

THE WAR FOR THE UNION

SUCCESSFUL UNION RAID INTO NORTH

FORTRESS MONROE, Feb. 2.—The steamer S. R. Spaulding, Captain Howes, arrived today, with twenty-one rebel prisoners, from the James River. They were recently captured in North Carolina by the 8th Vermont Regiment. The prisoners were taken from the steamer Thomas A. Scott to this place in a disabled condition.

Major General Butler has just received the official report from the following expedition sent out in his department: On the 28th ult. General Palmer sent an expedition to capture a force of rebel cavalry in Jones and Onslow counties, North Carolina. They succeeded in routing the enemy, and captured twenty-three men, with their horses and equipments. They also destroyed from one hundred and fifty thousand to two hundred thousand pounds of pork, several barrels of salt, ten thousand pounds of tobacco, thirty-two barrels of beef, and captured a large number of mules and horses.

On the 27th ult. Captain Cody of the Twenty-fourth New York Battery, proceeded with his command to Tyrrell county, N. C., where they captured five men then employed in a series of forays. They also took two rebel officers and one thousand sheep.

There is a large rebel force at Kinston, probably anticipating an attack.

REBEL ATTACK ON BACHELOR'S CREEK. FORTRESS MONROE, Feb. 3, P. M.—The following dispatch has been received: Newmarket, N. C., Feb. 2, P. M.—To Major-General Butler.—Early this morning our outpost at Bachelor's Creek was attacked by a force of about 1,500 rebels, consisting of Hoke's Brigade and Pickens' division. It being impossible to make a stand, we fell back in good order, destroying the camps, abandoning all our stores, with the loss of fifty to one hundred men and one section of artillery.

The forces are now so arranged that we are confident of a successful resistance.

Almost simultaneously with this attack the enemy advanced on the other side of the Pamlico, with what force it is difficult to estimate, and were handsomely repulsed.

Our communications continue with Morehead city, but the enemy are near the railroad with the evident intention of cutting it. The command at Beaufort is aware of the situation, and will use every effort to prevent the interruption of the road.

J. W. PALMER, Brigadier-General.

FROM THE SOUTHWEST. CAMRO, Feb. 3.—Advices from Natchez to the effect that six hundred rebel cavalry are at six miles from that place, threatening an attack. The 32d Illinois and 12th Wisconsin Regiments have been recalled.

A deserter reported two brigades of Louisiana and Texas troops marching from the mouth of the Mississippi River, opposite Rodney, with a view of temporarily blockading the river, and to get arms and supplies from the Union army at Grand Rapids, Mississippi.

He said also that the enemy had succeeded in crossing several thousand tons of arms and large amounts of ammunition.

The steamer Lily Martin, captured by guerrillas near Napoleon, last Thursday, was taken up the Arkansas river. A gunboat will probably be sent after her.

Governor Johnson has authorized the formation of a regiment of mounted men for the suppression of guerrillas.

General Orders have been issued ordering measures for the suppression of guerrillas. Guerrilla operations are to be repaired, and the Union refugees will be supported by assessments on secessionists.

THE RAID ON THE BALTIMORE AND OHIO RAILROAD. WHEELING, Va., Feb. 3.—General Kelley telegraphs this afternoon to Governor Boreman that the rebels have been driven back from the line of the railroad at all points, and are now being vigorously pursued by our troops.

The damage to the North Branch and Patuxent Creek bridges is but trifling. The Baltimore and Ohio Railroad will be in working order in two days.

Governor Boreman has also received a despatch from Gallipolis, stating that the steamer Levi, which left that place for New York, was captured last night, and burned at Red House, on the Kanawha River. Brigadier-General Schenck and one of his staff were taken prisoners. The rest of the passengers and the crew were released.

The rebels also burned the telegraph office at Red House.

The telegraph is now working over the Baltimore and Ohio Railroad.

