YS EXCEPTED.) ORNEY. THE DAILY PRESS, EIGHTEEN CENTS PER WEEK, payable to the Carrie Mailed to Subscribers out of the City at Eight Dollars PER ANNUM, FOUR DOLLARS FOR SIX MONTHS, TWO DOL-LABS FOR THREE MONTHS-invariably in advance for th Advertisements inserted at the usual rates. B THE TRI-WEEKLY PRESS, Malled to Subscribers out of the City at Four Dollars Per Annum, in advance. SIXTEENTH ANNUAL REPORT. From United States troops............ rom expresses under Total earnings..... The Expenses of operating the line r "Conducting \$1,313,137 17 7,322 01 For "Maintenance of Road".....\$1,004,922 63
"new Second Track
and Siding...... 341,039 14 For "Maintenance of \$387,255 0 cars added to 480,077 06\$5,431,072 59

da.

\$1,731,392 20 ... 379,393 21 ... 74,773 43

... \$10,301,290 96

he repairs and renewals of the fixed and running hinery of the Company, were committed, under General Superintendent, to J. P. Laird, E.g., uperintendent of motive power, on the 1st July. The increased economy and efficiency of this artment since he entered upon his duties, propatisfactory results for the future. Cennings of the Company's canals were:

nthe Susquehanna division. \$203,630 09

Juniata division. \$23,142 29

Western division. 8,801 02

Miscellaneous sources 15,908 36 Showing a loss on the canals during 1862 of

VOL. 6.—NO. 157.

PHILADELPHIA, WEDNESDAY, FEBRUARY 4, 1863.

THREE CENTS.

The repairs and additions to the Pennsylvanta Railroad have been committed to the charge of William Hazel Wilson, Esq., as Chief Engineer, who has managed the affairs of this department for several years past, with much system, economy, and ability. Under his direction, the second track has steadily progressed until the space requiring to be filled up is but 32% miles. He has been instructed to provide materials and lay the second track, between the Juniata Aqueduct and Newport, and between Anderson's Siding and Garvin's Bridge, during the present year. This will leave but fourteen miles of single track on the line between Harrisburg and Pittsburg, after 1863, all of which is between Lewistown and Mill Creek, except one mile at the Susquehanna bridge. Directions have been given to prepare the road-bed of this portion (except the Susquehanna bridge), that it may be laid in the summer of 1864, thus giving to the entire line of the old Pennsylvania Railroad—with the exception mentioned—a double track. A third track, at proper intervals, to allow the passenger trains to pass the freight, will be required at no remote period.

ception mentioned—a double track. A third track, at proper intervals, to allow the passenger trains to pass the freight, will be required at no remote period.

That portion of the Harrisburg and Laneaster Railroad Company's road between Marietta and Swatara river, a distance of 24 miles, originally laid with a superstructure entirely too light for the tracfic it was designed for, will soon require a second track of lieavier rails. This line was laid by that company in lieu of a second track, on its main stem, by way of Mount Joy. In consequence of the more favorable gradients of this branch, all of our freight frains pass over it. The large and increasing tonnage thus thrown upon it will render the increased facilities referred to necessary.

The Board of Directors have been admonished for several years past by the increasing number of trains that traverse Liberty street, Pittsburg, east of the Pittsburg, Fort. Wayne, and Ohioago Railway connection, that a due regard for the convenience of the citizens of that city would require that this narrow, portion of that street should be relieved from the interruptions and risk they cause to the general travel. The delay in securing the necessary legislation from the Pittsburg City Councils, to enable the company to effect so desirable an object, has prevented its accomplishment at an earlier date. The legislation desired has now been obtained, and the real estate and right of way required to effect this change in the line of the road has nearly all been purchased. This outlay, including that required to move the tracks from this portion of Liberty street, will be quite heavy—not less than four hundred thousand dollars—but the objects secured both to the company and to the city by the change will fully justify this expenditure. Until this change in the location of the road was decided upon, it was impossible to determine the prover location for the contemplated Union Passenger Station to be erected for the accommodation of our own and the several, railway companies ente

the fullpose of secturing a sinter of the hortwestern traffic, will, in addition to the advantages originally anticipated from the expenditure, in a short time return full interest upon the capital devoted to that object. The traffic of the line this year would have justified a reasonable dividend upon the shares of that Company, but it has been deemed by its Directors more prudent to devote the surplus earnings, after paying interest upon its first and second mortgage bonds, to the renewal of temporary structures erected upon its road, and otherwise bring the standard of the property up to the character which the position and importance of the line demands. The finances of this Company are now founded upon a substantial basis, and it possesses a business which will insure to it not only ample revenues to meet the interest upon all of its bonds, but also fair returns to its shareholders.

