# THE MARYLAND NEWS SHEET.

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### 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.

# BALTIMORE.

WEDNESDAY, NOVEMBER 13, 1861.

## WAR AND OTHER NEWS.

The arrival of the bark Paladin, Captain Wilson, at this port yesterday, from Buenos Ayres, puts us in possession of late and interesting news from the River Plate. The troops of Buenos Ayres, under command of General Metre, had totally routed General Urquiza, of the National army, in a pitched battle, which was fought on the 19th of September, about 300 miles from Buenos Ayres. Some 600 prisoners of war had been brought into the latter city. There was great rejoicing at Buenos Ayres, the people being in a state of the wildest excitement. There was also some prospect of a war between Buenos Ayres and Montevideo. Captain Wilson reports that on the 6th and 7th instant, after passing latitude 33 40 N., longitude 73 30 W., he experienced heavy gales from the southeast to northwest. On the 8th, in the Gulf Stream, Cape Hatteras bearing N. W. by N., distant 80 miles, he fell in with a great quantity of drift articles, consisting of bulk heads, doors, steps and cabin-tables, apparently freshly painted, and but a short time in the water, supposed to be the wreck of some steamer. These articles were no doubt from the wreck of one of the steamers of the great naval expedition.

We have at length intelligence from the Naval Expedition, which, although still unsatisfactory, so far as details are concerned, is nevertheless valuable and interesting, as being derived from Southern sources. From the Norfolk *Day Book* of Monday, a copy of which was kindly furnished us by one of the officers of the wrecked French frigate Proney, we learn that the attack on the batteries of Port Royal harbor commenced early on Thursday morning, and that the flotilla engaged in the attack comprised in all forty-two vessels. Under cover of a tremendous fire, a number of steamers, variously stated at from seven to fifteen, succeeded in running the gauntlet of the batteries and in entering Broad river, where they were beyond the reach of the guns of the Confederates. This daring movement was not, however, accomplished without injury to the attacking steamers, several of which are said to have been crippled. The steamers which entered Broad river are described as having immediately commenced to close the creeks tributary to that stream. From the despatches sent previously to the Charleston *Mercury*, we learn that the practice of the Confederate artillerists was bad; that many of the guns, being improperly fixed, were dismounted by the recoil, and that the firing from the war vessels was very accurate. It was supposed at the date of the latest despatch received at Charleston from Beaufort, that the Federal troops would attempt to land a large force at Hilton Head either on Thursday night or Friday morning.

Since the above was in type it is asserted on what is said to be "reliable" authority, that the steamer Vanderbilt arrived at Annapolis, last evening, from the fleet, with Government despatches. It is reported that a severe battle had been fought near Beaufort, in which General Sherman, commander of the Federal forces, had been killed, and that some four thousand Confederates had been taken prisoners. Up to the hour of putting our inside [illegible] o'clock—we are without any Should any further news from the great expedition reach us it will be found under the telegraph head.

Instead of its being the French vessel-of-war Calabria, which was wrecked near Ocracoke Inlet, as stated in the telegrams previously published, it turns out to have been the French steam corvette Proney, commanded by Captain de Fontage. The officers and crew were saved by the Confederate steamer Winslow, which crossed Pamlico Sound to their relief. The Winslow herself appears subsequently to have struck on a sunken rock in the Sound, and the efforts made to get her off proving unsuccessful, the crew were forced to abandon her. Two other Confederate steamers, the Seabird and Ellis, to which the officers and seamen of the French vessel were transferred, also got aground on their passage to Norfolk, and another steamer the J. B. White, had to be sent to their assistance. The French officers who, with the whole of their crew, reached this city yesterday, report that whilst the Proney lay beached near Ocracoke several Federal vessels passed her, but refused to answer her signals of distress.

The Bermuda has again succeeded in running the blockade. As is well known, she took a valuable cargo of arms and munitions of war into Savannah. She has now left that port with an equally valuable cargo of cotton—2,000 bales—and by this time must be within a few days' sail of the English coast.

From Memphis, by means of a telegram to the *Day Book*, we obtain the information that General Grant lost eight hundred men in his attack on Belmont, and that the Confederates captured 200 prisoners. The Confederate loss is not stated.

Perhaps the news of the gravest importance to the South, is that which is telegraphed to Richmond and Lynchburg, in regard to the burning of various railway bridges between Atlanta and Chattanooga, on the line of the East Tennessee Railroad, and on the road south of Knoxville. The telegraph wires are also said to have been destroyed at various points. The destruction of the bridges and the removal of the wires are attributed to the Unionists.

