THE WAR FOR THE UNION

GENERAL BUTLER BANISHES A NEWSPA-PEE CORRESPONDENT.

FORTRESS MONROS, Feb. 10.—The following special order is published by order of the General Commanding:
SPECIAL ORDER.—W. W. Shore being, by his own confession, the correspondent of the New

Special Order.—W. W. Shore being, by his own confession, the correspondent of the New York Daily Work! and Daily Times, the articles and letters from which papers are copied with approbetion into many of the rebel papers, to the injury of the Government and the cause of the country, is ordered to leave this Department forthwith, not to return under pain of being put at hard but honest labor. By order of Major-General Butler.

R. S. Davis, Major and Asst. Adjt. Gen.

MARYLAND BOUNTIES TO VOLUNTEERS.
BALTIMORE, Feb. 10.—The City Councils to day passed a county bill giving \$200 to recruits, without distinction of color, with the State bounty recently passed. Veterans who re-enlist in this city will receive \$925, and new recruits \$800. Recruiting is going on actively here.

FROM WASHINGTON.

ing is going on actively here.

FROM WASHINGTON.

WASHINGTON, Feb. 10.—A special despatch from Fairfax Court House, dated Feb. 10, says that Col. Murphy, of the 69th New York Regiment, who started out in pursuit of the rebel guerillas yesterday, near Occoquan, returned to-day, not having captured any. They scouted the country for fourteen miles.

A reportirom Warrenton says General Gregg's Cavalry Division have been on the lookout for some days.

some days.

The railroad guards along the railroad between Gallet's Station and B-aleton have been fired at nearly every night by guerillas.

The President's stable was fired to-night, about

Callett's Station and B-aleton have been lired at nearly every night by guerillus.

The President's stable was fired to-night, about nine P. M., in several places. The President and two newspaper men were first on the ground when the fife was discovered, but were unable to save any of the horses. Six in all were burned. The carriages were saved.

Another list of military nominations, about three hundred in number, was transmitted to the Senate to-day by the President for confirmation. They comprise quartermaster, commissaries, paymasters and chaplains. There are now about fifteen hundred names before the Senate for confirmation.

The House Committee on Military Affairs have prepared a bill setting out with the declaration that it appears that many general officers are and have been either entirely unemployed, or not end duty corresponding with their rank, thus holding commissions and drawing pay without rendering service, and standing in the way of the promotion of active officers, and providing that all Major and Brigader-Generals who, on the 15th day of March next, shall not be in the performance of service, and for three months continuously next, prior to that date, shall be dropped from the rolls of the army, and all pay shall cease, and the vacancies shall be filled by appointment or promotion; but this is not to affect officers absent on account of wounds, or in consequence of being prisoners of war, or on parole.

Any Major or Brigadier-General appointed under the act of 1861, and so dropped from the rolls, shall not be discharged, but remitted to his former position as a staff or line officer of the regular army.

The following order was issued to-day:

WAR DEPARTMENT, ADJUTANT-GENERAL'S Orfice, Washington, Feb. 16, 1864.—General Order No. 66—Extract 31.—Lieut. E. P. Bigelow, U. S. Army, now under arrest, will proceed to Fortress Monroe, Va., and from that point make explanation to the Adjutant-General of the Army in reference to his neglect of duty and violation of the mustering regulations of the army

into the 16th New York Artillery. By order of the Secretary of War.
(Signed) E. D. TOWNSEND, A.A.G. Official—(Signed) R. WILLIAMS, A.A.G. A precisely similar order has been issued in the case of 1st Lieut. Robert E. Smith, 11th U. States The pay of all regimental officers connected with the 16th New York Heavy Artillery, has been atopped until further orders, awaiting an explanation of the matter of improper enlistments into the regiment of boys under eighteen, and men over forty-five years of age, and others specially disqualified for military service.

LATER FROM EUROPE.

ARRIVAL OF THE STEAMSHIP CITY OF CORK

NEW YORK, Feb. 10. - The steamer City of Cork, New York, Feb. 10.—The steamer City of Cork, from Liverpool on the 23d and Queenstown on the 24th of January, has arrived.

