THE MARYLAND NEWS SHEET

PUBLISHED BY

CARTER & NEILSON.

TERMS

Served in the city, and payable only to the carriers, TWELVE AND A HALF CENTS WEEKLY.

Mailed to subscribers out of the city at SIX DOLLARS A YEAR, or for a shorter period at proportionate rates, payable invariably in advance.

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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.

MONDAY, JANUARY 20, 1862.

WAR AND OTHER NEWS.

In the State Senate there was no business of importance transacted on Saturday. In the House of Delegates the "Treason Bill" as reported by Mr. Price, was called up and discussed by sections.

The latest Richmond papers received here are to the 17th instant—Friday last. The destination of the Burnside fleet was well known there, but nothing is said of the preparations which have been made to meet it. The Richmond *Dispatch* scoffs at the idea of the South being starved into submission, and remarks that the States of the new Confederacy "instead of starving, are simply raising less cotton and tobacco, and growing more corn, hogs, and cattle." So far as domestic products are concerned it is quite evident that the South is abundantly supplied; but in those articles of wear and consumption which have usually been imported, there is unquestionably a scarcity, and prices rule high. A glance at the market rates for such commodities in Richmond is sufficient to show that such is the case. Some negroes captured in front of the lines of the Potomac and sent on to Richmond, are charged with having been guilty of treasonable correspondence. They were examined by the Commissioner, who reported that they "deserved to be hung." The case was referred to the Committee on Courts of Justice. An interesting account of the escape of the Ella Warley from the pursuit of the blockading squadron off Charleston, in her last trip from Havana to the latter port, is given from a Florida paper. The value of the cargo of the Emma Warley, consisting of arms, ammunition, blankets, shoes, medicines, &c., is estimated at seven hundred thousand dollars. It is also said that the British steamer Gladiator, with a cargo valued at two millions of dollars, had succeeded in reaching a Confederate port.

The Maryland Society which was recently formed at Richmond, has been busily employed in dispensing winter clothing to the volunteers from Maryland and the District of Columbia. The members of the Association have also done much to relieve the wants of the sick and suffering in the hospitals, and are about to establish, under the auspices of the Surgeon General, a separate hospital for the reception of those volunteers to whom the Society has especially dedicated its services.

The scheme of finance agreed upon by Mr Chase and the Associated Banks does not, we are assured, find much favor with the Senate Committee to which it has been referred. The clause taxing all incomes over eight hundred dollars, has been adopted in committee, but it is understood that a combination has already been formed to test its constitutionality. The correspondent of the New York *Post*, also writes that the arrangement made by Mr. Chase, does not meet with the sanction of the Committee of the House, and that the feeling in the House itself is decidedly against it. Some hope, however, is expressed that satisfactory explanations will be made; and that the hundred million bill will be abandoned, "and especially the proposition to make the Treasury notes a legal tender."

Our correspondent from Cumberland gives the particulars of the recent movements of the Federal forces in their retreat from Romney to Patterson's creek. He also states that the Federal troops, under General Williams, have abandoned Hancock, and are now stationed at Cumberland, where, having brought no tents or camp equipage with them, they occupy the court house, school houses, &c.

A despatch from General Halleck announces the defeat of a body of nine hundred Confederates at Silver Creek, in Missouri, with a loss of forty killed and sixty wounded. The Federal loss was small.

A letter from an occasional correspondent at Cincinnati, furnishes us with some details in relation to the Railroad Convention which was recently held at Washington. The narrative is somewhat piquant, but the object of the convention which was to obtain from the Government some satisfactory assurance that the Baltimore and Ohio Railway should be opened at an early day, does not seem to have been attained. There is one point, however, in the statement which will attract attention, and that is the mysterious intimation that a blow would be struck within the next ten days which will "greatly facilitate the object for which the convention had been called."

The boats from Norfolk on Saturday and yesterday brought no news of moment. By Saturday's boat about one hundred and fifty Federal prisoners came up, a large portion of whom were wounded at the battle of Bull Run. These men speak in the highest terms of their treatment whilst confined in Richmond. Late on Saturday a flag of truce was sent from the frigate Minnesota to Norfolk, but for what purpose was not stated. It was surmised by some that it was to demand the surrender of the city. This statement has since been denied.

Advices from Port Royal announce that an expedition is fitting out there, which, it is supposed, is intended to operate against Savannah. Reconnoitering parties and corps have been already sent forward for the purpose of removing the obstructions which have been placed in the creeks south of the Savannah river. Warsaw inlet is said to be the first destination of the expedition when it starts. Tybee Island has been occupied by Federal troops, who are encamped beyond the range of the guns of Fort Pulaski.