Since your last annual meeting, legislation has been obtained from Congress, and from Virginia, authorizing the extension of the "Pittsburg and Steubenville Railroad across Brooke county, in the State of Virginia, and the Ohio river. The work of constructing the road and its bridges has been vigo-

Steubenville Railroad across Brooke county, in the State of Virginia, and the Ohio river. The work of constructing the road and its bridges has been vigorously commenced, and will be steadily prosecuted to completion. When finished and connected with our road, it will give us a line from Pittaburg to Cincinnati, twenty-four miles shorter than any existing route, and free from the vexatious interruptions which have heretofore prevented the full development of our southwestern passenger traffic. The completion of this line will also enable the Steubenville and Indiana Railroad Company to provide the means to meet the annual interest upon its bonds guaranteed by this Company, which have for several years been a tax upon its revenues.

It is gratifying to your Board to be able to continue to report the successful results of the enterprise in which you embarked your funds, originally with but a faint hope of other returns than those which looked to sustaining the commercial and manufacturing interest of this city. During the eight years the company's road has been in operation to Pittsburg, its transportation has steadily increased from 250,000 tons in 1854 to 2,222,000 tons in 1862, a result which proves that, whatever may have been the defects of the policy of the company, it has not failed to largely develop the vast internal resources of the Commonwealth, while it has preserved and immensely increased her traffic with her sister States. mmensery increased her traffic with her sister States.

The same liberal policy pursued in developing the traffic of the Pennsylvania Railroad, will be exercised on the Philadelphia and Erie Line, and we trust with the like beneficial results to the city, the State, and the company, in the development of its local and the distant rail and lake trade.

The directors have much pleasure in renewing their scknowledgments to the officers and employees of the company generally, for the successful results of their past year's labors in its service.

By order of the Board,

J. ED 3AR THOMSON, President.

Thos. A. Scott, Vice President.

WEDNESDAY, FEBRUARY 4, 1863.

THE NATIONAL FINANCES. mportant Letter from Hon. Robert J Walker-Review of the Great Financial Washington, Feb. 1.

The following letter was to-day written by Hon. R. J. Walker to Senator Sherman, as a member of the Finance Committee of the Senate. Its sugges tions are especially important at this time, and its arguments must carry conviction : Washington, Jan. 31, 1863. Hon. John Sherman, United States Schator, &c., &c.: Hon. John Sherman, United States Senator, &c., &c.:

DEAR Sin: The great coincidence of our views on
the financial and currency questions has given me
much pleasure and increased confidence. As we
had never compared opinions upon this subject, and
your speech was delivered in the Senate on the
same day that my pamphlet was printed in New
York, and both appeared here simultaneously in the
same morning paper, this coincidence is the more
remarkable.

remarkable. I have read your bill to provide a national currency, and, in compliance with my promise, suggest for your consideration the following amendments:

First. In section 19, strike out the limitation of these notes, or increase the amount to at least \$300,000,000 now, and an augmentation of ten per cent. every year. cent. every year.

Wy reasons for this suggested change are as follows: The system proposed by you extends over period of twenty years, and should contain provisions based on that consideration, and calculated to sions based on that consideration, and calculated to give stability and permanency to the system. The new circulation should be adequate in amount to become a substitute gradually for the notes of all the present banks, not by coercion, but by their own choice, and the preference which the people would certainly give to the new system. By table 34, p. 193 of the eighth census, the condition of the banks was as follows:

| Capital | Loans | Specie | Circulation | 1860 | \$4121,690,096 | \$691,495,690 | \$89,564,628 | \$207,102,47 | 1860 | 227,489,077 | 412,607,663 | 48,671,1 6 | 101,155,01 rhus you will perceive that in 1860 the circulation roper of the banks, exclusive of specie, exceeded (207,000,000, and the circulation and deposits reached (400,000,000. "You will perceive, also, that from '50 o '60 the increase of circulation proper exceeded (52,000,000, and the increase of circulation and de-\$460,000,000. You will perceive, also, that from 50 to 50 the increase of circulation proper exceeded \$52,000,000, and the increase of circulation and deposits exceeded \$178,000,000.

