THE MARYLAND NEWS SHEET,

PUBLISHED BY

CARTER & NEILSON.

TERMS

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BALTIMORE.

MONDAY, OCTOBER 28, 1861.

TO THE PUBLIC.

THE MARYLAND NEWS SHEET will be issued daily from the office formerly occupied by the *Daily Exchange*, and will be, as its name implies, simply a "News Sheet." It will furnish the latest intelligence as derived from the despatches of the Associated Press, by which it will be supplied in common with the New York journals; from its exchanges; and from such reliable private sources of information as it may be able to command. Expressing itself no opinions, it will devote its editorial columns to such extracts from other journals as may be deemed of interest to the public.

WAR AND OTHER NEWS.

The telegraph also informs us that the Richmond *Examiner* of the 24th instant, received at Philadelphia, acknowledges the Confederate loss at the battle of Ball's Bluff, on Monday last, to be three hundred. Other accounts puts the loss at near one thousand. *Per Contra:* highly respectable members of the Society of Friends, who were allowed to pass the Confederate lines on the Upper Potomac since the battle, have arrived here to attend the Yearly Meeting. These gentlemen report that they conversed with officers of the Confederate army at Leesburg on Wednesday, who reported that their loss in killed was none, and that the wounded amounted to but twelve. One of these gentlemen says that when in Leesburg he saw five hundred Federal prisoners drawn up in the public square under a guard of Confederate troops.

The further details of the late battle at Ball's Bluff, which we take from the New York and Philadelphia papers, and the Rockville (Md.) *Sentinel*, the latter printed within eight miles of the battle field, will attract attention. So also will our summary of Washington news. A solemn and mournful meeting of the Cabinet is reported to have been held on Friday—what took place we are not permitted to know.

The telegraph again reports the capture of Romney, Virginia, by the Federal forces under General Kelley. It is said the attack on the Confederates was made on Saturday morning, and after a severe battle the town was captured, the Federals taking a large number of prisoners. The despatches say that the Federal loss was small, while that of the Confederates was severe.

The news from Missouri presents no very striking feature. The letter from our St. Louis correspondent cannot fail to be read with interest. The telegraphic accounts say that the Confederates are again concentrating at Springfield, that General Price had arrived there, and that the balance of his forces was soon expected. Another account says that orders had been issued from the Confederate headquarters directing the Texan troops to march at once to Houston, those from Arkansas to Little Rock, and the Missourians to Camp Walker. From the St. Louis *Republican* we copy the details of the recent battle at Frederickton, and also the Federal account of the re-capture of Lexington.

The accounts from Kentucky persist in reporting General Zollicoffer on the retreat towards Cumberland. The Bowling Green *Courier* publishes a card from the Hon. John C. Breckinridge, in which he avows his determination to resign his seat in the United States Senate at the earliest moment. The Confederate forces at and around Bowling Green amount to not less than thirty thousand men.

The veil of secrecy having been removed by the Government, in reference to the great expedition about to sail from Hampton Roads, we present our readers with a very interesting article on the subject, taken from the New York *Post*. The commander of the land forces is General Thomas W. Sherman. The troops are to be divided into three brigades, under the respective commands of Brigadier-Generals E. L. Viele, Isaac J. Stevens, and H. G. Wright. The naval commander of the expedition is Commodore S. F. Dupont, with the steam frigate Wabash as his flag ship. The fleet will consist of the Sabine, (50 guns,) Capt. Ringgold, now blockading Charleston; the Susquehanna, (15 guns,) Captain Lardner; the Flag, Commander Rodgers; the Savannah, (24,) Commander Missroom, off Savannah; the St. Lawrence, (50,) Capt. Purviance, off St. Simon's; the Dale, (16,) Commander Yard, off Fernandina; the Vandalia, (20,) Commander Haggerty, recently off Bale's Bay, S. C., but just returned to Hampton Roads; the Governor, Captain C. L. Litchfield, with Major Reynolds' Battalion of Marines; the steam gunboats Seminole, Mohican, Florida, Pocahontas, James Adger, Augusta, Alabama, Unadilla, Ottawa, Seneca, Pawnee, Pembina, Isaac Smith, R. B. Forbes, Curlew and Penguin. The entire armament of the fleet is reported to be not less than 400 guns. In addition to this immense force, there are some thirty-five steam and six sailing transports, which are all armed. As to the destination of the fleet, we are still left in the dark.

The news by the boats from Old Point on Saturday and yesterday may be set down as blank. The great naval expedition was still in Hampton Roads on Saturday night. It will be seen that the agent of the Associated Press promises a full list of the vessels composing the fleet as soon as it shall have sailed. Some of his more enterprising brethren connected with the New York press appear to have got ahead of him, as the papers of that city published on Saturday morning a full list of the ships, regiments, officers, &c., composing the expedition, which will be found noted elsewhere. On Friday and Saturday the men composing the land portion of the great expedition went through a new drill—that of landing on the beach from surf-boats. An arrival from the blockade off Beaufort, N. C., reports the drowning of two men in a fruitless attempt of the captain of the steamer Albatross to land men on the beach south of Beaufort.

