Committee, to amend the code relating to the oath to be taken by attorneys and others.

The Supplementary Bounty Bill—Mr. Ohr, from a Select Committee, reported a bill to amend the act to provide bounties to volunteers and drafted men, &c., (in conformity with the recommendations of the Governor, heretofore published.) The bill was discussed at some length; after which Mr. Ohr offered a substitute for the whole bill, which was under discussion when this report goes.

HOUSE OF DELEGATES.—Present Hon. J. M. Frazier, Speaker, and a quorum of members

Petitions Presented.—By Mr. Rider, from citizens of Somerset county for the organization of a new county out of portions of Somerset and Worcester counties. By Mr. Fooks, from one hundred and three citizens of Worcester county a similar petition. Also, from forty citizens of Worcester county protesting against the organization of said new county. By Mr. Jones, from certain iron manufacturers protesting against an increase of the fees for wood-cording.

Federal Compensation for Emancipated Slaves.—The joint resolutions of Mr. Wallas, of Montgomery county, providing for the appointment of a joint committee to visit Washington to ask the aid of the President and instruct our Senators, and request our Representatives in the present Congress and in the next Congress, to use their influence to induce Congress to give to the people of Maryland the aid in paying for the emancipation Congress approved April 10th, 1862, directing that Congress ought to co-operate with any State abolishing slavery, and to give such State pecuniary aid, &c.

Mr. Watkins addressed the House in support of the resolutions Mr. Bishop moved to refer the whole subject to the Committee on Federal Relations. Messrs. Silver and Miller, of Anne Arundel, opposed the reference, Mr. Willis and Mr. Kieg favoring immediate action. The Speaker (Mr. Frazier) objected to the phraseology of the resolutions, but favored their object. He wished them to be amended by the committee. Mr. Anderson and other members held the same views.

The motion to refer was adopted—yeas 38, nays 26.

Mr. Williams moved to suspend the rules to offer an order requesting the Committee on Federal Relations to report the resolutions on or before Saturday next, which was lost—yeas 32, nays 22.

The Militia Bill.—The consideration of the bill to provide for the organization and discipline of the military forces of the State was resumed. A large number of amendments were offered and advocated by the minority of the House, all of which were rejected. The bill was slightly amended by its friends, and then ordered to be engrossed for a third reading.

The House adjourned until to-morrow at 11 o'clock.

☞ The Herald's Washington correspondent telegraphs: Private letters from London say that the rebel French ram Olinda, or Stonewall, were at Ferrol, in Spain, but expected to leave there immediately. The U. S. steamer Niagara was after her, as was also one of the French war steamers. She was roughly used in the bay of Biscay, and will prove a failure. These letters also state that there were three other rebel pirate vessels preparing in England now, and another, the Ajax, sailed a few weeks since. Another, the Hercules, is now ready to sail from the Clyde. This fleet was intended to break the blockade of one or more of the rebel ports, in hopes that this would lead to complications with foreign Powers, and ultimately to the recognition of the rebel government. This nice little programme has been upset by the recapture of the great cutter, and it remains to be seen what course these pirates will now take.

☞ The government has, within the past week, pretty nearly accomplished the work of repossessing the United States property which was taken from it by the secessionists in 1861. One after another the forts, custom houses and navy yards have come back into our hands, until there remains very little indeed to be taken.

☞ It is determined that Columbia, the capital of South Carolina, shall be kept as a Federal city. Hail Columbia!

AMUSEMENTS.

Mr. Bishop's Benefit.—This pleasing event will take place to night at the Holliday Street Theatre, and the indications are, that it will prove a brilliant affair. As an actor, Mr. Bishop stands in the front rank of his profession, a position achieved by his fine talents, without those advertisings and puffs which puff actors into fame and sometimes fortune upon a doubtful reputation. The patrons of the Holliday have found Mr. Bishop at all times the same painstaking, careful artist, striving to excell in whatever he did, and to please the audience. In this he has succeeded, and has now a popularity with our theatre going people, which but few artists ever attain. It is a custom in the theatrical profession to give its prominent members an opportunity in each season, in the shape of a benefit, to receive as it were the verdict of the patrons of the house, which decides the measure of their popularity. To the actors the applause of the public is the very breath of their professional life. Few who, night after night, attend the theatre, can appreciate what pleasure and inspiration that applause which greets the audience so slight an effort brings to the actor.—A benefit is an important event then to the recipient in more than a pecuniary sense. It needs not this argument perhaps to induce the thousands of friends and admirers of Mr. Bishop in this city to lend their presence tonight. The benefit should be an overwhelming one, and we cannot doubt but it will be—The bill will be Hamlet, Mr. Bishop sustaining the character of Polonius, and the laughable farce of Young America, the beneficiary personating John James Pooley.

