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BALTIMORE.

THURSDAY, OCTOBER 3, 1861.

WAR AND OTHER NEWS.

The Confederate forces in falling back are said to have changed in some respects their original line of defence. As before, however, Manassas still constitutes the base of their operations, but their right wing now rests upon Occoquan Creek, and their lines extend from that point to Fairfax Court House and thence to Leesburg. Conjecture is still busy in endeavoring to account for the withdrawal of the troops from Munson's Hill, the most plausible supposition being that it was a feint on the part of Beauregard to draw McClellan into a battle. It seems to be pretty well ascertained that there has been no permanent battery erected at Mathias Point, but that there are concealed batteries between Acquia Creek and that point which would enable the Confederates to close the river at any moment they conclude to do so. Whether these batteries have been erected to facilitate the crossing of troops into Maryland, or as a protection against a flank advance of the Federal forces upon Fredericksburg, is altogether a matter of speculation.

The news from Missouri is of considerable interest, although not of special importance. Fremont is said to be making extraordinary exertions to retrieve the loss of Lexington, and great confidence is expressed by his friends in his ability to crush out the secessionists whenever he is in a condition to assume the offensive. There are others, however, who doubt whether he can put in motion a sufficient force to conquer the combined armies of Price and McCulloch. It is certain that neither Sturgis, nor Shaeffer, nor Prentiss, nor Lane, were in the positions assigned to them by Fremont in his recent despatch to Washington, nor does it appear that either of them has so large a number of troops under his command as previous accounts had led the public to believe.

We have news from Europe, by the Bohemian, which left Londonderry on the 20th ultimo. American affairs still continue to agitate the public mind. The capture of the forts at Hatteras Inlet is not regarded by the London *Times* as a matter of much consequence. The London *Post* declares that the war since Fremont's proclamation, has changed its formed aspect, and that all hope of a reconciliation is now impossible. The efforts which have been made, to induce Garibaldi to accept a commission in the Federal army, are regarded by the London *Times* as humiliating to our Government.

In Paris and Turin, it is positively asserted that Garibaldi will not accept the invitation. The precarious condition of his health is popularly assigned as the reason for his refusal.

Further details of the accident which occurred on the Great Eastern, indicate the deplorably helpless condition to which she was reduced by the loss of her rudder.

BALTIMORE MUSEUM.—A "roaring farce" will be presented to-night by Kunkel's Troupe, entitled *Robbing the Mail*. It is said to contain many hits, in language and situations. The principal low comedy part will be sustained by Mr. Harry Lehr. The programme in its concerted and olio parts is changed for this evening, and abounds in fun. A *gala matinee* is announced for next Saturday after noon.

FROM CALIFORNIA BY PONY EXPRESS.—SWEET WATER, 340 miles this side of Salt Lake City, Sept. 28.—The pony express passed here at 9 o'clock this morning with San Francisco dates to September 21st.

The most exciting topic of discussion in San Francisco within the last three days, grows out of a discussion which took place at a session of Presbyterians, on a vote touching the duty of the clergy to declare themselves on the side of loyalty and against rebellion, and preach loyal doctrines to their congregation.

Dr. A. W. Scott, of the Calvary Church, alone voted against the resolution, and protested against its adoption, because he believed the action of the late General Assembly on the state of the country, in adopting the Spring resolutions, exceedingly mischievous and erroneous.

He agreed in the main with the protest of Dr. Hodge, and the farther defence of the same doctrine made in the late Princeton Review. He did not believe the Assembly had any right from the Holy Scriptures—from the standard of the Church—to interfere with civil or political questions.

There were other grave reasons why he could not approve of the action of the Assembly, but he could not consider it proper to give them in an ecclesiastical and spiritual body. The position assumed by Dr. Scott has revived the charges against him of sympathy with secession, and raised much feeling in the community.

Threats were made of mobbing his church the next time services were held, and the police were detailed to prevent any such outbreak. Some of the newspapers have covertly encouraged the mob spirit, but the more influential earnestly advised that Dr. Scott be left in the hands of his congregation, who are mostly Union men.

Judge John McLenny, formerly of the Fifth District Court of New Orleans, was arrested at San Francisco yesterday, on complaint of a soldier in the United States service.

He said the Judge had been trying to induce him to desert and join a party who were going where he could do better. Not much importance is attached to this affair, but it only shows the general sensitiveness prevailing here on the war question.

The Los Angelos *Star*, of September 19, complains that a correspondent, writing from Los Angelos to a San Francisco paper, had misrepresented and greatly exaggerated the number and doings of the Secessionists in the Southern counties. The *Star* remarks:

We require troops here for the general protection. The condition of affairs in San Bernandino county urgently demands redress. The officers of the law require the presence of a military force and the aid of a posse to enable them to bring the outlaws who at present have thrown themselves on the country.

