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 27, 1861.

WAR AND OTHER NEWS.

Important intelligence reaches us from the South by way of Fortress Monroe. Through the medium of a flag of truce from Norfolk, we learn that a telegram had been received at Richmond announcing that a combined attack from Fort Pickens and the Federal war steamers Colorado and Niagara, had been made upon the Confederate batteries at Pensacola. The bombardment commenced on the 19th inst., and is said to have continued for several hours, after which it is stated that the steamers withdrew out of range of the shore batteries, the Colorado having suffered considerable damage, and the Niagara being injured still more seriously. A week, however, has transpired since the date of the despatch, and, in the meantime, it is probable that the attack may have been renewed. If so, the result will not long remain unknown.

From the same source we have a brief allusion to a skirmish on one of the islands adjacent to the harbor of Port Royal, in which the Federal troops are said to have been worsted. Beaufort had not been occupied at the last accounts, which also state that the Confederates were daily strengthening their position both on the mainland in the vicinity of Beaufort, above the line of railway connecting Charleston with Savannah, and at the latter city around which entrenched works were being thrown up.

From Washington it is reported that the Government had determined to put the whole Northern coast in a state of defence; that immediate action will be taken, and that the Governors of the respective States will be vested with authority to construct the necessary fortifications.

According to the Wilmington (N. C.) *Journal*, another schooner from the British West Indies had succeeded in running the blockade with a cargo of salt, sugar, arrow root, &c.

The Mason and Slidell case still continues to attract attention. The precedents so freely cited at the North in justification of their seizure do not appear to be so entirely pertinent as not to admit of dispute. We publish two communications upon the subject, both of which present the matter from points of view that differ very materially from those that have taken precedence of them.

From Missouri the report is that the Confederates under General Price still continue to advance. A telegram dated Sedalia, November 25th, announces his approach towards that place, and state further, that the Federal pickets had been driven in. The destruction of all the business portions of Warsaw by fire is confirmed. The secessionists are charged with being the incendiaries, but this is doubted.

The Boston *Advertiser* gives the particulars of the arrest of Messrs. Mason and Slidell, whose arrival at Fort Warren is chronicled by the correspondent of the New York *Post*. The writer makes the important admission that "no despatches, or papers, were found in the baggage of the Confederate Commissioners."

We reproduce from the Liverpool *Post* a curious article on American affairs. The *Post* assumes that public opinion in England is adverse to the North, and the sympathies of the English people, with but few exceptions, are with the "Southern rebels." The causes which have left the Northern States without friends are briefly touched upon. "These causes," says the *Post* "may be insufficient to justify hostile feelings, but there can be no doubt that hostile feelings exist."

We continue our extracts from Mr. Russell's letters to the London *Times*. His latest letters are three in number, and are dated, respectively, the 25th and 26th of October. The battle of Leesburg he regards as all the more painful to the North, from the fact that a different result was anticipated from the reorganized army, and because General McClellan's promise that "there would be no more Bull Run affairs" was not altogether carried out. Mr. Russell attributes "the reverse" to a want of military knowledge on the part of the officers, and of discipline on that of the men, which may be accepted as sufficient reasons for any disaster. He attributes a vacillating policy to both sides, the North entertaining a general impression that "something must be done," but hesitating to do it; whilst the South, disappointed in its hopes of assuming the offensive and of dictating terms of peace in Faneuil Hall, "would perhaps be glad to put up with Washington and Baltimore, as the base of negotiations." There is no hope, according to Mr. Russell, of putting an end to the war, so long as the North, exasperated, but not intimidated by defeat, believes that the Confederates are unable to beat the Federal troops in the open field. He thinks, however, that both sides are impatient of inaction, but expresses the opinion that "the last thing General McClellan would like to do would be to attack the lines at Manassas in his present state." Elsewhere the policy of McClellan is said to look "as if he was not disposed to expose his infantry to the action of the enemy until he has secured an enormous preponderance of artillery, and that he hopes to beat the Confederates out of their position by a prodigious fire of shot and shell, under cover of which his columns may hope to advance on the lines of Manassas, with every chance of success." With reference to the affair at Leesburg, Mr. Russell speaks highly of the courage displayed by the Confederates, and believes that the Southerners would have immense chances of success if their finances were as sound as their fighting.