Ork papers of the 25th ult. contain the following late news:

The steamer Druid, from Liverpool for Nassau, torun the blockade, was at Queenstown.

Breslat, Jan. 23.—A sanguinary conflict between the Polish incurgents, under Barsack, and the Russians, took place on the 18th, in the vicinity of Creenstochau. of Czenstochau.

Several wagons filled with dead and wounded were brought into the town.

Lemberg, 23.—The insurgent corps under Poninski and Wroblewski have returned to the Government of Lublin, after having supplied arms and ammunition to Lithuanian detachments. On the 16th of January they engaged the Russians near the Fortress of Zamose, and the latter retreated to the citydel.

Regulu, 23.—Letters from Warsaw describe the

near the Fortress of Zamose, and the latter retreated to the citedel.

Berlin, 23.—Letters from Warsaw describe the condition of those persons transported into the interior of Russia as deplorable in the extreme.

Frankfort-On-The-Main, Jan. 23.—At the sitting of the Federal Diet, yesterday, the question of the withdrawal of the Austrian and Prussian reserves from the Federal Corps of execution was diemissed, and it was reselved that fresh reserves of Federal troops should be maintained.

Berlin, Jan. 23.—A debate on the budget, as amended by the Chamber of Deputies, took place in to-day's sitting of the Upper House. The amendment was rejected by a large majority, and the government budget was adopted by a vote of fifty-eight against seventeen.

Paris, Jan. 23.—A debate on the paragraph of the address relative to Algeria took place in the Corps Legislatif. M. Picard explained the amendment of the left proposing to assimilate Algeria to France, and grant liberal institutions to that country, with the right of electing deputies. The amendment was lost by a vote of two hundred and twenty-two against eighteen.

THE CITY PASSENGER BAILWAYS.

The report by the Auditor-General, of the Passenger Railroads of this city gives a return from fifteen of the companies, showing the amount of capital stock, amount paid in, funded and floating debt, receipts, expenditures, cost of operating roads, dividends, number of passengers carried, &c. From this we present the following summary:

Ac. From this we present the following summary:

Girard College—Capital, \$500,000; paid, \$160,
600: receipts, \$76,431; dividend, \$1 50 per share;
passengers carried, unknown.

Spruce and Pine—Capital, \$500,000; paid, \$159,
312; debt, \$15,500; expenses of operating road,

\$56,648; receipts, \$75,050; dividend, 6 per cent.;
passengers carried, 1,657,050.

Germantown—Capital, \$500,000; paid, \$112 245;
debt, \$250,000; expenses of operating road, \$33,
446 receipts, \$133,505; passengers carried, 2,000,000.

Fairmount and Arch—Capital, \$500,000, paid,

\$200,000; debt, \$2,049; expenses of operating road,

\$400; receipts, \$63,489; dividend, 7½ per cent.;
passengers carried, 1,484,914.

Thirteenth and Fifteenth Streets—Capital, \$500,
600; paid, uncertain; debt, \$3,000; expense of operating road,

\$67,176; receipts, \$37,604; dividend, \$1,75 per share; passengers carried, 1,625,
600.

Ridge and Manayunk—Capital, \$250,000; paid.

operating road, \$67,176; receipts, \$57,604; dayledend, \$175 per share; passengers carried, 1,625,000. Ridge and Manayunk—Capital, \$250,000; paid, \$118,000; expense of operating road, \$21.559; receipts, \$34,549; dividend, \$2 10 per share; passengers carried, unknown.

Seventeenth and Nineteenth Streets—Capital, \$500,000; paid, \$120,000; expense of operating road, \$22,682; receipts, \$28,447; dividend, 2½ per cent. per share; passengers carried, unknown.

Philadelphia and Darby—Capital, \$200,000, paid, \$100,000; debt, \$17,000; expense of operating road, \$19,385; receipts, \$24,101; dividend, none; passengers carried, 275,000.

