THE EVENING TELEGRAPH.

DOUBLE SHEET—THREE CENTS.] PHILADELPHIA, SATURDAY, DECEMBER 31, 1864 [DOUBLE SHEET—THREE CENTS.

THE "NORTH AMERICA."

Additional Particulars of the Terrible Disaster.

NEARLY TWO HUNDRED SOLDIERS DROWNED.

HEROISM OF AN UNKNOWN DANSEUSE.

Other Incidents of the Foundering.

The sinking of the steamship *North America*, on her voyage from New Orleans to New York, with nearly two hundred of our brave soldiers on board, is a catastrophe which fills the national heart with mourning. Most of the soldiers were returning home on sick leave—a few having received their discharge from the United States service. It is a sad reflection, to think that men, who for several months heroically bared their breasts to the common enemy, and suffered so much in defense of the country, should suddenly have met with a watery grave while on their return to home and kindred.

But no hope seems to be now entertained of their safety. The *North America* foundered with one hundred and ninety-seven soldier passengers on board, and no tidings has yet been given as to whether a single one of them survived the terrible catastrophe.

Surgeon E. McClintock was in charge of the soldiers while on their trip from New Orleans to New York. The descriptive lists containing all their names were lost, so that it is impossible to make public those who went down with the unfortunate vessel. It will probably be some days before these important facts can be published. Those who were positively known as having met with a watery grave, together with the saved, were mentioned in yesterday's *Herald*.

A PASSENGER'S STATEMENT.

Private Charles T. Fowler, of the 11th New York Cavalry, was one of the passengers on board of the *North America*. From him we glean some of the details connected with the catastrophe. The usual terror noticeable on occasions of this description are not here to be found. At least there is no record of such scenes up to the time the last boat left the *North America*.

On Friday, the 16th of December, the *North America* sailed from New Orleans. There were on board two hundred and three sick soldiers, twelve cabin passengers and a crew consisting of forty-four. The soldiers were taken from the different hospitals in the vicinity of New Orleans, though principally from the one at Baton Rouge.

About one hundred of them belonged to the 11th and 14th New York Cavalry regiments, while the remainder were attached to various Western regiments which cannot at present be specified. The vessel was freighted with a cargo of cotton, considered to be very valuable.

For the first three days after leaving the port of New Orleans the weather was quite favorable. During this time no incidents of any description occurred to disturb the usual monotony of sea life. On the 20th, however, a strong gale sprung up from south-southwest. The sea became exceedingly rough. This sort of weather continued until the 22d, when it began to moderate. On that morning, at eleven o'clock, the vessel was reported as leaking badly.

This leak was discovered in the bow, and every exertion made to prevent it gaining, but all to no purpose. Blankets and other articles were brought from the staterooms, the crew and passengers set to work, but their efforts proved unavailing. At two o'clock a vessel hove in sight, which proved to be the barque *Mary E. Libby*. She was immediately signalled to draw near and heave-to, which signal was at once responded to.

Captain Marshman, of the *North America*, seeing that there were no hopes of saving his vessel, then gave orders to lower away the boats, so that all on board might be transferred to the *Mary E. Libby*. That gentleman stood at the side of the vessel and threatened any person attempting to enter the boats without his orders with immediate death. This had the effect of keeping perfect quiet on the decks of the *North America*, and no timidity or confusion of any description was exhibited.

So close did the *Mary E. Libby* come to the sinking vessel that they both run into one another, but no damage of any consequence was sustained on either side. There were five ladies on board, and Captain Marshman gave orders that they should be first put on the barque.

A HEROIC INCIDENT.

Among the passengers was Miss Millie Fowler, sister of our informant. When requested to accompany the four other ladies in the boat, Miss Fowler energetically refused to do so unless allowed to bring her brother along with her. She was, therefore, compelled to remain until the second boat. This action had the result of saving her brother's life. Were it not for this incident he might not have been permitted to enter the second boat.

Miss Fowler is a native of Syracuse, in this State. She left home some weeks since, and proceeded to New Orleans, where her brother was then in hospital, suffering from chronic diarrhœa. While on his sick bed she tended him with sisterly care. When threatened with death, she stood by him to the last; and though her own life might be sacrificed, she did not shrink in watching by his side until the moment came when they were both in danger of meeting a watery grave.

On these facts being known by the saved passengers on board of the *Arago* (on which vessel they were transferred on the 29th), a purse of two hundred and fifty dollars was presented to the brave girl as a small testimonial in token of her courageous conduct.

THE "NORTH AMERICA" FOUNDERS.

Six boats, containing passengers, were safely placed on board of the barque. One of the boats, in which were the purser and hospital steward, was never seen, and it is supposed that she capsized. Three hours were occupied by the last boat in reaching the *Mary E. Libby*, and then night had set in, rendering it impossible to make any further exertions at rescue.