An arrival at New York from Barbadoes, brings intelligence that a British man-of-war had spoken the privateer Sumter on the 27th ult., three degrees South of Bermuda, and that the captain of the privateer had informed the boarding officer that he had sent a challenge to the Federal gunboat Cruiser to come out and fight him, but that the latter had declined the invitation.

Late intelligence from Mexico states that the best feelings prevail between the British Minister and the Juarez Government, and that the friendship of France will be as satisfactorily secured. From Spain but little was hoped for, her designs upon Mexico being thoroughly understood.

The Reception of Commodore Wilkes in Boston.

Correspondence of the New York Herald.

George B. Upton, and others of the committee of reception, met the Commodore, Lieut. Cook, and Assistant Engineer Houston on Long Wharf, and conveyed them in carriages to Faneuil Hall, which was densely crowded by citizens, including many ladies in the gallery.

Mayor Wightman, in behalf of the City of Boston, made a brief address of welcome as follows:

ADDRESS OF MAYOR WIGHTMAN.

Capt. Wilkes: In behalf of the City Council I welcome you to the city of Boston, and, as the official representative of the citizens, I bid you a cordial welcome to this, their cherished temple of liberty. Here, in the presence of these departed heroes, whose deeds you so nobly emulated, we tender to you the homage of our respect. We honor you as an eminent scientific navigator and explorer, as a gallant and merritorious officer of our navy, and for the sagacity, judgment, decision and firmness which characterized your recent brilliant achievement, the effect of which, upon the present rebellion, may prove not less important than the glorious naval victories on the Southern coast.—Accept then, Sir, this heartfelt tribute to your merits, and to that branch of the public service which is so nobly and successfully vindicating the integrity of our Government and the majesty of our Constitution. With this brief expression of our feelings, I again welcome you to the homes and the hearts of our citizens.

After the applause had subsided, Capt. Wilkes, in full uniform, came forward and responded in the following language:

CAPTAIN WILKES' REPLY.

Mr. Mayor and Friends:—I am deeply sensible of the great kindness which has been shown me. I depended upon my own judgment in doing what you will have flattered me is correct, and I am exceedingly gratified with the manifestations of approval I have met, and which have been, I may say, a spontaneous outburst from all parts of our country. I have only to say that we did our duty to the Union, and are prepared to do it again.—(Immense cheering.)

[COMMUNICATED.]

The Capture of Mason and Slidell.

It is proposed, in the following remarks, to make a brief exposition of the Law of Nations relative to the case of the arrest of Messrs. Slidell and Mason Commissioners of the Confederate States of America, by Captain Wilkes, of the Federal steamer San Jacinto. The *principle* governing this and similar cases is, I think, well settled, and therefore of easy application.

With a view to mark clearly this principle, a leading, but not strictly analagous case, will be first cited. It is the case of the Atalanta to be found in 6th Robinson's Admiralty Reports.

The Atalanta was a Bremen ship, captured on a voyage from Batavia to Bremen, in July, 1807. One of the *supercargoes* was the bearer of despatches from the *Governor* of the *Isle of France* to the Minister of Marine, at *Paris*. It must be remembered that the *Isle of France* was a *colony* of the *Government of France*, at that time waging war against England.

The despatches were intended as a communication between the *colony* and the *home government*, and therefore, under the Law of Nations, held as contraband. Sir William Scott passed upon the validity of the capture, and condemned the ship and cargo.

This decision, I doubt not, is, as a general proposition, sound law.

The next case reported in the same volume of Robinson—the Caroline—is, I think, a very different case, notwitnstanding it is classed with The Atalanta, and often cited to sustain the same principle. It is remarkable how elementary writers have apparently passed over, *without noting*, the important exception recognized by Sir William Scott in this case. It is, it seems to me, the *principle* which must *govern the Mason and Slidell case.*

The Caroline was an American ship, which had been captured with a cargo of cotton and other articles as freight, on a voyage from *New York to Bordeaux.*

It had on board *despatches* of the *French Minister* and the French Consul in America to the Government of France.