BALTIMORE, Feb. 3.—The most reliable advices are now that General Kelley has driven the rebels entirely from all parts of the Baltimore and Ohio Railroad. Our regular army and the militia have come into conflict, killed and wounded many, and took quite a number of prisoners. The damage done to the bridges at Bachelor's Creek was trifling, and will be repaired soon.

The telegraph again works to Cumberland, and the trains will run regularly to-morrow or next day. There has been no crossing of rebels into Western Maryland. It is believed that the rebels are being driven back to the Potomac, and will be there to-morrow.

RECENT ADVICES. WASHINGTON, Feb. 3.—After we drove the enemy from the bridge, yesterday, the rebels were driven back to the Potomac, and are now being pursued by our troops.

Last night a portion of Gen. Sullivan's forces, attempting to cut the enemy off, encountered a large force of rebels in Mechanicsburg Gap, near Romney, and in the neighborhood of this gap fought a battle. We eventually succeeded in compelling the rebels to retreat to the Potomac, and they fled with considerable precipitation.

In this engagement we took a number of prisoners. In retreating the enemy hastened to make a junction with the main rebel force near Moorefield.

It is believed that Gen. Sullivan and Col. Bullington's columns have formed a junction, and are now pursuing the rebels vigorously. If the enemy escapes our forces certainly will not be able to take any large portion of plunder.

FROM WASHINGTON. WASHINGTON, Feb. 3.—In accordance with a call from a caucus of the Union members of the House of Representatives, a meeting took place to-night. Representative Miller occupied the chair. About sixty members were present. The object of the meeting was to discuss the situation of the war, and to consider the expediency of passing a bill to equalize the grade of the officers of the army.

The Postmaster-General has replied to a resolution of the Senate, asking the reason of the frequent failure of the mails between New York and Washington. He attributes them to the inefficiency of equipment in cars and engines to meet the increased demands of mail and transportation. There being but a single track, the number of trains speed lessened by the increase of business.

Since the adoption of the schedule of Nov. 23, by which the time was reduced from ten hours between Washington and New York, the increase in the number of trains has been such as to require the large increase of passengers and freight, consequent delays in receiving and discharging passengers, and the companies have made up of the transportation of the mails as secondary importance, subordinate even to the regular mail. The knowledge of the Department, and discrimination against the mails in case of danger of losing all the roads. The road through Philadelphia is actively pushed, and the bridge on the Schuylkill is under construction. The company of the roads will secure the remedy much sooner than it could be obtained by a new line. A practical plan of this kind under other management, by consent and harmony of action, is suggested as a complete remedy.

It is stated that the difficulty in supplying the demands for food and material in the case of the government of the new company, and the consequent relaxing of efforts by the present line would be remedied, unless it be such as would give the government power to control the action of the companies in carrying the mails, and in the changes without reference to mail connections.

The amendments proposed by Senator Trumbull to-day to the law forbidding members of Congress from acting as agents for the prosecution of claims, are proposed to repeal the provision which provides that members of Congress shall not be retained from acting as counsel or agents in any court, or before any commission. Heads of Departments and Chiefs of Bureaus, Clerks and others, are prohibited from accepting pay for services in connection with claims for compensation or arrears, before any department or military or naval commission. The fine on conviction is limited to \$100 and two years' imprisonment, at the discretion of the court trying the same. The Senate to-day, in Executive Session, confirmed the bill, which was received of public money at Nebraska city.

THE DAILY EVENING BULLETIN: PHILADELPHIA, THURSDAY, FEBRUARY 4, 1864.

XXXVIIIth CONGRESS.—FIRST SESSION.

WASHINGTON, Feb. 3. SENATE.—A letter was received from the Secretary of War in answer to a resolution of Mr. Fowler, in reference to military orders concerning elections in Tennessee, Maryland, Delaware, Missouri and Kentucky, and was referred to the Committee on Military Affairs.

Mr. Fessenden (Maine) presented memorial from citizens of Harrison county, Missouri, asking for the removal of the military government from that county. Referred to the Committee on the Conduct of the War.

Mr. Sumner (Mass.) presented the petition of a large number of German citizens of Boston, protesting against the President's proposed scheme of reconstruction.