In this way the military can be useful, but the foolish parade of riding over the country in search of Secessionists is not only exceedingly harassing to the men, but positively detrimental to the interest of our country. We wish the *Alta* would produce its reliable information of 2,000 men being completely organized in a secret association, and ready to rendezvous at such places as the leaders direct.

Can there be such an organization without our citizens knowing something about it? And yet this is news to every one of us. Who are the leaders, and where are the arms and ammunition? What object is to be accomplished?

From Northern Mexico.

The steamer Panama brings dates from Mazatlan, Mexico, to the 9th inst. She brought 63 passengers, $82,224 in specie, and 313 packages of metalic ore.

Advices by her state that the city of Alamo had been captured by a large army from the State of Sonora.

It was understood and believed in Mazatlan that Van Dorn was advancing towards Sonora with a large force.

Business in Sonora was dull.

Several Secessionists at Mazatlan were engaged in denouncing the United States Government and all connected with it.

Subsequently they asked Commodore Conner, the American Consul, to give them certificates of United States citizenship, but were refused unless they took the oath to support the Constitution and Government of the United States.

This they refused to do, and were disposed to be troublesome, but found no sympathy among the Mexicans or the majority of Americans.

SWITZERLAND AND THE UNITED STATES.—*Washington*, Oct. 2.—A letter from the ex-President of the Republic of Switzerland, who is now a member of the Federal Council, says:

"We watch here with great solicitude the progress of the secession war (*Sonderbunds-Kriegs*), a war which, if not successfully checked by the patriots of the South, may assume a most formidable aspect. It is true that the array with which the North confronts secession may appear imposing, even to the South; nevertheless, when the avalanche is once fairly in motion, it is too late to frustrate its formation, and, gathering in its devastating course vast proportions, sweeps resistlessly onward, regardless of every obstacle, until, striking some mountain wall of rock (*Felsenwand*), it is dashed into fragments, and rendered harmless to many a peaceful and happy valley home, upon which it would have otherwise brought ruin and misery. May God the Almighty protect the Republic!"

Another letter says:

"Switzerland having attained the highest rank among the industrial nations of the world, the Swiss Government omits no opportunity to encourage its people to maintain the enviable position. Virtually carrying out the doctrine of free trade, her mechanical and artistic productions are even offered every possible opportunity to enter into competition abroad with those of other countries. In view of this the Federal Council has promulgated a series of resolutions wherein it is stated that responsible commissioners would be appointed by the Federal Government to attend the Great Exhibition of 1862 in London, and there to take charge, without any expense to exhibitors, of all articles sent on by Swiss for exhibition, unpack and repack them and see to their safety. Furthermore, that all expenses of transportation and insurance incurred on articles of Swiss manufacture during their transit to and from London, will be borne by the Federal Government, provided the articles forwarded have passed an examination before the various Cantonal Boards of Supervisors, whose duty it will be to judge if articles offered for transportation are of sufficient merit to entitle them to exhibition at the Great World's Fair."

It appears that Mr. Bernale, the American Consul to Zurich, has not yet received his exequatur, and that the Consul to Basle will likely fare no better, unfavorable reports being in circulation regarding both of them. As to the former, it is said by the Swiss authorities that, while editing a newspaper in the West, he frequently indulged in severe strictures against the Swiss Government, which has "determined not to grant him an exequatur until his reported malicious language toward Switzerland finds refutation from parties authorized to inquire into his antecedents."

LATER FROM EUROPE.

THE BOHEMIAN AT FARTHER POINT.

RETURN OF THE GREAT EASTERN.

ADVANCE IN COTTON AND BREADSTUFFS.

THE DISASTER TO THE GREAT EASTERN.

The following in regard to the disaster to the steamship Great Eastern is taken from the English papers:

The Great Eastern left her moorings in the River Mersey at 1½ o'clock on Tuesday, the 10th of September. The pilot left her at 4 o'clock. Immediately putting on full speed, all went well with her until 4 o'clock on Thursday, when a strong breeze prevailing, the aft tackle of one of the forward boats on the port side became unhooked, leaving it suspended by one tackle. The Captain endeavored to steady the ship while this was rectified, but found, to his surprise, that the ship would not answer the helm. The fact was, though it was not known at the time, the rudder-pin was broken. The fore-staysail was run up, but the wind immediately split it into ribbons. The fore-trysail was then run up, but it was blown away. The paddle engines were now stopped, and the boats ordered to be cut away, when the Great Eastern once more started on her course. The passengers then went down to dinner, and from that moment commenced a chaos of breakages which lasted without intermission for three days.