The vessel sailed from a *neutral* port to a Government at war with England, and, in this respect, unlike the case of the Atalanta, the *despatches* too, it must be borne in mind, were from an *Ambassador* resident in a *neutral* country. The case was *twice* argued, and after great deliberation, Sir William Scott is reported to have said, "the Court has before had repeated occasion to express its opinion, that the carrying the despatches of the enemy from the *colonies* to the *mother country* is a criminal interposition in the war that will lead to condemnation." "In this case a *distinction was taken*, very briefly in the original argument (the case was argued a second time), which, I confess, *struck me very forcibly at the moment, that carrying the despatches of an Ambassador, situated in a neutral country, did not fall within the reasoning on which the general principle is founded; and I cannot but say, that the further argument which I have heard on that point, and my own consideration of the subject, have but confirmed the impression which I then received of the solidity of this distinction.*"

The learned Judge having commented on the *right* "of the belligerent to intercept and cut off all communication between the enemy and his settlements," proceeded to say that the case of the Caroline was an exception to the general law on the subject of contraband, because it *was not a case* "of despatches coming from any part of the enemy's territory (they were taken from New York) whose commerce and communication of every kind the other belligerent has a right to interrupt." "They are despatches (on board the Caroline) from persons (the French Minister and Consul) who are, in a peculiar manner, the favorite objects of the protection of the law of nations—*ambassadors*, resident in a neutral country for the purpose of *preserving the relations of amity between that State and his own Government.*"

"*On these grounds a very material distinction arises with respect to the right of furnishing the conveyance.*" It differs from the case of *neutral ships* carrying despatches from *one point* to *another* in the enemy's country. "*The neutral country has a right to preserve its relations with the enemy, and you are not at liberty to conclude that any communication between them can partake, in any degree, of the nature of hostility against you.*" It is further stated that the interests and convenience of *neutral States* may require the preservation of intercourse and correspondence with the enemy's country. It is for these, and various other purposes, that ambassadors hold a residence in *neutral States.* They are the accredited organs and mediums of communication between their respective governments, and have always been most favorably regarded. To abridge the *rights* of ambassadors is to place an *embargo* on all intercourse and break up the sanctity of international comity. No nation, I imagine, would be willing to incur this grave and momentous responsibility.

Sir William Scott, England's illustrious jurist, paused in the trial of the Caroline, ordered a *re-arrangement* of the case, and, after the most mature deliberation, *restored the ship and cargo to their owners.* This was England's course in 1808.

The Trent, on board of which Messrs. Mason and Slidell took passage for England, was a *British mail steamer* (not a private vessel) plying between *Havana* and *Southampton*, both *neutral ports.* Her passengers embarked at *Havana*, and *not from any port in the United States.* She therefore *held no communication whatever with the enemy's country.* On her passage homeward she was intercepted in British waters by the San Jacinto, a United States war vessel, boarded, and Slidell and Mason and their secretaries arrested and *forcibly* removed from her deck, against all remonstrance.

It is submitted this is a much stronger case than that of the Caroline. I think no nation has ever claimed the *right* even to visit and search public national vessels; that right England formerly asserted as to *private vessels.* In the case of the Leopard and Chesapeake, England disclaimed the act of her officer, apologized, and *restored* two of the captured seamen to the deck of the same vessel from which they were taken. Will England now be content to receive less from the United States than she conceded to our Government in 1808? It seems to me the *measure of reparation* is the same.

The *deck* of a vessel on the high seas, or in its own waters, "is regarded as part of the territory of the nation to which it belongs," unless engaged as the carrier of contraband. The Trent could not have been thus employed, because she departed from, and was bound to, a *neutral port. As a private vessel* she was not liable to visitation and search; as a *public ship* she was wholly exempted from it. Mason and Slidell were, in contemplation of law, on English soil, and ought to have been as much protected from *arrest*, in the absence of treaty stipulation, as a subject of Great Britain, whether viewed in their official character or as private persons. And although *power sports* with human rights as mere toys, still I am reluctant to believe that any one will seriously contend that one nation has the *right*, under the law of nations, to invade the territory of another to effect the capture and arrest of a supposed fugitive or political offender.

VINDEX.

[COMMUNICATED.]