The Associated Press last night furnished us with a half-column despatch from the camp of General Banks at Darnestown, the actual news contained in which we publish under the appropriate head. By far the largest portion of the despatch is mere "bosh," the publication of which we omit. It will be seen that the indefatigable correspondent has succeeded in getting news from Manassas to the 16th of last month.

The Grand Jury of the United States Court, in session at Frankfort, Ky., on Wednesday last found indictments for treason against thirty-two prominent citizens of that State, among them Robert J. Breckinridge, Jr., John C. Breckinridge, Humphrey Marshall, Ben Desha and Harry T. Hawkins.

We publish elsewhere the particulars of the loss of the steamer North Briton, of the Quebec and Liverpool line. The owners of this line have been peculiarly unfortunate, having lost no less than five ships within a short time, viz: the Hungarian, the Indian, the two Canadians, and now the North Briton.

### Arrest of Mr. Lowe, of Savannah.

So many ridiculous telegrams have been sent over the wires in relation to the arrest of Mr. Lowe, of Savannah, Georgia, that we propose to make a plain statement of the facts of the case. Mr. Lowe, it will be remembered, was variously accused of being a bearer of despatches to the Confederate Government; of having purchased in England munitions of war for the Confederates, and of undertaking to convey to the South innumerable letters which were written by Southerners in England to their friends and kinspeople in the blockaded States. Yesterday another telegram from Boston announced to all who might chance to feel interested in the matter, that Charles Greene and his sister, Mrs. Lowe, were arrested at Detroit and taken to Boston—Mr. Greene being sent to Fort Warren to explate his unknown offences and Mrs. Lowe to Washington. "Her husband," says the agent of the Associated Press, "was arrested at Cincinnati." Beyond the simple fact of the arrest of Mr. Lowe at Cincinnati, there is not one word of truth in any of the foregoing statements. Mr. Lowe was not a bearer of despatches; he did not undertake in behalf of gentlemen in England the office of a Southern mail; he made no purchases of articles contraband of war for the Southern market; and, lastly, Mrs. Lowe was not arrested at Detroit or anywhere else, and therefore could by no possibility have been sent to Washington. Divested of all these gratuitous assumptions, the truth of the matter can be compressed into a very brief space. Mr. Lowe is a merchant of Savannah, having English connections. He undertook not long since a visit to England. Mrs. Lowe accompanied him on the trip and returned with him. Coming home by way of Canada, Mr. Lowe sought and obtained a passport from the office of the English Secretary of State for Foreign Affairs—as he had a right to do—and, not from the American Minister, by whom, in all probability, his application would have been refused. He experienced no difficulty in reaching Canada, or in passing the frontier at Niagara, beyond a slight detention whilst his baggage was being examined. After leaving Niagara, he travelled by the usual routes to Cincinnati, where he was delayed in consequence of missing two of his trunks, which arrived the next day, but with the hasps broken, and with every indication of having been subjected to a rigid search. Whilst in Cincinnati, he hoped to obtain from General Anderson a pass which would enable him to prosecute his journey southward without interruption. Failing in that, he concluded to make application to General Rosseau, with whom he had a personal acquaintance. Finally, he determined to proceed to Washington, and endeavored to obtain from the State Department permission to proceed on his journey. He was not destined, however, to carry out this intention. Whilst standing at the door of the smoking-room of the hotel at which he had taken rooms, he was accosted by a stranger, who inquired if his name was Lowe. He said it was. "Then," responded the man, after a few awkward sentences, "I may as well tell you at once what my duties are." As he spoke he handed Mr. Lowe a telegraphic despatch from Secretary Seward, ordering the arrest of Mr. Lowe on the charge of being a bearer of despatches from the Confederate Commissioners in Europe, and to convey him to Fort Warren. All the baggage belonging to Mr. and Mrs. Lowe was at once seized and searched, the scrutiny occupying several hours; and the investigation being so minute in every particular, that even the leaves of books were separated to see whether they contained any writing that might implicate their owners. Nothing whatever was found—not a letter, not even a scrap of paper, nor any article of any kind whatsoever that might have come under condemnation as contraband. The United States Marshal telegraphed at once to Washington and informed the authorities there that Mr. Lowe had neither despatches nor letters, nor anything beyond such personal effects as were entirely *en regle*. The Marshal thought that Mr. Lowe would speedily be released from arrest, even if he were not allowed to proceed on his way to Savannah. He was speedily undeceived. An answer—also by telegraph—presently reached him, which was couched in a few brief sentences. It was in substance as follows:

"SIR—Arrest Bowker and Lowe, and send them to Fort Warren."

