THE WAR FOR THE UNION

ARMY OF THE POTOMAC.

WASHINGTON, Feb. 2.—A letter from the Army of the Potomac says: "There is no official confirmation of the reported fight on the south side of the Rapidan with a large body of deserters last week. It is nevertheless known that a feeling amounting almost to mutiny prevails in several regiments in Lee's army, and it is not improbable that the firing heard was caused by preventing one of them from escaping.

The enemy's pickets are frequently changed. On one occasion cavalry was substituted for the advanced posts and two lines of infantry pickets were posted in their rear. Frequent changes of the position of some of Gen. Lee's camps are noted. They are probably caused by the substitution of well known and faithful regiments for those disaffected near the front.

The reports concerning the scarcity of food in Lee's army are confirmed. Only a quarter of a pound of salt pork is allowed to each man per day. A small quantity of flour, in addition, constitutes the ration. Tea, sugar and coffee are myths in the service. The accounts brought by prisoners and refugees concur in the statement that the Rebel Government has not distributed any clothing since our movement on Mine Run. Some of the Georgia troops have received a small supply of clothing from that State. Blankets, with them, are getting scarce and command a heavy premium.

Intercepted letters from rebel ladies show that of the three thousand cavalry sent into the Valley during the recent cold weather, not over five hundred had returned. Many were frozen to death, and others were frost-bitten, and sought refuge in the farm-houses and villages. The entire movement was a total failure. At the last accounts, Early's Corps was resting on Middle River, near Mount Crawford, having abandoned the enterprise.

This morning eleven prisoners of war and ten horses, belonging principally to the 6th Virginia Cavalry, were sent to headquarters from Cavalry Corps. They were captured near the Blue Ridge, in the vicinity of Thornton's Gap. The horses are in the worst possible condition.

Despatches continue to arrive from the front and report great scarcity of provisions, forage and clothing, and, also, that large numbers are awaiting the proper opportunities to avail themselves of the President's amnesty proclamation. The enrollment of citizens, white and colored, within the lines of the army, is nearly completed.

UNION DISASTER IN SOUTHEAST VIRGINIA.

FORTRESS MONROE, Feb. 2.—The United States supply steamer Union arrived to-day in forty-eight hours from Port Royal, bound to New York. On the 14th of January she captured the Confederate steamer Mayflower, in Sarasote Pass, Florida, loaded with cotton. On January 21st, off Charleston, heard heavy firing. The Union put into Hampton Roads to forward despatches. General Butler has just received the following official reports:

On the 21st ult., an expedition went up the James river and Pagan's creek to Smithfield, to join the expedition sent up the Chuckituck, under Gen. Graham, to destroy provisions and a signal station and smuggling depot. The expedition, which landed at Smithfield, consisted of 90 men and one howitzer, under Captain Lee, who was ordered to to march to Chuckituck. When five miles beyond Smithfield they encountered a rebel force two hundred strong with two pieces of artillery.

These were soon put to flight, but receiving false information of a heavy force between there and Chuckituck, Lee returned to Smithfield and sent for the armed transport Smith Briggs, which, owing to a heavy fog, did not arrive till noon on Monday. The enemy, 500 strong, with four guns, attacked Captain Lee on Monday at daylight. The party being intrenched they held out against several furious attacks and charges from the enemy, till the transport arrived.

The enemy were repulsed in each attack with heavy loss. They sent in three flags of truce, demanding a surrender, which demand Captain Lee peremptorily refused. On the arrival of the transport, Lee retreated on board of her, when the enemy opened a heavy fire of artillery upon the boat.

The chief engineer was wounded and the second engineer being missing prevented the boat from being worked off the bar, till a shot struck her boiler and disabled her, when Capt. Lee and a portion of his men escaped by swimming across the river.

Others were captured, including Captain F. A. Reeve, who was wounded. Our loss in killed, wounded and missing is eighty. The enemy's loss in killed, wounded and missing, is much heavier, owing to their superior numbers. Not long after they captured the Smith Briggs, she was blown up with a tremendous explosion.

FROM NEW MEXICO AND KANSAS.

ST. LOUIS, Feb. 2.—The *Democrat* had a special despatch from Leavenworth, which says that Santa Fe advices to the 15th ult. have been received there.

Gen. Carleton has gone to El Paso.

A fight occurred near Fort Sumner on the 5th, in which our troops routed the Navajoe Indians, killing forty and wounding twenty-five.

Judge Knapp, a Democrat, refused to attend the sitting of the Supreme Court, and the term was consequently adjourned.

FROM MISSOURI.