Now, by reference to table thirty-five of the eighth census, p. 195, our wealth increased, from 1850 to 1860, 126.46 per cent. As wealth is the true standard by which our currency should increase, our bank circulation, including deposits, increasing at this rate, would have been \$1,039,600,000 in 1870, and \$2,249,496,000 in 1880. But, if we diminish the amount at the end of the first decade by one-fourth, the result would be \$779,700,000 in 1870, and \$1,782,122,000 in 1880, specie not being included in these tables or calculations. Bank deposits are equivalent to circulation in swelling the volume of currency, there being no difference, in that respect, between bank-notes held by individuals in their sates, and bank-notes deposited by them with the banks, subject to immediate check. If the new bank-notes were limited to \$200,000,000, more than one-half the amount would be represented by bank deposits, as shown by table 24. As the object of your bill is to substitute loans

As the object, of your bill is to substitute loans taken by the new banks at par for our present currency, and to fund legal-tenders in United States stock, and thus arrest the alarming depreciation of these notes, and restore the public credit, why limit the extent to which these notes may be funded? If it be said the amount may be increased hereafter, why leave this to any future or doubtful contingency? Now is the very time when it is most important to arrest depreciation, and advance the National credit, and this cannot be accomplished to any great extent, with the limitation to \$200,000,000. With such a limitation, we shall certainly have two bankpaper systems, the present and the new system, each such a limitation, we shall certainly have two bankpaper systems, the present and the now-ystem, each
warring against the other; but, in the absence of
such limitation, the present banks will gradually,
without any injury or convulsion, transfer their
capital to the new system. Surely this is a most desirable result, and should not be prevented by any
limitation; but, on the contrary, encouraged in every
proper manner. Fully concurring with you as to
the impolicy and unconstitutionality of the present
State-bank issues, yet I do not desire, nor do I believe you do, to do any injustice to these institutions; but rather to frame such a bill as would make
it clearly the interest of the old banks to transfer
their capital gradually to the new system.

Experience has shown that there is no danger of
too large bank issues, where such restrictions exist
as are found in your bill, and where United States
stock, with such a margin as you provide, must be
deposited before receiving the notes. I think,
therefore, that there should be no limitation as to
amount.

In any event, these notes cannot be depreciated as
much as legal-tenders, because they will be secured
by the Government stock, with a margin of at least
ten per cent, additional, and by all the capital of the
bank besides, under a prior lien. Indeed, so important is this measure deemed by me, that I believe
its passage would soon be recognized, at home and
abroad, both North and South, as insuring the
speedy overthrow of the rebellion. But if Congress
adjourn without the adoption of such a measure,
our finances may be overthrown in a few weeks or,
months, before decisive vicolvies are achieved in the field,
and thus tempt foreign intervention, increase the
lamentable divisions in the loyal States, stimulate
the South thus to renewed exertions, and expose the
Union to imminent peril.

lamentable divisions in the loyal States, stimulate the South thus to renewed exertions, and expose the Union to imminent peril.

I am assured; if the bill-pass now, that new banks under this act would be at once organized in New Orleans, which would be a most important step toward restoring the allegiance of Louisiana and the whole Southwest. Doubtless such new banks would also soon be organized in Memphis, Nashville, Alexandria, Norfolk, Newbern, and other Southern cities, as, from time to time, they might be permanently occupied by our troops. The introduction of such national banks and currency into the South would operate as an immense reinforcement to our armies in restoring the supremacy of the Union.