The trial of William Smith, the Confederate privateersman, on a charge of piracy, has closed at Philadelphia, by the jury, after a consultation of half an hour, bringing in a verdict of guilty. A motion was immediately made for a new trial, which is to be argued hereafter.

The special correspondent of the New York *Post* states that the Treasury Department at Washington is busily engaged in supplying the demand for Treasury notes, one hundred clerks being constantly employed in signing the notes and preparing them for delivery. Up to Friday last notes representing thirty millions of dollars had been issued, in addition to eleven millions of the demand notes—making in all forty-one millions of dollars.

The Circuit Court of Cecil county has adjourned, having disposed of the few cases before it. In the matter of the killing of Robert Stephenson and Thomas Kelly, by certain Federal soldiers, at Port Deposit, on the 21st of last month, whilst engaged in holding a peace meeting, the grand jury made presentments against David Lawler, Hiram Chapman, J. J. Healy, H. McLaughlin, John Stinson, and one Bernstein. By some means or other unknown to the Court, all the prisoners except Stinson made their escape from the guard-house in which they were confined shortly after the occurrence, and have not been retaken. The indictment against Stinson was ignored, it being proven that he was not implicated in the tragic occurrence. Thus have these men been permitted to escape the consequences of their crime.

MISS HINKLEY'S CONCERT.—Miss Hinkley, the highly gifted singer, whose reputation, both in Europe and this country, has placed her at the height of her profession, will give a Concert on Thursday evening, at the New Assembly Rooms, assisted by those popular favorites and talented artists, Signors Brignoli and Susini. The programme embraces some of the principal operatic gems, including scenes from two of the most admired operas, and the occasion will doubtless bring together a full and fashionable audience.

THE SUFFERING POOR.—We publish in another column a communication from John H. Keene, Esq., appealing to the benevolent in behalf of the suffering poor. The suggestions offered by our correspondent are well-timed, and we trust will be acted upon promptly, and in that liberal spirit for which our citizens have ever been distinguished.

England's communication with her provinces in the East will be greatly accelerated by the submarine cable between Malta and Alexandria, which has just been successfully laid. The direct distance between these places is 850 miles, but in order to secure shallow water, the cable was carried over 1,900 miles.

Correspondence of the Maryland News Sheet.

The Approaching Term of the Court—Baltimore Removed Criminal Cases to be Postponed—Absconding Negroes—Heavy Cannonading Heard—The Small Pox, &c.

ANNAPOLIS, Oct. 26.—The October term of the Circuit Court for this county meets on Monday, the 28th inst. There are several cases of interest originating in this county, one for murder, besides the numerous removals from Baltimore city, embracing charges of murder, riot, kidnapping, assaults, &c., which were to have been disposed of at the last April term, but postponed upon the adjournment of the Court on the arrival of the first troops in this city. The Baltimore cases, however, will not be taken up at the approaching term, but a special session will be called in January next for the trial of those cases, and consequently parties concerned need not attend until further notice, or the announcement to that effect by the Court.

The Federal fleet, which sailed from this port on Sunday night last, took with them several slaves belonging to parties in this city and vicinity. It is alleged that the slaves secreted themselves in the vessels, or were stowed away there by the soldiers, unknown to and contrary to the explicit orders of the commanders. Some eight or ten were arrested while endeavoring to get away, and lodged in jail; and one was arrested at Fortress Monroe, by policeman Hubbard, of this city, and taken to Baltimore and lodged in jail. It is generally believed that the officers of the expedition did all in their power to prevent the escape of negroes. They arrested several and handed them over to the Sheriff.

Yesterday heavy cannonading, in quick succession, was distinctly heard here for several hours, apparently from the Lower Potomac.

The small pox prevails to some extent among the troops stationed at the Naval Academy, and several deaths from that disease have occurred among them.

Mr. Riley, the State printer, has nearly completed the laws, and in a short time they will be placed in the hands of the binder.

[COMMUNICATED.]

The Suffering Poor.

LAURAVILLE, BALTIMORE Co., Oct. 25.

Gents: Doubtless the hearts of many of your readers were as deeply affected as was mine at your touching editorial of the 21st, on the "Aspect of the City," especially that portion which alludes to the very distressing condition of the poor. Vast as is the number now, intensely suffering from the awful consequence of war, may I be permitted to offer the following plan for their relief:

1st. Let all the papers in the city call public attention to the subject, soliciting aid not only from the citizens of Baltimore, but of the farmers in the State, especially the farmers and gardeners of Baltimore county.