ST. LOUIS, Feb. 2.—Both Houses of the Legislature adjourned yesterday, to attend the funeral of Governor Gamble, which takes place to-morrow, in this city. Lieutenant-Governor Hall's message to the Legislature, announcing the death of Governor Gamble, concludes as follows: "My chief and constant effort shall be to co-operate with the Federal Government in its efforts to suppress the existing rebellion. In doing this I shall not be solicitous to find fault with the President, Congress, or the Generals in the field. I shall rather defer my objections to whatever I may consider blameworthy in acts to a more propitious period, and trust to a cordial support of the Government of the United States to contribute something to the restoration of peace."

A very large meeting of ladies and gentlemen was held last night, at the Mercantile Library Hall, to make arrangements for holding a great Mississippi Valley Sanitary Fair in the coming spring. General Rosecrans was elected President; Governor Hall, Mayor Filley and General Fiske, Vice Presidents. President Lincoln, Vice President Hamlin and the Governors of all the loyal States, with General Grant, were elected honorary members. A large executive committee of gentlemen was also elected.

FROM WASHINGTON.

WASHINGTON, Feb. 2, 1864.—The House Naval Committee had a long session last night and another this morning, and listened to arguments in favor of locating the new Navy Yard at Chester. Propositions are now before them to have the Committee to visit League Island and Chester, or to appoint a commission for that purpose.

A delegation from the Philadelphia Board of Trade are here looking after the interests of League Island.

Secretary Chase has removed the restrictions upon trade in West Virginia. Other districts will be thrown open as soon as the military authorities deem it prudent.

A veteran battalion of General Gregg's old regiment, the 8th Pennsylvania Cavalry, leave here for Harrisburg to-morrow morning. The battalion will be under the command of Captain J. T. Piggott, Jr.

The bill reported to-day by Mr. Stevens, from the Committee of Ways and Means, for the support of the army for the year ending June, 1865, appropriates $529,500,000.

Of this amount, $15,000,000 are for advance bounties to volunteers.

$5,000,000 for raising and organizing volunteers.

$2,000,000 for the pay of the army.

$177,500,000 for the pay of volunteers.

$1,500,000 for the subsistence of volunteers.

$60,000,000 for Quartermasters' supplies.

$18,000,000 for incidentals.

$21,000,000 for the navy and artillery forces.

$40,000,000 for transportation.

$5,000,000 for commissary quarters for officers.

$58,000,000 for clothing, equipage, &c.

$9,000,000 for the Medical and Hospital Departments.

$2,000,000 for an armament for fortifications.

$20,000,000 for ordnance stores.

$2,500,000 for the manufacture of arms, and for the purchase of gunpowder and lead.

$2,000,000 for repairs to arsenals.

The Senate in Executive Session, to-day, confirmed the following nominations:

James Duane Doty to be Governor of Utah.

Edward A. Romens, of New Hampshire, Deputy Commissioner of Internal Revenue.

John M. Goodwin, of Maine, Governor of Arizona.

John Boseman Kerr, of Maryland, Deputy Solicitor of the Court of Claims.

Commander D. D. Porter Rear Admiral in the Navy, from July 4th, 1863.

Captain John Rodgers Commander in the Navy, from July 17th, 1863.

Captain Stephen C. Rowan Commander in the Navy, from July 16th, 1863.

Horace N. Trumbull Collector of Customs for the District of Stonington.

Newton Edwards Governor of Dacotah.

Amos Reed Secretary of the Territory of Utah.

W. W. Wood, of Iowa, Hospital Chaplain under the Act of May, 1862.

J. H. Irish, Superintendent of Indian Affairs for Utah.

The public meeting held to-night in the Hall of the House of Representatives, in celebration of the second anniversary of the United States Christian Commission, was largely attended. Hon. Hannibal Hamlin, Vice President of the United States, presided and delivered the opening address. He was followed by George H. Stuart of Philadelphia, President of the Christian Commission, who gave a brief statement of the origin and work of the Commission. The receipts and disbursements of the Commission during the present year amounted to nearly a million of dollars. Addresses were delivered by Speaker Colfax, Senator Sherman, General Martindale, Rev. R. J. Parvin and George J. Mingin. The President of the United States was present on the occasion.

The amendments of the Senate Finance Committee to the house bill, to increase the internal revenue, reported to-day by Mr. Fessenden, strikes out the provision for the tax of twenty cents additional on rectified spirits, and also that which taxes whiskey on hand after the 12th of January. They increase the tax on whisky after the 1st of July, and prior to January next, to seventy cents, and after the 1st of January next to eighty cents. The duty on imported whiskey after July, and prior to January next, is increased from forty to fifty cents, and after January next to sixty cents.

The following named representatives have been appointed by Speaker Colfax to act with the Senate Committee on the subject of the National Armory west of the Allegheny Mountains, viz: Messrs. Moorhead (Pa.), O'Neil (Ohio), Arnold (Ill.), Dawson (Mass.), McDowell (Ind.), Randall (Ky.), Loan (Mo.), and Eldridge (Wis.).