The Capture of Mason and Slidell.

The difficulty most apparent in the Mason and Slidell seizure does not seem to have been commented upon, or if so, it has escaped the writer's observation.

The right of visit and search is an undoubted belligerent right, and as such cannot be called in question by any neutral, but it is a rule which has its exception. In the first place, to exercise it there must be a state of "belligerency" as technically known to the law of nations and as distinguished from mere intestine domestic insurrections; it takes two assenting minds to make a contract—it takes two belligerents to constitute belligerency in its legal sense. But Mr. Seward has notified the world (see his letter to the U. S. Minister at Paris) that this government will not tolerate in any event the recognition of the Confederate States as a belligerent power; and the United States Court in Philadelphia has sentenced privateers to be hung as pirates upon this very principle.

Now, as the right of visitation and search can only exist where there are belligerents, is not this government blowing hot and cold, when it says imperatively belligerency shall not be deemed to exist, and yet acts as if it did?

According to the decision in the case of the privateers, they were engaged in a domestic insurrection, and perpetrated treason and piracy. Upon the same principle, then, Mason and Slidell were mere criminals for whom a demand should have been made if the treaty provided for their case; if not, then no demand ever could have been made, as extradition does not exist without a positive treaty making provision for it. There are some other difficulties. Such as ambassadors are undoubtedly contraband of war, and so are despatches; but ambassadors and despatches can only emanate from recognized governments. Seward says that the Confederate States shall not be so recognized, and in point of fact they have not been by any Government. It follows, therefore, that in contemplation of the law as laid down in this country, they can only be regarded as criminals, and unless the United States have a right in time of peace to visit and search for criminals, then the outrage is indefensible; also, the right never extends at any time to visit and search armed ships or public vessels. It only applies to merchant vessels. Was the Trent a mere merchantman?

The right never extends to territorial waters, such as the Straits of the Bahamas. Could it be pretended that, if Wales was to proclaim again her independence and dissolve her partnership in England, English vessels would be permitted to search for Welchmen in American vessels on the Florida east or in the Mississippi Gulf?

MAP OF BEAUFORT.—We are indebted to Messrs. Lucas Brothers for an excellent map of Beaufort, S. C., and its vicinity. This useful map has been prepared by the Messrs. Lucas in capital style, and will be found exceedingly useful to all who desire to obtain an accurate knowledge of that portion of the Southern coast which has become recently the field of important military operations.

The ship Emerald, of Sag Harbor, has been sold to the government for the sum of $5,500, and the steamships Delaware, Boston and Cosmopolitan, of the New York and Philadelphia Steamship Company line, have been chartered by government for three months. Their destination is said to be Port Royal, S. C.

SLIDELL'S MINNESOTA LAND.—It has just been discovered in the Land Office here that Slidell is the owner of 25,000 acres of land in the most populous part of Minnesota, which is now worth at least $50,000. If the Confiscation act will allow it, this property will again revert to the Government.—*Washington Republican.*

According to the New York City Inspector's report, there were 397 deaths in that city during the past week—an increase of 5 as compared with the mortality of the week previous, and 28 more than occurred during the corresponding week last year.

The New York papers are publishing, with much apparent gusto, a number of private family letters, found in the deserted forts at Hilton Head and Bay Point.

The Governor of Delaware has called an extra session of the Legislature of that State, to convene to-day.

EUROPE.

From the Liverpool Post, Nov. 12th.

A PEOPLE WITHOUT FRIENDS.

Last week that eurodite and profound body, the Birkenhead Debating Society, decided, after long discussions on the merits of the American war, that the Confederates were right, and, as a consequence, after the fashion of Chaz. Matthews' judge, that the Federalists were wrong. Straws projected into the air indicate the current of the wind, and the Birkenhead embryo orators may be regarded as the unconscious exponents of public opinion in England on, at this moment, the question of questions.