Front Street Theatre.—We are more than ever convinced that the plays and delineations of Mr. and Mrs. Barney Williams, are just what the public desire, succeeding, as they do, in drawing larger audiences and pleasing them better than any of the bright luminaries that have appeared at this temple since its opening this season. They rapidly dissipate the chilling Chesterfieldian discipline of an audience, making it laugh immoderately; ay, impolitely, as they dash through their agreeable farcical characters, embodying every mirthful shade and sunshine that carries joy and pleasure with them. Mr. Williams is an amusing delineator of Irish character, and in his efforts last night he made the large audience present merry at its oddities. His portrayal of the honest Irish lad was so ludicrous that no one attempted to control their facial muscles, which were elongated to unusual dimensions. Mrs. Williams, in her various characters, exhibited her terpsichorean, vocal and other accomplishments to most excellent advantage. The above talented couple have evidently created an excitement among our amusement populace that will not soon be allayed, and if they do not remain with us longer than is customary with celebrities, there will be much disappointment. Tonight they will appear in three power ful plays—Uncle Pat's Cabin, Is and Out of Place, and the Irish Tutor.

Miss Anna E. Dickinson.—This young lady whose talents have created such a sensation throughout the United States, will deliver a lecture to-morrow night at the Maryland Institute, selecting for her subject "A Glance at the Future." Miss Dickinson, since the breaking out of the rebellion, has devoted her energies to the holy cause of Freedom, and her lectures upon the subjects of the day are spoken of as being the most remarkable ever delivered by a lady. The Mayor and City Council have received invitations and will be present at the Institute to-morrow night.

THE CITY COUNCIL.

FIRST BRANCH, February 28, 1865.—James Young, Esq., President.

An invitation was received from the Mayor and City Council of Washington, D. C., tendering the Mayor and City Council of this city the freedom of Washington, when they visit that city on Saturday next. The invitation was accepted.

Mr. Herring presented a petition from Jas. Gould, asking permission to enclose an outside stairway attached to his store, No. 169 West Baltimore street. Referred.

Mr. Herring also presented a petition from the management of the Mount Hope Hospital, asking compensation for insane paupers, committed to that Institution by the city authorities. Referred.

Mr. Foreman presented a petition from property holders, on Ryborg street, remonstrating against the opening of said street from Gilmor to Stricker street. Referred.

Mr. Evans called up the resolution in relation to collecting testimony in the charges alleged against the management of the Fire Alarm Telegraph. Adopted.

Mr. Jones submitted a resolution requesting the Mayor to issue a proclamation for the display of the Union flag on Saturday next, from all places of business and the residences of Union men. Adopted

Mr. Herring submitted a resolution requesting the Senators and Delegates from this city, in the House of Representatives, to effect the passage of the bill before the Congress, to allow the laying of corning Holliday street from Baltimore to Second streets. Adopted.

Adjourned.

SECOND BRANCH.—Daniel Harvey, Esq., President

Mr. Robinson called up the resolution in favor of H. C. Larrabee, to continue in use a frame shed; adopted. Also, a resolution favorable to the petition of Abraham Casey, to erect frame sheds; adopted.

The resolution in relation to the City Passenger Railway was received from the First Branch, and Messrs. Robinson, Nalls and Hatch, were appointed a committee on the part of the Second Branch, to represent the Branch in the matter. Several applications for an individual character were considered and the requests contained therein appropriately referred.

Mr. Robinson called up the bill in relation to the erection of frame buildings, which after an unimportant amendment was passed.

Mr. Harvey announced the reception of an invitation to the City Council on the evening of the 6th instant, at the Maryland Institute; accepted. The President announced that the hall was in compliment to Abraham Lincoln, President of the United States.

Mr. McClymont presented a petition from Colver Tome, praying that the city should refund to him the amount of taxes paid to the City Collector for lots purchased on a sale made for the grading of certain avenues in 1858.—He complains that no title can be given for the lots, and asks redress; referred to the Committee on Claims.

The Comptroller was invited into joint convention, after which the Branch adjourned.