At the instance of Mr. Pruyn, the Japanese Government have revoked and annulled their decision to disregard their treaty with the Western Powers, and to expel all foreigners. The Government is highly pleased with Mr. Pruyn's difficult and delicate mission.

Parties purchasing the wrecks to be sold at the Norfolk Navy Yard, on the 8th of February, will be allowed ninety days in which to remove them: the full payment to be made at the expiration of thirty days from the date of sale.

COAL STATEMENTS.

The following is a statement of the amount of coal transported over the Lehigh Valley Railroad for the week ending Jan. 30, 1864, and previous since December 1, 1863, compared with same time last year:

	Week. Tons. Cwt.	Previously. Tons. Cwt.	Total. Tons. Cwt.
Hazleton	3,210 17	24,601 17	27,812 14
East Sugar Loaf	1,885 17	8,512 05	10,398 02
Council Ridge	1,343 15	8,694 09	9,938 03
Mount Pleasant	961 02	3,810 06	4,771 08
Spring Mountain	2,419 07	3,697 15	6,117 03
Coleraine	586 11	1,764 14	2,358 05
Beaver Meadow	.....	61 05	61 05
Smith's Spring	797 13	5,038 00	5,835 13
N. Spring Mount	2,150 11	13,438 15	15,589 13
S. Spring Mount	.....	.....	.....
Jeddo	2,058 17	12,302 18	14,453 15
Harleigh	864 09	4,449 14	5,254 13
German Penna	1,486 06	6,372 41	7,858 09
Ebbervale	914 04	2,482 15	3,396 19
Milnesville	684 04	3,911 10	4,595 19
Buck Mountain	1,342 17	5,092 18	6,465 15
L. M. Coal	1,613 16	6,861 08	8,445 04
Lehigh Coal & Nav.	3,311 11	6,154 09	7,570 03
Other Shippers	1,315 14	6,923 15	10,235 07
Total	27,017 17	124,047 16	151,065 13
Corresponding week last year	22,072 15	156,532 10	178,605 05
Increase	4,945 02	.....	.....
Decrease	.....	32,484 14	27,539 12

BOARD OF TRADE.

S. W. DE COURSEY, JAMES C. HAND, GEORGE L. BUZBY, } MONTHLY COMMITTEE.

IMPORTATIONS.

Reported for the Philadelphia Evening Bulletin.

BOSTON—Steamship Saxon, Capt. Matthews—106 cs boots and shoes Rauthsaff & Smith, Baltimore; 144 do Boker & Bros; 302 do O S Claflin; 57 do A M Conovet; 17 do A H Foster; 35 do E L Fuller; 447 do P Ford & Co; 37 do Graff & Watkins; 61 do J B Harmer; 38 do Haddock, Reed & Co; 127 do E A Hendry; 76 do Jones & Tudsli; 54 do F & I M Jones; 130 do R R Levick & Co; 22 bales dry goods Frothingham & Wells; 72 do A H Franciscus; 12 do James, Kent, Santee & Co; 12 pkgs do Lewis, Boardman & Wharton; 44 do H P & W P Smith; 25 bxs fresh fish H Burr & Co; 28 do J A Hopkins & Co; 10 do E Kessler; 46 bbls fish Kennedy, Stairs & Co; 39 cs oil cloth A M Bailey; 61 cs mdse 10 bbls 10 kegs crackers 30 bxs ginger J B Bussier & Co; 101 pieces iron 3 bxs 2 cks flues M W Baldwin & Co; 69 cases boots and shoes Munroe & Smaltz; 146 do Nickerson, Harris & Moseley; 11 do Peiper & Markley; 165 do W W Paul; 25 do W M Shewell; 241 do A A Shumway & Co; 39 do J & M Saunders; 34 do A H Smith & Son; 89 do West, Southworth & Co; 27 do hats Bartalot & Blinn; 44 do Cooper, Parham & Work; 235 pkgs dry goods J S Harry & Co; 31 do B W Chase & Son; 21 do J W Everman & Co; 27 do Geo Foelker; 47 do Farnham, Kirkham & Co; 25 bbls rum W H Cooper; 200 bdls pails 56 nests buckets C W Dean; 20 packs sheet iron F Fruner; 99 hf chests tea Fearons & Smith; 65 cs 120 pkgs furniture Gates, Kilburn & Co; 75 bags wool Thos Hillson & Co; 209 bxs 5 kegs Heaton & Denckla; 16 bbls cranberries I Jeanes & Co; 100 bags saltpetre Jordan & Bro; 19 bbls pork 16 hf chests tea 4 cks 15 bxs wine J E Kingeley & Co; 173 rolls felt Warren, Kirk & Co; 50 cs 7 bales 6 kegs Laing & Maginnis; 75 bdls paper J H Longstreth; 82 bars 20 cks copper H Winsor & Co; 19 casks cider Macky & Hogg; 50 bdls 2 bxs paper G Megarge & Co; 15 bales rags C Martin; 25 kegs grapes Murphy & Koons; 128 cs 10 bales J Thornley, 16 hf chests tea J Tiers & Co; 63 do 250 cs do C Webb & Co; 101 hf chests do 50 hhds syrup Waterman, Son & Cope; 146 bdls iron R Leggett & Co; 37 do Sharps & Hankins; 75 bbls fish 175 hf do 50 kits do 29 bbls oil 20 bdls fish 103 cs mdse 20 pkgs do Leech & Co; 6 frails dates 2 cases figs Stilson & Boyer.