People who give offence are never loved. They may be forgiven, but they are never forgotten.—The Americans had long talked so tall that Britishers did not like to be described as dwarfs in the presence of such giants. They were pardoned, but the adverse feeling they incited remains latent in the English breast. They were what is called conbumpish, and instead of being pitied they were contemned. It signified nothing that they were our own flesh and blood, and that, as Mr. Adams said at the Lord Mayor's dinner on Saturday, they owned our traditions, our literature, and rejoiced as much as we did in the heroism of the present and past ages, but they did not acknowledge what we considered our superiority in everything that ornaments and dignifies political and social life.—In a word, they offended us, and the offence rankled in our breasts, and now reveals itself in something more than mental hostility.

This alone will account for the good wishes generally extended towards what the Northerners call the Southern rebels. The cause is not analysed, the arguments are not enforced, the reasoning is not considered; but opinion is decidedly adverse. No doubt trade interests and political sentiments have not been without their influence. Cotton is king in Lancashire at least; and the wish among holders of cotton to get high prices, and the wish of the manufacturers to obtain plenty of cotton on good terms hereafter, operated very extensively in producing a feeling in favour of the South. Liverpool and Manchester being most interested, gave a tone to the rest of the community, and the result is an ardent prayer for the success of the Confederates. So extensive is this feeling that the press, which must please to live, betrays the influence externally impressed upon it. The *Times* for months oscillated its regard between the North and South. It coquetted with Washington and Richmond, but of late it has become unequivocally the opponent of the North. The *Daily News*, endeavouring to be frank, gave its support to the Federalists; but has now become weak in fighting the up-hill battle. The *Telegraph* is consistent; it supported the South against the North from the beginning. The *Star* is dubious. The *Herald* and *Standard* exhibit the natural dislike of Conservatives for free institutions.

The weekly papers betray the usual vacillation. The *Saturday Review* is anything or nothing, but is now and then strong in its dislike of the Yankees. The *Examiner*, no longer distinguished by its slashing blow, is still dubious, hating slavery but condemning Lincoln. The *Economist*, tied to logic, is at enmity with its own facts, deprecating hostile movements on our own part, but distinctly advocating separation. The most telling proof of the predominance of Southern feeling is to be found in the conduct of the *Spectator*. Until recently it fought the battle of the North, but on Saturday it wheeled round with the following apology:

We receive from America constant assurances that this journal is excepted from the censure it pleases our cousins to bestow on the larger portion of the English press. We entreat our friends in the West, if they believe us honest when we stand up for the principle which they, all too unconsciously, are defending, to believe us also when we present them unpalatable facts. There is not the slightest wish in this country for a war with the United States, for that war must of necessity aid the South, and whatever Americans may think, the British people will never aid willingly to establish a power the corner stone and foundation of which is human slavery. Utterly as the American tone shocks the taste, and offends the moral sense of our aristocracy, the nation, if not pro-Northern, is heartily hostile to the South. But while it has no wish to complicate further difficulties, already too great, the British Government has no dread of a war with the United States. It had very little when the first incident of war would have been the loss of the cotton supply, and that restraint is at last removed. There is nothing now to prevent action except the kindly feeling which, despite of many apparances, still exists in the mass of the people towards the great republic. Let the politicians in their reckless pursuit of popular favor but tear away that last bond, and Americans will find too late that with their Union they have lost the power of violating international law, and setting at nought those courtesies which, among nations as among gentlemen, keep friendship firm.

Neighbors are not always neighborly, and on the principle perhaps of there being something not naturally disagreeable to us in the misfortunes of our friends, the Canadians exult in the anticipation of the ultimate discomfiture of the Unionist. The Richmond and New Orleans papers are no more eager in their depreciation of the merits of the North than are the journals of Montreal and Toronto. France, a short time ago, talked of recognizing the independence of the Secessionists, and the rest of Europe seemed perfectly indifferent.

We are not wrong therefore, in saying that the people of the Northern States of the Union are without friends, and we have endeavoured to assign the causes. These causes may be insufficient to justify hostile feelings; but there can be no doubt that hostile feelings exist.

ENGLISH LETTERS FROM AMERICA—CORRESPONDENCE OF MR. RUSSELL, OF THE LONDON TIMES.

THE SOUTHERN POTOMAC.