The entire crew of the *North America*, with their captain, escaped, together with fifteen enlisted men and five lady passengers. One hundred and ninety-seven soldiers were drowned. The *Mary E. Libby* remained in the vicinity of the *North America* all night, she having remained afloat until an hour after midnight, when suddenly she disappeared. Next morning, at daylight, search was made for the missing vessel, but no trace of her could be found.

SCENE PREVIOUS TO THE FOUNDERING.

It is a remarkable fact that there was little or no confusion on board of the *North America* some few hours previous to her foundering; that is, while some of the passengers were being transferred to the barque. This may be accounted for from the fact that the remaining soldiers were not aware of the terrible danger which awaited them.

They firmly believed the *North America* would ride out the night, when they would be received on board of the *Mary E. Libby*. But their anticipations were doomed to be wofully dissipated, and the poor fellows met with a fearful end.

MORE INCIDENTS.

It is stated that hospital-steward R. D. Walker, who is one of those announced as lost, was to be married in this city on his return home. What a shock reads the heart of one who so fondly awaited his coming.

Purser Pettit was not the regular officer on board of the *North America*. He had been induced to go on this last trip to New Orleans as a substitute for another.

The *North America* was a new vessel, having been built at Philadelphia this year for the New York and New Orleans Steamship Company. She was a propeller of sixteen hundred and fifty tons register, built of oak and hemlock, was two hundred and thirty eight feet in length, thirty-eight feet in width, and twenty-eight feet deep. Her cylinder was fifty inches in diameter, with three feet stroke of piston.—*N. Y. Herald*.

ADMIRAL PORTER'S ORDER TO THE FLEET.

NORTH ATLANTIC SQUADRON, UNITED STATES FLAGSHIP MALVERN, HAMPTON ROADS, December 10, 1864.—The chart plan of the proposed attack on the batteries of the enemy at New Inlet, mouth of Cape Fear river, will explain itself, but the order of taking position is as follows:—

It is first proposed to endeavor to paralyze the garrison by an explosion, all the vessels remaining twelve miles out from the bar, and the troops in transports twelve miles down the coast, ready to steam up and be prepared to take the works by assault, in case the latter are disabled.

At a given signal all the bar vessels will run off shore twelve miles, when the vessel with powder will go in under the forts. When the explosion takes place all the vessels will stand in shore, in the order marked on the plan.

The *New Ironsides* will steam along shore, coming from the eastward, until the flagstaff on Fort Fisher bears southwest by west half-west, and anchor (chain ready to slip) with her broadside bearing on the largest of the enemy's works, and open fire without delay. The monitors will come up astern, anchoring not more than one length apart directly in line along the shore, leaving space only for a gunboat to lie outside of them, and fire between them or over them. The *New Ironsides* and monitors will lie in not less than three and a half fathoms water, which will place them about three-fourths of a mile from Fort Fisher, and a little over a quarter of a mile from the beach.

In the meantime the large ships will lie formed in line of battle to the eastward of the iron-clads, and heading parallel with the land in a south half west course in five fathoms water.

When the signal is made to "take position," the Minnesota (the sternmost vessel) will go ahead slowly and anchor about a mile from Fort Fisher, opening fire the moment she passes the New Ironsides, and anchoring so that her stern gun will fire just clear of that vessel. The Mohican will then anchor ahead of the Minnesota, Colorado ahead of the Mohican, Tuscarora ahead of Colorado, Wabash ahead of Tuscarora, Susquehanna ahead of Wabash, Brooklyn ahead of Susquehanna, Powhatan ahead of Brooklyn, Juniata ahead of Powhatan, with their cables ready to slip, and with not more than fifteen fathoms of chain, the fifteen fathom shackle inside the hawse-hole.

The Seneca, Shenandoah, Pawtuxet, Ticonderoga, Mackinaw, Maumee, Yantic, and Kansas will take their positions between and outside the different vessels as marked on plan, anchoring with their cables ready to slip.

When the large ships and intermediate ones get fairly into position, the Nyack, Unadilla, Huron, and Pequot will take position between and outside the monitors, in the order marked on the plan, keeping up a rapid fire while the monitors are loading.

The following vessels will next take their positions as marked on the plan.

Commencing with the Fort Jackson—which vessel will anchor ahead of the Juniata, leaving a space between of three lengths—Santiago de Cuba, Tacony, Osceola, Chippewa, Sassacus, Maratanza, Rhode Island, Monticello, Mount Vernon, Montgomery, R. R. Cuyler, Quaker City, and Iosco, will pass on slowly, commencing with the rear, until they form the line marked on the plan.

The reserves of each division will form in line [as per plan] out of gunshot, ready to act as occasion may require.

This is the main plan of the battle. Circumstances may require some deviation from it; such as a partial attack (before going seriously to work), to feel the enemy's strength, all of which will be regulated by signal or by orders. Great care and coolness will be required to drop the vessels in their right places, and a too early commencement of fire on the part of those going into position may create confusion.