SAILING DAYS OF STEAMSHIPS.

TO ARRIVE.

SHIPS	FROM	FOR	DATE
Hibernia	Galway	Boston	Jan. 19
America	Southampton	New York	Jan. 20
Asia	Liverpool	Boston	Jan. 20
Edinburg	Liverpool	New York	Jan. 20
Jura	Liverpool	Portland	Jan. 21
City of Cork	Liverpool	New York	Jan. 23
Olympus	Liverpool	New York	Jan. 26
C of Washington	Liverp'l	New York	Jan. 27
Bavaria	Southampton	New York	Jan. 27
China	Liverpool	New York	Jan. 30

TO DEPART.

Kedar	New York	Liverpool	Feb. 3
Illinois	New York	Aspinwall	Feb. 3
Canada	Boston	Liverpool	Feb. 3
Roanoke	New York	Havana	Feb. 3
Champion	New York	Aspinwall	Feb. 3
Saladin	New York	Kingston, Ja	Feb. 5
Germania	New York	Hamburg	Feb. 6
C of New York	N. York	Liverpool	Feb. 6
Evening Star	New York	Havana & N O	Feb. 6
Nova Scotian	Portland	Liverpool	Feb. 6
Hibernia	New York	Galway	Feb. 9
Australasian	New York	Liverpool	Feb. 10
Matanzas	New York	Havana & N O	Feb. 10
Germania	New York	Hamburg	Feb. 13
America	New York	Bremen	Feb. 13
Columbia	New York	Havana & N O	Feb. 13
Asia	Boston	Liverpool	Feb. 17

LETTER BAGS

AT THE MERCHANTS' EXCHANGE, PHILADELPHIA.

Ship Sullote, Small ..... Liverpool, soon
Ship Sanspareil, McAlpin ..... Liverpool, Feb. 3
Bark John Boulton, Davis ..... Laguayra, &c, Feb. 2

PORT OF PHILADELPHIA, FEBRUARY 3.

SUN RISES 6 59 | SUN SETS, 5 21 | HIGH WATER, 9 50

ARRIVED YESTERDAY.

Steamship Saxon, Matthews, 48 hours from Boston, with mdse and passengers to H Winsor & Co. Off the Brandywine, saw bark Victoria, for Port au Prince; bark John Trucks, for New Orleans, and two brigs bound down were above the Buoy on the Middle; passed off Bombay Hook, brig Dudley, for Port Royal; off Morris Liston's, brig Saml Welsh, for New Orleans; below Reedy Island U S monitor Sangamon; barks Eventide, for Remedios; Ann Elizabeth, for Key West; brigs Sarah E Kennedy, for New Orleans, and John Robbins, for do; off Reedy Point, ship Victoria, for Liverpool, and brig John Chrystal, for Matanzas, both in tow of the City Ice Boat; off Wilmington, bark Mary E Purdy, for Barbados.

CLEARED YESTERDAY.

Brig Olive, Davis, Boston, Twells Co.
Brig Warren, Smith, N York, Noble, Caldwell & Co.
Schr A Tirrel, Higgins, Boston, do
Schr John Stockham, Smith, Norfolk, Hunter, Norton & Co.
Schr L J Belloni, Meehan, Alexandria, Tyler & Co.
Schr Lizzie Taylor, Taylor, Newbern, do
Schr R H Shannon, Harris, Beaufort, do
Schr H Blackman, Gandy, do do
Schr J Clark, Scull, Fort Monroe, do
Schr Effort, Barrett, do do
Schr P M Wheaton, Stover, Hampton Roads, do
Schr Geo Twibill, Miller, Washington, Penn Gas Coal Co.
Schr Geo Edwards, Weeks, N York, J R White.

MEMORANDA.

Ship Ellen Sears, Bartlett, from New York 29th Aug. at San Francisco yesterday.

Ship Annapolis, Pickett, from Baltimore, at New Orleans 26th ult.

Bark Victorine, Jones, cleared at New York yesterday for New Orleans.