2d. Request editors of papers throughout the State to copy the same.

3d. Particularly request the ministers of the Gospel in Maryland to call the immediate attention of their congregations to aid in this benevolent enterprise.

4th. Let there be an appointed place at each market house for the reception of vegetables, &c.

5th. Let there be a warehouse for the reception of grain, flour, bacon, &c.

6th. Get the merchants of the Corn Exchange, who, with many others, have so nobly aided in the good cause, to forward a copy of a paper containing No. 1 to their friends, the farmers of Maryland, &c.

7th. Let the management of the business be controlled by that most excellent institution, "The Association for the Relief of the Poor."

This plan will be divided among so many, that many hands will make light work; and surely the peace of mind originating from an effort to relieve suffering humanity, will inspire thousands of hearts and hands to act promptly. And oh! what a noble sight to witness the State of Maryland thus engaged; and what a blessed example to other States in our country to go and do likewise, as the horrible effects of the war are deeply felt in all large cities. May we not humbly trust that Heaven's blessing may attend our efforts?

I have the pleasure to add that the following merchants have kindly consented to receive any vegetables, &c., for the above purpose, viz: Lexington market, Mr. F. L. Laurence; Belair market, N. Cornelius, and Burgess & Sons; Marsh market, G. W. Andrews; Fell's Point market, Jas. Essender; Richmond, Hanover and Hollins streets to be supplied; Bowley's Wharf, Thomas R. Matthews & Son.

THE GREAT NAVAL EXPEDITION.

FULL ACCOUNT OF THE PREPARATIONS.

MATERIALS OF THE EXPEDITION.

Immense Forces to Operate Against the South—Number of Vessels and Men Engaged in the Service.

From the New York Post, Oct. 26.

It has been known for some time to the public that a vast naval expedition was preparing to sail for some unknown point on the Southern coast. At the request of the Government and of General McClellan, the newspapers of this and other cities gave their promise to permit no statements to appear in their columns concerning the great preparations under way until all was completed, and, by the sailing of the fleet, the necessity for secrecy was removed. The Hampton Roads correspondent of the New York *Times* gives news of the sailing of the expedition, and his statement that he "has the fullest concurrence of the authorities" to print all the particulars within his knowledge of the expedition, of course releases the remainder of the press from an obligation which was common to all.

* * * * * * *

It will be found that the southern expedition is on a scale more vast than anything of the kind heretofore attempted on this continent, at least; and that, from the completeness of its outfit and the skill of the men to whom the command is entrusted, we may hope for a severe blow at the insurgents in their weakest spot.

Where the blow is to fall, is known only to the government and to the commander-in-chief of the expedition. It was unknown to every one but General Sherman—the captains of the different ships sailing with sealed orders, which were to not be opened till they got into a certain latitude and longitude. It is probable, therefore, that the insurgents will know before we do where the landings are to be affected.

Whatever may be its object, we can only wish the utmost success to the gallant men who compose it; and if their aim should be Charleston, and we should hear by the first return vessel, or perhaps by way of Richmond, that that nest of treason and villainy, Charleston, is razed to the ground, the nation will only wish one thing more—that its site might be sown with salt, so that not even a blade of grass may henceforth grow on the accursed spot where the disgraceful Southern treason was hatched out.

The expedition is the joint work of the Navy and War Departments. It was meant to have been ready by the middle of September; and the Navy Department had its vessels ready then. It was, however, impossible to get ready the immense material of the expedition by that time; and though everybody concerned worked most diligently, it was only on October 13th that the transports were laden, and the final shipment of troops ready to be begun.

The expedition consists of the following vessels:

Steamers—Flag-ship Wabash 58 guns, Commander C. P. R. Rogers; ship Minnesota 57 guns, L. M. Goldsborough; ship Roanoke 54 guns, John Marston.

Sailing vessels—Frigate St. Lawrence 50 guns, Commander H. T. Purviance; sloop-of-war Vandalia 20 guns, S. P. Lee; sloop-of-war Jamestown 22 guns, J. F. Greene; sloop-of-war Cumberland 24 guns; sloop-of-war Savannah 24 guns; sloop-of-war Dale 16 guns.

Gunboats Albatross, ——, Commander; Alabama, E. Lanier; Augusta, E. G. Parrott; Curlew, J. H. Watmough; Dale, ——; Florida, J. R. Goldsborough; Harriet Lane, J. Faunce; Iroquois, ——; Isaac Smith, J. W. A. Nicholson; James Adger, J. B. Marshand; Mohican, S. W. Godon; Monticello, ——; Mount Vernon, ——; New London, ——; Ottawa, Thomas H. Stevens; Pawnee, R. H. Wyman; Pembina, J. P. Bankhead; Penguin, Budd; Pocahontas, P. Drayton; Quaker City, ——; R. B. Forbes, H. S. Newcomb; Seminole, J. P. Gillies; Seneca, Daniel Amnen; Unadilla, N. Collins; Yankee, ——; Young America, ——.