WASHINGTON, Oct. 25.—The brigade "Sickles," is stationed on the Maryland shore, and reinforcements of infantry and two batteries were sent off on Thursday to the Brigadier, whose force had been undergoing some shelling from the saucy Confederate cruiser. To all intents and purposes the river is now closed, and the project of establishing mortar batteries on the Maryland side to shell the Confederates out of their works is not likely to be realized without some hard fighting.—As affairs stand, it would be possible for the latter to send over an army into Maryland without interruption, but the arrival of the flotilla from New York and Baltimore at Fortress Monroe, may tempt the Federalists to divert it, or part of it, to make a descent and turn the batteries, covered by the fire of their shipping. It may easily be imagined there is a general impression here that "something must be done;" but it is not so clear what the thing is to be, for the plain, straightforward way of solving all difficulties by fighting and beating the enemy is not in favor at present.

No one is afraid and everybody is anxious for an action; but somehow there is a notion that everybody is not to be depended upon "yet," and that the preparations are not sufficiently complete; and as is often the case, while there is some impatience on the one side on account of delays occasioned by reverses and deficiency of organization, there is on the other side an impatience, because considerable successes in much of what they attempted are not absolute success in all they (the Confederates) boasted they would accomplish. The vaunting three months' men who came down from the North, filling the air with their promises to be in New Orleans in a few days, disappeared with the 21st of July, and there are now a more sober set of men in the army, who would be content to compromise with Richmond before winter is over. On the other hand, the Confederates, who wished to dictate peace in Philadelphia and "old Faneuil" itself, would, perhaps, be glad to put up with Washington and Baltimore as a base of negotiations, although the Richmond papers are beginning to groan over a long war in prospect, arising, as they think, from the defensive attitude assumed by the Southern armies.

SUPPRESSION OF INTELLIGENCE.

There is a profound ignorance in the various public departments regarding the events which occur daily, which is satisfactory proof that the inventions of telegraph and steam do not contribute largely to the diffusion of general information in the official world. "All is quiet along the lines," may be taken as the perfect formula of bureaucratic belief at present, and that faith is not to be disturbed by reverses or battles. "No Confederates have crossed into Maryland that we are aware of." "There has been, we hear, some skirmishing at Leesburg, of which we have no particulars." "The rumors of batteries closing the river have reached the Department, but we are not quite ready to give them credence." These and such euphemisms are the powerful mantlets by which officials resist the musketry of questions and the riflemen of the press.

THE SPIRIT OF THE NORTH—WHY GEN. M'CLELLAN DOES NOT MOVE.

WASHINGTON, Oct. 25.—There is no use in giving advice to an angry man. The North is very angry just now, and all the counsels which are addressed to it from Europe in the interests of moderation and peace are disregarded, or employed to incite it to fury as affording proof that the great Powers are determined to interfere with the blockade, or that their sympathies are with the South. It is certainly difficult for the North, or for the Government of the United States, to listen to such advice at long as the South is in arms. Defeat exasperates the Northerner, but does not intimidate, and it will be long before he can believe the Southerner is able to meet and beat him in the open field. If two large armies are assembled, at vast expense, to look at each other for indefinite periods, the people on both sides will become tired of paying for an empty and enormously expensive pageantry; and it is of some moment to see which is likely to show the first symptoms of weariness.

I have already pointed out the difficulties in Gen. McClellan's position here. The last thing he would like to do would be to attack the lines at Manassas in his present state. And yet he cannot venture much beyond his present lines without bringing on an engagement which would lead him to that very point; nor can he debouch his columns on either flank without incurring similar danger and risk, which the results of the action on Monday will not induce him to encounter. But there is impatience breaking out now and then. It shows itself North and South. The latter will show greater self-control and greater qualities than their enemies will give them credit for if they bear the depressing effects of inaction better than the Northerners. Any offensive movement would be an indication that their leaders were obliged to yield to popular pressure, for in a defensive attitude they are infinitely stronger; it is, in fact, the exponent of their whole case, and the best representation of their strength. It fortifies the arguments of their friends, and furnishes excuses for the lukewarmness of those who would be forced into the ranks for the Union if any invasion of the Free States were attempted. On the other hand, the North is bound, by its declarations and by the declarations made by the nature of the war, to invade the Southern States.

THE UNITY AND STRENGTH OF THE SOUTH.