Mr. Trumbull (Ill.) reported the joint resolutions relating to members of Congress, from Judiciary Committee, with amendments.

Mr. Trumbull introduced a joint resolution in reference to James Buchanan, for the purpose of referring to the Committee on Public Lands.

On motion of Mr. Carlisle (Pa.) the enrollment was postponed until to-morrow.

Mr. Grimes (Iowa) reported a substitute for the bill amendatory of the Charter of Georgetown D. C., which was ordered to be printed.

Mr. Wilson reported back favorably the bill providing for the examination of certain officers in the army.

The Judiciary Committee were discharged from the further consideration of the case of the United States vs. Wilson, as amended by the Finance Committee of the Senate, was then considered.

Mr. Fessenden explained at length the merits and effects of the proposed amendment, and the House Revenue bill, as amended by the Finance Committee of the Senate, was then considered.

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PENNSYLVANIA LEGISLATURE.

HARRISBURG, Feb. 3, 1864. SENATE.—The Senate met at four o'clock, P. M., and was called to order by Mr. Johnson, Speaker pro tem.

A letter was presented by the Speaker pro tem. from the father of Senator White, desiring the letter of resignation from Senator White, dated at Liberty Prison, Richmond, Va., November, 1863. The letter was read, and the Clerk, Mr. Speaker pro tem, announced that White has been issued for an election on February 15th, 1864.

Mr. Stein moved to proceed to the thirteenth ballot for Speaker. Lost—11 to 11.

Mr. Connell moved to ballot for Clerk. Lost—11 to 11.

After some useless attempts at business the Senate adjourned.

HOUSE.—The Speaker presented the Annual Report of the Auditor-General on Pennsylvania Railroads, with a summary embracing the following facts: Persons killed during the year 1863, 200; Persons injured during the year 1863, 2,500; Receipts of Roads for the year 1863, \$40,523,571 45; Expenses of Roads for the year 1863, \$40,523,571 45.

Persons killed during the year 1864, 100; Persons injured during the year 1864, 1,250; Receipts of Roads for the year 1864, \$40,523,571 45; Expenses of Roads for the year 1864, \$40,523,571 45.

Persons killed during the year 1865, 50; Persons injured during the year 1865, 625; Receipts of Roads for the year 1865, \$40,523,571 45; Expenses of Roads for the year 1865, \$40,523,571 45.

Persons killed during the year 1866, 25; Persons injured during the year 1866, 312; Receipts of Roads for the year 1866, \$40,523,571 45; Expenses of Roads for the year 1866, \$40,523,571 45.

Persons killed during the year 1867, 12; Persons injured during the year 1867, 156; Receipts of Roads for the year 1867, \$40,523,571 45; Expenses of Roads for the year 1867, \$40,523,571 45.

Persons killed during the year 1868, 6; Persons injured during the year 1868, 78; Receipts of Roads for the year 1868, \$40,523,571 45; Expenses of Roads for the year 1868, \$40,523,571 45.

Persons killed during the year 1869, 3; Persons injured during the year 1869, 39; Receipts of Roads for the year 1869, \$40,523,571 45; Expenses of Roads for the year 1869, \$40,523,571 45.

Persons killed during the year 1870, 1; Persons injured during the year 1870, 19; Receipts of Roads for the year 1870, \$40,523,571 45; Expenses of Roads for the year 1870, \$40,523,571 45.

Persons killed during the year 1871, 0; Persons injured during the year 1871, 0; Receipts of Roads for the year 1871, \$40,523,571 45; Expenses of Roads for the year 1871, \$40,523,571 45.

Persons killed during the year 1872, 0; Persons injured during the year 1872, 0; Receipts of Roads for the year 1872, \$40,523,571 45; Expenses of Roads for the year 1872, \$40,523,571 45.

Persons killed during the year 1873, 0; Persons injured during the year 1873, 0; Receipts of Roads for the year 1873, \$40,523,571 45; Expenses of Roads for the year 1873, \$40,523,571 45.