Chestnut and Walnut Street—Capital, \$500,000; paid, \$100,000; debt, \$135,000; expense of operating road, \$53,434; receipts, \$104,727; dividend, \$4 per share; passengers carried, 298,848.

Frankford and Southwark—Capital, \$500,000; paid, \$490,260; debt, \$200,000; expense of operating road, \$124,428; receipts, \$104,727; dividend, 7 per cent.; passengers carried, 4,000,000.

Race and Vine Street—Capital, \$500,000; paid, \$45,740; receipts, \$72,437; dividend, none; passengers carried, 1,550,000; paid, \$180,000; debt, \$172,000; expense of operating road, \$107,479; receipts, \$104,600; dividend, 11 per cent.; passengers carried, unknown.

Second and Third Street—Capital, \$500,000; paid, \$203,757; debt, \$172,100; expense of operating road, \$107,479; receipts, \$161,690; dividend, 11 per cent.; passengers carried, unknown.

Second and Third Street—Capital, \$500,000; paid, \$203,757; debt, \$172,100; expense of operating road, \$102,777; debt, \$172,100; expense of operating road, \$102,777; debt, \$172,100; expense of operating road, \$182,905; receipts, \$293,622; dividend, 10 per cent.; passengers carried, unknown.

\$203,757; debt, \$172,100; expense of operating road, \$162,825; receipts, \$279,628; dividend, 10 per cent; passengers carried, 5,860,000.

Boltzens—Capital, \$500,000; paid, \$192,750; debt, \$6,000; expense of operating road, \$78,715; receipts, \$186,063; dividend, 6% per cent; passengers car-

Green and Coates - Capital, \$500,000; paid

Green and Coates—Capital, \$500,000; paid, \$150.000; debt, \$87,000; expense of operating roads, \$74,000; receipts, \$124,530; dividend, \$2 90 per share; passengers carried, 2,517,008.

The total number of passengers carried by elsven roads is 26,664,500. The total number of persons killed was twelve, of which four were passengers; injured twenly, of which ten were passengers. The number of horses employed is 2,325. The cost of hay and feed to a single company with 382 horses, it amounts to \$50,000. The single item of horse-shoeing to one company is over \$7,-\$00.

THE NEW JERSEY RAILROAD COMPANY.
TRENTON, Feb 10.—Mr. Randolph, of Hudson county, has introduced a bill into the Senate extending the charter of the New Jersey Railroad Company until 1889, and to enable the Company to relocate various portions of their road so as to avoid curves and accommodate their customers

REPORT OF THE PRISON AGENT FOR 1863. Wm. J. Mullen, the Prison Agent has issued his annual report for 1863. This report shows that within the last year he has succeeded, with the co-operation of the constituted a uthorities. In liberating from prison 1,491 persons (40 of them being small children), at a cost of \$118 68, paid to magistrates and other officials. These were from about 2.500 cases investigated. The parties were all committed for Court, but on a careful examination it was found that the imprisonment of a majority of them was either extremely unju-t and oppressive, for offences so trivial or accompanied by such mitigations that a further confinement did not seem demanded by either justice or expediency. The liberation of the persons referred to saved the county the sum of \$13,021 20½ during he year.

The whole number of persons released within the last ten years through the Agent's interference (since the commencement of the agency) has been 44.553, at a cost of \$1,324 74, averaging the amount paid for each prisoner about eight cents, which was paid to magistrates and others in authority. Their liberation saved to the tax payers of Philadelphia the sum of \$106.437 48½. The unjust distressing and trivial character of these arrests may be imagined by the large number of commitments and the few convictions.

The number of arrests within the last year was over 35.000. Out of these 17.219 were committed to

and the few convictions.