The name of W. H. Seward was appended; and Mr. Lowe and Mayor Bowker, of Mobile, were forthwith despatched to Fort Warren.

## VERY LATE AND INTERESTING FROM THE SOUTH.

### ARRIVAL OF THE ADELAIDE.

The steamer Adelaide arrived at her wharf yesterday morning at seven o'clock. She brought no definite information from the fleet. A flag of truce passed between Norfolk and the Fortress on Monday, for the purpose of sending North the captain and crew of the French frigate Proney, heretofore reported as having gone ashore on the coast below Cape Hatteras. Captain De Fontage, of the Proney, reports that about the time his vessel became disabled a portion of the Federal fleet was in sight. He showed a signal of distress, and assistance was promised him. Night came on, and he laid to; but when morning dawned, not one vessel of the Federal fleet was in sight. He was compelled to abandon his vessel, but fearing his frigate might be taken possession of by either the Federal or Confederate forces, he blew her up, totally destroying her. By the flag of truce it was learned that the Federal forces had not yet effected a landing at Beaufort. Two batteries at Port Royal had been silenced, and in the action, four of the fleet had been seriously disabled. There is no other information from the squadron. On Sunday night the old custom-house in Norfolk was destroyed by fire.

The brig Seraphime, Capt. Ramsey, of this port, went ashore forty miles below Cape Henry Light. She had on board 1,226 bags of coffee, 976 of which were saved and taken to the city of Norfolk. She left Rio on the 11th inst. The S. was nearly a new vessel, built in Baltimore, and belonged to J. Abrahams & Son, of this city.

The steam transport Connecticut had arrived at Fortress Monroe from Boston, with five naval officers on board, who, for throwing up their commissions in the Federal service, were sent to Fort Warren, but were subsequently released. They will be sent South by a flag of truce, where they will [illegible] North, they will remain in the South; but if no exchange takes place they are to return to Fort Warren. The captain, thirteen officers, and one hundred and twenty-three of the crew of the French frigate Proney arrived by the boat, and will depart for New York, where they will take passage for France.

We are indebted to one of the officers of the French frigate for a copy of the *Norfolk Day Book*—printed on wrapping paper—of Monday, 11th instant, from which we make up the annexed interesting summary of Southern news:

### Loss of the French Man-of-War Proney and Confederate Steamer Winslow.

Captain Alexander, of the Confederate Navy, arrived here Saturday morning, in an open boat. He reported that he had just left the Confederate steamers Seabird and Ellis aground near the Lock of the Albermarle and Chesapeake Canal, and that they had on board the officers and men of a French man-of-war which had been wrecked on the North Carolina coast. He then procured the steamer J. B. White, and proceeded to the assistance of the above named steamers.

Captain Alexander also reported that the C. S. steamer Winslow, (formerly the Coffee,) had been wrecked and burned by her crew. The circumstances which rendered the burning necessary, were as follows:

The Winslow went down in the neighborhood of Hatteras to communicate with a large vessel which had gone ashore on the beach, and which was supposed to be the Great Republic. On her way, she struck on a sunken vessel in one of the channels of the Sound, and after every effort to get her off had been made by the crew, they were forced to abandon her. Before doing so, however, they fired her. The beached vessel proved to be the French man-of-war Proney, Commander De Fontage. The officers and crew of the Proney were all saved, and put on the Seabird and Ellis for passage to this city.

The J. B. White, which had been chartered to assist the grounded steamer in getting off, met the Seabird about two or three miles this side of the lock—she having succeeded in getting off before the White reached her.

The Seabird, on arriving here, went alongside of the ship States, at the navy yard, and the Proney's officers and men went aboard, receiving a cordial welcome. Shortly after, Commander De Fontage, accompanied by Commodore Lynch, of the Confederate States Navy, (who was also a passenger in the Seabird,) proceeded to the navy yard, where they were warmly received by Commodore French Forrest. It affords us much satisfaction to learn that no lives were lost, either among those on the Winslow or the Proney; but we regret to have to state that the guns of both of the vessels were lost, together with the valuable collection of arms aboard the last named.