If section 19 be retained, the District of Columbia

and clog the affairs of State, than they could possibly do in the regions of Secessiondom. It is to be ped that the Government will have the matter attended to in this State, as "delay will be dangerous" to the cause of freedom. These editors do all this work in the name of Constitutional Liberty, and say they are Union men and that they only wish to speak the truth, while their hearts are full of vile poison and desire that our country should be divided, slavery extended, and the lawful Administration at Washington cast out of power and the dominion of Jefferson Davis extended and per-The following is an exact copy of a part of an editorial that appeared in one of the daily papers of Leavenworth City, Kansas—a paper that is taken by many U. S. officers in this State, who are re-ceiving fat salaries from the Government: "We

will oppose the Administration, and no amount of use, no military despotism, no Bastiles, no threats, whether from lawless military force, or from a de-luded and misguided mob, or from a servile and pensioned press, shall silence us, while we live, in raiscountrymen against the encroachments which usurpation is making upon the rights of the citizens and upon the Constitution, which was made to se ure those rights. It is a shame to this generation; it is a disgrace to the American people; it is an out rage upon liberty and the hopes of oppressed humanity in all countries and all climes, that this Adninistration should be unheld in its high-handed nd lawless course, in its exercise of unconstituional and despotic power." I have the honor to be, sir, &c., H. D. J.

The new Philadelphia Sloop-of War Juni-ata-Description of the Vessel, her En-gines, &c.-She is Considered a Perfect Suc-PHILADELPHIA, Feb. 2, 1863. To the Editor of The Press: Sin: The U.S. steam sloop-of-war Juniata stilllies t anchor just below the Navy Yard. She was launched n March last, and has been the intervening time fitting for sea. So great a delay in a Government ves-sel has occasioned much speculation amongst outsiders, and contractors and others have been, per-haps not unjustly, blamed; while she has been brought before the public so many times by ignorant or insincere reporters, that she is now almost as mythical as the phantom ship.

She has been mentioned several times as having bed-plates broken, spars weak and sprung, hull strained, and leaking at a fearful rate, and enemies

of the Administration have taken up the cry of her

OUR NEW NAVY.

being a failure, and it is re-echoed even as far down East as Boston. We all know how embittered New York has become through rivalry, and how much has been said and done to prostrate our Quaker City beneath the whirl of her mighty wheels: and the non-success of the Juniata has been seized upon to detract from the reputation of artisans and builders, in our navy yard, in comparison with their own at Brooklyn. The Juniata is not a failure by any means, and we wish to show, from a few reliab facts, how much a great many have been deceived in her. Her entire frame is of live oak, more durable by one-third than white oak, while the Monor being very scarce since the Southern supply has been cut off. The spars and rigging are of the first class, without a defect in any part. Owing to the neglect of the caulkers, a seam was not finished near the stern post, and the ship made from a foot to eighteen inches of water in twenty-four hours but after finishing the work, she is found to be per feetly tight; and as for being strained, any one sees the absurdity of such a charge against a new ship. The principal diffic

prisoners. They state that large bodies of troops are moving from Camp Moore, Mississippi, to Port Hudson. and that the rebel force at the latter place has been materially increased within the last few days. It is suspected, however, that these prisoners were sent in on purpose to spread false and exaggerated reports of the rebel strength at Port Hudson. There are now only fifteen guns actually mounted on the river at Port Hudson, and five more are ready to be mounted. There is a great difference of opinion among the officers of the navy in relation to the strength of the place. One will tell you that Commodore Farragul's fleet could settle the question with the river batteries in half an hour without any trouble, and another will tell you that Port Hudson is as strong as Vicksburg. PRISONERS.

Capt. McGee's cavalry occasionally pick up a wandering rebel soldier. A day or two since they brought in a young man by the name of Hunter, who belongs to Stuart's cavalry. He is the son of Capt. Hunter, who was the rebel provost marshal of Baton Rouge, previous to Gen. Banks' occupation of that city. He said he was a soldier, and was proud of it. He was dressed in citizens' clothes, and stated that every man furnished his own uniform and dressed as he pleased. He pretended to be totally ignorant of what was going on in the rebel camps, and stated that Stuart died about two weeks after he was wounded. after he was wounded. CLINTON. There are now about two hundred and twenty-five rebel soldiers at the village of Clinton, and the post is in command of Col. Lee. There have been many desertions, and within two weeks the force has been thus reduced from three hundred to its present number. INTERESTING STORY OF A REFUGEE. A man by the name of Butler made his escape on hursday morning, and reached Baton Rouge in dety. He resided about two miles above Port, udson, and, under cover of a fog, succeeded in assing all the batteries, in a skiff, without being elected.

detected.