Everything breakable was destroyed. Furniture, fittings, services of plate, glasses, piano—all were involved in one common fate. It now became known that the rudder was unmanageable. About 6 o'clock the vessel had to be stopped again, owing to two rolls of sheet lead, weighing some hundred weight each, which were in the engine-room, rolling about with every oscillation of the vessel with fearful force. These having been secured, another start was made, when a tremendous grinding was heard under the paddle-boxes, which had become twisted, and the boats were grinding against the side of the ship. The paddles were stopped, and thenceforward the scene is described as fearful in the extreme. The ship rolled so violently that the boats were washed away. The cabin, besides undergoing the dangers arising from the crashes and collisions which were constantly going on, had shipped, probably through the port-holes, a great deal of water, and the stores were floating about in utter confusion and ruin. Some of the chandeliers fell down with a crash. A large mirror was smashed into a thousand fragments; rails of bannisters, bars, and numerous other fittings were broken into numberless pieces.

Some idea of the roughness of the night's incidents may be gathered from the fact that the chain-cables polished themselves bright with friction on deck. A spare riding bit gave way on the cable deck, and knocked a hole through the ship's side. Two oil tanks also on the cable deck were so much damaged by another concussion, that two hundred gallons of fish oil contained in them ran into the hold, and caused, during the rest of the unhappy voyage, a most intolerable odor. The luggage of the passengers, in the lower after-cargo space, was lying in two feet of water, and before the deliverance of the ship was effected, the luggage was literally reduced to rags and pieces of timber. Twenty-five fractures of limbs occurred from the concussions caused by the tremendous lurching of the vessel. Cuts and bruises were innumerable. One of the cooks on board was cast violently, by one of the lurches, against the paddle-box, by which he sustained fearful bruises on the arms, putting it out of his power to protect himself. Another lurch drove him against one of the stancheons, by which concussion one of the poor fellow's legs was broken in three places. The baker received injuries of a very terrible character in vital parts, and one of the most striking incidents of the disaster was this poor, brave man, crawling in his agony to extinguish some portion of the baking gear, which, at that moment, had caught fire.

On Thursday night the gale was from the south-west, but on Friday morning it had turned round to the northwest, and the ship was drifting an unmanageable log in the trough of the sea. She did not ship much water on deck. It was soon discovered what was the matter with the rudder. The pin upon which it turned had broken off three feet above the point where it entered the stern of the ship. It was wrought iron, ten inches in diameter, and the iron appeared thoroughly good, breaking at that particular point where it appeared the strongest, which was one of the most curious incidents of the disaster. It was now found necessary to rig up some kind of stearing gear. A spar was thrown overboard with the anchor-fluke attached, which, dragging in the water behind the ship might bring her head to the wind, but the swinging of the rudder made it useless, and a plan was then suggested to the Captain by the passengers, to which the escape of the vessel is probably attributable. It was, to pass two or three turns of chain cable around the rudder pin, immediately below the point at which the breakage occurred, and secure it with wedges and small chains by pulling either end of this chain cable. A circular motion of the pin was produced, and a connection being effected with the usual chains attached to the rudder, and a temporary wheel rigged up below the deck, a shift was made once more to proceed, but the screw of the vessel upon which the locomotion now depended, hardly a vestige of the paddles remaining, soon stopped, it being fouled by the rudder, by which the rudder was prevented from veering more than was necessary to steer the ship.

All of Friday was occupied with these arrangements. The ship had drifted up the west coast of Ireland, out of the ordinary track of Saturday night. The brig Magnet, of Halifax, hove in sight, and came alongside and laid to for the purpose of rendering assistance.

Sunday, at 2 o'clock, the Great Eastern got under way; the rudder was found to act, and the vessel proceeded nine knots an hour with the screw alone.

She met the Persia the next morning, and signaled her to come under the lee, which the Persia did, but at the proceeding, the Great Eastern did not lessen her speed, and it was supposed and concluded that her intentions were unfair. The Great Eastern put on full speed and was soon beyond recall. An attempt was made at an explanation, but the Persia was too far off. The Great Eastern continued her course Tuesday morning, and reached the head of Kinsale, where she stopped four hours to arrange her tackle. She signaled the shore, but no notice was taken of her. At 4 o'clock she arrived off Cork, and a small steamer came off to assist her, and the harbor was soon reached.

Our informant states that it is almost impossible to exaggerate the anxious state which prevailed while the fate of the ship was doubtful. There were several clergymen on board, and religious services were frequent. The demeanor of the passengers was sufficient, apart from any signs of the disaster around, to signify the distressing nature of the crisis. A meeting was held in the saloon on Tuesday, and resolutions of a pious and congratulatory character were passed.

The passengers expressed gratitude to the commander of the brig Magnet, and complimented Captain Walker and the officers and crew of the Great Eastern, for their indefatigable exertions.

Some of the proceedings, however, were of a less pleasant character, severe comments being passed on the condition of the ship, her strength of paddles, and the way she was ballasted.

ENGLAND.

The St. Leger race was won by Callevour beating Kettledrum, by a head only. Kildonan was third, about ten lengths from Kettledrum. At the start Kettledrum was backed almost at "evens" against the field, which consisted of eighteen horses, while one hundred to one was offered against the winner.