Brigs C H Frost, Bennett; Randolph, Pressey, Lagrange, Whitney, hence, arrived at New Orleans 25th ult.

Brig Rolling Ware, Collins, cleared at New York yesterday for Glenfuegos.

brig Carmelita (Dan), Hansen, for Rio Janeiro and a market, cleared at Baltimore 1st inst.

Steamer Dudley Buck, Harding, cleared at New York yesterday for this port.

Ship Asterion, Hurd, from New York via San Francisco and Honolulu for Howlands Island, was totally lost on Baker's Island; crew saved. The A was 1136 tons burthen, cleased A2½, built at New York in 1851, and hailed from Boston.

A. S. ROBINSON,
IMPORTER AND DEALER IN
LOOKING GLASSES,
Fancy and Plain Frames, suitable for Ivorytypes, Photographs and Engravings. Manufacturer of
PIER, MANTLE & WALL MIRRORS.
Engravings and Oil Paintings.
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Made in the finest style and most durable manner.
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E. M. NEEDLES,
Offers at Low Prices a large assortment of
LACE GOODS,
EMBROIDERIES,
HANDKERCHIEFS,
VEILS AND WHITE GOODS,
Suited to the season, and of the latest styles.
A large variety of
UNDERSLEEVES,
Of the most recent designs, and other goods suitable for party purposes.
1024 CHESTNUT ST.
1024 CHESTNUT STREET 1024 CHESTNUT STREET

LITTLE PET BOOKS,
THREE CHARMING VOLUMES,
BY AUNT FANNY,
Author of "Night caps," "Mittens," "Socks," ENTIRELY IN WORDS OF SINGLE SYLLABLES.
THEY WILL BE SURE TO AMUSE THE VERY LITTLE ONES.
In a neat Box, Price $1 50. Published by
WILLIS P. HAZARD,
ja21-tjy 31 South SIXTH Street.

HEAVY CANTON FLANNELS
AND
STANDARD DRILLS,
FOR SALE BY
Frothingham & Wells.
Materials for Mince Pies.
Bunch, Layer and Sultana Raisins,
Citron, Currants and Spices,
Cider, Wines, &c.
ALBERT C. ROBERTS,
DEALER IN FINE GROCERIES,
Corner Eleventh and Vine Streets.
Immense Assortment of
LOOKING GLASSES,
Oil Paintings, First Class Engravings,
PORTRAIT AND PICTURE FRAMES,
PHOTOGRAPH FRAMES,
PHOTOGRAPH ALBUMS,
WINDOW CORNICES,
PIER TABLES, &c., &c
James S. Earle & Son,
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MARTIN LEANS, NO. 402 CHESTNUT Street.
First Premium awarded by Franklin Institute to MARTIN LEANS, Manufacturer of MASONIC MARKS, PINS, EMBLEMS, &c.
New and original designs of Masonic Marks and Templars' Medals, Army Medals and Corps Badges of every description. de3-3mo

THE ALLENTOWN STEAM FORGE AND AXLE FACTORY,
AT ALLENTOWN, Lehigh county, Pa.
ADVENA & CO., Successors to Scott & Co., manufacturers of all kinds iron Axles, Hammered Bar Iron, and Forgings of every description. Also, Shafts, Shear Moulds, Sledge Moulds, Land Sides, Car Hooks, Steel Frog Points, and Railroad Tools, as Tamping Picks, Crow Bars, etc., etc.
WM. ADVENA,
FERD. WEISGERBER,
AUGT. SCHWARZE.
ja7-1m

COPPER AND YELLOW METAL SHEATHING, Braziers Copper, Nails, Bolts and Ingot Copper, constantly on hand, and for sale by HENRY WINSOR & CO., 332 South Wharves.

GROCERIES.

CHOICE HAMS.—Cincinnati covered Hams, just received and for sale by THOMPSON BLACK & SON, BROAD and CHESTNUT streets.

GRAPES AND ORANGES.—Extra Almeria Grapes and sweet Havana Oranges, just received and for sale by THOMPSON BLACK & SON, BROAD and CHESTNUT streets.

SPICED SALMON.—Fresh Spiced Salmon in small cans, just received and for sale by THOMPSON BLACK & SON, BROAD and CHESTNUT streets.

HEIDSIECK & CO'S CHAMPAGNE, very choice Sherry and Madeira Wine, fine Brandy, Younger's Scotch Ale and Guinness's Brown Stout, for sale by E. B. CLARKE, Grocer and Tea dealer, Main street, adjoining R. R. depot, Germantown.