As we know but little about the calibre and number of Rebel guns, the vessels must concentrate their fire on the heaviest batteries; but get the range before firing rapidly. For instance, the large vessels and iron-clads concentrate on Fort Fisher, while the Vanderbilt, Fort Jackson, and the vessels in the line with the Fort Jackson, will open on the forts within their reach between Fort Fisher and the Mound.

All the reserve vessels will prepare to attack Zeek's Island Battery, by taking a position where they can enfilade it, which is when the fort bears northwest. Vessels drawing fourteen feet can go within a mile and three-quarters with perfect safety, and use their rifle guns with good effect. They can also reach the forts on Federal Point, and prevent their firing accurately on the other portions of the fleet in closer range.

All the movements of the different lines will be made by sending orders in a tug, as signals will not be seen in the smoke.

As it is desirable not to have superfluous directions, each commander will be furnished with a plan, and the matter fully discussed, and points explained at a general meeting of commanders.

Vessels in distress and finding it necessary to retire from battle will steer out southeast, excepting the headmost vessels—Iosco, Quaker City, R. R. Cuyler, etc.—which had better keep on southwest half south course, until they clear an eight-foot shoal (at low water) outside of them.

It is not desirable that the vessels of the squadron should show themselves to the enemy until the time comes for them to act, and they will keep off shore about twenty-five miles, or far enough not to be seen, with New Inlet bearing west, in about the latitude of 33 56, longitude 77 20—that will be the rendezvous. Commanders of divisions will assemble the vessels of their divisions, get them into line, and keep them so, each division being far enough from the other to allow them to manœuvre without interfering. When the signal is made or given to form in line of battle, every vessel will take her station in line according to the plan on the chart—the First Division forming first, and the others dropping in in order.

As only low steam will be required, those vessels that move and work handily with half their boilers will only use those on one side, keeping the boilers (on the side near the enemy) full of water and without steam, with water warm only, and ready to make steam in case of necessity.

Slow, deliberate firing is desirable; there will be smoke enough anyhow. Rapid and indiscriminate firing will amount to little or nothing. I hope no shot may be thrown away.

DAVID D. PORTER, Rear-Admiral.
Commanding North Atlantic Squadron.

—The Ashland Manufacturing Company has nearly completed one of the finest cotton mills in New England, at Jewett City, Connecticut. The mill is designed to accommodate fifteen thousand spindles and two hundred and forty looms.

—The Providence *Journal* states that Mr. Russell Coggshall, who recently died at Newport, left $50,000 for the poor of that city, and $20,000 to the Woman's Aid Society, besides sums for other charitable purposes.

SHERIDAN.

The Late Cavalry Reconnoissance Towards Gordonsville.

INCIDENTS OF THE MARCH.

RETURN OF THE CAVALRY.

LIST OF CASUALTIES.

Etc., Etc., Etc., Etc., Etc., Etc., Etc.

WINCHESTER, Va., Thursday, December 29.—As the fact is generally known, particularly by the enemy, that our cavalry has recently made a reconnoissance to the vicinity of Gordonsville, Orange county, there can be no harm in giving some of the details of that movement.

As I wrote yesterday upon the return of the 2d Division, General Powell, the 1st Division, now under the command of Brigadier-General Devin, returned during the day. The two divisions, under General Torbert, left camp on Monday, the 19th inst.; that night the command halted in Chester's Gap; Tuesday night at Finck's, near Sperryville; Wednesday night on Hughe's road, near Madison Court-House; Thursday night just across the Rapidan, near Brock's ford and Jack's shop; Friday night recrossed the Rapidan and Robinson's rivers; Saturday night on Hazel river; Sunday night at White Sulphur Springs; Monday night near Paris; and on Tuesday night the 1st Division at Millwood, the 2d Division reaching their old camp that day, and the 1st yesterday, as stated above.

With the exception of a few scattering shots exchanged with guerillas, there was no firing until the command had arrived on the Rapidan, some eight miles from Gordonsville. Here was found strongly posted on the opposite bank Lomax's division of cavalry, with several pieces of artillery in position. Towards night, while the Second Division, Gen. Powell, (Colonel Capehart's Brigade on the left), was put forward to entertain the enemy on the pike and south of it, the 1st Division, Gen Devin went to the right, near William's shop, at Kay's Ford, about two and a half miles from the pike, where the 2d Brigade, commanded by Colonel Kellogg, crossed, and by a sudden dash flanked the enemy out of their position.

With such promptness was the movement executed, and the enemy so completely taken by surprise, that they left precipitately, abandoning two pieces of artillery. It is believed that then the command could have marched into Gordonsville with but little opposition, but night coming on, no advance was made further than to secure the position attained.