The gunboats generally carry a 11-inch Dahlgren forward, and are armed besides with one rifled gun and from two to four 24-pounders.

FERRY-BOATS.

The ferry-boats are capable of carrying from five hundred to nine hundred men, and are generally armed with six guns each. The following is a list of those sent with the expedition:

Baltimore, Commodore Perry, Eagle, Ellen, Ethan Allen, Mayflower, Philadelphia, Pocahontas, Star, Stepping Stones, Whitehall.

TRANSPORTS.

Steamers.	Tons.	Draft, ft.	Commanders
Ariel	1296	14	Terry.
Atlantic	2845	20¾	—
Alabama	1261	13½	—
Baltic	2723	21	—
Belvidere	1000	—	Phillips.
Ben Deford	1080	—	Hallett.
Champion	—	—	—
Cahawba	1643	11	Baker.
Coatzacoalcos	1600	10	Hocock.
Daniel Webster	1035	11	Johnson.
De Soto	1575	15	—
Empire City	1751	14	Baxter.
Ericsson	1902	16	Cowles.
Florida	1261	15	—
Illinois	2123	19	Rathburn
Locust Point	462	16	French.
Marion	800	13	Philips.
Matanzas	875	—	Leesburg
Mercedia	1070	16	—
Ocean Queen	2802	16	Seabury.
Oriental	1000	—	Tuzo.
Parkersburg	715	10	—
Philadelphia	1238	11	Barton.
Potomac	448	—	Hilliard.
Roanoke	1071	10	Couch.
Santiago de Cuba	1853	16	—
Spaulding	—	—	Howes.
Star of the South	960	—	Kearnley.
Vanderbilt	3360	20	La Fevre.
Winfield Scott	—	—	—

SAILING VESSELS.

	Tonnage.
Great Republic	3,356
Ocean Express	1,607
Courier	—
Zennas Colins	338
Golden Eagle	1,128
Gem of the Seas	—

All of the transports are fully armed, and have a crew on board to work the guns. Several transports were added to the fleet at Fortress Monroe, and the entire Atlantic squadron will co-operate with the expedition. The expedition consists, in all, of eighty vessels. Of these three are steam frigates, six others are sailing men-of-war, twenty-six are gunboats, twelve ferry boats, and thirty steam and six sailing transports.

TROOPS.

These vessels carry, besides their full crews, a force of between 30,000 and 40,000 picked soldiers, half of them the best trained troops of General McClellan's command. The cry that the army of McClellan needed more men, which has for so many weeks vexed impatient souls, is now explained.—It was not our land forces, but our naval expedition, that needed more men. When troops went on to Washington, it was only that others, better drilled and more experienced, might be sent to Annapolis in readiness to embark in the ships of the expedition.

We need not say that these troops are well armed and ably officered. Neither care nor expense have been spared to make their outfit complete, in arms of all kinds, in great guns, shot, shell, ammunition and all the paraphernalia of war.

BOATS FOR LANDING.

Several months ago the government began to provide itself with surf-boats. We may say that the expedition carries with it not less than five hundred of these needed helps for landing troops—sufficient to effect a simultaneous landing of a great number of men. Besides these surf-boats the government purchased several ferry-boats, such as the Ethan Allen and Commodore Perry, formerly belonging to the Williamsburgh Ferry Company.—These boats were strengthened by iron bulwarks, and will also doubtless be used for landing troops, for which service they are well fitted, each boat being capable of transporting at least nine hundred men at a trip; and their peculiar build making it much easier to land troops from them than from steamboats of the usual form.

SURF-BOAT-MEN.

To prevent accidents, the Navy Department some months ago sent trusty agents to the shores of New Jersey and Long Island and secured the services of a sufficient number of the hardy wreckers of those coasts, men who played in the surf when they were children, and who have worked in it ever since. These brave and skilful men will guide the boats in which our troops land at the point of attack. In addition, the Navy Department recruited further among the skilled and patriotic seamen of Cape Cod and Cape Ann, numbers of whom eagerly volunteered for work for which, by long experience, they are peculiarly fit. They will not only assist in working the boats by which the army will be landed, but will remain as part of the land force afterwards.

SUPPLIES.

The material outfit of the expedition includes a vast variety of objects, which, when enumerated, prove what knowledge and careful forethought is needed in those who superintend the operations. It may be said that it contains almost everything which a community would gather and take along if it were about to found a colony in some deserted island of the ocean.

First and most necessary comes food. Besides the rations provided for the troops while they shall remain on board, the transports bear at least three-and-half months' supplies of food of every kind for the great army which is to be landed. One ship carries out a cargo of water; and the department has already chartered and ladeen other vessels to send down further supplies of live stock and other needed provisions.