A letter in the *Times* says that East India cotton is regarded with increasing favor. It is said that some spinners have discovered that whole Surat cotton makes beautiful cloth. It also takes dye much better than American.

The *Times*, also, in some speculations on the cotton question, advances evidence to show that, so far from American cotton being the arbiter of England's destinies, her emancipation from all need of it is, perhaps, simply a question of eight or nine millions of pounds sterling.

FRANCE.

It is settled that the King of Prussia is to visit the Emperor. The interview will take place at Compeigne, in the beginning of October.

The Paris Bourse was firm and animated. The Rentes closed on the 18th of September at 69f. 25c.

ITALY.

Notwithstanding the announcement that Garibaldi had refused the offer of a command in the Federal army, the latest Italian journals express considerable uncertainty as to his decision.

The *Armonia*, of Turin, states that Garibaldi and several of his companions in arms would actually proceed to America, and is also—"In that case, what is to become of Italy?"

The total amount of Peter's pence paid into the Papal Treasury, to the present time, is stated to exceed two and a half million pounds sterling.

PRUSSIA.

The Prince of Wales was meeting with an enthusiastic reception in Prussia.

RUSSIA.

The Russian squadron of observation on the coast of Syria has been recalled from the Baltic.

The report that the Grand Duke Constantine was going to Vienna is unfounded.

POLAND.

The state of affairs at Warsaw continued to wear a very gloomy appearance. Popular excesses continued to take place.

THE LATEST VIA LONDONDERRY.

LIVERPOOL, Sept. 20.—The steamer Glasgow, from New York, arrived here to day.

The steamship Great Eastern arrived at Queenstown on the 17th inst. She experienced a terrific gale when two days out, about 280 miles west of Cape Clear. The furniture and luggage on board was mostly destroyed and some of the passengers injured. It was expected every moment that the ship would go down, and in that case the loss of life would have been very large.

Dr. Russell, in his latest letter to the London *Times*, eulogizes the army of the Potomac, and says that it will soon justify the expectations of it. He treats the Hatteras Inlet affair as important.

The *Times*, in an editorial, does not build much upon the Hatteras Inlet affair; but regards the expedition down the Mississippi river as far more important, and the success of it far less certain. The South, it adds, has demonstrated her ability to resist subjection, and it is to be lamented that so plain a fact should not have suggested a suspension of profitless strife.

The *Times* also says that the invitation to Garibaldi is very humiliating to the American Government, and it thinks it would be a pity for Garibaldi to accept it. An official despatch received at Paris says that Garibaldi will certainly decline the offer of the Federal Government, but mainly on account of his health.

The London *Post* says that a new phase in the American quarrel is raised by the proclamation of Gen. Fremont, which renders all hopes of conciliation or compromise impossible.

A large business is being done in this city in cotton for export to America. The steamer Edinburgh has a large quantity, and the three steamers following her will take a considerable number of bales.

It is reported that Michael Chevalier is to be French Minister of Commerce.

The Paris Bourse is firm but quiet at 69f. 15c. for the Rentes.

Victor Emmanuel opened the great Italian Exhibition at Florence, on the 15th. He was most enthusiastically received. He made a speech in favor of the unity of Italy, which he declared was not complete.

The Austrian Government declines to grant a new constitutional organization to Vienna, but is willing to extend the privileges of the existing Central Congress.

Rio de Janeiro dates are to August 15th. Sales of coffee at 5$|000@5$|000 for good firsts. Stock, 240,000 bags.

The overland India and China mail is received, but furnishes no news of importance. The Hong Kong correspondent of the London *Times* questions the expediency of superseding flag-officer Stribling, and recalling the American squadron from China. He says:—"It remains to be seen, if the squadron is withdrawn, whether the Chinese will respect their engagements with America," and adds, "already unpleasant rumors are circulating."

ROME, Sept. 19.—The marriage of the Prince of Tuscany with one of the sisters of Francis II, took place to-day. The Pope pronounced the nuptial benediction, and afterwards addressed an eloquent discourse to the bride and bridegroom. Francis II, the ex-Queen of Naples, and the rest of the Royal family were present at the interesting ceremony.

TRIESTE, Sept. 20.—Six persons, who have been nominated by members of the Austrian Diet, have declined to be elected.

Five Turkish war steamers, with troops on board, are on their way to Albonca.

TUNIS, Sept. 20.—The news, repeatedly published, of the approaching departure of Garibaldi for America, to take a command in the Federal army, has again to-day been positively denied.

MARSEILLES, Sept. 19.—The Vestes, which left Malta on the 17th inst., with the Bombay mail, is hourly expected here.

The Euxine is expected at Malta on the 28th instant.

The Jeddo arrived at Suez on the 13th inst., with the outward East India mails. The China reached Bombay on the 25th of August. The Malta left Ceylon, in Calcutta, on the 26th of August. The Northern sailed from Ceylon on the 26th of August for Australia.