The bridge across the river at Liberty Mills had been burned by the enemy, and the road had otherwise been obstructed. In crossing the river the 20th Pennsylvania Cavalry, Major Thorpe had the advance, led by Lieutenant Blunt, of General Devin's staff, in this flank movement they came upon the enemy at the junction of the Madison and Gordonsville roads, near Somerset Church. In the charge a Rebel captain, surgeon, and seven non-commissioned officers and privates were captured, most of whom were left behind when the command returned. There was some fighting up to nine o'clock this night, when the firing ceased on both sides.

The following morning (Friday) the 1st Brigade, Colonel Stagg commanding, which had been guarding the cross-roads, was moved forward to where the Charlottesville and Orange road crosses the Gordonsville pike, and the 2d Brigade was thereupon ordered to advance towards Gordonsville as far as possible.

There was but little opposition until the brigade had arrived within two miles of Gordonsville, where the pike passes through Southwest Mountain. Here the road was barricaded, and the hillsides were found to be well arranged, naturally as well as artificially, for defensive operations. More than all, the works, such as they were, were occupied by infantry.

Besides the cavalry before mentioned, Kershaw's Division of infantry was developed here. After feeling the works for several hours, the command was ordered to retire. Lieutenant-Colonel Anderson, of the 17th Pennsylvania, behaved with distinguished gallantry, leading his men in two separate charges, one on foot and the other on horseback. Colonel Nichols, of the 9th New York, took a prominent part on the extreme right, in a flank movement.

On the return, hearing that Mosby was wounded, and at a house near by, General Gibbs, commanding Reserve Brigade, sent out a detachment of the 1st Dragoons under Captain Coppinger of General Torbert's staff, to bring him away in an ambulance. The place visited was Dorman's Mills, near Upperville, but too late. Mosby had been removed, and was dangerously wounded, according to the statements of the people residing there.

The enemy gave the 1st Division a few parting shots in Ashby's Gap, firing at least a hundred shots at the command while passing through that place. Several hundred horses and cattle were captured and driven in, but there was no systematic attempt made to capture or destroy property, save in one instance, where Captain Oliver, with the 4th New York, went out, but, getting lost in the fog, and, surrounded by an invisible foe, the command did not do much damage.

Annexed will be found a list of casualties:

SEVENTEENTH PENNSYLVANIA—COL. ANDERSON.

Philip Kline, B, killed	Sgt Herring, [illegible]; left near Gordonsville, mortally
Sgt Boyer, G, killed	Washington Fitz, M, arm
Albert Brittigan, C, shoulder	Corp Dan Strauser, H, hip
Capt Geo W Mowry, K, hip	Corp Jacob B Hoyer, M, hip
Luke Brennan, H, arm	Lamot Lee, F, back mortally, left at Madison Court House
Henry Irwin, C, arm	Emanuel Auburn, B, shoulder
Josiah Michael, I, breast	Corp Frank Hauser, I, head
Corp Benj F Boozer, C, back	
Abraham Kriesoher, H, finger	
Ed Watkins, foot	
Jacob Colozen, C, killed	
Arnold Rogers, C, back	

TWENTIETH PENNSYLVANIA—MAJOR THORPE.

John Brady, A, killed	J Shey, F, hand and arm
John Gross, D, killed	Wm Burns, H, killed
A Trapke, D, hand	Corp John Rolin, H, wounded and missing
Sgt W Sack, G, foot	A Sloar, D, abdomen, left near Gordonsville, mortal
S Kuemberger, D, thigh	Wm Schaffer, H, hip and arm
John H Gumole, D, chest	H Spott, K, abdomen
J Suley, D, bruised in chest	D Bird, D, missing
Corp C Rocktelow, B, ankle	
J W Phillips, F, leg	

—The Boston *Liberator* contradicts the report that that paper and the *Anti-Slavery Standard* are to be merged on the first of January. Mr. Garrison says: "Such a union has, indeed, been under friendly consideration; but no such conclusion has been reached. If possible, it is desirable and fitting that both journals should continue until the jubilee bell is rung in the land, proclaiming freedom to all the inhabitants thereof."

—The shoulder straps of a Rear-Admiral, by the present regulations of the navy, are decorated with an anchor in the centre, and two stars at either end. The stripes upon the sleeves are eight in number. The straps for the Vice-Admiral will probably be decorated with an anchor and star in the centre, and star in each end, and the sleeves with nine stripes. The cap front of a Rear-Admiral is decorated with two silver stars; the Vice-Admiral will probably wear three.

THIRD EDITION

TO-DAY'S WASHINGTON NEWS.

Special Despatches to Evening Telegraph.

WASHINGTON, December 31.

The "Florida" Case.

It is understood that the Brazilian Minister is perfectly satisfied with the decision of the Government in the *Florida* case.

Letter Delivery System.

The letter delivery system is found to work badly, and it will be gradually limited to the large cities.

New Year's Day.

New Year's Day will be kept universally here as a holiday.

Case of Commodore Wilkes.

