THE MARYLAND NEWS SHEET.

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THE TRI-WEEKLY 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.

SATURDAY, DECEMBER 14, 1861.

WAR AND OTHER NEWS.

We surrender the larger portion of our space to-day to the comments of the English journals on the Mason-Slidell seizure, together with such incidents and particulars connected with the affair as have been published abroad. The grave issues involved in the adjustment of this question renders it a matter of the utmost consequence that an accurate reflex of English opinion with regard to the matter should be had. All accounts thus far received concur in stating that the excitement created by the arrest of the Southern Commissioners on board of the Trent was intense in the extreme, and that if the law officers of the Crown pronounce the act of Captain Wilkes to have been illegal, whatever steps the English Government may think proper to take to assert the dignity of the British flag, will be heartily sustained by the people. The account that is given of the indignation meeting, which was held at Liverpool on the first reception of the news by the La Plata, is of itself significant enough of the course that popular opinion would take when the whole of the facts concerning the stoppage of the Trent became more perfectly known. The London *Times*, in an article on the subject, which is cautiously worded, carefully balanced, and was evidently written for the purpose of calming down the popular heat until such time as the Government had decided upon the proper course to pursue, makes use of one expression which is too remarkable to be permitted to pass without notice. It speaks of the Commissioners and their Secretaries as having been "kidnapped." That single opprobrious word stamps the nature of the transaction from the point of view taken by English journalists generally; but, when to what they esteem an act of kidnapping, is superadded the indignity perpetrated upon the English flag, it is easy to conceive how strong must be the popular indignation, and how necessary it became for a journal of so much influence as the *Times* to soothe, rather than to exasperate to a still intenser degree the strong sentiment of indignation which had been developed by a mere knowledge of the simple fact, and before the more damaging particulars were publicly known. The *Times*, however, after a dispassionate review of the case, cannot yet believe—though the evidence to the contrary is strong—that it is the fixed determination of the *Government of the Northern States* to force a quarrel with the Powers of Europe. At the close of the article, Mr. Seward is admonished that, whatever may be the issue, whether the act be declared legal or illegal, "the voices of the Southern Commissioners sounding from their captivity are a thousand times more eloquent in London and in Paris, than they would have been if they had been heard at St. James's and the Tuileries."

The money article of the *Times* shows that the effect of the news "on 'Change" was marked by a fall of one per cent. in Government securities; that the market subsequently rallied somewhat, although the precise details of the act, which had not, up to that hour, been published, were, it is alleged, "calculated to allay the prevailing exasperation in England. The Halifax *Reporter* of the 6th states that the British gunboat Landrail was stopped somewhere off Bermuda, by an American corvette, who fired a shot across her bow, and that the naval authorities at Bermuda are indignant that the Landrail should have stopped, or should have submitted to such an indignity.

The steamer Europa from Liverpool, was off Cape Race yesterday with three days later advices; but in consequence of the fog and the heavy sea, the news-boat could not communicate with her. She will be due at Halifax on Sunday morning.

In the State Senate there was nothing done requiring special notice. In the House of Delegates resolutions were introduced by Mr. Harris, of St. Mary's, authorizing the joint Committee on Federal Relations to proceed to Washington for the purpose of urging upon the President the propriety of discharging unconditionally from prison those citizens of Maryland who have been incarcerated "upon the plea of necessity, arising out of the peculiar and critical condition of this country." The resolutions were referred to the Committee on Federal Relations.

It is rumored in New York that a considerable number of vessels, are to be fitted out in Northern ports as privateers, and are to sail under Mexican letters of marque, to prey on English, French and Spanish commerce. If this should prove true, a knowledge of the fact will scarcely assist in promoting an amicable adjustment of the Mason-Slidell difficulty.

Of other news there is very little of consequence to report. According to the Richmond *Examiner* of Tuesday last, the Confederate forces on the line Potomac were held in readiness on the previous Saturday and Sunday, for a decisive movement. Battle is said to have been offered by General Beauregard, but was declined by General McClellan. According to the Columbus (Ky.) *Confederate News*, the reported battle at Morristown, in which the Unionists under Brownlow were said to have achieved a victory, turns out to have been wholly false.

EUROPE.