The number of arrests within the last year was over 35,000. Out of these 17,219 were committed to prison. Of the number imprisoned there were 336 of their bills ignored, and but 320 convicted, sentenced and recommitted to prison. Of these, 233 were sentenced to labor and 89 without labor: of the resisted the average of the sentenced to labor and 89 without labors of the resisted the average of the sentenced to labor and 80 without labors. mainder there were discharged by the Court 203; by mainder there were discharged by the Court 203; by the magistrates, \$173; by the Inspectors, 6025 prisoners whose time expired within the year 1682. Of the above number committed there were 9032 white males and 5598 white females. Of the latter number there were but 28 convicted and sentenced to labor, and 10 without labor; 598 black males and 731 black females, 18 of whom were convicted and sentenced to labor and one without labor. The whole number of commitments of both saves shows whole number of commitments of both sexes show nincrease of 2659 over that of the previous year. Many of the discharged females were taken by

Many of the discharged females were taken by the agent to the Howard Home and the Rosine Asyium, where they receive instruction in various branches of industry. These excellent institutions are accomplishing much good.

The insane sent to our prison from time to time have been speedily disposed of, and removed to the Asylum at Blockley, where they will be properly cared for, instead of remaining in prison, an almost insupportable annoyance to those who are constrained to be within hearing of their hideous cries. The number received during the year was twenty-nine.

The number of deaths which occurred during the year was fifty-one.

DEATHS OF UNION PRISONERS AT ATLANTA GA.—The Commissary-General of Prisoners Colonel William Hoffman, reports that four een Union prisoners died in the prison hospital at Atlanta, Ga., during the month of December. 1863. Among these were the following: Private Lewis Row, Company H, 5th United

States Infantry; gunshot wound, December 6. Private J. Powitt, Company G, 77th Pennsylvania; gunshot wound, December 5. Private Thomas Owens, Company B, 16th United States Infantry; gunshot wound, De-

EOARD OF TRADE. MONTHLY COMMITTEE. JAMES C. HAND, GEORGE L. BUZBY,

IMPORTATIONS.

Reported for the Philadelphia Evening Bulletin.

MATANZAS—Brig Evelyn, Ginn—354 hhds moasses 40 tes do Harris, Heyl & Co. SAILING DAYS OF STEAMSHIPS.

TO ARRIVE.

TO ARRIVE.

SHIPS TO ARRIVE.

SHOW YOR DATE
City of Cork. Liverpool. New York. Jan. 28
Olympus. Liverpool. New York. Jan. 28
C of Washington Liverp'l. New York. Jan. 27
Bavaria. Southampton. New York. Jan. 27
North American. Liverp'l. Portland. Jan. 28
Chins Liverpool. New York. Jan. 30
Asia. Liverpool. New York. Jan. 30
Asia. Liverpool. New York. Feb. 8
Hammonia. Southampton. New York. Feb. 9
Saxonia. Southampton. New York. Feb. 9
Africa. Liverpool. New York. Feb. 19 Africa........Liverpool. New York..... Bremen......Southampton...New York...... Canada Liverpool...Boston. TO DEPART.

Bellons...... New York. London..... Feb. 18
Morning Star. New York. Havana&N.O.... Feb. 20
Bavaria..... New York. Hamburg..... Feb. 20 LETTER BAGS ...

PORT OF PHILADELPHIA, FEBRUARY 11. SUM EISES 6 51 | SUN SETS. 5, 9 | HIGH WATER, 4 25

ABRIVED YESTERDAY.
Brig Evelyn Ginn, Ginn, 16 days from Matanzas,
with molasses to Harris, Heyl & Co.
Schr James L Heverin, Hollingsworth, 1 day from
Little Creek Landing, Del. with cotn to James L
Rewley & Co.

Little Creek Languag, Den.

Bewley & Co.

CLEARED YESTERDAY.

Steamship-Gov Chase, Tuttle, Fortress Monroc, U
S Quartermaster, with colored troops.

Steamship Weccacoe, Barrett, Key West, U S Quar-Steamship Weccacoe, Barrett, Mey West, U S Quartermaster.
Schr M M Weaver, Weaver, Fort Monroe, Tyler&Co Schr J M Broomåll, Douglass, Port Royal, do Schr R Thompson, Sharp, Beaufort, do Schr D E Wolfe, Dole, Newbern, do Schr N B T Thompson, Endicott, Beaufort, Com H A Adams.