The Ocean Queen and other steamers take out, besides troops, such articles as shovels, picks, hoes, two-wheel carts, brick, cement, grindstones, lumber, prepared frames of houses and barracks, ready to be set up, crosscut saws, immense quantities of sand-bags, beams, &c.

AMMUNITION.

An immense store of shot and shell is on board; also many huge columbiads, mostly the vast ten-inch guns which do such fearful execution. The Atlantic and Baltic carry the most of these, but more are understood to be placed on other vessels as well.

There are also quantities of gun carriages and light guns for field operations. Of these many are Parrot guns, and all are completely fitted, ready for the artillerists' hands when they are landed—caissons, forges, and large quantities of grape, cannister, shot and shell being with each battery—sufficient, one would think, for a campaign in the interior.

WAGONS.

A great number of army transportation wagons are provided, over and above those which belong to each regiment, and which the troops took away with them. Extra camp equipage of every description is also provided, and a great number of extra arms and infantry equipments. This looks as though the government expected to arm the inhabitants among whom the troops will be landed. It is indeed hinted, in a letter we have received from a naval officer accompanying the expedition, that quantities of bright Zouave clothing have been taken along, with the intention of forming the negroes of the coast into Zouave regiments.

Those who know the love of the negro for bright colors will see that this is an excellent thought. The negro troops who are so much used in the British West Indies, and who have been found to be most admirable soldiers, are mostly uniformed in the brilliant colors of the Zouave, and they take great pride in the dress. Those of our Northern men who fear that a slave insurrection will break out wherever our troops land, cannot fail to see that to take these negroes into the army of occupation, and drill, train and command them as soldiers, is the best way—perhaps the only way—to put an insurrection out of the question.

FOOTBALLS.

A curious item in the stores carried by the expedition consists in several hundred footballs. These were put on board for the exercise of such portions of the army as may remain in garrison at the point where a landing is made, and where defences will, of course, be at once erected.

To drive the extra transport wagons before mentioned the Government enlisted in this city nearly two hundred professional stage drivers. These Jehus will be most serviceable on the Southern roads, where, as Mr. Olmstead relates his journey through the South, Northern stage-drivers are found the only competent men to take charge of stages in the various interior lines.

PILOTS.

We may add here that all the best pilots belonging to this city have gone down with the expedition. They were chosen because they are familiar with every point on the Southern coast, from the Chesapeake to the Texas shore. Besides these pilots, a number of skillful and trusty coasting captains were engaged from Cape Cod. These men know every foot of the coast; have sailed into every harbor and inlet with their craft, and will be able to carry the ships into any port, great or small, on the Atlantic or in the Gulf, where the expedition may be ordered to land.

The infantry equipments put on board are sufficient for at least ten thousand men. They include everything necessary to prepare the soldier.

HORSES.

Of horses the expedition has nearly fifteen hundred. They are mostly on board the Great Republic, Vanderbilt, Ocean Queen, Baltic and Ericsson. One ship takes, as supplies for these animals, eight thousand bags of oats, and besides this other vessels carry further supplies of oats and corn, while many tons of hay are divided among the transports.

Two thousand bushels of Cumberland coal have been taken along. This coal is of the finely broken kind used by locomotives in their forges, because it gives a quick and very intense heat.

Besides the two-wheeled dumping carts already mentioned, there are also a great number of hand-carts and barrows, especially of the latter. Of course every tool needed in constructing earthworks is found in this immense *omnium gatherum*.

Besides these four transports are partially laden with brick, mostly fire-brick. These are probably to be used, in conjunction with the fine Cumberland coal, for heating shot. Camp stoves are cheaper, handier and more quickly set up for cooking purposes, and the brick are most probably to be used in constructing furnaces to heat red-hot shot, with which the great columbiads will do good execution.

HOT SHOT.

The reader will remember that it was hot shot which made Fort Sumter untenable for our gallant garrison; and it would be a curious retribution if, after Charleston is destroyed, the insurgents were in turn driven out of the forts in the bay by hot shot fired from the shore.

Of artillery ammunition there are really immense quantities. Several of the largest transports are nearly laden with this material, and thousands of shells were sent off from this port, as well as shot, canister and every variety of deadly missiles.

ARTIFICERS.

A number of carpenters, masons and other artificers form a part of the material of the expedition, so that in setting up barracks and for other work skilled labor will be always at hand.

NAVAL COMMANDERS.

The naval part of the expedition is under command of Commodore J. F. Dupont, one of the ablest officers of our navy. He is of New Jersey by birth, but is now a citizen of Delaware, belonging to the family of Duponts, who are well-known as powder manufacturers. Captain Dupont entered the navy December 19th, 1815. He has therefore been in the service forty-six years; of which twenty-two have been passed in service at sea, and eight years and a half in shore duty, in our various navy yards, where officers get excellent training in the preparation and use of arms and ammunition.