The President's remission of a portion of the sentence of Commodore Wilkes was made in concurrence and consultation with the Secretary of the Navy, and at the time of its taking effect designated by him.

Hancock's Corps.

The first regiment in Hancock's 1st Corps will be armed with Sharpe's rifles.

Progress of Recruiting.

Returns received at the Provost Marshal-General's Bureau show the number of men raised by recruiting is larger now than at any period during the present year.

Rumors About Richmond.

It is reported on the authority of deserters that the Rebels are engaged in removing the heavy machinery from the arsenals and other public works at Richmond further South, preparatory to an evacuation of that city.

GUERILLA OUTRAGES.

LOUISVILLE, December 30.—On Saturday last Captain Samuel Taber, of the Home Guards, and his nephew, a lad of fifteen years, were surrounded at his residence by seven of Captain Pratt's Rebel gang. Taber and his nephew fired upon them from the house, killing Pratt and three of his comrades. The remainder escaped with the loss of their horses and guns.

Major John L. Shirk, Surgeon, and Captain R. M. Memberwick, Acting Brigade-Inspector of the 7th Pennsylvania Cavalry, were murdered in the parlor of Mr. Gritsy's house, near Bardstown, Kentucky, by a party of sixteen of Magruder's guerillas.

From New Orleans.

NEW YORK, December 31.—The *Evening Star*, from New Orleans on the 24th, via Havana, on the 27th instant, has arrived here. She brings no news.

THE SOUTH.

Further Particulars Concerning Moseby.

HIS WOUND NOT MORTAL.

LATEST FROM WILMINGTON.

Etc., Etc., Etc., Etc., Etc., Etc., Etc.

More of Moseby.

PARTICULARS OF HIS MORTAL WOUNDING.

FREDERICKSBURG, December 25.—The gallant Mosby received a dangerous, but not mortal wound, last Wednesday. He is in our hands, well cared for.

A raiding party of the enemy landed in Westmoreland on Monday, committed a good many depredations, and then left.

THE NATURE OF HIS WOUND.

From the Richmond Examiner, December 28.

It has been known in this city for several days past that Colonel Mosby was wounded seriously while *en route* for his command in Fauquier, on Wednesday last. The particulars, so far as reported, represent that he was attacked by a party of the enemy at a private house, whither he had repaired to avoid them, where they discovered him.

He, supposing that they would know him, commenced shooting at them, and, after killing and wounding four of the assailants, he fell, seriously wounded, the enemy having immediately returned his fire. It appears, however, that they did not recognize him, and supposing that he was mortally wounded, they left him. He is now in a safe place, and it is thought will soon be out of danger from his wound.

ARRIVAL OF UNITED STATES OFFICERS AT LIBBY PRISON.

From the Richmond Examiner, December 28.

The following Yankee commissioned officers, captured at various points, have been registered at the Libby since Sunday last:—Colonel J. S. Hanson, 37th Kentucky Mounted Rifles; Lieutenant-Colonel B. G. Hutchins, New York Cavalry; Captain C. N. Degenfield, 12th Ohio Cavalry; Captain J. N. Wallace, 3d Delaware Regiment; 1st Lieutenant T. H. Trippine, 2d New York Mounted Rifles; 1st Lieutenant James Evans, 97th New York; L. A. Cowick, Surgeon-in-Chief of the 4th Cavalry Division Sheridan's Army of the Valley.

In addition to the above, fifty Yankee privates were registered.

WILMINGTON.

TELEGRAMS TO THE RICHMOND PAPERS.

WILMINGTON, December 24.—The enemy's fleet drew up in line of battle in front of Fort Fisher, and opened on the fort at half-past one o'clock, P. M., to-day.

The *Ironsides* came first, and fifty others followed, it is reported. Several monitors and other iron-clads are among them. The fight is still progressing at three o'clock.

WILMINGTON, December 26.—Our line of communication with Fort Fisher has been re-opened. Some two or three assaults have been made on the fort, and all were repulsed with loss to the enemy.

The fight appears to be still going on.

The enemy are believed to be retreating.

There is no cause for excitement or apprehension.

WILMINGTON, N. C., December 27.—General Bragg telegraphs from below that he has reopened communication with Fort Fisher, and that there is no occasion for alarm or excitement.

The enemy landed with only three days' rations.

Two feeble assaults by the enemy's vessels were made last night.

There is but little firing on Fort Fisher to-day. The fleet is reported to have hauled off.

Weitzel's negro division forms part of the enemy's force on the North Carolina coast.

Four of the enemy's vessels have certainly been disabled on the Roanoke river.

Prisoners admit a loss of three gunboats on the Roanoke.

WILMINGTON, December 27.—The situation is unchanged.

Communication open to Fort Fisher by land and water.

The enemy still hold their position on the beach, under cover of their fleet.

The attack on Fort Fisher has not been renewed. The fort is uninjured.