Mr. Butler is a native of Louisiana, and says that
when this war broke out he secretly took an oath
that he would never take up arms against his
country. He refused to enlist, and managed to
escape the conscription; but this brought him under
suspicion, and he was vigilantly watched by the rebel spics and informers. suspicion, and he was vigilantly watched by the rebel spies and informers.

A few months ago he bought a flock of twelve hundred sheep, investing in them all the property he owned in the world, and drove them down below Baton Rouge, secretly intending to get them within the Union lines if an opportunity offered. But this intention he did not whisper to any human being, and there was not the slightest legal evidence of any such design. Nevertheless, when about twelve miles below Baton Rouge and many miles from our lines, he was arrested by a number of planters, who came upon him armed—a self-constituted Vigilance Committee. He was taken before a tribunal of some sort, and his property confiscated. The sheep were at once taken for the use of the rebel army, and Buller was thrown into prison. As there was no evidence against him, hiwever, he was released after six months' incarceration, and, after many weeks of remitteed at a restrict to wating and watering, succeeded a large scape.

He states that there are many Union men about Port Hudson, and that they mean to escape as soon as possible; that they all know each other, and have secret signs of recognition. Said he—"I could start from Port Hudson and travel a thousand miles, and put up with a Union man every night." He was aided by friends in his escape. He started at two o'clock in the morning, and the fog on the river so completely concealed him that he had no trouble substract in maskins Port Hudson, notwithstanding completely concealed him that he had no whatever in passing Port Hudson, notwith

HISTORY OF THE WAR.

The Recent Disastrous Affair in the Har-bor of Galveston-Official Report of a Court of Inquiry into the Causes and

Court of Inquiry into the Causes and Effects of the Matter.

The following official report of the Court of Inquiry, constituted by Admiral Farragut to investigate the Galveston disaster, is interesting as giving the only authentic report of that affair:

U. S. STEAM-SLOOP HARTFORD,

AT ANCHOR OFF NEW ORLEANS,

January 12, 1863.

SIR: In conformity with your instructions, we proceed to state the facts in relation to the capture of Galveston, Texas, on the 1st of January, 1863, as elicited by the testimony before the Court of Inquiry. selection that are the selection of the company of

STATES IN REBELLION. Extortion in the Southern States—The War in Virginia—Military and Political Delusions—The Guerilla Operations in Tennessee and Kentucky—Latest Rebel News from Texas, &c. CONDITION OF THE REBEL CAVALRY. CONDITION OF THE REBEL CAVALRY.

[From the Richmond Examiner, Jan. 27]

There are some people who advocate a heavy increase of the cavalry arm of the service. They would make it outnumber, if possible, all other descriptions of troops. They appeal to the good, solid work of Morgan, Wheeler, and Forrest in the West, and to the clever performances of Stuart in the East, in proof of the super-excellence of the mounted service. With Morgan and Wheeler on their lips, they are enthusiastic for cavalry. Inspired by a transporting patriotism, they plead for a vast increase of horsemen with the zeal of revival preachers for converted sinners.

sporting patriotism, they plead for a vast increase of horsemen with the zeal of revival preachers for converted sinners.

They show by their devotion to their one idea that they have not been much in camp; that they are unacquainted with the Confederate service; that they know even less of the feeling toward them cherished by the people inhabiting the regions traversed by these troops.

The country people have a propensity to suit the orthography of words to the ideas associated with the things which they are intended to designate. They call a Cotswold sheep a Scotch-wool sheep, having the idea that Scotch wool is very long and coarse. The idea of, a most horrible crucifixion is associated in the pious mind with the name of Calvary; and inasmuch as the people, and all they have and own, are literally crucified when the mounted troops come shout, in the simplicity of the unlettered mind, they confound the technical word deaignating these troops with the most painful name in all the Scriptures.