The fleet captain is Commodore Chas. H. Davis, who stands in the revised navy list nearly at the head of the commanders. He is a native of Massachusetts, entered the service in 1823, has seen eighteen years' sea service, and was last superintendent of the Nautical Almanac, and engaged in other special duty at Washington. He is counted among the ablest and most skilful officers in the service. The flag-lieutenant, the remaining officer of the Commodore's staff, is Lieutenant S. W. Preston, a Canadian by birth, and a citizen of Illinois, from which State he entered the service in 1857.

Captain L. M. Goldsborough, who is in command of the northern half of the Atlantic blockading squadron, will also take an active part in aiding the expedition. He was born in the District of Columbia, and entered the service from Maryland, of which State he is a citizen, in 1812.

He has been seventeen years at sea and eleven years on shore duty, and was last in command of the Congress frigate. His present ship is the Minnesota.

LAND FORCES.

Of the army forces we can give no complete account. A portion of the troops were detailed from General McClellan's army, but other regiments sailed directly from New York, more from Boston, and a few, we understand, from other points between these cities. The regiments, so far as we have been able to ascertain, are given below, but as the whole expedition was prepared with the utmost secrecy, and many of the regiments kept in Northern camps to the last moment, our list is necessarily incomplete.

THE COMMANDERS.

The land forces are under command of General Thomas W. Sherman, an able and distinguished officer, who entered West Point in 1832, was Second Lieutenant of the Third Artillery in 1836, Assistant Commissary of Subsistence in 1837, First Lieutenant in 1838, and Captain in May, 1846. He is distinguished as an artillery officer, Sherman's battery having gained fame in the Mexican war. Captain Sherman was brevetted "for gallant and meritorious conduct in the battle of Buena Vista." He is a native of Rhode Island.

General Sherman's headquarters are on board the steamer Atlantic, which carries over 1,200 troops, besides her own crew.

Three brigades of the land force are commanded by Generals Viele, Stevens and Wright.

Egbert L. Viele was graduated from the West Point Military Academy in the year 1842, and was a classmate of General McClellan. He served in the Mexican war, and in 1853 resigned his commission to accept the position of Chief Engineer of the State of New Jersey. Since then he has been Engineer-in-Chief of the Central Parks in New York and Brooklyn. In the early part of the rebellion he organized a battalion of two hundred men, and followed the 7th regiment to Washington. He is considered an able and experienced officer, and at thirty-six years of age ranks as a Brigadier General.

Isaac Ingalls Stevens, who is General in command of the Second brigade, was graduated at West Point in 1839, and entered the corps of engineers. He resigned in 1853 to accept the appointment of Governor of Washington territory, and was elected as representative to Congress in 1857.

General Stevens was in Mexico, and was brevetted captain for gallant and meritorious conduct at Cherebusco, and was brevetted major at Chapultepec, September 13, 1847. He was severely wounded on the same day.

Horatio Gates Wright, commanding the Third brigade, was graduated at West Point in 1837, and appointed a lieutenant in the engineers' corps in 1841. Since his graduation he has been an assistant professor and professor at the United States Military Academy, and has the reputation of being a superior engineer and thoroughly efficient officer.

THE TROOP-SHIPS.

General Viele's brigade consists of the New Hampshire Third, Colonel E. D. Fellows, on the Atlantic; the New York Forty-sixth, Colonel Ross, on the Daniel Webster; the New York Forty-seventh, Colonel Moore, on the Roanoke; the New York Forty-eighth, Colonel Perry, on the Empire City; and the Maine Eighth, Colonel Lee Strickland, on the Ariel.

The brigade of Colonel Stevens consists of the Pennsylvania 50th, Colonel Benjamin Christy, five companies on the Ocean Queen and five on the Vanderbilt; the Michigan 8th, Colonel William M. Fenton, and the New York 79th on the Vanderbilt; and the Roundhead Pennsylvania, Colonel Dan. Leasure (rifles) in the Ocean Queen.

General Wright's brigade consists of the New Hampshire 4th, Colonel Thos. Whipple, on the Baltic; Connecticut 6th, Colonel John L. Chatfield, on the Marion and Parkersburg; Connecticut 7th, Colonel A. H. Ferry, on the Illinois; and the Maine 9th, Colonel Rutherford Rich, on the Coatzacoalcos.

Besides these regiments, whose location in the fleet we are able to give, there are several of whom we can only say that they form part of the expedition. These are the Seventh and Eighth Wisconsin, an engineer battalion five hundred strong, commanded by Lieutenant-Colonel Serrel; Massachusetts Twenty-first, Colonel Augustus Morse, and the famous light battery known as Sherman's, in command of which General Sherman won his laurels in Mexico. This is now commanded by Captain Hamilton. Besides these and other regiments, of whom we have not been able to keep count, the expedition takes one thousand stout negroes as laborers on the fortifications which will be thrown up as soon as the troops land. These are contrabands who have come in from Virginia at different times; and their powerful muscle and willing hearts will probably be a great relief to our soldiers.