Our loss of men under fifty. The Federals suffered much.

Everything looks well.

WILMINGTON, December 27.—General Bragg telegraphs from below that the enemy have abandoned their position above Fort Fisher and re-embarked.

Our troops and officers behaved well throughout. The enemy has been defeated at all points.

THE EXCHANGE OF PRISONERS TO HAVE BEEN RESUMED AT WILMINGTON.

From the Richmond Examiner, December 28.

All that is known of affairs near Wilmington is contained in our telegraphic despatches from that point. A very false idea of the geography of the coast appears to prevail with some contemporary journals, and a great deal more importance has been attached by them to the landing effected by the enemy near Fort Fisher than the matter deserved.

The exchange of prisoners is about to be resumed at Wilmington. It is singular that the enemy has been allowed to choose every port they are about to attack as the point of exchange. But with the Commissioner of the Confederate States they have always appeared to do as they pleased.

CITY INTELLIGENCE.

[*For Additional Locals, see Eighth Page.*]

STATE OF THERMOMETER TO-DAY.—Six A. M., 36. Noon, 37. One P. M., 37. Wind N. by W.

THE NEW YEAR.—The year is very near its close. But one sunset more lies between it and the dark gate out of which it will pass into oblivion. Then the purple dawn of a new year will break upon us—a hale and lusty traveller, with wallet upon his back and the light of morning on his young face, will appear upon the highway of Time, treading with buoyant feet where the wan old pilgrim, now so near his end, has gone before, leaving tremblingly upon his broken staff. The days and years pass more swiftly than we think; and with all our clutching at their robes, we cannot stay their progress.

It seems but yesterday that the brave year 1864 came knocking at our doors; its bright face beaming kindly salutations; but pausing a moment now in life's busy round to look about us, behold! this brave year is bowed and broken, the snowdrifts of age lying upon its furrowed forehead, and the light almost faded from its sunken eyes. And what, since it came and has passed away with noiseless footfall, have we been doing? in what have we grown better and stronger? what story of triumphs won or victories shamelessly lost will it bear of us to the Asia whither it is summoned? What record has it left in our lives? what memories, when it has gone forever, will it leave in our hearts?

Have its spring smiles and summer rains grown flowers there that shall bloom through all coming years, or nourished only pestilential growths? Does it leave there affections purified and matured, with Hope still undimmed, and Joy still vocal with psalms? Happy they, upon whose lives the year in going has left no shadow; who, seeing it pass into the night that is starless and eternal, can say, "It was unto us a year of faithful performance, and we fear not to meet the record it may write among the stars."

FUEL SAVING SOCIETY.—This institution has commenced its good work for the season. The Fuel Saving Society was established in the year 1821, and received its act of incorporation in the year 1837. Since its commencement it has been going on with varying success, but on the whole progressing within the last ten years rapidly. The object especially which prompted the organization was that of assisting the industrious poor to purchase their winter wood at less rates than were charged by dealers when winter came. The Society bought wood in the warm season at summer rates, and furnished it to those who were entitled to it at the original cost. The recipients entitled themselves to the fuel by paying in the spring and summer such small sums from their earnings as they could well spare, the amounts so paid being placed to their credit in pass-books furnished them.

The attention of the Society at the present time is directed to the purchase of coal instead of wood, and as there is not so great a difference between summer and winter prices, the article is contracted for in the fall, and furnished to depositors at fifty cents per ton below the contract price. It can scarcely be said that this Society is based upon charity. Its chief object is to assist the poor to help themselves, in teaching them habits of care, industry, and economy, by giving them a direct object and a certain return for it. The Society has done an immense amount of good, and its usefulness is steadily increasing. It has claims that should arrest the attention of the industrial classes. A small amount paid weekly during the spring and summer will insure a happy return for the investment at the most inclement season of the year.

STABBING AFFAIR.—This morning Edward Burgess was arraigned before Alderman Miller, of the Twenty-fourth Ward, upon the charge of having stabbed Michael Riley. The latter received a severe and dangerous wound with a knife in the stomach. Burgess was held to answer.

WHAT WE EAT.—The number of beeves, sheep, swine, and cows sold at the Philadelphia Drove Yard during 1864, and slaughtered in this city, is as follows:—Beeves, 100,479; sheep, 302,275; hogs, 135,975; cows, 8571; making a grand total of 567,300 head in a population of over 600,000.

DAMAGE TO TELEGRAPH WIRES.—The telegraph wires between this city and New York have been deranged by the storm. It is supposed that the wires have been so burdened with sleet as to cause them to break down.

ORGANIZATION OF THE NEW CITY COUNCILS.—The new City Councils will organize on Monday morning next, New Year's Day. Dr. Uhler, of the Twenty third Ward, will retire; also, Messrs. Gienodo, Weaver, Paulin, Barren, Baird, Crockeel, and others.