Those on board the Proney represent, we learn, that they were passed in their distress by a number of Yankee vessels, who took no notice of them whatever—having the heartlessness to leave them to their fate without making the least effort to assist them.

The wreck of the Prony has been burned, to prevent her falling into the hands of the Federalists.

*From the Newbern (N. C.) Progress, of Saturday.*

### The Hatteras Expedition.

On Saturday evening last Commodore Lynch left here with his naval fleet, to see if something could not be done towards relieving the cut-throat Yankees at Hatteras of any further duties at that fated station, and on Monday morning, at 4 o'clock, Col. Singletary left with some four or five hundred of his land forces in charge of the Napoleon, bearing two or three dangerous weapons, also taking along the steamer Albemarle to act as a fueller for the schooner.

Arriving near to Hatteras, the place was found to be closely guarded by Lincoln gunboats, there being four inside and some outside. The fleet came back to Washington, and Col. S., with his force, went round to Ocracoke, and, discovering a vessel outside throwing up rockets, supposed it to be a Lincoln vessel, fired upon it, when he saw the French flag run up.

He immediately went out and boarded her and she was the French man-of-war Proney, 705 tons burthen, which had been beached during the recent gale. Meantime, the Albemarle got aground in the sound, and the Napoleon was sent up with the forces which arrived here on Wednesday night or early yesterday morning, the Colonel remaining with the Albemarle. The French officers came aboard our vessel and exchanged greetings with our officers. While Col. S. was waiting for the tide to come up and lift him from the mud below, the French vessel finally went to pieces, and the crew, consisting of 189 men, were forced to abandon her and take refuge on the beach, having been obstinately refused protection or assistance by the Yankee steamers, three or four of which had passed close by them in the meantime.

Colonel Singletary, however, as soon as his vessel would float, took about fifty of them aboard and arrived here with them yesterday about three o'clock, and we understand the remainder will come up with Commodore Lynch, perhaps to-day.

*From the Charleston Mercury of Friday.*

### The Port Royal Affair.

With regard to the fighting on yesterday, the accounts which we have received vary quite materially as to the time at which the cannonade opened. Our telegrams from the scene of action represent that the enemy's fire upon our batteries at Hilton Head began at half-past nine in the morning; whereas the bombardment is said to have been heard in the city at a much earlier hour. Once begun, however, there is no doubt about the cannonade having been heavy and continuous until late in the afternoon. The results, thus far, would seem, from our despatches, to be as follows:—The enemy's fleet, consisting of forty-two vessels in all, approached our batteries between nine and ten o'clock yesterday morning, and under cover of a tremendous fire made the attempt to run the gauntlet of our batteries, on either side of the entrance to Broad River. In this effort seven steamers (one account says fifteen) succeeded, and gained a point in Broad River, out of range of our guns at the Bay Point and Hilton Head batteries. This, however, was only accomplished after a sharp fire on both sides, by which one of the enemy's gunboats was burned, and several steamers crippled, while, among the casualties on our side, we hear of twelve men wounded at Fort Walker, Hilton Head. Once in, the Lincoln steamers betook themselves to closing the creeks tributary to Broad River, and which have hitherto afforded so convenient an "inland passage."

In a promiscuous chase they seem to have driven Commodore Tatnall's "musquito fleet" up the creeks leading to Savannah, and have cut off water communication with Charleston, by "hermetically sealing" Skull Creek. Although the Yankees have, as yet, effected no landing, it is certain that they have made some progress, and it behooves us immediately to send such reinforcements as may be needed to checkmate any movements they may make towards gaining even the smallest foothold upon our soil.

The following were among the despatches received by the *Mercury:*

HENDERSONVILLE, Nov. 7.—The practice of our artillerists at Hilton Head has been very bad, hence the successful passage of seven of the enemy's men-of-war. The transports are still outside. The loss on our side, thus far, has been slight, and our troops are in good heart. The firing of the Yankee war vessels was very accurate. Hilton's Head and Bay Point, as first reported, received the brunt of the enemy's attack. Our failure to sink any of the vessels which passed our batteries, is owing to the poor practice of our artillerists.

BEAUFORT, Nov. 7—5 P. M.—(via Pocataligo).—The enemy's ships which have passed our batteries can be distinctly seen from Beaufort. Forts Walker and Beauregard are still firing. The enemy has lost one gunboat, which was burned.—Shells can be seen from here bursting in the woods. Our lines of communication are completely cut off unless more troops are sent here, with artillery and cavalry. Four ships are now in sight, over the land and up as far as Skull Creek.