VERY CHEAP TEAS.—Finest Young Hyson, Imperial, Gunpowder, Oolong, English Breakfast, Chulans, &c., for sale in original packages, or in small boxes, for family use, at JAMES R. WEBB'S, Walnut and Eighth streets. de23

RIDLEY'S BROKEN CANDY, Vanilla Cream Candy, Cornucopias, Chocolate Almonds and Drops, Burnt Almonds and Mixtures; all fresh. For Sale by E. B. CLARKE, dealer in fancy and staple Groceries, Main street, adjoining Railroad Depot, Germantown.

MATERIALS FOR MINCE PIES.—NEW Layer, Bunch and Seedless Raisins; fresh Currants, prime Leghorn Citron, fresh ground spices, choice sweet cider, brandy, wine, &c.; also, Newtown pippin apples. For sale by M F. SPILLIN, Tea Dealer and Grocer, N. W. corner Arch and Eighth street.

FRENCH PEAS, Champignons, and Boneless Sardines, of a fresh importation; for sale by E. B. CLARKE, dealer in fine groceries, Main street, adjoining Railroad Depot, Germantown.

ALMERIA GRAPES.—ALMERIA GRAPES in large clusters, of the choicest quality, in store and for sale by M. F. SPILLIN, N. W. corner Arch and Eighth street.

FRESH GROCERIES FOR CHRISTMAS.—New Raisins, Currants, Citrons, Prunes, Figs, and Almonds. Just received fresh, for sale by E. B. CLARKE, dealer in fancy and staples groceries, Main street, adjoining Railroad Depot, Germantown.

REFINED SUGARS AND SYRUPS OF ALL grades manufactured at the Southwark Sugar Refinery and the Grocers' Sugar House, for sale by E. C. KNIGHT & CO., Southeast corner Water and Chestnut streets.

FRESH OLIVE OIL in whole, half, and quarter bottles, for sale by E. B. CLARKE, grocer, Main street, adjoining Railroad Depot, Germantown.

PARED PEACHES.—20 bbls. pared Peaches from the Eastern Shore of Virginia; bright and firm. For sale by the barrel or less quantity. SIMON COLTON & SON, S. W. corner Broad and Walnut streets. ja13

FRUITS.—Layer Raisins, the finest imported, Sultanas; New Figs, in fancy boxes; New Currants; Prunes; English Walnuts, &c., at JAMES R. WEBB'S, Walnut and Eighth sts

BUSINESS CARDS.

GEO. O. STANDBRIDGE. N. W. EVERMAN
STANDBRIDGE & CO.,
BANKERS AND EXCHANGE BROKERS,
No. 49 South THIRD street,
PHILADELPHIA.
STOCKS AND BONDS BOUGHT AND SOLD ON COMMISSION.
Uncurrent Bank Notes and City Warrants bought at the lowest rates of discount. ja2-2m

CORN EXCHANGE BANK, PHILADELPHIA, November 23d, 1863.
At the election held 16th inst. the following Stockholders were duly elected Directors of the Corn Exchange Bank:
Alexander G. Cattell, James Steel, Robert Ervien, William P. Cox, Samuel T. Canby, Philip B. Mingle, John F. Gross, Christian J. Hoffman, H. W. Catherwood, Edmund A. Souder, Charles E. Wilkins, David Vanderveer, Jonathan Knight.
And at the meeting of the Board this day ALEX G. CATTELL, Esq., was unanimously re-elected President; and ALEX. WHILLDIN, Esq., Vice president, and JOHN W. TORREY Cashier.
J. W. TORREY, Cashier.
no24-3mo

GAS FIXTURES.—WARNER, MISKEY & CO., No. 718 CHESTNUT street, Manufacturers of Gas Fixtures, Lamps, &c., &c., would call the attention of the public to their large and elegant assortment of Gas Chandeliers, Pendants, Brackets, &c. They also introduce Gas pipes into Dwellings and Public Buildings, and attend to extending, altering and repairing Gas pipes. All work warranted. j130

PENNSYLVANIA WORKS—on the DELAWARE River, below PHILADELPHIA, CHESTER, Delaware county, Pa.
REANEY, SON & ARCHBOLD, Engineers and Iron Boat Builders, Manufacturers of All kinds.
CONDENSING AND NON-CONDENSING ENGINES,
Iron Vessels of all description, Boilers, Water Tanks, Propellers, &c., &c.
T. REANEY, W. B. REANEY, S. ARCHBOLD, Late Engineer in Chie U. S. Navy
Reaney, Neafie & Co., Penn Works, Phila. fiv13-tf

COAL.
COAL.— KUHN & HILLER, FAMILY COAL OFFICE, No. 120 South FOURTH Street (Northwest corner Fourth and Library streets), Philadelphia.
Coal selected from the best Mines for Family Use, at the lowest market prices. ☞ Prompt attention to Orders, and speedy Delivery. Also, Agents for PHILADELPHIA and BOSTON ICE.
Families, Hotels and Offices supplied at the lowest market prices. ja29-1m