Affairs at Cairo do not look quite so promising for a forward movement as the telegrams from that point have led us to suppose. The correspondents of the New York journals who hastened there to accompany the advance, state without exception that the public has been victimized by a gigantic hoax which had its origin with the authorities at Cairo. The only troops sent from Cairo consisted of from six to seven thousand men, under General McClernand, and these are said to have gone some seven miles below. General Grant, it is hinted in authorizing the publication of a movement of sixty thousand men, desired to perform a piece of strategy which was intended to deceive the Confederate leaders; but which, in reality, deceived no one. The gunboats are not ready to descend the river, the mortar fleets have not yet received their armament, and the correspondent of the New York *World* says there is a very general conviction that the troops intended to form a part of the expedition "are doomed to see another period of inaction and lethargy."

The bill known as the Pennsylvania Central Railroad bill has been defeated in the Provisional Legislature of Virginia, now in session at Wheeling.

Correspondence of the Louisville Journal.

AN INCIDENT.

MUNFORDSVILLE, Ky., Jan. 12.—We heard an incident the other evening worth recording: It appears that the officers who bore the flag of truce from the Confederates a few days since were tolerable jolly fellows, and fond of a bottle. When Capts. McCook and Terrell met them, Major Fifer, the Confederate commander, stated the object of his visit, and requested immediately after that the Captains would join himself and comrades in a glass. This request was complied with, and for a few moments all dissension seemed to be forgotten, and the two parties calmly talked over the affairs of the nation. After Captain Terrell had expressed himself quite freely in regard to the ideas of our national difficulties, Warfield, a young man formerly of Lexington, and now a Confederate Captain, said that those were his sentiments exactly, and he "couldn't see what the devil they were fighting for." Major Fifer, who, by the way, was formerly a Lieutenant in the United States Army, proposed that the officers of the two armies should have a dinner sometime soon, where both armies would be represented by officers of equal rank and influence, which invitation was respectfully declined. When on the point of separation, Captain Terrell proposed, as a toast, "that they might soon meet again," which, we understand, was drank by the entire party with every appearance of sincerity.

—The fortification bill which passed the House of Representatives on Friday, appropriates $200,000 for Fort Carroll, Baltimore harbor.

FROM THE UPPER POTOMAC.

CUMBERLAND, Maryland, January 15th.

Editors Maryland News Sheet:

DEAR SIRS—As it is impossible for you (except through private correspondents) to get correct information concerning the doings of our "grand army," and as it is certainly the people's right to know how things are going on, I will endeavor to give them an idea how this division is managed. About two months ago General Kelley took command of all the forces in this region and marched on Romney, in Hampshire county, Va., about twenty-five miles from this place. The wound which the General received in Western Virginia compelled him to ask to be relieved of his command at Romney. After a few weeks, as the duties were too severe, General Lander was assigned to this division in his place. In the interval between the departure of Gen. Kelley and the arrival of General Lander, the "rebels" made several *calls* upon the Federals, and I have it from very good authority that they either killed or captured all the Federal cavalry in Romney, amounting to between three and four hundred.

But a few days since, a company of "rebel" cavalry came to within two or three miles of Springfield, which is six miles this side of Romney, and captured seven men, and mortally wounded Capt. Sahl, of the Mount Vernon troop. The "rebel" company is commanded by Captain George Sheets, and was raised in Hampshire county, and of course knows all about the geography of the country. This sort of work has been kept up ever since the Federals crossed the river, until at last it was almost impossible to get the men to perform picket duty at all. Well, last Wednesday General Lander arrived here and proceeded the same day to Romney. That night rockets were seen in the direction of Winchester and Moorfield. Almost instantly the troops became panic-stricken and unmanageable. All sorts of reports were afloat among them, such as that Jackson had them surrounded, and was closing in on them. Soon the pickets and scouts came in and reported the roads, for miles, in the direction of Winchester, perfectly black with "rebels," &c. Immediately a retreat was sounded. Thousands of dollars worth of stores and provisions were left behind. By Thursday morning they had retreated as far as Springfield, when a stand was made, and earthworks commenced to be thrown up. About noon the scouts again reported the "rebels" advancing, and away went the Federals again. A stand was made at Green Spring, on the railroad, and earth-works thrown up again. Here they awaited the enemy until the scouts again reported the advance of a strong force. The retreat was again sounded, and "our men fell back to Patterson's Creek," where earth-works were again thrown up, and cannon planted to guard the ford in the Potomac. Gen. Lander intends to make a stand and a desperate resistance at this last-named place.

The forces under Gen. Williams, at Hancock, all left for this place on Friday last, under the impression, derived also from his *scouts*, that Gen. Jackson was coming in that direction, with nineteen thousand men, for the purpose of capturing him, and as he only had three thousand he thought it useless to make a stand against so superior a force. So we have had the benefit of their company since Saturday night last; and—strange to say—they brought no tents or camp equipage of any kind with them. The fact is, they lost them all in Virginia, for most of them were at Bath. This rascal, Jackson, must have taken lessons from the celebrated Benj. F. Butler, since Jackson is said to have been after Lander at Romney, and Williams at Hancock, both at the same time. You know Benjamin made himself ubiquitous *after*—not before—the battle of Great Bethel.