THE HANSA'S MAILS.

THE MASON AND SLIDELL AFFAIR.

GREAT EXCITEMENT IN ENGLAND.

Captain Moir's Statement---Letter from the Purser of the Trent.

BRITISH ACCOUNT OF THE SEIZURE OF MASON AND SLIDELL.

SEIZURE OF THE WEST INDIA MAIL BY AN AMERICAN FRIGATE.

From the London Times of Nov. 28.

SOUTHAMPTON, Wednesday.—By the arrival here this morning of the West India mail steamer La Plata, Capt. Weller, most important intelligence has been received, involving questions affecting the relations existing between this country and the Federal Government of America. The mail steamer Trent, Captain Moir, was intercepted by the American steamer San Jacinto, commanded by Captain Wilkes, while on her passage from Havana to St. Thomas, and under force of arms the accredited commissioners to Europe from the Southern Confederacy, Messrs. Mason and Slidell, were taken prisoners, and forcibly taken from the Trent to the San Jacinto. This act was committed in defiance of the joint remonstrance of the commissioners, Captain Moir and Commander Williams, the naval officer in charge of the mails on board the Trent.

The San Jacinto is a first-class steam sloop-of-war, of one thousand four hundred and forty-six tons, and carrying thirteen guns. She was refitted at this port in the year 1854.

It appears from the statements which we have received that the San Jacinto, Captain Wilkes, arrived at Havana on or about the 24 of November, from the coast of Africa, bound to New York. She coaled and sailed again on the 4th instant. At this time it was well known at Havana that Messrs. Mason and Slidell, with their suites, were at that place, having arrived there in the steamer Theodora, which vessel ran the blockade at Charleston. These gentlemen had not kept their presence a secret, as from the moment of their landing at Havana they were unquestionably under the protection of the Spanish flag. Passages to Southampton were booked for them by the British Royal mail steamer, which was to sail from Havana for St. Thomas on the 7th instant, on which day they duly embarked on board the Trent as follows:

Mr. Slidell, accredited Commissioner from the Confederate States to France, accompanied by his wife, son and three daughters.

Mr. Mason, accredited Commissioner from the Confederate States to England.

Mr. Eustis, Secretary to Mr. Slidell, accompanied by his wife.

Mr. McFarland, Secretary to Mr. Mason.

The Trent sailed from Havana, at eight o'clock on the morning of the 7th, and nothing occurred worthy of notice till about noon on the 8th, when, in the narrow passage of the old Bahamas or Bahama Channel, opposite the Paradon Grande light-house, a steamer was observed ahead, apparently waiting, but showing no colors.

On approaching her, Captain Moir, of the Trent, hoisted the British ensign, which met with no response until the two vessels were within about a furlong of each other, when the stranger fired a shot across the Trent's bow, and hoisted the American flag. This proceeding was quite contrary to acknowledged law, as when a vessel of war wishes another vessel to stop, it is customary to fire first a blank cartridge. The Trent was actually holding on her way, when a shell was fired from a long pivot gun on the American ship's forward, which burst about 100 yards from the Trent's bow. Captain Moir immediately stopped the Trent, as the American ship had her broadside of guns run out, and men at quarters ready to fire.

Captain Moir then hailed her, and the American captain replied that he wished to send a boat on board. A boat, containing two officers and about twenty men, armed with muskets, pistols, and cutlasses, then shoved off and boarded the Trent, and demanded a list of the passengers, which the captain refused to give. The officer commanding the boat stated that the name of the frigate was the San Jacinto, of which he was the first lieutenant, and further, that they had received most positive information that certain passengers were on board, whom he would take out. This was also refused. Commander Williams, R. N., the naval agent in charge of Her Majesty's mails, with Captain Moir, positively objected to their being taken, denying their right to take any person whatever from under the English flag.

The lieutenant then called out the names of the before-mentioned Commissioners and Secretaries, and said that those were the persons he sought, and that he would take them at all hazards. The four gentlemen, who were standing near, answered to their names, and requested to know what was wanted of them. The lieutenant stated that he wished to take them on board the man-of-war, to which they replied that they would not go until they were taken by force; and, turning to Captain Moir, Mr. Slidell said, "We claim the protection of the British flag."