There is reason to believe that the enemy are now making preparations to land a large force at Hilton Head either to-night or to-morrow morning.

*From the Charleston Mercury of Saturday.*

### South Carolina and her Invaders.

South Carolina began the war; and it is, perhaps, fitting, in the nature of things, that she should end it. The rage and hate of her enemies have precipitated them on her coast. They came to punish her, for daring to assert her liberties and independence. Hence, as General Butler, of Massachusetts, says, "The war is to be illuminated by her burning cities and villages." We have foreseen, and have deprecated the wretched policy which has induced the invasion of the State. We have wished that it could have been otherwise, and that the redemption of Maryland, and the protection of South Carolina, had been accomplished by fighting on the banks of the Potomac.

But since all our efforts to shield South Carolina from invasion have failed, we await with cheerfulness, the fate which is upon us. There are few calamities without some redeeming advantages to those who suffer. We can, and we will, make this invasion another occasion for illustrating the characteristics of Southern soldiers. "Let the invaders come," is the unanimous feeling of our people. Our Yankee enemies will, sooner or later, learn to their cost the difference between invaders for spoils and power, and defenders of their liberties, their homes, and their native land. If they can take Charleston with twenty-five thousand men, let them have it. We are unworthy to possess it; and it will be a fitting memorial—laid in ashes—of our imbecility and base degeneracy.

But if, on the contrary, we shall give to every one of our invaders, who shall remain on our soil, a prison above it, or a grave beneath it—will it not end the contest? Carolinians, the great cause of the Confederacy rests on your arms. Strike for the independence of the Confederate States, your homes, and your native land. It has pleased God to place upon you the responsibility of closing as He did that of commencing this glorious war.—Free and far, let your names spread amongst the nations of the earth as one of the freest, bravest, and most enlightened people that has lived in the tide of time. Let us all, with one heart, repeat the noble sentiment of one of our dead sons: "It is better for South Carolina to be the cemetery of freemen than the home of slaves."

*From the Lynchburg Republican.*

### Successful Departure of the Bermuda.

We have been permitted to copy the following extracts from a private letter, written by an officer of our navy, giving an account of the manner in which the Bermuda ran the blockade.

C. S. STEAMER "HUNTRESS,"
Savannah, Ga., November 3, 1861.

*Dear* ——: I have only time to write to you a very hurried letter. We came back from a successful expedition awhile ago. We went down last night to carry the Bermuda out, loaded with about 2,000 bales of cotton. We confidently expected a fight, as the plan was for us to attack the blockading vessels, while she was to pass out. We went down to Fort Pulaski about dark, with five vessels of our mosquito fleet, the B. following. A heavy gun was fired from the battery at Warsaw, which was the signal, but on going out we found none of the vessels, as the night was very dark, rainy and stormy—just the thing for us—and their attention, I suppose, was drawn off by the signal gun. So we fooled them and gave them the slip completely; all of our [illegible] engaging check all night.

*From the Norfolk Day Book, Nov. 11.*

### Dismounting Guns in Shore Batteries.

We know so little about military matters, that we are loth to express an opinion without first consulting practical men on subjects which may arise for consideration, preferring in all cases to have the best views we can get to spread before our readers. In the accounts which have reached us of the engagement at Hilton Head and Bay Point, we have seen a good deal about our guns being dismounted. Now, the engagement there happens not to be the first we have had during this war, so that we can safely refer to precedents. At the attack on Sewell's Point, in this neighborhood, which took place at a time when everything was new to us, and when, if there had been any greenness, it should have shown itself, we believe in that instance no such announcement reached us as "guns dismounted."

Well, further along in the progress of events, brings us to Hatteras, and without mentioning the innumerable other instances in which engagements were had with our shore batteries of heavy ordnance, without our guns being dismounted,—Hatteras, being an engagement in which quite as formidable a force was brought to bear as against Hilton Head, we were not informed of anything of that kind taking place there. The natural inference is, that there was some considerable want of management on the part of those in authority at the batteries at Port Royal, and that the guns dismounted themselves by their rebound, from not being properly secured on their carriages. Of this, we are not told, however, in any of the communications from that quarter. But how a battery of 30 or 36 guns could be dismounted otherwise, appears too much of a mystery to practical minds with whom we have conversed.