The troops from Hancock being without tents, all the vacant, and a great many occupied houses were seized for their accommodation—such as the school houses, court house, &c. The retreat from Romney is said by Union men here to have been altogether unnecessary, as there was no sign of an enemy at the time, more than there had been for weeks previous. But the rout of the Federal troops on the line of the Baltimore and Ohio Railroad, and the destruction of the repaired bridges, taken in connection with the *rockets* seen the night of General Lander's arrival at Romney, seems very naturally to have created the impression that an attack was going to be made upon that place. The forces from Hancock marched to this place in 24 hours, a distance of 42 miles.

No enemy appeared in Romney until the Sunday night succeeding the evacuation, which took place on Thursday. Colonel Ashby is said to have made his appearance at that time with a corporal's guard, and entered the town in three columns, six men in each division. He sarcastically avowed it to have been his intention to have surrounded, and, with this force, captured the whole of General Lander's army, had they only waited a day or two longer. But Lander was not to be entrapped. Is it not too bad that Ashby should have taken possession of all the stores they left behind? Gen. Lander must have been determined that such stores as he brought from Romney should not fall into the hands of the rebels, for he sent the larger portion of them to Grafton.

The Confederates now have full possession from Greenspring down the line of the railroad.

General Kelley is still here, and is suffering a good deal from his wound. He has made a great many warm personal friends by his kind and gentlemanly course.

VERITAS.

FROM CINCINNATI.

The Railroad Convention Recently held at Washington—An Interview with Mr. Lincoln—What Mr. Lincoln Proposes that the Union Men of Maryland Shall do—Cameron vs. Garrett—A Mysterious Intimation.

Correspondence of the Maryland News Sheet.

CINCINNATI, January 17, 1861.

Messrs Editors:—I suppose you are aware that a Convention composed of Baltimore residents and Superintendents and others interested in opening the Baltimore and Ohio Railroad was held at Washington recently, and that certain members of Congress, whose constituents were suffering from the interruption of travel and traffic, were present on the occasion. I do not know how many of these representatives attended the meeting, but there were certainly some four or five, and among them Messrs. Vallandigham and Pendleton, of this State, and Ex-Governor Frank Thomas, of Maryland.—Soon after reaching Washington, a deputation of railroad men waited upon Mr. Lincoln and after depicting the deplorable condition of affairs in the Ohio Valley, consequent upon the breaking up of the railway communications between Cincinnati and Baltimore, solicited his good offices in having the road promptly repaired.

Mr. Lincoln received these gentlemen courteously, but told them that he know but very little about such matters, and must, therefore, send for Apostle Paul. Upon being asked who he meant by the Apostle Paul, he replied—"General McClellan; he is my Apostle Paul; I swear by him." McClellan was accordingly sent for. He listened kindly and attentively for a short time, and then, breaking in suddenly, said, in substance: "Gentlemen, you must be aware that this is not a new matter with me. As an old railroad officer it necessarily became my duty to inform myself of the commercial value and capacity of all the roads penetrating the Great West, and especially of that great artery, the Baltimore and Ohio Railroad. Since I have been in command here it has been equally important for me to weigh well its military value. I perfectly appreciate, therefore, the great advantage that would follow the opening of this road, both for purposes of commerce and in a military point of view. There are, however, serious difficulties in the way. Whilst I am most anxious to open the road, you must recollect that there is a certain gentleman across the river by the name of Beauregard who is equally determined that it shall not be accomplished if he can prevent it. I know how desirable it would be to meet your wishes and our wants in the way you propose, but I have no troops to spare."