ANTHRACITE PETROLEUM.—A company engaged recently in boring for oil in Wirt county, West Virginia, struck a rich vein of anthracite, a rare and expensive metal, in great demand for the gas-pipe. The sum of $350 per ton was at once offered for all the discoverers could supply, and at these rates their profits will rival those of the silver mines of Washoe and the oil wells of Venango. Considerable excitement is created by the discovery, and anthracite mines are likely to be as much the theme of speculation as the oil wells are at present.—*Pittsburg Chronicle.*

MINIATURE ALMANAC FOR 1865.

MARCH.	Sun rises.	Sun sets.	MARCH.	D.	H.	M.
27-Monday	6 19	5 31				
28-Tuesday	6 28	5 32	New	27	12	57m
1-Wednesday	6 22	5 33	1st qr	4	7	19m
2-Thursday	6 21	5 36	Full	12	5	41m
3-Friday	6 23	5 37	Last qr	20	7	25m
4-Saturday	6 21	5 39				
5-Sunday	6 20	5 40				

MARINE AFFAIRS.

PORT OF BALTIMORE, February 28, 1865.

ARRIVED.

Steamer Louisiana, Porter, from Norfolk—to M M Falls.

Steamer Martha Stevens, Chance, fm New York—mdse to J A Shriver.

Barge Laurel, Christopher, from Philadelphia—mdse to J A Shriver.

Brig Rainbow (Br) Hartley, from Georgetown D C—to Kelsey & Gray.

Schr Sea Nymph, Conley, from Fortress Monroe—to S Phillips & Co.

Schr Sea Gull, Moodey, from New York—barley to order.

Schr Ann, Bedell, from Fortress Monroe—to Rose & Lyon.

Schr Yorktown, Woglam, from Fortress Monroe—to Rose & Lyon.

Schr Rebecca, Smith, from Fortress Monroe—to Rose & Lyon.

Schr L A Edwards, Live, from Fortress Monroe—to Rose & Lyon.

Schr Geo S adams, Baker, fm Point Lookout—to R M Healey.

CLEARED.

Steamer Louisiana, Porter, Norfolk.

Steamer Richard Willing, Cordiff, Philadelphia.

CLEARANCES FOR ALTIMORE.

Schr Frank, Herbert, New York, 27th inst.

MEMORANDA

Bark Traveller, (Br) Ratelle, for Pernambuco and a market, cleared at New York, 27th inst.

Brig Gilmor Meredith, Snow, which sailed from Delaware Breakwater Dec 6th, for Fort Royal, S C, with a cargo of coal on Government account, and about whose safety there were considerable apprehensions, arrived at St Thomas 2d ult, in a damaged condition, having encountered a succession of gales.

Brig Hermine, Clements, for Rio Janeiro, cleared at Philadelphia 27th inst.

Bark Campanero, (Br) Darling, from Rio Janeiro Dec 20th, arrived at New York 27th inst, dismasted—per tel.

Bark Clara Bell, hence for Rio Janeiro, went to sea 4th inst.

Bark Marco Polo, (Hrem) from Alicante, 50 days arrived at New York, 26th inst.

Brig Sira Frank, Coombs, for Baltimore, sailed from Cienfuegos 15th inst.

Brig Chowan, Fetters, for Baltimore, sailed from Sagua la Grande, 10th inst.

Schr Richmond, Herbert, for Baltimore, sailed from Manzanas, 19th inst.

Schrs J B Litchfield, Haskell, and Edw'd DeHart, Low, cleared at Boston, 25th inst, for Fortress Monroe.

Schr Bradmore, Lawrence, sailed from Buckspert 23d inst for Baltimore.

FINANCIAL AFFAIRS.

SALE AT THE BALTIMORE STOCK BOARD.

Furnished by Leonard J. Tormey, Stock and Bill Broker, No. 22 South Street,

Feb. 28, 1865.

2 000	American Gold (large)		203
36,100	do	do (large)	203
7 000	do	do (large) sls	203
24,000	do	do (large) b10	203
25 000	do	do (large) b.5	203
5,000	do	do (large)	203
5,000	do	do (large) c30	203
6 000	U. S. 5-20's		110
2,000	do	do	110
3,000	U. S. 10 40's		101
1 500	Baltimore City 6's, '90		103
500	shares Springfield Mining Co		38
1,000	do	do	35
160	shares Laurel Coal & Oil Co b30		5.00
200	do	do b15	5.75
700	shares Pennsylvania Oil Co		2.05
100	N. C. R. W. b'ds '85		91

SECOND BOARD.