We have been so often told that one gun on shore is more effective than five or ten on shipboard, that we are forced to credit the assertion; and how the thing was possible, for those ships to dismount our guns, one after another, is a matter altogether unaccountable, unless the rebound dismounted them. We could not see how the ships could have possibly obtained such positions as to have accomplished that result, and do not believe they did; however, from what light we have had on the subject so far, we believe the dismounting of those guns was the means of allowing the enemies' ships to pass our batteries, and if our surmise should prove correct in this case, it may be the means of teaching our people a lesson at other points, which will prevent the recurrence of such another disaster.

We see by some accounts that Commodore Tatnal, after his little fleet could no longer be effective, took his crew off and sent the vessel up the river out of harm's way; and then went into the batteries with his men. Now, it occurs to us, if those already at the batteries were unaccustomed to handling such guns, that the Commodore and his men must have been expert at it, and therefore it could not have been so much for the want of good gunners, as for the want of good guns, or those they had being improperly geared, at the time the Commodore went to their assistance. If the guns had been properly fixed it may have been that the result would have turned out quite different. When he got there it was too late to think even of making any alteration, and he found himself powerless, each gun possibly dismounting itself from the rebound. Where was the fault?

*From the Norfolk Day Book.*

### The Peninsula.

Since the great Federal fleet sailed from Hampton Roads, we have had no rumors of actual or expected battles below Yorktown. Our advices represent that everything is quiet, the health of the camps generally improving, and the men engaged in making preparations for cold weather and other events that may occur.

### Naval Appointments.

Commander George N. Hollins, who lately dispersed the Federal vessels at the Passes of the Mississippi, has been appointed Flag Captain on the New Orleans naval station.

### Newspaper Suspensions.

The New Orleans *Christian Advocate* has suspended publication. The Macon (Ga.) *Christian Index* has also gone by the board.

At the latest accounts, bacon was selling at Jackson, Miss., at 30 cents per pound.

*Telegraphic Despatches to the Day Book.*

### Eight Hundred Federal Troops Killed and Wounded at the Battle of Belmont.

MEMPHIS, Nov. 9.—The *Appeal's* army correspondent says that General Grant sent a flag of truce yesterday to Columbus for an exchange of prisoners. General Polk refused to exchange, owing to the insulting character of the proposition. The bearer of the flag acknowledged their loss to be eight hundred. We captured 200 prisoners; they captured 26, mostly of our sick. Their gunboats were badly damaged by our batteries.

Generals Polk, Pillow and Cheatham participated.

Another attack was anticipated on the Kentucky side.

Memphis to-day is like Rachel mourning for her children. Business is generally suspended. The wounded are expected to-morrow.

It is impossible to send a list of killed and wounded. Mark's regiment suffered but little. Robert Johnson and C. B. Mitchell have been elected Confederate Senators from Arkansas.

### Burning of Railroad Bridges at the South.

RICHMOND, Nov. 9.—Reliable intelligence has been received here that several bridges on the railway from Atlanta to Chattanooga, also one on the railway through East Tennessee, have been burnt. This is evidently a precursory movement. The telegraph wires on these routes have been removed at several points.

LYNCHBURG, Nov. 9.—A bridge of about two hundred feet span on the East Tennessee Railroad, was burnt about 4 o'clock this morning, by the Unionists. It is reported that several other bridges were burned on the road south of Knoxville. No trains arriving, and the wires being destroyed makes it difficult to ascertain the extent of the damage.

RICHMOND, Nov. 9.—A bridge at Charleston, Tenn., was burnt last night. Charleston is a post village of Bradley county, Tenn., on the Hiawassee river, and on the East Tennessee and Georgia Railroad; it is 75 miles S. W. of Knoxville, and contains about 200 inhabitants.

### No News in Richmond.

RICHMOND, Nov. 10.—There is nothing particularly known here from the camps or the Southern coast.

### High, Low, Jack and the Game.

RICHMOND, Nov. 10.—Three fashionable gambling houses were broken up last night by the police, and the dealers and bankers arrested. It has caused considerable commotion among the sportsmen.

TREASON AND DISUNION IN 1846.—A writer in the Elmira *Gazette* makes the following extracts from the New York *Tribune*, June 6, 1846, from the proceedings of a convention held the day previous in Faneuil Hall:

*Resolved*, That if the Governor or the Legislature of this Commonwealth shall do any act to aid the Government of the United States in prosecuting the infamous invasion of Mexican territory and rights, obey its requisition for troops, or co-operate in any way to assist in this war or give countenance, they will deserve the contempt of all honest men and be recreant to duty, to liberty and to the Constitution.