A Adams.

Schr R Vanneman, Vanneman, Beaufort, do

Schr Edw Ewing, McDevitt, Georgetown, Walter
& Bro.

Schr Monterey, Craig, New York, Noble, Caldwell & Co. St'r R Willing, Dade, Baltimore, A Groves, Jr.

Correspondence of the Philadelphia Exchange.

LEWES, DEL. Feb. 8.

Two barks and twenty schooners went to sea today; two steamers and three barks came in and
went up the bay; one brig and three schooners,
names unknown, remain at the Breakwater.

Yours, &c.

AARON MARSHALL. MEMORANDA.

MEMORANDA.

Steamship Matanzas, Liesegang, for Havana and New Orleans, sailed from New York yesterday.

Steamship Yazoo, Couch, cleared at New York yesterday for New Orleans.

Steamship Eagle, Adams, from Havana 6th inst. at New York yesterday.

Ship Pocabontas, Lincoln, from Calcutta 13th Oct. at New York yesterday.

Bark Sea Eagle, Howes, sailed from Matanzas 1st inst. for this port. nst. for this port.

Bark H D Brookman, Cheney, from N Orleans, at New York yesterday, with molasses and cotton.

Bark Harriet Stevens, Corbett, from Key West for Portland, at Holmes' Hole 8th inst. Bark E A Souder (Br), Dennis, cleared at N York th inst. for Plymouth, Eng.

Bark Frank, Wright, cleared at Boston 9th inst. Bark Cricket, Wingate, cleared at Baltimore, 9th astafor Rio Janeiro.
Bark Albion Lincoln, Bibber, cleared at Boston
th inst. for New Orleans.
Bark Persia, Jones, was up at New Orleans 31st lt. for this port. Brig Geo Harris, Stowers, at Sagua 20th ult. feorted from Philadelphia.

Brig Altavela, Reed, sailed from Cardenas 1st inst. for this port.

Brig Lilla, Day, sailed from Matanzas 3d instant

Brig Lilla, Day, sailed from Matanzas 3d instant for this port.

Brig Moonlight, Small, from Havana, at Cardenas 2d inst. to load for this port.

Brigs Eanny Foulke, Cook, and A Hopkins, Leerhoff, were up at New Orleans 2d inst. for this port.

Brig Ganges, Johnson, cleared at New York yesterday for New Orleans.

Schr John Farnum, Hall, from Bristol for this port, went into Dutch Island harbor and remained 8 AM 8th inst. 8 AM 8th inst. Schr Ida L Howard, McDuffle, cleared at Port-Schr Ida L. Howard, and Idad Sthinst. for this port.
Schr S T Garrison, Grace, cleared at New York yesterday for this port.
Schr Chris Loeser, Laws, from New Castle, Del. at Boston 9th inst.
Schr S V W Simmons, Godfrey, hence at Provi-Schra Ann Jane, Magee, and barge Katty Galliger, Hays, cleared at Georgetown, DO. 8th instant. for this port.

Schr Eleanor T, Facemire, cleared at Baltimore 9th inst. for Bridgeton, NJ. NAVAL. The US steamers Powhatan, Rhode Island, and ship National Guard, were at Cape Haytien Jan 14.

DR. SCOTT'S
LIVERY STABLES,
1 ork avenue, between Buttonwood and Noble
streets, Philadelphia. I SE
No Horse that can injure another will be admitted. Livery to be paid before a Horse leaves or
is taken away. Boarders receive medical attendance gratis. Carriages, Wagons and Saddle Horses
to hire. New customers for these are most respect.
fully requested to bring a reference. Terms moderate, but cash payments. erate, but cash payments.

SEORN'S PREPARED JAVA COFFEE.—
Another invoice of this excellent Coffee. just received and for sale by JOS. B. BUSSIER & CO., Agents for Osborn, Nos. 108 and 110 South A liberal allowance to wholesale buyers.