If, as I am assured by the Baltimore papers, the great bulk of the people of Maryland, particularly of the landed gentry, are strong Unionists, and it nevertheless requires martial law, Gen. Dix, Federal Hill, Fort McHenry, fortified camps, and some 25,000 men to keep down the miserable minority of Secessionists—if their violence is so great that in order to keep them from walking, Maryland out of the Union it is absolutely necessary to break up the Legislature by armed force, and commit the members of it to prison without a chance of appealing to a jury,—what, I ask, must be done with the States in the South, where, it must be admitted, the Union sentiment is so sound asleep, it is to all appearance stone dead? The Northern papers are beginning to find out the whole South is in earnest in the matter—nay, more, they are actually holding up their unanimity, their sacrifices, their resolution, as examples to be imitated by the Unionists.—In proportion as the time when England was to be suffering the extremest pangs of want from the exclusion of cotton draws nigh, without any exhibition of the dangerous symptoms, the North renews its invective against our neutrality, and the South reiterates its assurances that France and Great Britain must recognize the Confederation. Tobacco is the prop of the French Throne, as cotton is the dread of the English Monarchy. But cotton has a good deal to say to the destinies of the Bonaparte dynasty also. It is largely used, not only in the factories of Rouen and the valley of the Seine, and at Mulhouse, but it is essential to the manufacture of numerous fabrics mixed with silk made by the dangerous people who live in that terrible city of Lyons.

M Belmont, whose visit to the Charleston Convention is said to have been attended with such direful results, has had a severe lesson in the seizure of his tobacco at Richmond, and may now feel that his *quondam* friends are very sincere enemies. But beyond the personal question there is a real conviction that France must have tobacco and cotton from America or perish; and I am assured, if the Northerners succeed in landing at any port on the South, the planters, as a proof of their determination, and as a punishment for non-recognition, will lay their cotton in flames on every acre of their soil threatened by an enemy. I, who have seen the fierce beatings of that fervid Southern heart, can well believe in a cotton Moscow—nobody here does. They all believe in dollars; they are satisfied the planters will yield to so many cents per pound for cotton. Stand by and let us see.

In spite of the animosity which exists, the efforts of the regular officers to abolish the savage practice of sentry-stalking have met with success, and the war is now conducted in a more civilized manner. It is, however, lamentable to witness the depredations committed by the troops in Virginia, and I shall have occasion in a few days to describe what I have seen over there lately as illustrations of the excesses of the contest between North and South. The debatable land between the outposts must be indeed a land of grief and mourning—of dreadful suspense—days of fear, and nights of torture.

THE POLICY OF GEN. M'CLELLAN.

Checked in this demonstration, it remains to be seen if another will soon be made. The movements of the Confederates have caused a concentration of troops to be made on the Maryland shores, opposite their batteries down the river, but no inclination is visible to make an offensive movement towards Manassas, whither the enemy have evidently retired. It is more than a month since the Federalists advanced to Munson's Hill, and they have since advanced at the rate of some 100 yards a day. It looks as if Gen. McClellan was not disposed to expose his infantry to the action of the enemy till he has procured an enormous preponderance of artillery, and that he hopes to beat the Confederates out of their position by a prodigious fire of shot and shell, under cover of and after which his columns may hope to advance on the lines of Manassas with every chance of success.

There is much trouble caused by refractory officers. Several have been arrested; some have been forced to retire; others have voluntarily resigned, unwilling to appear before the Board for examination as to fitness for duty. It is dangerous to meddle with some of these Colonels, as they are active politicians, and they can do a great deal of mischief in the large cities, where their popularity procured them the command of regiments, by inveighing against the injustice they have received and the management of affairs. The Navy Department is also agitated by unruly members. Here is Captain Scott, of the Keystone State, to be arrested, because he left his cruising ground to take his prize Salvor into Philadelphia. He behaved with some disregard of the amenities and proprieties to the United States Marshal at Key West, and could not pay any heed to the warrant of the judge at that place, who desired to arrest him for his conduct.