ASSAULTED AND ROBBED.—About 12 o'clock last night, Mr. John Specht, tavern-keeper at Washington lane and Ridge avenue, was assaulted and robbed of a gold watch and chain, by two men in his bar-room.

PAYMENT OF INTEREST.—The City Treasurer will commence paying the interest on the city debt on and after Monday next. He will also redeem loans maturing on and after the 2d of January.

PRIZE COTTON.—The cargo of the prize steamer *Lillian*, consisting of 137 bales of cotton, most of it in a damaged state, took place yesterday. It brought from 85 cents to $1·10¼ per pound.

AN IMPROVEMENT: PREVENTATIVE AND REMEDY.—A few days since one of the steam-cars on the most popular of our roads was filled to suffocation with the fumes of sulphur, all the windows were raised, and the chilly draughts of a rainy day fanned the heated persons of the occupants. Suddenly, an old gentleman who had been most afflicted with spasmodic gaspings sprang up, thrust his hands into his pockets, and drew out to our astonished gaze three boxes of lucifer matches, all in a state of active ignition. The life of the holder of these nuisances, the health of all the passengers, were thus endangered, and the car made disagreeable for over an hour.

This can be prevented. The introduction of the patented matches so generally in use in Great Britain has just been effected, and our people are now presented with a match which will only ignite when struck against a chemically prepared plate attached to the box. They contain no sulphur or phosphorus, and can be used with safety, comfort, and economy. The introduction of them into our land is one of the greatest blessings in domestic economy; and not only the housekeepers, but also all "lovers of the weed," will hail with joy the arrival of the "Universal Safety Match." They have long been in use in Great Britain and the Continent, and in most of the countries of Europe they are the only form of match allowed by law. In their manufacture the frightful loss of life and terrible attacks of necrosis, or loss of lower jaw, resulting from inhaling the fumes of sulphur or phosphorus, in the safety-match, are all avoided. No poisonous substance is allowed in the formation. Chemistry has lent her art to perfect the little instrument, so trifling in its appearance, so terrible in its influence. The British Government, in order to testify their high opinion of the invention, allowed them to be used in the International Exhibition, where property to the amount of millions of dollars was lying around. An invention has seldom come to us more strongly indorsed. All Europe acknowledges its efficiency, and we doubt not that America, that most progressive of lands, will at once seize on the invention and appropriate it to her use. Let every family buy a box, try their efficiency, and judge for themselves. Mr. George G. Evans, No. 630 Chesnut street, is the General Agent for Pennsylvania.

WATCH MEETING.—The bad weather will not prevent a full attendance at the watch meetings to-night. They are always visited by solemn throngs and animated with impressive scenes. To-night they will probably be of more than ordinary interest and solemnity, because they will usher the first day of the week with the first day of another year, and because we have so much to remember and be grateful for, to anticipate and exult in. Let all who love to witness religious fervor, even if they do not possess it, be on hand.

ANOTHER ARREST.—Patick O'Rourke has been arrested and held in the sum of $800, by Alderman Cloud, to answer the charge of being implicated in the recent riot at the Richmond coal wharves. The defendant, it is alleged, was present during the row, and offered to bet one hundred dollars that his son could whip "any man of his weight and size in the crowd."

RESIGNED.—We learn that William M. Bull, Esq., Commissioner of the Board of Enrolment of the second draft district, has tendered his resignation to the Secretary of War, in consequence of having been appointed Solicitor to the newly elected Tax Receiver, Charles O'Neill, Esq. Mr. Bull's resignation takes effect from the first of January.

FINANCE AND COMMERCE.

OFFICE OF THE EVENING TELEGRAPH, Saturday, December 31.

The Stock Market is dull and steady this morning, with the exception of Coal Oil shares, which are active at about former rates. Government Bonds are rather quiet, with sales of 5-20s at 108¾; 6s of 1881 at 109¾, coupons off; 10-40s at 101¾; and new 7·30s at 99¾; New City 6s are selling at 99.

Railroad shares are inactive.

In City Passenger Railway shares there is little or nothing doing.

Bank shares are firmly held.

Canal stocks continue dull.

Coal Oil stocks are active, but prices are irregular. Atlas sold at 2¾; Corn Planter, 7¼; Caldwald, 7¾; Mingo, 4¾; Dalzell, 9¾; Olmstead, 2⅞; Perry, 4½; St. Nicholas, 4¾; Hibbard, 2 1-16; Excelsior, 1¾; and Cherry Run, 31.

PHILADELPHIA STOCK EXCHANGE SALES, DEC. 31.
Reported by Clarkson & Co., Brokers. No. 121 S. Third St.

BEFORE BOARDS.

100 sh St. Nicholas..c 4¾	100 sh Oil Ck&Ch R... 4·31
500 sh Walnut Is.....c 2·69	

FIRST BOARD.