On the captain's again refusing to give up the passengers, the lieutenant said he should take charge of the ship. Commander Williams, R. N., then spoke as follows, viz: "In this ship I am the representative of her Majesty's Government, and I call upon the officers of the ship and the passengers generally, to mark my words when, in the name of that Government, and in distinct language, I denounce this as an illegal act—an act in violation of international law—an act, indeed, of wanton piracy, which, had we the means of defence, you would not dare to attempt." The lieutenant then beckoned to the frigate, and three boats, containing thirty marines and about sixty sailors, officered and heavily armed, came alongside. The men at once leaped on deck, sword in hand. After some more parleying, Messrs. Slidell, Mason, Eustis and McFarland were taken and forced into the boat.

The Americans went back to the cabins and took possession of the baggage, and sent it with their prisoners on board the San Jacinto. Mr. Slidell said, as the boats shoved off, that he expected redress from the British Government for this outrage while under the protection of its flag, and called upon the English captain to represent the case properly. The lieutenant stopped on board, having ordered the boat to return. He then stated that he had orders to take Captain Moir and his papers on board the San Jacinto, and that the Trent was to be moved nearer. Captain Moir replied, "You will find me on my quarter-deck; if you want me, you will have to come there for me;" and he immediately walked on deck.

The lieutenant, however, went into one of the boats, and told Capt. Moir that he could proceed. The boat pulled for the San Jacinto, and the Trent steamed away for St. Thomas.

The indignation felt on board the Trent by every person, that every man would have fought if called upon to do so; but, with such an opposing force, and the unarmed condition of the Trent, it was deemed impossible to make any defence.

The officers of the San Jacinto asked for provisions to maintain the prisoners, as they stated that they were short of stores. Capt. Moir told the four gentlemen that at their request he would supply what was required, and they having expressed a wish that he would do so, all the necessaries were supplied.

The despatches of the Confederate Commissioners escaped the vigilance of the boarding officers, and they have all arrived safely here per La Plata.

The families of Mr. Slidell and of Mr. Eustis were urged by the First Lieutenant of the San Jacinto to accompany them, but, being informed on inquiry that it was probable they would be separated from them on their arrival at New York, they declined the offer, and have arrived in the Plata. On the arrival of the steamer in the dock the whole of the party went on board the Nashville, which is now lying near the entrance of the loading dock, where they were received with every attention and kindness, and left for London by the three o'clock train.

Once of the gentlemen of the party has the despatches in his possession, which he, of course, keeps in close custody till his arrival in London.

It is stated by the friends of Messrs. Slidell and Mason, who have come home, that the Lieutenant of the San Jacinto said this was the most painful act he had ever been called upon to perform, but he was compelled to do it, acting under orders.

THE BOARDING OF THE TRENT.

STATEMENT OF THE PURSER.

The purser of the Trent sends the following letter to the *Times*:

"*To the Editor of the Times*:

"Sir: I hasten to forward you some particulars of the grievous outrage committed to day against the English flag by the United States steam sloop San Jacinto, Captain Wilkes. You have probably heard how, some three weeks ago, the little steamer Theodora, having on board the Commissioners sent by the Confederate States of America to London and Paris, ran the blockade at Charleston, arriving safely in Havana. Once arrived there, they, of course, imagined that on neutral territory they were perfectly free and safe from all molestation, and therefore made no attempt to conceal their names, position and intended movements. Mr. Slidell, the Commissioner for Paris, was accompanied by his wife, son and three daughters, and also by his secretary, Mr. G. Eustis, with his wife; Mr. Mason, the Commissioner for England, being accompanied by his secretary, Mr. McFarland. It was well known in Havana that berths were booked for the whole party to proceed by this steamer to St. Thomas, there to join the homeward West India mail steamship for Southampton. They accordingly embarked yesterday morning, trusting to receive the same protection under the English flag which they had already received from that of Spain.