COAL.—SUGAR LOAF, BEAVER MEADOW and Spring Mountain Lehigh Coal, and best Locust Mountain from Schuylkill, prepared expressly for family use. Depot, N. W. corner EIGHTH and WILLOW streets. Office, No. 115 South SECOND street.
J. WALTON & CO.
mh27

S. MASON BINES. JOHN F. SHEAFF.
THE UNDERSIGNED INVITE ATTENTION to their stock of
Buck Mountain Company's Coal,
Lehigh Navigation Company's Coal, and
Locust Mountain
which they are prepared to sell at the lowest market rates, and to deliver in the best condition.
Orders left with S. MASON BINES, Franklin Institute Building, SEVENTH street, below Market, will be promptly attended to.
BINES & SHEAFF,
Arch street wharf, Schuylkill.
ap5-tf

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Applicable to the useful Arts.
HILTON'S INSOLUBLE CEMENT
Is of more general practical utility than any invention now before the public. It has been thoroughly tested during the last two years by practical men, and pronounced by all to be
SUPERIOR TO ANY
Adhesive Preparation known.
A new thing.
Hilton's Insoluble Cement is a new thing, and the result of years of study; its combination is on
Its Combination.
SCIENTIFIC PRINCIPLES, and under no circumstances or change of temperature, will it become corrupt or emit any offensive smell.
Boot and Shoe Manufacturers.
BOOT AND SHOE
Manufacturers using Machines will find it the best article known for Cementing the Channel, as it works without delay, is not affected by any change of temperature.
Jewelers.
JEWELERS
Will find it sufficiently adhesive for their use, as has been proved.
Families.
It is Especially Adapted to Leather,
And we claim as an especial merit, that it sticks Patches and Linings to Boots and Shoes sufficiently strong without stitching.
It is the Only
Its a Liquid.
LIQUID CEMENT EXTANT
That is a sure thing for mending
Furniture, Crockery, Toys, Bone, Ivory,
And articles of Household use.
Remember.
Remember Hilton's Insoluble Cement is in a liquid form and as easily applied as paste. *Hilton's Insoluble Cement* adheres oily substances.
Supplied in Family or Manufacturer's Packages from 2 oz. to 100 lbs.
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HILTON BROS. & CO.,
Proprietors, Providence, R. I.
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Agents in Philadelphia,
LAING & MAGINNIS, No. 30 N. Third st

FRENCH PRUNES.—100 boxes new fruit landing and for sale by JOS. B. BUSSIER & CO., 108 South Wharves.

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PHOTOGRAPHERS AND IVORYTYPISTS,
912, 914 and 916 Chestnut street,
Invite attention to their improved styles of Imperial and extra Imperial Photographs, presenting the finish of retouched pictures at the cost of plain.
Every style of picture furnished from the *Carte de Visite* to the highly finished Ivorytype and Oil Portrait, with satisfaction guaranteed.
☞ Particular attention given to copying Old Pictures.
☞ Fine assortment of ALBUMS constantly on hand. no28-3m

YARNS.
On hand and constantly receiving
ALL NOS. TWIST FROM 5 TO 20, and
FILLING Nos. 10 12 and 14.
Suitable for Cotonades and Hosiery.
In store at present a beautiful article of
14 TO 16 TWIST.
MANUFACTURERS will find it to their interest to give me a call.
Also on hand, and Agent for the sale of the UNION A, B and C JUTE GRAIN BAGS, in quantities of from 100 to 10,000.
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SOUTH THIRD ST.,
BANKERS & BROKERS,
SPECIE, STOCKS,
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AND ALL
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BOUGHT AND SOLD. oc

TRAVELING GUIDE.