*Resolved*, That we, the people of Massachusetts, do here now deliberately assert that there is no longer a Union of the States, a National Constitution, a National Executive; that no citizen of these States is under any kind of obligations of patriotism or honor to aid the act of unparalleled outrage upon a sister republic; that a participation in this war is an act of conspiracy with marauders and murderers against the nation, and that we announce for ourselves, and recommend to our fellow-citizens, the adoption of these three measures as alone suitable in the present crisis:

1. Individually and collectively to pledge ourselves in no way to countenance, encourage or aid this inhuman or impious robbery of Mexico.

2. Individually and collectively to pledge our contributions to support the families of those who, being drafted for this war, refuse to serve and take the penalty.

3. To meet in primary assemblies of the people, and in county, State and general convention, for the end of re-establishing the prostrate Republic; of forming a new bond of Union of *freemen only*; of adopting a new constitution which shall be founded upon principles of universal justice, and fitted in all its articles to secure equal rights of every citizen to "life, liberty and the pursuit of happiness," and of organizing the people into a nation which God in his Providence designed us to be, a nation of united *freemen*.

FASHIONABLE WEDDING.—Eleventh and Walnut streets presented quite a gay scene yesterday—the occasion was the wedding of the youngest daughter of Dr. Samuel D. Gross, Professor in Jefferson College; the groom was Mr. Orville Horwitz, of Baltimore. The ceremony was performed at twelve o'clock, by the Rev. Dr. Howe, of St. Luke's Church, in the presence of a select company of intimate friends. The fair bride was attended by four bridesmaids, her sister, Miss I—s, and the Misses P—l. There was a very elegant collation for the wedding guests. Among the many beautiful toilettes presented, were Mrs. W—y in a light blue moire, with the corsage of point lace, and a wreath of crysanthemums; Mrs. H—n, of California, white brocade silk; Mrs. I—w, Magenta silk, point lace flounces; Mrs. H—n, corn-colored silk, black lace flounces and wreath of coral; Mrs. Dr. L—s, dark blue silk and point lace flounces. At half-past one o'clock the reception commenced, and until three there was one continual stream of fashion and beauty.—*Philadelphia Inquirer.*

CASSIUS M. CLAY.—The Cincinnati *Daily Evening Press* seems to have a clear conception of the reasons that have induced Mr. Clay to ask to be relieved of his position at St. Petersburg. After alluding to the reasons given by Mr. Clay himself for desiring his recall, the *Press* says:

There are other reasons which are privately given to account for the desire of Mr. Clay to retire. He did not find the diplomatic business to his taste. Mr. Clay, it is said, on his arrival at St. Petersburg, discovered himself in Coventry—rather coolly treated by the government to which he was accredited, and entirely overlooked by the representatives of other nations at that Court. He is, as he states it himself, virtually a prisoner in the Capital City of the Empire.

This is what might have been expected. The literary and oratorical freaks of Mr. Clay, while on his way to Russia—his ridiculous letter to the London *Times*, and his characteristic speech in Paris—gave him a reputation in advance of his arrival the reverse of that which he expected to acquire. As nothing could have been more ill-judged than these efforts, so nothing could have been more adverse to the interests of the government by which he was sent as a representative, and the result is that he has run his career as a diplomatist, and is ready to return.

CALIFORNIA TELEGRAPH TARIFF.—The rates, as fixed from this point, are according to the following table:

| | |
|---|---|
| First 10 words | $4 25 |
| Next 90 words (each) | 36 |
| Next 400 words (each) | 24 |
| Next 500 words (each) | 18 |
| After 1,000 words (each) | 12 |

These rates for the lowest amounts of matter telegraphed strictly conform to the act of Congress, which limited the maximum to $4 25 for the first ten words, and thirty-six cents for each additional. $0.36 for the sixteen words, and forty-eight cents for each subsequent word, the difference being the present charges between New York and St. Louis. As yet, through rates are exacted upon all despatches to Salt Lake City, Carson City, and other intermediate stations on the route, no way rates having so far been determined on. This irregularity will, however, it is said, be of only short duration, as at a meeting of the company soon to be held in New York, a way schedule will be agreed on. The impression that the present rates are too high, either for the accommodation of the public or the interests of the company, is one which time may confirm. Such is the opinion of some of the corporators, who, it is to be hoped, if they are right, will be able to convince the controlling influences in the company that it is good policy to reduce their prices.—*St. Louis Republican.*