"We left Havana yesterday morning at 8. This morning, about half-past 11, we observed a large steamship ahead, and on a nearer approach found she was hove to, evidently awaiting us. We were then in the narrowest part of the Bahama Channel, abreast of Paredon Grande lighthouse. As soon as we were well within range, we by a round shot being fired across our bows, and at the same moment by her showing American colors. We were now sufficiently near to observe that all her ports were open, guns run out, and crew at their stations. On a still nearer approach she fired a shell from a swivel gun of large calibre on her forecastle, which passed within a few yards of the ship, bursting about a hundred yards to leeward.

"We were now within hail, when Captain Moir, commanding this ship, asked the American what he meant by stopping his ship, and why he did so by firing shotted guns, contrary to usual custom. The reply was that he wished to send a boat on board of us. This was immediately followed by a boat pushing off from the side of the San Jacinto, containing between twenty and thirty men, heavily armed, under the command of the first lieutenant, who came up on the quarter-deck, and, after asking for a right of search' was denied, the information required that he had information that Messrs. Slidell, Mason, Eustis and McFarland were on board, and demanded that they should be given up. This also being indignantly refused, Mr. Slidell himself came forward and said that the four gentlemen named were then before him, but appealed to the British flag under which they were sailing, for protection.

"The lieutenant said that his orders were to take them on board the San Jacinto by force if they would not surrender. He then walked to the side of the ship and waved his hand; immediately three more heavily armed boats pushed off and surrounded the ship, and the party of marines who came in the first boat came up and took possession of the quarter-deck; these, however, he ordered down on the main-deck, to take charge of the gangway ports. Captain Williams, R. N., the naval agent in charge of the mails, who was of course present during this interview, then, in the name of her Majesty, he being the only person on board qualitatively representing her, made a vehement protestation against this piratical act. During the whole of this time the San Jacinto was about two hundred yards distant from us on the port beam, her broadside guns, which were all manned, directly bearing upon us.

"Any open resistance to such a force was, of course, hopeless, although, from the loud and repeated plaudits were joined in by every one, without exception, of the passengers congregated on the quarter-deck, men of all nations, and from the manifested desire of some to resist to the last, *I have no doubt but that every person would have joined heart and soul in the struggle had our commander but given the order.* Such an order he could not, under such adverse circumstances, conscientiously give, and it was, therefore, considered sufficient that a party of marines with bayonets fixed should forcibly lay hands on the gentlemen named. This was done, and the gentlemen retired to their cabins to arrange some few changes of clothing.

"A most heart-rending scene now took place between Mr. Slidell, his eldest daughter, a noble girl devoted to her father, and the lieutenant. It would require a far more able pen than mine to describe how, with flashing eyes and quivering lips, she threw herself in the doorway of the cabin where her father was, resolved to defend him with her life, till, on the order being given to the marines to advance, which they did with bayonets pointed at this poor defenceless girl, her father ended the painful scene by escaping from the cabin by a window, when he was immediately seized by the marines and hurried into the boat, calling out to Captain Moir as he left that he held him and his Government responsible for this outrage.

"If further proof were required of the meanness and cowardly bullying in the line of conduct pursued by the captain of the San Jacinto, I may remark, first, that on being asked if they would have committed this outrage if we had been a man-of-war, they replied, 'Certainly not,' and, secondly, that Captain Wilkes sent an order for Captain Moir to go on board his ship, and a second for Captain Moir to move the Trent closer to the San Jacinto. Of course, not the slightest notice was taken of either order, nor did they attempt to enforce them.

"I am, sir, your obedient servant,

"THE PURSER OF THE TRENT.

"Royal Mail Steamship Trent, at sea, November 8."

RECEPTION OF THE NEWS IN LIVERPOOL.

GREAT EXCITEMENT AMONG ALL CLASSES—INDIGNATION MEETING HELD AND RESOLUTIONS PASSED.

LIVERPOOL, Wednesday.—Soon after noon to day a private telegram was received in Liverpool, announcing the boarding of the Trent by a Federal vessel of war, and the forcible removal of the Southern Commissioners. The intelligence spread with wonderful rapidity, and occasioned great excitement among all classes. On 'Change the utmost indignation was expressed, and in a very brief space of time the following placard was posted:—

"OUTRAGE ON THE BRITISH FLAG—THE SOUTHERN COMMISSIONERS FORCIBLY REMOVED FROM A BRITISH MAIL STEAMER.