LONDON, Sept. 19th.—The *Daily News* learns that the obstinacy of Saxony is not to be allowed to delay any longer the signatures to the Franco-Prussian treaty, which will be concluded with those German States who are willing to accept of it.—This, it says, is equivalent to a disruption of the Zoll-Verein.

The death of Major-General Mercer, late Colonel Commandant of the Woolwich Division of the Royal Marines, is announced.

The steamer Colonist, which foundered at sea on the 10th inst., was partially insured at Lloyd's. It is stated that this is the tenth Hull steamer lost in less than eighteen months.

COMMERCIAL INTELLIGENCE.

LIVERPOOL COTTON MARKET.—The sales of Cotton for three days reach 70,000 bales, the market ruling upward, with an advance of ⅛d. The demand for speculation and export has been heavy, the sales on this account reaching 41,000 bales.

TRADE REPORT.—The advices from Manchester are unfavorable, the market being steady but flat.

LIVERPOOL BREADSTUFFS MARKET.—Breadstuffs generally are firmer, with a slight advance on all descriptions. Messrs. Richardson, Spence & Co., Wakefield, Nash & Co., report—Flour has an upward tendency, with an advance of 1s. per bbl.; quotations are 28@30s. Wheat is active at an advance of 2d. per cental, mainly on the lower qualities; red Western is quoted at 10s. 6d.@11s. 10d.; white, 12s. 6d.@13s. 2d.; red Southern 12s.@12s. 6d.; white, 12s. 9d.@13s. 6d. Corn has upward tendency, mixed 31s. 6d.; yellow 31s. 6d.; white 34@36s.

LONDON MONEY MARKET.—Consols on the 18th of September opened firm and rather dearer, but the advance was not maintained. The discount market was quiet, and good bills sold at 2¾@3¼ per cent. Shares in the Great Eastern had declined 2s. 6d.@4s. 6d. each under her disaster.

LIVERPOOL PROVISION MARKET.—The Provision market is generally quiet and steady. Messrs. Higland, Athya & Co., and others, report Beef steady. Pork dull, Bacon quiet, Lard firm at 50@53s.; Tallow quiet.

LIVERPOOL PRODUCE MARKET.—The Brokers' Circular reports Sugar steady. Coffee quiet and steady. Rice firm, Ashes inactive; Pots and Pearls 31s. 3d@32s. 6d. Rosin buoyant, common, 12s.; Spirits Turpentine dull at 60s.

LONDON MARKETS.—Breadstuffs rate upward, with an advance of 1s. per barrel on Flour. Sugar firmer. Coffee still advancing. Rice firm. Tea firmer. Tallow quiet at 47s. 6d. Linseed Oil firmer; quoted at 34s. 3d. at 93¾@93¾ for money.

LONDON MONEY MARKET.—Consols closed on Thursday at 93¾@93¾ for money.

AMERICAN STOCKS.—Sales of Illinois Central shares at 39¾@39¾ discount; Erie shares 27@28.

LATEST BY TELEGRAPH TO LONDONDERRY.

LIVERPOOL COTTON MARKET, Sept. 20.—The Brokers' Circular reports:—The sales of Cotton for the week foot up 143,250 bales. The market is firm at an advance of ⅛ of a penny per lb. over last week's quotations. There has been a large speculative and export inquiry, the sales to speculators reaching 57,000 bales, and to exporters 20,000 bales. The sales to-day (Friday) are 15,000 bales, including 8,000 bales to speculators and exporters; the market closing buoyant at the following authorized quotations:

Orleans, fair, 10¼d.; middlings, 9¾d. Mobile, fair, 10d.; middlings, 9¾d. Uplands, fair, 9 7-16d.; middlings, 9½d.

The total stock of cotton in port at Liverpool is estimated at 818,000 bales, of which 457,000 bales are of American descriptions.

TRADE REPORT.—The advices from Manchester are unfavorable—the market for cotton goods and yarns ruling dull.

Breadstuffs—The Liverpool breadstuffs market to-day is quiet and steady.

LONDON—6 o'clock P.M.—The provision market closes dull.

(Friday) Consols closed at 93¾@93¾ for money. The weekly return of the Bank of England shows an increase in bullion of £250,000. The bank rate of discount has been reduced to 3½ per cent.

AMERICAN STOCKS.—The latest sales of American stocks were:—Illinois Central shares, 39 dis.; Erie, 27@27¾.

SHIPPING INTELLIGENCE.

Arr. from New York, 12th, Hermione, at Londonderry; 14th, J. W. Hicks, at the Pill; Emerald, at Bristol; Glad Tidings, in sight off the Clyde; Logan, at Havre; 16th, Bavaria, Ireland, out of the ordinary track of Saturday night. The brig Magnet, of Halifax, hove in sight, and came alongside and laid to for the purpose of rendering assistance.