Persons killed during the year 1874, 0; Persons injured during the year 1874, 0; Receipts of Roads for the year 1874, \$40,523,571 45; Expenses of Roads for the year 1874, \$40,523,571 45.

Persons killed during the year 1875, 0; Persons injured during the year 1875, 0; Receipts of Roads for the year 1875, \$40,523,571 45; Expenses of Roads for the year 1875, \$40,523,571 45.

Persons killed during the year 1876, 0; Persons injured during the year 1876, 0; Receipts of Roads for the year 1876, \$40,523,571 45; Expenses of Roads for the year 1876, \$40,523,571 45.

Persons killed during the year 1877, 0; Persons injured during the year 1877, 0; Receipts of Roads for the year 1877, \$40,523,571 45; Expenses of Roads for the year 1877, \$40,523,571 45.

Persons killed during the year 1878, 0; Persons injured during the year 1878, 0; Receipts of Roads for the year 1878, \$40,523,571 45; Expenses of Roads for the year 1878, \$40,523,571 45.

Persons killed during the year 1879, 0; Persons injured during the year 1879, 0; Receipts of Roads for the year 1879, \$40,523,571 45; Expenses of Roads for the year 1879, \$40,523,571 45.

Persons killed during the year 1880, 0; Persons injured during the year 1880, 0; Receipts of Roads for the year 1880, \$40,523,571 45; Expenses of Roads for the year 1880, \$40,523,571 45.

Persons killed during the year 1881, 0; Persons injured during the year 1881, 0; Receipts of Roads for the year 1881, \$40,523,571 45; Expenses of Roads for the year 1881, \$40,523,571 45.

Persons killed during the year 1882, 0; Persons injured during the year 1882, 0; Receipts of Roads for the year 1882, \$40,523,571 45; Expenses of Roads for the year 1882, \$40,523,571 45.

Persons killed during the year 1883, 0; Persons injured during the year 1883, 0; Receipts of Roads for the year 1883, \$40,523,571 45; Expenses of Roads for the year 1883, \$40,523,571 45.

Persons killed during the year 1884, 0; Persons injured during the year 1884, 0; Receipts of Roads for the year 1884, \$40,523,571 45; Expenses of Roads for the year 1884, \$40,523,571 45.

Persons killed during the year 1885, 0; Persons injured during the year 1885, 0; Receipts of Roads for the year 1885, \$40,523,571 45; Expenses of Roads for the year 1885, \$40,523,571 45.

Persons killed during the year 1886, 0; Persons injured during the year 1886, 0; Receipts of Roads for the year 1886, \$40,523,571 45; Expenses of Roads for the year 1886, \$40,523,571 45.

Persons killed during the year 1887, 0; Persons injured during the year 1887, 0; Receipts of Roads for the year 1887, \$40,523,571 45; Expenses of Roads for the year 1887, \$40,523,571 45.

Persons killed during the year 1888, 0; Persons injured during the year 1888, 0; Receipts of Roads for the year 1888, \$40,523,571 45; Expenses of Roads for the year 1888, \$40,523,571 45.

Persons killed during the year 1889, 0; Persons injured during the year 1889, 0; Receipts of Roads for the year 1889, \$40,523,571 45; Expenses of Roads for the year 1889, \$40,523,571 45.

Persons killed during the year 1890, 0; Persons injured during the year 1890, 0; Receipts of Roads for the year 1890, \$40,523,571 45; Expenses of Roads for the year 1890, \$40,523,571 45.

Persons killed during the year 1891, 0; Persons injured during the year 1891, 0; Receipts of Roads for the year 1891, \$40,523,571 45; Expenses of Roads for the year 1891, \$40,523,571 45.

Persons killed during the year 1892, 0; Persons injured during the year 1892, 0; Receipts of Roads for the year 1892, \$40,523,571 45; Expenses of Roads for the year 1892, \$40,523,571 45.