TRAVELING GUIDE.

Lancaster Train at. 4.00 '
The Through Exp. ssTrain runs daily—all the The Through Expless 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 Biairsville Intersection with a train on this Road for Blairsville, Indiana, &c.

EBENSBURG AND CRESSON BRANCH RAILROAD.

EBENSBURG AND CRESSON BRANCH
RAILROAD.
The Through Express Train connects at Cresson at 10.45 A. M., with a train no 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 Holldaysburg at 7.55 P. M. and 8.40 A. M.
TYRONE AND CLEARFIELD BRANCH RAILROAD.
The through Express Train connects at Tyrone

THOUSE AND DIRACTED BARNON

RAILROAD.

The through Express Train connects at Tyrone with Trains for Sandy Ridge, Philipsburg, Port Matida, Milesburg and Bellefonte.

HUNTINGDON AND BROAD TOP RAIL-ROAD.

The Through Express Train connects at Huntingdog with a train for Hopewell and Bloody Run at 6.56 A. M.

NORTHERN CENTRAL AND PHILADEL PHIA AND ERIE RAILROADS.

FOR SUNBURY, WILLIAMSPORT, LOOK 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 And BLMIA. ROCHESTER, BUPALO 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 cais between Philadelphia and Williamsport. For YORK, HANOVER and GETTYSBURG the trains leaving 8.00 A. M., and 2.30 P. M., con-nect at Columbia with trains on the North Central Raylorad. CUMBERLAND VALLEY RAILROAD.

The Mair Trains and Through Express connect Harrisburg with trains for Carlisle, Chambers burg and Hagerstown.

WAYNESBURG BRANCH RAILROAD.

The Trains leaving at 8 00 A. M. and 2 39

P. M., connect at Downingtown with Trains on this road for Waynesburg and all intermediate stations.

stations.

FOR WESTOHESTER.

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 Ohlo, Kentncky, 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, jang General Superintendent, Altoona, Pa.

WEST OHESTER 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

Leave at 1.00 P. M., arrive at West Chestar 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
8.35 A. M. 10.45 A. M., arrive West Philadelphia

Leave at 10.45 A. M., arrive West Philadelphia 12.25 P. M. Leave at 3.50 P. M., arrive West Philadelphis 5.20 P. M. 5.20 P. M.

Passengers for Western points from Wes,
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. 5.23 P. M. Freights delivered at the Depot, corner THIB-TEENTH and MARKET Streets, previous to 11.30 P.M., will be forwarded by the Accommodation Train, and reach West Unester at 3.00

For tickets and further information, apply to
JAMES COWDEN, Ticket Agent,
ja2-tf Eleventh and Market streets.

JAMES COWDEN, Ticket Agent,
182-ti Eleventh and Market streets.

1864. RE-OPENED. 1864.
PHILADELPHIA, WILMINGTON AND BALTIMORE RAILROAD.
FREIGHTS WESTWARD VIA. BALTIMORE
AND OHIO ROUTE.
HECEIVING DEPOT, BROAD STREET,
ABOVE CHERRY.

Through Freight facilities between Philadelphis ad the Westera. States, have been fully resumed by the shove route, at lowest rates.
QUICK TRANSIT BY FAST FREIGHT IRAINS without change of cars to the Ohio river. This route is now considered entirely safe from unjury by rebel raids, in proof of which the Baltimore and Ohio Railroad Company guarantes owners against loss or damage by military seizure, whilst in transit on the line of that road.
We have no hesitation therefore in respectfully sing the confidence and patronage of shippers.
For further information, apply to COLHOUN & COWTON,
General Freight Agents.
JOHN S. WILSON, Agents,
Office, Sixth street, above Chestnat.
FHILADELPHIA. January 6, 1863. 207-175

CITY ORDINANCE.

CLERK'S OFFICE COMMON COUNCIL.—
PHILADELPHIA, February 5, 1864
In accordance with a resolution adopted by the Common Council of the City of Philadelphia, on THURSDAY the 4th inst, the annexed bill entitled "An Ordinance to Authorize an Additional Loan to aid the Enlistment of Volunteers," is hereby published for public information.