$10,000 U S 5-20s.......108¾	220 sh Caldwell....... 7⅞
$1,000 U S 6s '81. x cp..109¾	25 sh Olmstead...... 2⅞
$1,000 U S 10-40s...reg.101¾	200 sh Oil Ck & Ch R.. 4⅜
$150 U S 7·30s........ 99¾	200 sh do......b30. 4·31
$2,500 City 6s........... 99	10 sh do........b5 4⅜
$2,000 do RR.... 95	900 sh do......b30 4⅞
$6,400 do new... 99	250 sh Dalzell Oil.... 9⅞
$100 do new... 99¾	200 sh do.......b30 9⅞
$2,000 C & Am b '83.3d.101	50 sh Perry Oil...... 4¾
$7,100 Phila&Erie 6s.c.b3	50 sh Junction Oil... 2
100 sh Atlas........... 2¾	950 sh St. Nicholas.... 4⅜
556 sh do.......... 2 3-16	200 sh TarrHomestead 4⅜
100 sh Corn Plant...... 7	500 sh Hibbard....b5.2 1-16
150 sh Excelsior....... 1·69	20 sh Far & Mec Bk 63
200 sh do......b30 1¾	7 sh Manu & Mech B 33
100 sh Mingo........... 4⅜	400 sh Susq Canal.... 15
600 sh do.......... 4⅜	20 sh Cam. & Am....149¾
400 sh do......b30 4½	100 sh Reading...c&p 57⅛
400 sh do......b30 4½	

Quotations of the principal Coal and Coal Oil stocks at 1 o'clock to-day:—

	Bid.	Ask.		Bid.	Ask.
Big Mountain Coal.s 6		6½	Hibbard	2	2⅛
Butler Coal	11¾	..	Hyde Farm	4⅞	..
Clinton Coal	..	1½	Irving Oil	10⅞	11
Connecticut	⅜	½	Keystone Oil	1⅞	1⅞
Diamond Coal	..	18½	Kreizer	1⅜	..
Fulton Coal	7½	..	Maple Shade Oil	32	..
Green Mt. Coal	4¼	4½	McClintock Oil	5⅜	5½
Monocacy Iron	..	10½	Mineral Oil.s	2¾	2¾
N. Y. & Mid. Coal	9	9½	Mingo.s	4¾	..
N. Carbondale	2	..	McElheny	5⅜	5⅝
New Creek	1	1¼	McCrea&Cherry R'n	1	2⅛
Swatara	6½	7	Noble&Delamater	10	10½
Atlas.s	2 3-16	..	Oil Creek	7¾	8
Allegheny & Tide'l	1	1⅜	Organic Oil	1 1-16	1⅛
Big Tank	2½	..	Olmstead Oil.s	2⅞	..
Brandon Island	1¾	2½	Pennsylvania Pet.	..	2
Bruner	1⅜	1½	Perry Oil.s	4½	..
Bull Creek	3⅜	3⅝	Pope Farm Oil	½	..
Briggs	4⅛	4½	Petroleum Centre	3⅜	3½
Continental	2⅜	2½	Phila & Oil Creek	1⅜	1⅝
Crescent City	2⅞	2½	Revenue	..	3
Curtin	14	15	Roberts Oil	..	3
Corn Planter.s	7	..	Rock Oil	4 1-16	4⅛
Caldwell.s	7⅞	..	Rathbone	..	2
Cow Creek	1⅝	2 1-16	Sherman	1⅝	1·69
Cherry Run	29¼	30	Seneca Oil	6	6⅛
Dunkard Oil	¾	1	Story Farm	2⅜	2⅝
Dunkard Cr'k Oil	..	1½	Schuyl & Oil Creek	1⅞	2
Densmore	7	7½	St. Nicholas.s	4⅝	..
Dalzell Oil.s	9⅞	..	Story Centre	3	..
Excelsior Oil.s	1·69	..	Sunbury	..	2
Egbert	3·94	4	Tarr Farm	2⅝	2⅞
Eldorado	1	2	Tarr Homestead.s	4⅜	..
Farrell	..	2	Union Petroleum	2 1-16	2⅛
Great Western	3	..	Upper Economy	..	1 1-16
Germania.s	1⅜	1 5-16	Venango Oil	..	1
Globe Oil	13 16	1·31	Walnut Island.s	2·69	..
Howe's Eddy Oil	1¼	1½	Watson	..	3

—Quotations of Gold at the Philadelphia Gold Exchange, No. 37 S. Third street, second story:—

10 A. M...........226¾	12 M...............225
11 A. M...........225	11 P. M............225½
11½ A. M..........224¾	

Market dull and weak.

HARPER, DURNEY & Co., No. 55 S. Third street, quote as follows:—

	Buying.	Selling.
American Gold	225	225¾
American Silver, ½'s and ¼'s	212	215
Dimes and Half Dimes	208	212
Penn. Currency	6-10	½ dis.
New York Exchange	1-5	1-20 "