Two officers of high rank in the army, one a General and one a Colonel in the West, have been frequently named in the journals as men of notoriously intemperate habits—one being occasionally seen "drunk in the gutter." It is not wonderful, if such statements be true, that the New York *Times* should have to say of such affairs as Edwards' Ferry, that "the retreat was made after the Bull Run pattern, with slight improvements, the men rolling, sliding, and almost turning somersaults down hill, to escape the galling fire which now assailed them from all points." I am assured that the Massachusetts regiment behaved well, but that Tammany was not quite so becomingly represented. As to the courage of the Confederates all agree. They were seen to form line and come into action under fire with great steadiness. If their finances were as sound as their fighting, there would be immense chances on the side of the Southerners; but Mr. Memminger's scheme of cotton bonds is tumbling, an eruption of small paper covers the States, and a forced loan of ready money is in the distance.

SIR JOHN BOWRING ON THE WAR.

The following is an extract from a letter on the American question, addressed by Sir John Bowring to Dr. Macgowan:

"Your fratricidal war is the most dreadful event of modern history. No doubt it will be controlled and directed for good, but that it should end in anything but a separation of the North from the South, seems to be quite improbable, if not impossible. I do not think the Federal Government has shown any disposition to put down Slavery, or is entitled to sympathy on that account. It does not appear to me that you are justified in calling the Southerners 'rebels.' Our statesmen of the time of George III. called Washington and Franklin by that name. I do not believe the cotton lords have had anything to do with the opinion which you believe to be uniformly to the United States, but which assuredly it is not. I never knew a question in which there was so much unanimity of views among our wise and good men, as this. We want you, as freemen, as philosophers, as statesmen, as Christians, to settle in peace what war will never settle.

"You are now, unfortunately, engaged in a policy which compels—or, at all events, employs—acts of despotism which would seem incredible, and are taking measures against British subjects which we would tolerate from no other Government. I think your North would be stronger without a discontented South. If it chooses to tax itself by unconstitutional and unfriendly tariffs, and to repudiate the doctrines of free trade, so gloriously triumphant elsewhere, so be it; but let it not blame the South for throwing off the fetters. We want you to be strong—your policy makes you feeble; rich—you are doing your best to impoverish yourselves; brotherly—and you are engaged in Cain-like slaughtering; happy—and what woes are in all your households; peaceful—and you are busied in wide-wasting war. I write very frankly to you. My heart is full. I love America too well, I have been too many dear and valued friends, not to desire her progress and prosperity. I have no interest to bias my judgment, and all my prejudices have been on your side of the Atlantic."

PITTSBURGH, FORT WAYNE AND CHICAGO RAILROAD.—D. W. Boss takes the northwest and B. F. Patrick the southwest as their legitimate fields of operation, the former gentleman making his headquarters at Milwaukie and the latter at Chicago. It is a strong team and will probably pull all business obtainable into the depots of the company. The arrangement will extend the influence of Boss in the north, where we have no doubt he will make the road as widely known as he has done here.—The appointment of B. F. Patrick, Esq., to the position he will in future fill calls for a passing remark. He is worthy of the best place the company may bestow on him, not only for his past attention and fidelity to their interests, but for his possession of more than ordinary requisites for the complicated business of railroading. To use a homely phrase, he "knows the ropes" and knows when to pull them, and amid the competing interests for northwestern traffic this is highly necessary. As to his popularity, that is pretty general and is moreover of a useful and solid kind.—In congratulating him upon his advancement, we congratulate the company upon the selection of so good a man for the position.—*Chicago Post.*

MARRIED.

On the 17th September, 1861, at St. Peter's Church, by Rev. Father Hicky, Lieut. CHAS. L. KUPE, U. S. Navy, to Miss L. E. M., third daughter of Lewis and Barbara Barconey, all of Baltimore, Md. (Philadelphia papers please copy.)

On the 24th instant, by Rev. Father Glustiniani, MARTIN FARRELL, to Miss CATHERINE RYAN, both of this city.

On the 25th of September, 1861, by Rev. Mr. Reiley, EDWARD LANGLY to Miss ELIZABETH CARROLL, all of Baltimore.

DIED.

On the 23d instant, CHARLES F. MILLER, in the 44th year of his age.

At Fernandina, Florida, on the 24th September, ELIZA R. DUNCAN, wife of Geo. Duncan, in the 34th year of her age, formerly of Baltimore county, Md.

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