10,750	American Gold (large)	202
1,500	do do (large)	201
1,000	do do (large) c23	202
700	do do (large)	202
2 000	do do (large) s5	202
2,500	do do (large) s2	202
2,000	do do (large) b30	202
50	shares Franklin bank	13
1,500	shares City Stocks, '75	102
500	shares Bare Hill Co.	3.00
2,000	shares Atlantic Coal Co b30	1.10
220	do do do	1.25
2,500	shares Pennsylvania Oil Co b5	2.00
1,000	do do do b30	2.05
100	shares Springfield Min. Co	40
1,000	do do do	.65

Prices of Stocks and Bonds in N. York, Feb. 27.

BY TELEGRAPH.

Through L. J. Tormey, Stock and Bill Broker, No. 22 South Street.

	1st B'd.	2d B'd.
United States 6's, 1881, Coupon	110	110
" " 5-20's	111	110
" " in currency	96	96
American Gold	202	201
Tennessee 6's	59	58
North Carolina 6's		
Missouri 6's	66	66
Canton Company	38	36
Cumberland Coal and Iron Co.	76	76
Quicksilver	83	83
New York Central Railroad	116	115
Erie Railway Company	74	73
" " Preferred	92	91
Hudson River Railroad	115	115
Harlem Railroad		
Reading Railroad	116	115
Michigan Central Railroad	113	113
Michigan S. and N. Ind R. R.	69	68
Illinois Central Railroad	119	119
Cleveland and Pittsburg R. R.	53	79
Chicago and North western R. R.	34	34
" " Preferred	65	61
Cleveland and Toledo Railroad	114	112
Chicago and Rock Island R. R.	98	97
Milwaukee & Prairie du Chien	45	44
Pittsburg, Ft. Wayne & Chicago	97	95
St. Louis, Alton & Terre Haute		35
Tone of the Market	Firm.	Weak.

By Telegraph from New York, 4o'clock P. M.

American Gold	201
Erie	73
Hudson	115
Southern	50
C. & N. Western	34
Rock Island	97
Fort Wayne	96
Cumberland	76
Pittsburg	80
N. Y. Central	115
Reading	115

Tone of the market, Steady

At Evening Stock Exchange, 10o'clock, P. M. Furnished by L. J. Tormey, Stock and Bill Broker, No. 22 South street.

American Gold	201
Erie Railway Company	73
Hudson River Railroad	115
Reading	115
Michigan S. and N. Indiana Railroad	67
Chicago and Northwestern R. R.	34
" " Preferred	65
New York Central	115
Cumberland	76
Chicago and Rock Island Railroad	97
Cleveland and Pittsburg Railroad	79
Fort Wayne	95

Tone of the market—Dull and steady.

Gold after call, 201.

BALTIMORE MARKET

OFFICE, Sales of 300 bags good Rio reported at 20 cents for gold.

FLOUR.—Transactions on Change this morning were limited, but prices showed no change. We quote Howard Street superfine at $11.12 @ $11.25, and good Extra do. at $11 62 @ bbl. We quote:

Howard Street Super	$11.12	@11.25
" " Shipping Ex.	11.50	@11.62
" " Retailing Ex.	11.75	@12.00
" " Family	12.50	@13.00
Ohio Super	11.00	@11.12
" Shipping Extra	11.50	@11.62
" Retailing Extra	11.62	@11.75
" Family	12.25	@12.50
City Mills Standard Super	11.12	@00.00
" " Ship. brands Extra	11.62	@12.75
Baltimore Family	13.75	@00.00
" High-grades Extra	13.25	@00.00

Rye Flour—Demand unimportant and first quality dull at $8.50 @ $8.62.

Meal.—Kiln-dried City Mills we now quote at $7.75—a decline.

GRAIN—Receipts continue fair, and with the exception of White Corn, which sold at 95 @ 98 cents, the market is firm. Wheat 270 cents, prices were unchanged, common to prime Maryland White Wheat selling at 270 @ 285 cents; do Red at 290 @ 300 cents; inferior to prime Yellow Corn at 95 @ 98 cents, and Oats at 83 @ 84 cents, weight

PROVISIONS.—Very little doing and prices unsettled. We quote Mess Pork at $34.50 @ $35 per bbl; no of Prime Mess at 31 cents; new Sides at 23 @ 24 cents; new Sugar-cured Hams at 21 @ 25 cents; Western Lard in bbls. at 21 @ 22 cents; Baltimore refined at 22 @ 23 cents; City smokers at 18 @ 19 cents, and Sides at 23 @ 24 cents.

MOLASSES.—Demand very limited. We quote new Clayed Cuba 70 @ 75; Muscovado Cuba 75 @ 80 cents; Island and Porto Rico 90 @ 100 cts.