1864—PENNSYLVANIA CENTRAL RAILROAD.
PHILADELPHIA TO PITTSBURGH.
350 MILES DOUBLE TRACK!
THE SHORT ROUTE TO THE WEST.
Trains leave the Depot at Eleventh and Market streets, as follows:
Mail Train at ..... 8.00 A. M.
Fast Line at ..... 11.40 "
Through Express at ..... 10.30 P. M.
Parkesburg Train at ..... 1.00 "
Harrisburg Accommodation at ..... 2.30 "
Lancaster Train at ..... 4.00 "
The Through Express Train runs daily—all the other trains daily except Sunday.
FOR PITTSBURGH AND THE WEST.
The Mail Train, Fast Line and Through Express connect at Pittsburgh with through trains on all the diverging roads from that point, North to the Lakes, West to the Mississippi and Missouri Rivers, and South and Southwest to all points accessible by railroad.
INDIANA BRANCH RAILROAD.
The Through Express connects at Blairsville Intersection with a train on this Road for Blairsville, Indiana, &c.
EBENSBURG AND CRESSON BRANCH RAILROAD.
The Through Express Train connects at Cresson at 10.45 A. M., with a train on this road for Ebensburg. A train also leaves Cresson for Ebensburg at 8.45 P. M.
HOLLIDAYSBURG BRANCH RAILROAD.
The Mail Train and Through Express connect at Altoona with trains for Hollidaysburg at 7.55 P. M. and 8.40 A. M.
TYRONE AND CLEARFIELD BRANCH RAILROAD.
The through Express Train connects at Tyrone with Trains for Sandy Ridge, Philipsburg, Port Matilda, Milesburg and Bellefonte.
HUNTINGDON AND BROAD TOP RAILROAD.
The Through Express Train connects at Huntingdon with a train for Hopewell and Bloody Run at 6.56 A. M.
NORTHERN CENTRAL AND PHILADELPHIA AND ERIE RAILROADS.
For SUNBURY, WILLIAMSPORT, LOCK HAVEN, and all points on the Philadelphia and Erie R. R., and ELMIRA, ROCHESTER, BUFFALO AND NIAGARA FALLS. Passengers taking the Mail Train at 8.00 A. M., and the Through Express at 10.30 P. M., go directly through without change of cars between Philadelphia and Williamsport.
For YORK, HANOVER and GETTYSBURG the trains leaving 8.00 A. M., and 2.30 P. M., connect at Columbia with trains on the North Central Railroad.
CUMBERLAND VALLEY RAILROAD.
The Mail Trains and Through Express connect at Harrisburg with trains for Carlisle, Chambersburg and Hagerstown.
WAYNESBURG BRANCH RAILROAD.
The Trains leaving at 8.00 A. M. and 2.30 P. M., connect at Downingtown with Trains on this road for Waynesburg and all intermediate stations.
FOR WESTCHESTER.
Passengers for Westchester taking the trains leaving at 8.00 A. M., 1.00 and 4.00 P. M., go directly through without change of cars.
For further information, apply at the Passenger Station, S. E. corner of Eleventh and Market streets.
JAMES COWDEN, Ticket Agent.

WESTERN EMIGRATION.
An Emigrant Accommodation Train leaves No. 137 Dock street daily, (Sundays excepted,) at 4.00 P. M.
For full information, apply to
FRANCIS FUNK, Emigrant Agent, No. 137 Dock street

FREIGHTS.
By this route freights of all description can be forwarded to and from any point on the Railroads of Ohio, Kentucky, Indiana, Illinois, Wisconsin, Iowa, or Missouri, by railroad direct, or to any port on the navigable rivers of the West, by steamers from Pittsburgh.
For freight contracts or shipping directions, apply to S. B. KINGSTON, Jr., Philadelphia.
ENOCH LEWIS,
jan9 General Superintendent, Altoona, Pa.

WEST CHESTER AND PHILADELPHIA, VIA THE PENNSYLVANIA CENTRAL RAILROAD.—Passengers for West Chester leave the Depot, corner of ELEVENTH and MARKET streets, and go through without change of cars.
FROM PHILADELPHIA.
Leave at 8.00 A. M., arrive at West Chester 9.50 A. M.
Leave at 1.00 P. M., arrive at West Chester 3.00 P. M.
Leave at 4.00 P. M., arrive West Chester 6.00 P. M
FROM WEST CHESTER.
Leave at 6.50 A. M., arrive West Philadelphia 9.35 A. M.
Leave at 10.45 A. M., arrive West Philadelphia 12.25 P. M.
Leave at 3.50 P. M., arrive West Philadelphia 5.20 P. M.
Passengers for Western points from West Chester, connect at the Intersection with the Mail Train at 9.17 A. M., the Harrisburg Accommodation at 3.55 P. M., and the Lancaster Train at 5.25 P. M.
Freights delivered at the Depot, corner THIRTEENTH and MARKET streets, previous to 11.30 P. M., will be forwarded by the Accommodation Train, and reach West Chester at 3.00 P. M.
For tickets and further information, apply to JAMES COWDEN, Ticket Agent, Eleventh and Market streets.
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1863. RE-OPENED. 1863.
PHILADELPHIA, WILMINGTON AND BALTIMORE RAILROAD.
FREIGHTS WESTWARD VIA. BALTIMORE AND OHIO ROUTE.
RECEIVING DEPOT, BROAD STREET, ABOVE CHERRY.
Through Freight facilities between Philadelphia and the Western States, have been fully resumed by the above route, at lowest rates.
QUICK TRANSIT BY FAST FREIGHT TRAINS without change of cars to the Ohio river.
This route is now considered entirely safe from injury by rebel raids, in proof of which the Baltimore and Ohio Railroad Company guarantee owners against loss or damage by military seizure, whilst in transit on the line of that road.
We have no hesitation therefore in respectfully as