"A public meeting will be held in the Cotton Salesroom, at 3 o'clock."

In compliance with the preceding announcement, a meeting was held in the Cotton Salesroom at 3 o'clock, which was crowded to excess by nearly all the gentlemen frequenting the Exchange. The meeting was quite as remarkable for enthusiasm as numbers. After several gentlemen had been requested to preside, the chair was occupied by Mr. James Spence, and on taking the chair he proceeded to read the subjoined resolution:

"That this meeting, having heard with indignation that an American Federal ship of war has forcibly taken from a British mail steamer certain passengers who were proceeding peaceably under the shelter of our flag from one neutral port to another, do earnestly call upon the Government to assert the dignity of the British flag, by requiring prompt reparation for this outrage."

On hearing this resolution read, the meeting expressed, in a most unmistakable manner, the feeling by which it was pervaded in favor of the views included in it. When silence had been, in some measure, restored—

The Chairman remarked that when the news of the outrage reached this town, the feeling created was one of surprise, mingled with indignation. He remarked that we had all heard of the sacred dignity of the American flag. That dignity, he proceeded to say, was a means by which the persons engaged in the nefarious slave trade could at once protect themselves, by hoisting the American flag, which fully enabled them to resist any attempt to search such vessel. He trusted that it would not be allowed that men prosecuting so nefarious a trade should be protected, and that men peacefully proceeding on their own affairs, under the protection of our flag, might be forcibly taken out of our ships. (Cheers.) On the contrary, he believed that the people of this country would not, by any means, permit such an outrage. (Cheers.) He said, in having agreed to take the chair on this occasion, he did so without reluctance or regret, as he felt deeply that he only expressed the feeling, not merely of the meeting, but of the community in general, when he said it was the duty of the people to press on the Government the imperative necessity of vindicating the honor and dignity of the British name and flag. (Loud and continued cheering.)

Mr. H. C. Chapman, as a mere matter of form, moved that the resolution be adopted.

Mr. A. Forwood said he felt much pleasure in seconding the adoption of a resolution which must find an echo in every English bosom.

Mr. John Cazenove, while fully concurring in the propriety of preventing any outrage from being offered to the British flag—a sentiment which was universally acknowledged throughout the kingdom—said he felt assured that there was no Englishman, Irishman or Scotchman, who would not, at once, and promptly, resent any insult offered to our flag. (Cheers.) While feeling this in the strongest manner and to the fullest extent, he considered that there still remained some reason to doubt whether the facts stated had been correctly put on by calling this meeting were in reality a breach of international law. (Cries of "No, no!") He referred at some length to the opinions of the law officers of the Crown, as being in some measure inclined to doubt that such a step as that taken with respect to the Southern Commissioners was justifiable under the existing state of international law. In conclusion, he proposed a direct negative to the resolution. As, however, he was most desirous of doing anything which would create a spirit of crimination, he was willing to adopt any middle course which could be suggested, and urged the propriety of postponing the consideration of the subject till to-morrow (this day).

The Chairman, in reply, suggested that, to meet the objection thrown out by Mr. Campbell, it would be sufficient to strike out of the resolution the words "by requiring prompt reparation for this outrage."

Mr. Campbell said he could not concur in the suggestion of the chairman, and must decline to do so.

Mr. Torr expressed his concurrence in the views put forward by Mr. Campbell, *and in doing so met with frequent interruption.* He argued that the present meeting was hastily convened, and had in its proceedings already prejudiced the case, with the merits of which the meeting was unacquainted. He insisted that there was no reason to believe that the responsible Ministers of the Crown would allow any insult to be offered to the British flag. (Loud cheers.) He urged the advantage of proceeding calmly in considering a case such as the present, which, if prematurely urged to extremity, might result in involving this country in a war. (Great interruption.) He contended that to urge on the Government a particular line of conduct in respect of the proceedings now under consideration was impolitic and unjust. He would not, and no Englishman would, advocate putting up with insult; but in the present case, let him ask, what had the Americans done? [Mr. Chapman—They fired a shot across the bows of the mail steamer to bring her to, and as she did not stop for that they fired a shell at her, which burst close by her.] Gentlemen (continues Mr. Torr proceeded to say that there was every reason to avoid coming to a hasty resolution, and, in thanking the meeting for the patience with which they had heard him (loud and ironical cheers), he was urged on those present to consider the matter calmly and dispassionately, and not to be carried away by the impulse of feeling in a case which required mature judgment and calm deliberation. A letter had been shown to him by a Southern gentleman, in which it was stated as a positive fact, that the law officers of the Crown had, in anticipation, expressed a decided opinion in favor of the legality of a proceeding similar to that which had just taken place in regard to the Trent by the San Jacinto.