Sunday, at 2 o'clock, the Great Eastern got under way; the rudder was found to act, and the vessel proceeded nine knots an hour with the screw alone.

She met the Persia the next morning, and signaled her to come under the lee, which the Persia did, but at the proceeding, the Great Eastern did not lessen her speed, and it was supposed and concluded that her intentions were unfair. The Great Eastern put on full speed and was soon beyond recall. An attempt was made at an explanation, but the Persia was too far off. The Great Eastern continued her course Tuesday morning, and reached the head of Kinsale, where she stopped four hours to arrange her tackle. She signaled the shore, but no notice was taken of her. At 4 o'clock she arrived off Cork, and a small steamer came off to assist her, and the harbor was soon reached.

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The passengers expressed gratitude to the commander of the brig Magnet, and complimented Captain Walker and the officers and crew of the Great Eastern, for their indefatigable exertions.

Sailed from New York, 16th, Emeralda from Liverpool; 17th, Celestina, Empire, Columbus, and Egeria, for Liverpool.

Sailed for Boston, 17th, Radiant, from Liverpool.

MEMORANDUM.—The Cochittiake, from Melbourne, for Singapore, was wrecked south of Hortman's Abrohos, 14th June—crew saved.

The Huntingdon was totally lost on Point Bravo—no date. Crew saved by the Franconia, from New York for Marseilles.

LATEST SHIPPING VIA LONDONDERRY.

Arrived from New York—Mountain Eagle and American Congress, at Deal; Shakspeare, at Bremen; Emily, at Cadiz; Creole, at Havre; Walter Raleigh, at Bordeaux; Louisa, Bosselmar, at Queenstown; Java, at Liverpool.

From the N. Y. World.

THE BANKS AND THE GOVERNMENT.

At the meeting of the bank committees in New York on Saturday, Mr. Albert Gallatin made the following address to Mr. Chase:

"Mr. Chase: Experience has demonstrated that the patriotic efforts of the people, installed by the banks, to carry the government loans, requires the co-operation of the Treasury Department, in order to fix upon a practical mode of so working the details of receipts and disbursements as to secure perfect harmony between the monetary operations of the government and the people upon a specie basis.

"At the present rate of government disbursement, it is obviously impossible to pay out specie and have it return to the banks fast enough to maintain the specie basis upon which the currency and the wealth of the country are established.

"It is not now a question of material resources nor of capital. These would seem abundant, and the favorable condition of the foreign exchanges promises to continue so long as no great revulsion in any European country forces a return of our securities at low prices to draw specie from us.

"The quantity of specie in the country and in the banks is considered sufficient, while used in banking or for purposes of ordinary business, to maintain existing values, and to fund a national debt of two hundred and fifty or three hundred millions per annum. But it is not sufficient to perform these functions in a two-fold ratio. If it be transferred to government, even for the period required to complete the circle of payment, it would soon all be absorbed, and thus all future loans to government and all existing values of property and wealth would fall to the ground—a result which no patriot can contemplate in this eventful crisis without deep emotion and painful solicitude for the welfare of the country.

"In order to avoid impending calamities of this nature, it would seem desirable that we should arrive at a more pefect understanding with the government to determine these three questions:

"1. If the banks cannot be made depositories to the extent of the loan taken by each, and drawn upon individually and directly for actual disbursements, may not one bank be selected in each city as the depository, representing all the banks in that city, and be drawn upon for actual disbursements to the extent of the loan taken by the banks it represents?

"2. If it be impracticable thus to draw upon the banks for actual disbursements, may not the amount of a special working capital for such subtreasury be determined upon as near as possible, which the banks shall be called upon to replenish as fast as it shall be diminished by actual disbursements or redemption of demand notes?

"3. May not the issue of demand notes be confined to the soldiers and sailors, and to general purposes only in localities to which the transmission of coin is hazardous or inconvenient?

"In regard to the first two questions it may be proper to state that there is no disposition in any quarter to withhold from government the most abundant supplies of money. That is undoubtedly well known to the government, and it should be generally understood by the public. The only questions at issue relate to details already observed.

"In the act of Congress authorizing the loans, a clause was inserted authorizing the government to deposit a bank's subscription to the loan in that bank. A difference of opinion as to the meaning of this clause has arisen. It would seem to an ordinary business mind that the power to keep money in a bank conferred authority to make that bank a depository, to be drawn upon in the discretion of the depositor. With all due deference to the legal authorities of the government, I would submit that this is a time when we are called upon to interpret such acts of Congress with a view only to the best interests of the country. No loss can fall upon government from failure of any bank, as the specie is now a common fund.