Persons killed during the year 1893, 0; Persons injured during the year 1893, 0; Receipts of Roads for the year 1893, \$40,523,571 45; Expenses of Roads for the year 1893, \$40,523,571 45.

Persons killed during the year 1894, 0; Persons injured during the year 1894, 0; Receipts of Roads for the year 1894, \$40,523,571 45; Expenses of Roads for the year 1894, \$40,523,571 45.

Persons killed during the year 1895, 0; Persons injured during the year 1895, 0; Receipts of Roads for the year 1895, \$40,523,571 45; Expenses of Roads for the year 1895, \$40,523,571 45.

Persons killed during the year 1896, 0; Persons injured during the year 1896, 0; Receipts of Roads for the year 1896, \$40,523,571 45; Expenses of Roads for the year 1896, \$40,523,571 45.

Persons killed during the year 1897, 0; Persons injured during the year 1897, 0; Receipts of Roads for the year 1897, \$40,523,571 45; Expenses of Roads for the year 1897, \$40,523,571 45.

Persons killed during the year 1898, 0; Persons injured during the year 1898, 0; Receipts of Roads for the year 1898, \$40,523,571 45; Expenses of Roads for the year 1898, \$40,523,571 45.

Persons killed during the year 1899, 0; Persons injured during the year 1899, 0; Receipts of Roads for the year 1899, \$40,523,571 45; Expenses of Roads for the year 1899, \$40,523,571 45.

Persons killed during the year 1900, 0; Persons injured during the year 1900, 0; Receipts of Roads for the year 1900, \$40,523,571 45; Expenses of Roads for the year 1900, \$40,523,571 45.

Persons killed during the year 1901, 0; Persons injured during the year 1901, 0; Receipts of Roads for the year 1901, \$40,523,571 45; Expenses of Roads for the year 1901, \$40,523,571 45.

COAL STATEMENT.

Our correspondent at Scranton sends us the following report of the coal trade for the week ending Saturday, Jan. 30, and for corresponding time last year:

Shipped South..... 5,910 Tons. Cwt. Year. 20,343 00  
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Total..... 20,343 Tons. Cwt. Year. 20,343 00  
For corresponding time last year: 20,343 Tons. Cwt. Year. 20,343 00

Shipped North..... 4,412 Tons. Cwt. Year. 10,523 00  
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Total..... 17,105 Tons. Cwt. Year. 30,866 00  
Increase..... 45,523 18

C. B. WRIGHT & CO.,

No. 142 South Third Street,  
OPPOSITE THE EXCHANGE.

Dealers in Government and State Securities, Quarters (backed and Yenchers), and Certificates of Indebtedness.

Orders for the purchase and sale of Stocks and Bonds promptly executed.

CHARLES EMORY & CO.,  
Stock and Exchange Brokers,

No. 15 SOUTH THIRD ST.,  
Philadelphia.

All kinds of current funds and Gold and Silver bought and sold, and Collections made.

Particular attention given to the purchase and sale of Government, State and other Stocks and Bonds on commission.

HEAVY CANTON FLANNELS

AND  
STANDARD DRILLS.  
FOR SALE BY  
Frothingham & Wells.

TRAVELING GUIDE

THE PENNSYLVANIA  
CENTRAL RAILROAD,  
PHILADELPHIA TO PITTSBURGH,  
300 MILES DOUBLE TRACK.

Trains leave the Depot at Eleventh and Market streets, as follows:

Fast Line at..... 8:00 A. M.  
Through Express at..... 11:40 A. M.

Through Express at..... 1:00 P. M.  
Through Express at..... 3:00 P. M.

Through Express at..... 5:00 P. M.  
Through Express at..... 7:00 P. M.

Through Express at..... 9:00 P. M.  
Through Express at..... 11:00 P. M.

Through Express at..... 1:00 A. M.  
Through Express at..... 3:00 A. M.

Through Express at..... 5:00 A. M.  
Through Express at..... 7:00 A. M.

Through Express at..... 9:00 A. M.  
Through Express at..... 11:00 A. M.

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