A lew special detachments of "our cavalry" have done great service; but if we leave out of view the daring, heroic, and invaluable services of these brigades, the rest have been a scourge to the people and a curse to the cause. The expense of horse troops is enormous; it is three times as great to the Treasury as that of infantry; and the infliction upon the people of their rapacious and wanton depredations is tenfold more than that suffered from any other troops. There has not been a considerable battle during the war in which the performances of "our cavairy" have marked any feature of the engagement; and in one of the chief duties of mounted troops—that of completing a victory by running down and utterly destroying a routed foe—their services have been below zero.

The war has been remarkable in the fact that it has been fought without that important element of have been below zero.

The war has been remarkable in the fact that it has been fought without that important element of European armies known as dragoons. Extended level plains suited to the operations of these troops are few on our portion of the continent. The heavy compact charge of real cayalry, at the critical moment of the battle, bearing down everything before it, and deciding the fate of the day, has not been witnessed in this war. The surrest indication of important of the control of th

witnessed in this war. The surest indication of imminent battle to the infantry soldier, impatient for the conflict, is the order, "Cavalry to the rear!" a movement he witnesses with shouts of derision and exultation. We have little cavalry in our service; few dragoons, light or heavy; fewer still that fulfil the technical idea and purpose of such troops. When of the "cavalry," as they are seen in their camps and upon their strolling marches, might bring a ghastly smile on the rigid lips of the most impassable ascette, provided he were off at a safe distance, but the terror which seizes the people on their approach is overwhelming. They are usually armed with every conceivable weapon of effence except the sabre of the real dragon. They are as ignorant of the drill as of the sabre practice. They are comfortably clad, but as unwashed and as unkempt as the urchins that play about the wigwams in Nebraska. Their steeds are strangers to the curry-comb, stained with habitual mud, small and rickety, and in the order which three rations a week of corn, supplied by the Government, and as much hay as can be begged or wrested from the farmers along their march, together with haid and reckless riding, may be supposed to produce.

The sensations they create and the value of service they render may be inferred from a single example. A body of Yankee horse lately made a raid from a distance of several hundred miles into our lines, dashed down upon one of our railroads, burnt some bridges, destroyed several miles of railroad, and made their way back in no great haste. They

rency, enable our Government to carry on this war, and secure to the poor soldier an ample supply of provisions and clothing.

The Senate adjourned without taking any question FROM FREDERICKSBURG.

FROM FREDERICKSBURG.
[Correspondence of the Richmond Whig. I
Fredericksburg, Jan. 29, 1863.—The inclemency
of the weather, and consequent bad condition of the
roads and face of the country, are alleged by the
correspondent of the New York Post as the reasons
for the failure of the Yankee army to cross the Rappahannock at the point selected, six miles above
Falmouth, and their return to their encampments
opposite Fredericksburg; but the disaffection of the
troops, openly admitted in the various letters from
their army, coupled, perhaps, with the appearance
of sundry rebel camp fires on the opposite side of
the river at their intended point of crossing, are not
a little chargeable with this failure and retrograde
movement. Why were these obstacles not recortained before the commencement of the forward
movement is a question suggested here. But I will
not trench upon the jurisdiction of the next special
grand inquest that may be sent by Congress to investigate the cause of this failure.

We are left to secondary whether Burnside will now movement? is a question suggested here. But! will not trench upon the jurisdiction of the next special grand inquest that may be sent by Congress to investigate the cause of this failure.

We are left to speculate whether Burnside will now "change his base," go into winter quarters, or await the return of lavorable weather to renew his recent intended corp d' ctal. As the programme resolved on was a "short, sharp, and decisive" winter campaign when Burnside accepted his command with the terms annexed, the last mentioned supposition was probably correct. But the prospect of an early return of fair weather is just now most unpropitious. The rains which fell at intervals for the past ten days, rendering the roads difficult of passage, were succeeded by a heavy snow storm, which began some time before dawn this morning, and continued without intermission until night. The snow covers the ground to the average depth of five inches, the landscape presenting in its fantastic appearance a scene of rare beauty. At present it promises to continue snowing through the night. The "oldest inhabitant" says that winter, with its accompanying bad weather, has just fairly begun in this latitude. At any rate, we can reasonably promise ourselves a respite from Burnside's military operations of thirty or sixty days, to borrow the stereotyped diplomatic phrase of Mr. Seward in his despatches.