"Upon the third point, the issue of demand notes, I believe I can say on behalf of every bank officer, and every intelligent business man in this city, that objections arise solely from apprehensions of excessive issues which shall degenerate into an irredeemable paper currency. No objection is made to their use in the modes suggested, and to a limited amount. But it cannot be too deeply impressed upon all connected with the monetary affairs of the government and the people, that such a limitation, as well as a limitation of the working capital in coin to be held by the sub-treasuries, has become indispensable, if we would avoid dangerous panics and maintain specie payments. If government should continue the accumulation of coin in the Treasury from the proceeds of the loan, to meet current obligations or vast issues of demand notes, of course, the banks must be drained, panic must ensue, and what then would be left in the banks to pay the government with? Specie payments might be continued for a short time by the government, but that time would be very brief, for the coin would be hoarded by the people as fast as disbursed.

"The interests of the government, the people and the banks are one and identical. Each is indispensable to the other. By a hearty co-operation upon a basis like that suggested, or which may be suggested by the experience of others, it would seem possible to avert the dread calamities which are involved in a separation of these interests, and to conduct the government and the people to a successful and victorious termination of the war."

Mr. Chase replied in substance that he would do all that he could legally to facilitate the working of the details of the receipts and disbursements of the proceeds of the government loans; and that he had no doubt that they could be so managed as to obviate all difficulties.

After Mr. Chase had retired, the following resolution, offered by Mr. Gallatin, was adopted, viz.

Resolved, That as the theory of the ability of the banks to take the loan of the government was that the gold paid by them into the sub-treasury would not accumulate therein, but flow back immediately into their coffers; and as the practical working of things indicates that the return of specie is slower than its payment by the banks, that therefore the banks respectfully make it a condition of their loans, that the specie shall not be allowed to accumulate in the sub-treasuries of New York, Boston and Philadelphia, above the lowest practicable balance.

NEWS VIA WASHINGTON.

From the Washington *Star* of last evening we gather the following items of news:

THE RIVER—NO BLOCKADE.

The sloop John L. Brown arrived at the wharf foot of Twelfth street, this morning, with a load of oysters from the lower Potomac. Capt. Mister reports that on his passage up he passed fifty or sixty sail, with hay, wood, coal, and farm produce. He sailed past Freestone Point last evening, and at that time twenty or thirty vessels were in that vicinity, bound up. He was not molested, and saw or heard nothing alarming at the site of the dreaded battery, or elsewhere on the river. None of the vessels were fired on while he was in sight of them.

We may add that of the large number of vessels, sail and otherwise, passing up and down the Potomac this season, but one or two have been molested in any way, and these were not damaged to the extent of a dollar's worth.

So much for the sensation items in New York papers of "The Potomac river effectually closed," &c., &c., which articles appear to have been written solely in the interest of northern coal dealers and shippers and those desirous to engineer big prices for conveying Government stores.

THEIR NECESSITY.

An intelligent lady, recently from Winchester, Va., informs us that all classes of society there favoring the cause of secession speak of the (to their cause) vital necessity of winning a great victory opposite this city. It is held by intelligent secessionists throughout the State that nothing short of such an event can keep their army of the Potomac together, lacking as it does, quartermaster's stores, &c., while there is imminent danger of United States naval attacks upon the coasts of other seceded States, whose armies are not at hand to defend them. Beauregard and Johnson are there understood to be utterly without the tents, blankets, &c., necessary to render their commands comfortable even through this month of comparatively pleasant nights. Their efforts to draw McClellan their ground for an engagement having failed, they are at their wits end to know what line of strategy to essay next.

We have every confidence in the correctness of this lady's account of matters there, which coincides with the views of the best informed persons here relative to the necessities of the Confederate Generals' situation. Thus, military men in high position here believe that the Confederate army is already melting away, and that its retrograde movement recently commenced, means a general fall back upon Richmond, ere long; to approach nearer and nearer to that capital, as our naval expeditions shall strike blow after blow, inducing State after State to subtract its forces from the main disunion army, and thus render it less able to keep the field.

HOW THE INFORMATION WAS OBTAINED.

We yesterday incidentally described the position, &c., of Beauregard's army at this time. Having last evening satisfied ourself that the method by which this information was obtained will be ventilated to-day in Northern papers, we take occasion to say that it was obtained through the use of the balloon, now at Upton's Hill, in which, at sufficeton the day before yesterday, General McDowell made an ascension to a height of a thousand feet, accompanied by one of General McClellan's aid—the Comte de Paris. Not a breath of air was stirring and the atmosphere was singularly clear.

The consequence was, that the camp-fire smoke of every regiment of Beauregard, between the points we mentioned yesterday, was distinctly visible, each rising to the clouds in a straight column, so as to permit them to be counted, with a fine glass. We question whether a balloon ascension for military purposes ever resulted more satisfactorily in either hemisphere, than on this occasion.

Through it, the numbers (approximate) and position of the enemy in front of Washington was instantly made known to Gen. McClellan, who was on the ground.

GENERAL FREMONT.