HEAVY BANK ROBBERY AT WEST WINSTEAD, CONN.—Between Saturday last and Monday night, a daring and most successful robbery was perpetrated upon the Bank of West Winstead, Conn., the burglars succeeding in carrying off about $50,000, $8,000 of which was in specie, and the balance in bills, mostly of their own Bank. Among other values taken were four United States Treasury 6 per cent. notes, two of $100 and two of $50 each. The thieves had evidently studied the localities with great care, and undertook their work with a degree of circumspection and skill seldom exhibited by the profession. They entered through a lawyer's office, which was directly over the vault of the bank. Boards in the floor, of unequal length, were neatly sawed through, and after proceeding with the work in the vault, they were carefully replaced, screwed down, puttied over, and then sanded so as not to attract observation. The inclosure of the vault was of granite, the top slab being over six inches thick. Through this they chisseled their way, splitting it in two, raising off one-half of it, and thus affording room through which to descend into the vault. On retiring with their booty they replaced the stone, screwed down the floor, and left everything in such apple-pie order that it took the bank officers some time to discover the mysterious hole through which their treasure had departed.

FROM JAPAN.—A letter from Yokohama, dated Sept. 16, represents that harbor as well filled with shipping vessels. Trade is brisk. Two or three ships were loading with tea and silk and one with rags for London. The writer speaks of wheat, cotton, sugar and tobacco being raised in considerable quantities, though not sufficient yet to export. The British Legation was being transferred from Yedo to that port, as the Minister could not feel safe any longer at the Capital. The general feeling was that war with some foreign country was inevitable. The ship Carrington was about to leave Yokohama for San Francisco, with fifteen or twenty passengers. The United States despatch boat Seginaw was at that port. She had lately overhauled a boat brought from San Francisco by some Californians, which was suspected of privateering purposes. Her name was Neva; but she was allowed to clear for San Francisco, as the reports against her had no sufficient foundation.

A NEW TEST FOR JURYMEN.—The Hon. John McKeon yesterday, in his defence of a gentleman in difficulties with reference to the African slave trade, was careful to ask each juror drawn if he read the *Tribune*, and every one who answered that he did, and who could not be otherwise set aside, was thereupon challenged peremptorily. On our assumption that Mr. McKeon's client was not really guilty of slave-trading, this seems an excess of zeal, but the learned counsel's theory of the case may be different from ours. At all events, we thank him for his emphatic testimony to the fidelity and fearlessness with which the *Tribune* has exposed and reprobated the most atrocious and scandalous traffic which affronts the noon-day glare of the nineteenth century.—*N. Y. Tribune, Nov. 12.*

A Massachusetts letter-writer, dating at Franklin, says.—"Nature is freakish this year. A neighbor picked strawberry blossoms on the 28th of October, and about the same time one of his apple trees blossomed, as if it had mistaken October for May. In September another neighbor picked a beautiful ripe cherry from a tree. It was large, plump and tempting."

The remains of General Baker, under escort of the Seventy-first regiment, the city authorities, etc., passed down Broadway, New York, on Monday to the Battery, whence they were place on board the steamer for California. All flags were at half-mast during the obsequies.

MARRIED.

At Philadelphia, on Thursday, the 7th of November, by the Rev. Dr. Howe, ORVILLE HORWITZ to MARIA RIVES, youngest daughter of Doctor Samuel D. Gross, of that city.

On the 10th instant, at the Parsonage of the Methodist Protestant Church, No. 32 Washington street, by Rev. Hanson P. Jordan, CHARLES H. GASKINS to Miss MARY HOMER, both of this city.

On Thursday, November 7th, 1861, at Christ Church, Philadelphia, by Rev. Dr. Dorr, DAVID E. WOODHURN, of Baltimore, and GEORGIE, only daughter of Col. John P. Warner, of Philadelphia.

DIED.

On Monday morning, CATHARINE UHL, aged 77 years.

On Sunday, 10th instant, ANN ARNOLD, widow of the late John Arnold, aged 96 years.

On the 11th instant, Miss RUTH W. SHANKLIN, in the 48th year of her age, daughter of the late Robert and Elizabeth Shanklin, of Baltimore county.

At Newark, N. J., on Sunday evening, November 10th, LUCY W., wife of Francis L. Haley.


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