Captain Hamilton's battery consists of six guns, one hundred and forty men, and one hundred and twenty horses.

It is supposed that only about one-half the troops are mentioned above.

We hear that about as many more have been quietly shipped to Annapolis and Fort Monroe from the North, East and West.

We are indebted to Mr. G. W. Blunt for the following accurate table of distances, in nautical miles, from Hampton Roads to different points, from some one of which interesting intelligence may be expected in the course of a few days:

From Hampton Roads to	Miles.
Hatteras	130
Hatteras to Beaufort, N. C.	160
" " Charleston	260
" " Port Royal	300
" " Savannah	320
" " Brunswick	370

The fleet when under steam, with transports in tow, will make seven knots per hour if the wind is not adverse. Under sail with fair wind and good weather, the progress would be more rapid. The October gales are now over and continuous fair weather may be reasonably expected, so that neither collision nor separation of the fleet need be apprehended.

NEGROES IN THE EXPEDITION.

A correspondent of the New York *Times*, in his account of the great expedition, says:

Two transports, the Oriental and Matanzar, carry 1,000 contraband negroes, received at or near Fortress Monroe, and six transports, the Locust Point, the Potomac, the Golden Eagle, the Ocean Express, the Zero's Coffin, and the Great Republic, carry stores. The negroes are principally for digging intrenchments, and will, for the first time, constitute an important arm of offence in the hands of a national army; as the example of using that arm has been so frequently set us by our opponents, they will not be surprised to learn that we have at last chosen to avail ourselves of the example, and, at the same time, a significant suggestion will be afforded them of the furtive use that could be made of the weapon during the war.

A thousand of these contraband articles scattered in the Southern interior, from the *point d'appui* afforded by the proposed movement, would do more damage to our enemies than a hundred thousand cannon balls. We have too long abstained from availing ourselves of the means placed so obviously within our grasp; perhaps the very natural prehensions that the present brandishing of it will awaken in our "Southern brethren," may incite in them an appreciation of our previous forbearance as well as a wholesome dread of our future determination.

LATER FROM EUROPE.

THE MAILS OF THE CITY OF BALTIMORE AND THE AFRICA.

St. Johns's, N. F., Oct. 25.—The steamship City of Baltimore, which sailed from Liverpool on Wednesday, Oct. 16, and from Queenstown, Thursday, the 17th inst., passed Cape Race at 7½ o'clock this evening, *en route* to New York. She was boarded by the news yacht of the Associated Press, and the regular news despatch obtained. Her advices are one day later than by the Africa at New York.

The City of Baltimore has a full cargo. She brings 208 passengers; all well. The steamships Jura and City of New York, from New York, arrived at Liverpool on the 15th.

It had been decided in Liverpool to raise £25,000 to repair the Great Eastern and pay the second mortgage of ten per cent.

The Duke of Aumale, in a letter, rejoices that his nephews have joined the American army, and on the right side.

Mr. Russell's last letter to the *Times* is dated from Wisconsin. He says he heard expressions of discontent and even secession sentiments uttered in the West.

The London *Star* denounces the existence of a party in England that seeks to embroil England with the United States, in order to re-open the cotton trade.

Parliament had been further prorogued nominally to the 17th of December.

The King of Holland was on a visit to the Emperor Napoleon.

The alleged letter of the Emperor to the King of Prussia on Italian affairs, &c., was pronounced a purse information.

It is rumored that M. Fould will resume the Ministry of Finance.

The Paris Bourse was flat; Rentes closed firmer at 67f. 95c.

Breadstuffs in Paris were declining.

It was reported that the French naval reserve is to be kept in such condition that a large fleet can be ready in an incredibly short time.

General Deltamormora had accepted the command of the forces of the Neapolitan provinces. He does not get the civil power enjoyed by General Cialdini.

The rumored departure of Garibaldi from Caprera was contradicted.

The King and Queen of Prussia made a solemn entry into Konigsberg on the 14th. The ceromony was brilliant and imposing.

A proclamation was published in Warsaw on the 14th, declaring Poland in a state of siege. The military again occupied the public squares of Warsaw.

A national demonstration had been fixed for the 15th. There was no news as to the result.

The cotton factories of Spain were closing on account of the raw material.

The Turks had commenced an invasion of Montenegro. Prince Montenegro protested.

Telegrams of the India, China and Australia mails had been received. The mails were due in London on the 18th. The news was unimportant.

The Calcutta market was active. Cotton goods were advancing, and at Foochoo they were unchanged.

COMMERCIAL NEWS.