Mr. J. Turner next attempted to address the meeting to the same effect as had been done by Mr. Torr and Mr. Campbell, but the feeling of those present was so decidedly opposed to that view of the case, that he was forced to desist.

The resolution, as proposed to be amended by the chairman, was then put to the meeting, and carried by a tremendous majority, and amid the most deafening and enthusiastic cheers. For the negative only a few hands were held up.

At the conclusion of the meeting, which was at four o'clock, a number of the older merchants on 'Change expressed privately their conviction that the meeting and its proceedings had been premature.

THE LONDON NEWS ON THE MASON AND SLIDELL ARREST.

The London *Daily News*, of the 28th, says, in regard to the seizure of Mason and Slidell:—*The remote consequences may be serious if our Government be unwise or hasty, and immediate satisfaction is not given.*

It is wanton folly blind to hope that Lieutenant Fairfax (on Cabinet will no sooner learn what has taken place in the Bahama Channel than it will disavow the act, restore Messrs. Mason and Slidell, and tender the amplest apology. *Nothing short of this reparation can be accepted.*

Until there has been time to receive news from Washington we feel bound to believe that the seizure of passengers on board the Trent was an act as much in excess of duty as it was in violation of public law. No Government should know better than that of the United States the lines which separate the rights of belligerents and neutrals respectively.

While we must submit to have our mercantile vessels stopped on the high seas by both parties in search of contraband, and Lieutenant Fairfax confined himself to demanding Mr. Slidell's despatches, and taken them off, we must have acquiesced in his view as one of the disagreeable occurrences incident to a voyage. Persons stand on a different footing. In the eyes of Mr. Seward, Mesrs. Slidell and Mason are Rebels. In our eyes they are simply passengers, and the Washington Government may rest assured we shall no more permit it to take its Rebels out of our vessel than we should concede a similar right to Austria or Russia.

Incidents like these are irritating, but the British people have the satisfaction of knowing that their affairs are under firm guidance. With the irascible Earl of Derby, or the fussy Lord Malmesbury in power, we might well be concerned at the interests of peace at a time like this, but from the present Government we may expect energy without precipitancy, and prudence without weakness—Ministers of the United States to determine what shall be the future relations of the two Governments.

THE LONDON TIMES ON THE SEIZURE.

The following comments upon the Trent affair appear in the *Times* of November 28:

"It requires a strong effort of self-restraint to discuss with coolness the intelligence we publish to-day. An English mail steamer, sailing under the British flag, and carrying letters and passengers sent from a Spanish port to England, has been stopped on the high seas and overhauled. Four of the passengers have been taken out and carried off as prisoners, claiming and vainly claiming, as they were being forced away, the protection of the flag of Great Britain. These are the naked facts. We put out of sight the accidents that the four gentlemen thus kidnapped were accredited with a diplomatic mission from the Confederate States of America to the courts of Europe, and also the peremptory manner in which the Federal frigate acted in making her seizure. The intention of the Federal Government evidently was to act upon their strict right, and to do so in as little ceremonious a manner as suits its and their pleasure. Nothing can more completely and not to be cavilled away by the impulse of feeling in a case which required mature judgment and calm deliberation. A letter had been shown to him by a Southern gentleman, in which it was stated as a positive fact, that the law officers of the Crown had, in anticipation, expressed a decided opinion in favor of the legality of a proceeding similar to that which had just taken place in regard to the Trent by the San Jacinto.

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"*As it, then, true that every officer of the American navy can stop and overhaul our ships wherever they may be found, and take out of them any persons whom he may claim to be citizens of the United States or officers of the Confederate government?* If we were to admit the Federal view of the case, our own position it would be plain that we should