As you may readily imagine, we were not altogether ignorant of the recent movements of the Yankees; and I would be glad to say something of "the situation" in and around here, did prudential considerations permit. Suffice it to say, our gallant officers and men were eager to give the enemy a suitable reception, and everything "gave notice of awful preparation." Whatever movement may be next attempted, the country reposes with confidence on the skill and valor of Lee and his living wall of brave men, who have "won the loud acclaim of praise" on every battle-field of the "Old Dominion."

A noticeable feature in Northern papers received here is th

a thief in the night, nearly every family has left own, and the appearances of females on the streets rigade have taken quarters in the town, and nighty discourse some excellent and animated music.

Gen. W. S. Featherstone, formerly U. S. Conressman from Mississippi, has been transferred to gressman from Mississippi, has been transferred to the West. He is succeeded by Gen. Conrad Posey, late colonel of the 16th Mississippi Regiment. The troops here having been paid the arrearages, due them by the Government, are in fine spirits, and, with proverbial improvidence, deal it out with liberal hand for whatever pleases their fancy or their palates. their palates.

It is remarkable that the public records of this county escaped the notice of the vandals during their late visit to this city, and are entirely uninjured. Unwilling to trust to the chances of another occasion

THE WAR PRESS, (PUBLISHED WEEKLY.)

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DEPARTMENT OF VIRGINIA.

AST To the getter-up of a Club of ten or twenty, as extra copy of the Paper will be given.

Affairs on the Peninsula-No Sign of Gen. Wise's Threatened Advance-The Poor Horses of the Cavalry Service.

WILLIAMSBURG, Feb. 1st, 1863. Things remain at this place with comparatively little change. The Pitth Pennsylvania Cavalry still maintains the advance, under the command of Lieut. Dolonel Wm. Lewis, and, notwithstanding the many coasts of General Wise, he has not yet essayed to pay his regards to his many friends and admirers in this town. It is probable that the general has as nuch respect for the talents of Gen. Keys, backed by good Yankee sabres and bayonets, as his son has the kicking capabilities of a certain Philadelphi rould not be conducive to the comfort of either him ecent threats against the officers participating in nate the men with a more upsparing and vigorous alents consist of speech-making and threats, and It seems that the Government is very remiss in llowing such horses as are now bought for the cavalry service to pass inspection. It is no uncommon thing to fine thirty horses out of a hundred unser many hundreds buried on this Peninsula. No horses belonging to the Government. Those high in the individual cavalry man : yet these officials never take it into consideration that the cats issued to cavalry horses, in bags, is averaged at 130 lbs., while the real weight is not over 100 lbs. per bag; that hay is averaged at 220 lbs. per bale, while the real average each horse in its service, per day, as forage, 14 lbs. hay and 12 lbs. oats, yet, through the rascality of contractors, each horse rarely receives on an average over eight hs. oats and six hs. of hav. This is the true secret of the thinness and mortality among the horses. The effectiveness of the cavalry service it is crippled and rendered ineffective by the rapaiousness of contractors, and neglect of duty among. Government inspectors. one which is either spavined, wind-broken, lame, immense hospitals around Washington, and the ex-

EUROPE.

The French Minister's Visit to Richmond-Sccretary Seward's Message to the Rebels by M. Mercier—Speech of Mr. Bright on American Affairs—O'Donnell's New Cabinet. Paris (Jan. 16) Correspondence of London Tolograph. The "Yellow Book," which is usually distribute the Chambers at the same time with the "Blu Book," has not yet been issued to the great bodies of the State. I am ignorant of the cause of the de-

plies in such a manner as to accustem the Governmen of the White House to the recognition of the South b France, in case hostilities should continue to rage witho His remarkable that the public records of this city until the public records of the city and are until the public records of the city until until the city until the public records of the city until until the city until the public of the city until the city and are confortably sheltered from the falling move when of immediate duty. Their neighbor, northing save their great-coast to protest them from the pittings of the pittings around. Yerliy, the Association of the pittings around the city of the pittings around the city of the pittings around the city of the city of the city of the pittings around the city of the Mr. Scward, informing him of the repr made to him by M. Thouvenel upon the