Washington has been agitated for fifteen or twenty hours past with a foolish rumor of the removal of Gen. Fremont, with which rumor of the government has just taken the field. It is utterly impossible that it could by this time be anywhere within striking distance of the enemy. So there can be no possible truth in the same.

PRINCE SALM SALM.

Prince Salm Salm, of Prussia, is now attached to the staff of General Blenker. He was appointed Colonel of the Kentucky Cavalry, but this change was made at his own request. The regiment is still without an officially recognized Colonel. A petition is in circulation for the appointment of Lieut. Col. Owens to the command.

ARRESTED.

Lieut. H. R. Stevens, of the U. S. sloop-of-war Portsmouth, recently arrived from the African coast, having tendered his resignation, has been placed under arrest. He was appointed from Florida, though a native of Connecticut.

BRIGADE SURGEON HERRICK.

Brigade Surgeon S. L. Herrick, of Michigan, has been assigned to General Slocum's command, stationed near Alexandria.

NAVY YARD.

The Island Belle arrived to-day about 12 M., reporting all quiet below. There has been no molestation from the Confederate batteries since last week.

The E. B. Hale, Capt. Foster, arrived from New York last evening with ordnance. She also brought up from the flotilla a man claiming to be a deserter from the Confederates, but who is suspected as a spy. He is in the charge of the authorities.

The Anacostia has gone on the ways for repairs.

TRIAL OF AN ENGLISH STEAM PLOUGH.—Yesterday morning a steam plough, the invention of Mr. John Fowler, Jr., of London, was tried before a committee of the Pennsylvania Agricultural Society. The trial was superintended by Mr. R. W. Baldwin, in whose charge the plough, with its machinery, had been sent from England to this country. The spot selected for the testing of the instrument was a large field a short distance from the Lazaretto station, on the Philadelphia and Baltimore Railroad. At one end of the field was a twelve-horse power engine, which caused a wheel to revolve horizontally. Connected with the wheel of the engine, and also with a similar one attached to the "anchor," which was about three hundred and fifty yards distant, was an endless chain made strongly of wire. To this chain was fastened the plough, which, by the power of the engine, was thus made to traverse the distance between it and the anchor and return. The plough, which was mounted on two wheels, had eight ten-inch flanges, four at one end, and four at the other.

As the plough was propelled towards the anchor, the four flanges in the rear furrowed the earth to the depth of six or eight inches, and a width of forty, the flanges in the front being high in the air, owing to the weight of the driver being over the rear flanges, causing that portion of the plough to press the earth while the other was elevated. In returning to the engine the process was reversed. The front flanges became the rear, and thus the necessity of turning the plough is obviated.

The plough was guided by the driver, who, by means of winders attached to it, was also enabled to lengthen the chain or shorten it as occasion might require. The waving of the flag by the driver was a signal by which the plough could be immediately stopped or put in motion. There was also an arrangement for regulating the depth to which the soil was to be furrowed.

Although the ground selected for the trial was of a loose texture, it was so covered with grass and weeds as to somewhat retard the course of the plough. Five minutes was the time occupied by the plough in traversing the distance between the engine and the anchor. Mr. Eddison claims that the implement will plough at the rate of one acre per hour, and that with twelve flanges he can accomplish twice that amount of work. About eighteen or twenty acres could thus be ploughed per day.

Mr. Eddison states that one acre per hour can be ploughed with an engine of eight horse power. Two men and three boys are required to manage the machine. One man attends the engine, another acts as plough driver, and the boys are employed in adjusting the chain and the anchor.

The whole of the apparatus connected with the plough, cost in England eight hundred pounds sterling. These ploughs are being used to a considerable extent in England at the present time.

THE WAR SLOOP CONSTELLATION AND THE SLAVE TRADE.—The United States sloop-of-war Constellation, late flag-ship of the African squadron, arrived at Portsmouth, N. H., on Saturday, forty-eight days from St. Paul de Loando. The Constellation was put in commission at the Charleston Navy Yard 13th of June, 1859, and sailed from Boston, under command of Captain John S. Nicholas, on the 19th of July following, for the coast of Africa. She sailed from Loando, December 17, 1859, on her first cruise off the Congo river, and captured four days after the Spanish slaver Delicia. From the above date to the 6th of August last she has been almost constantly cruising off the different slave ports on the station, visiting St. Helena twice during the cruize for the health of officers and crew. On the 25th of September, 1860, she captured the bark Cora of New York, with a cargo of seven hundred and five slaves on board, and on the 23d of May last, the brig Triton, of Indianola, taking the latter at anchor in the Congo, with every preparation made for the reception of slaves. Shortly after the capture of the Triton, Captain Nicholas left for home, having been compelled to relinquish his command on account of ill health.—He was succeeded by Captain T. A. Dornin, late commanding the San Jacinto, who assumed command on the 10th of August, and she sailed Aug. 11 for home, orders having been received re-cal