LIVERPOOL COTTON MARKET.—The sales of Cotton on Monday and Tuesday reached 30,000 bales, including 15,000 to speculators and exporters. The market opened firm, with an advancing tendency, and closed upward.

Manchester advices are favorable, and holders demand an advance.

LIVERPOOL BREADSTUFFS MARKET.—The market is buoyant, and all qualities have sustained a slight advance. Wakefield, Nash & Co., report Flour firm, and advanced 6d.; quotations are 27@30s. Wheat continues to advance, and has advanced 2d. on all descriptions; red Western and red Southern are quoted at 11s.@12s. 9d.; white Western and white Southern, 12s.@13s. 9d. Corn low quoted at 32s.@33s.; white, 34s.@36s.

LIVERPOOL PROVISION MARKET.—The Provision market rules generally dull. Beef is steady. Pork is still dull. Bacon easier. Lard quiet but steady. Tallow firmer, at 50s. Ashes, both Pots and Pearls, are quiet but firmer, at 35s.@36s. Common Rosin heard an upward tendency, and is quoted at 12@12s.6d. Spirits Turpentine is inactive. Sugar firm. Coffee—no sales. Rice active, at an advance of 2@5d.

LONDON MARKETS.—Wheat advanced 1@2d. per quarter, with an upward tendency. Flour advanced 1s., closing with continued upward tendency. Sugar firm. Coffee buoyant. All qualities advanced slightly. Tea—Common Congou buoyant. Tallow firm, and advanced ¼d. Linseed Oil steady at 34s.6d.

LONDON MONEY MARKET.—Consols closed Tuesday evening at 92¾@92¾ for money.

AMERICAN SECURITIES.—Sales of Illinois Central Railroad shares at 38@37¼ dis; Erie shares 24¾.

LATEST COMMERCIAL NEWS.

By telegraph to Queenstown.

LIVERPOOL, Oct. 17.—Cotton—The sales of cotton will reach 25,000 bales, with a buoyant market, at an advance of ¼@¼d. since Friday. The sales include 15,000 bales to speculators and exporters.

Breadstuffs firm with an upward tendency.

Provisions quiet.

Produce.—Linseed Oil advancing and quoted at 35s.

LONDON, Wednesday night.—Consols closed at 92¾@92¾ for money.

AMERICAN SECURITIES.—The latest sales Wednesday were Illinois Central Railroad shares 38@37¼ dis., Erie, 21@25; New York Central Railroad, 68.

From the Manchester Guardian, October 12.

THE AMERICAN REBELLION.

THE ALLEGED MOVEMENT IN FAVOR OF THE CONFEDERATES IN FRANCE—REPORTED ACTION OF THE CHAMBERS OF COMMERCE.

It is stated that the Chambers of Commerce of Lyons, Rouen, Mulhouse and other manufacturing places in France, the trade of which with the United States has been prostrated by the civil war, have addressed memorials to the imperial government urging an immediate recognition of the Confederate States and the raising of the blockade.

From the London News (City Article), Oct. 12.

Some of the accounts from trustworthy quarters in Paris express a confident belief that the Emperor of the French contemplates recognizing the Confederate States of the South. His object, it is affirmed, will be to release the cotton, the want of which is severely felt in the cotton manufacturing districts of France.

From the London Shipping Gazette, Oct. 11.

The Chambers of Commerce of Lyons, Rouen, Mulhouse and other places in France, have, it appears, addressed memorials to the French Government praying for the immediate recognition of the Confederate States and the raising of the blockade. So far, then, it would seem the course pursued by the Confederates with regard to their cotton is producing the desired effect. The most sagacious politicians in Europe, and indeed in America, are beginning now to regard the reconstruction of the Union as all but hopeless, and to look forward to the establishment of two, if not more, confederations on the North American continent. It is under these circumstances that an appeal is made by the suffering manufacturers of France to their government to recognize the Southern States as an independent confederation, and to raise the blockade. We know not what view the French Government may take of the prayer of these memorialists, but we should imagine that France will take no step in this American business except in conjunction with England. The question, then, is—would her Majesty's Government consider themselves justified in going to war with the Federal Government (for that is the meaning of England's raising the blockade), in order to liberate the cotton, and to avert the state of things with which we are threatened in the approaching winter and spring?

The alternative of war, or distress and disturbance in the manufacturing districts, is not an agreeable one, but we fear it is one which is being rapidly forced on the consideration of the government. It might be, however, that the co-operation of France and England, even if carried the length of raising the blockade, would not result in hostilities. The small fleet at the disposal of the Federal Government would not be able, for a single week, to cope with the combined forces of England and France. The contest would be so obviously hopeless that it is doubtful whether it would be entered upon by the Northern States. There might be danger to us on the side of Canada, but, after all, the Canadians themselves would hardly submit to forcible annexation by the Federal forces. Meanwhile the recognition of the Confederate States by France and England would