WM. F. SMALL,
Clerk of Common Council.

WM. F. SMAIL,
Clerk of Common Council.

A N ORDINANCE TO AUTHORIZE AN ADDITIONAL LOAN TO AID THE ENLISTMENT OF VOLUNTEERS.
SECTION 1. The Select and Common Councils of
the City of Philadelphia, do ordain: That the
Mayor be and he is hereby authorized to borrow on
the credit of the city from time to time, as may be
required by the City Treasurer, such sums of
money as may be required to aid the enlistment of
Voiunteers for the service of the United States, not
exceeding in the whole the sum of Two Million,
Dollars, for which interest, not to
exceed at the rate of six per cent.
per annum, shall be paid half-yearly, on
the City Treasurer. The principal of said loan
shall be payable and paid at the expiration of thirty
without the consent of holders thereof, and certificates therefor, in the usual form of such certificates of City Loans, shall be is sued in such amount
as the lenders may require, but not for any fractional part of one hundred dollurs, for irequired
in amounts of five hundred or one thousand dollars, and it shall be expressed in said certificates
thereof are payable free from all taxes.

SEC. 2. Whenever any loan shall be made by
virtue hereof, there shall be, by force of this ordneance, annually appropriated out of the income of
the corporate estates, and from the sum raised by
taxation, a sum sufficient to pay the interest on
said certificates; and the further sum of threetenths of one per cent. on the par value of such
terily, out of the income and taxes, to a sinking
fund, which fund and its accumulation are hereby
ment of said certificates.

RESOLUTION
Authorizing the Clerk to publish the Ordinance.

Resolved, That the Clerk of Common Council be authorized to publish in two daily newspapers of this City, daily for four weeks, the Ordinance presented to Common Council at a stated meeting thereof, held on the 4th day of February, 1864, entitled "An Ordinance to Anthorize an Additional Loan to aid the Enlistment of Volunteers," and the said Clerk, at the stated meeting of Councils, next after the expiration of four weeks from the said publication, shall present to Councils one of each of said newspapers for every day in which the same shall have been made.

[55-4w] DARAFFINE WAX CANDLES 60 CASES of the Union Coal and Oil Co.'s manufacture (late Blatterman & Co.) now in Store and for sale by the undersigned, sole agent,

fe9-5t*

No. 125 Walnut Street.

A REOW ROOTS. -12 BARRELS PURE Jamaica Arrow Root—For sale by GEORGE ALKINS, 10 and 12 South Delaware Avenus. ja3

JAY COOKE & CO. STOCKS AND SECURITIES

Bankers and Dealers

GOVERNMENT LOANS,

5-20 BONDS. 5 PER CENT. LEGAL TENDERS, 7-30 TREASURY NOTES. 1881 LOANS.

ONE YEAR CERTIFICATES, QUARTERMASTERS' VOUCHERS, QUARTERMASTERS' CHECKS, CITY AND STATE STOCKS, BANK, RAILROAD, and CANAL STOCKS AND BONDS.

Stocks Bought and Sold on Commission. A full supply of all kinds of GOVERNMENT SECURITIES, including the New Five Per Cent. Legal Tender) TREASURY NOTES, always on Collections made and Deposits received.

JAY COOKE & CO. No. 114 South Third Street. JOHN C. ARRISON.

Nos. 1 and 3 North Sixth Street

MANUFACTUREE OF

The Improved Pattern Shirt, FIRST OUT BY J. BURR MOORE, Warranted to Fit and Give Satisfaction

> ALSO Importer and Manufacturer of GENTLEMEN'S

 ${f FURNISHING}$ GOODS N. B.-All articles made in a superior manner by hand and from the best materials. oc6-6m

J. F. IREDELL. No. 147 NORTH EIGHTH STREET Between Cherry and Race, eastside, Phila. Has now on hand and constantly receiving an els-gant assertment of

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