These statements were made in Convention, and it was also said that, in one of the interviews with Mr. Lincoln, when the benefit which would accrue to Maryland from the reconstruction of the road was urged, he remarked that Maryland, at the last election for Governor had given some thirty thousand majority for the Union candidate. If the State would furnish that number of men, to guard the road, the Government would supply them with the necessary arms and equipments, and would have a sufficient working force on the road to put it in complete order. This proposition, however, seemed to partake too much of covert sarcasm to be regarded as seriously intended, and, I take it for granted, is not likely to be accepted by the majority of those voters to whose patriotism or local interests Mr. Lincoln appealed. Another member of the Convention is said to have stated that, in a conversation which was held by some one with Mr. Cameron, the Secretary of War, the latter remarked that he had no wish to see the Baltimore and Ohio Railroad re opened, so long as Mr. John Garrett continued to be its President. During the sitting of the Convention it was generally admitted that the condition of the roads that were the natural tributaries to the Baltimore and Ohio road and of the Mercantile and Agricultural communities in those sections of country which were dependent upon your great artery for facilities to a market was deplorable in the extreme, and that they could not look to the Pennsylvania Central as the carrier of their products to the seaboard cities, in consequence of existing agreements between the Pennsylvania company and the managers of the North-Western roads whereby a preference was given to the latter which practically excluded a large portion of the freight that formerly found its way to the Eastward by the Baltimore route. Hence, it was contended, and by none more strenuously than by ex-Governor Thomas, that the immediate reconstruction of the Baltimore and Ohio Railroad was a matter of primary importance. Mr. Thomas stated confidently, that with all due deference to the military ability of General McClellan, the portion of road which had been destroyed by the Confederates could be easily protected and repaired, and the whole line successfully worked. He said he had a perfect knowledge of the region of country through which it passed, and traced on paper a diagram of the various country roads, south of the railroad, and of the streams that intersected the latter between Winchester and Cumberland. He pointed out the fact that the railway curved in the form of a strongly bent bow between Harper's Ferry and Cumberland, and that a country road south of the railway cuts this arc like a bowstring. From the road in question, which commences at Harper's Ferry, and runs westwardly to Paddy Town, beyond Cumberland, various other roads run northwardly to the railroad, as do all the streams.—He argued that whoever is master of Winchester, and of the road leading from that point to Paddy Town, or—in other words—to Cumberland, also commands the curved line of railway between the same two points. He attributed the success of the Confederates in breaking up the railway to a knowledge of this fact, inasmuch as, by the narrow line they traversed, and by the advantage they possessed in the cross-country roads of striking the railway at any point, they could destroy the bridges almost with impunity. Mr. Thomas further remarked that he had called General McClellan's attention to these facts. What other speeches were made at this Convention I have not been informed, but I understand that it broke up without any particularly definite idea as to when the Baltimore and Ohio Railroad would be opened, but somewhat consoled by a mysterious intimation that a movement would be made within the usual magical period of "ten days," which would facilitate greatly the object for which the Convention had been called.

PORKOPOLIS.

LATEST FROM THE SOUTH.

By the boat from Old Point on Saturday, we received the Richmond papers of the previous day, (Friday.) From them we make up the following interesting summary of Southern intelligence:

The Resignation of Mr. Cameron.

The Richmond *Dispatch* of Friday morning says:

"Our special telegraphic despatch from Norfolk mentions a report of the resignation of Simon Cameron, the Federal Secretary of War. It is notorious that Lincoln and Cameron differed in their views of important matters connected with the war policy, and a Cabinet explosion has been predicted for some time past."

The Evacuation of Romney.

The same paper says:

"By way of confirming the reports in relation to the evacuation of Romney by the enemy, and its occupation by our troops, we may state that a letter was received from the Valley of Virginia last evening, which says—

"General Jackson has taken Romney, without a shot."

The *Dispatch* contains an advertisement from the "Confederate Reading Rooms," announcing that the "New York, Philadelphia and Baltimore papers" are received daily, besides papers from all parts of the South.

From the Richmond Dispatch, Jan. 17.

Who is the Starved Party?

No part of the late United States feels the war more severely than the great Northwest. It is almost exclusively agricultural; and its productions are the cereals alone, those which yield the smallest profit to the farmer. By means of the cheap navigation of the Ohio, Mississippi and Missouri rivers, its farmers could deliver their grain at New Orleans for exportation at a very small cost; and the immense quantity sent thither was indicated by the fact that next to New York, itself exporting more grain than anything else, New Orleans was the largest exporting city in the Union. The cheap transportation they employed for their grain enabled them to pocket very fair net prices from the sale of it; and the same great avenues of navigation brought merchandize in return to them very nearly at manufacturers' prices. Thus, the farmers of the Northwest enjoyed the two essential advantages for a profitable agriculture, that of receiving nearly last prices for their grain, and of obtaining their merchandize at nearly first prices. It is true that they enjoyed several lines of railway for reaching the Eastern markets; but these, by multiplying the means of transportation, served only to cheapen it, while totally inadequate of themselves to accommodate the mighty bulk of Western trade.

They sold, moreover, a great deal of grain, in the form of flour or meal, to the Southern States. The culture of cotton, in these last, paid four or five hundred dollars per annum for each hand, while that of grain paid only about one-third that sum. The case was similar as to sugar. Of course the tendency of this circumstance was to throw the whole force of the planter upon the profitable staples, and to produce a demand throughout the cotton and sugar States for Northwestern farm products. It is said that seventy-five millions of pounds of bacon alone were thus supplied from this quarter to the South, and of course we are to infer that the grain furnished was in commensurate amount. The war has put a stop to this vast demand from the South, and cut off the Northwest from its largest and most profitable market. It can only export produce now by way of the lakes and by railroads through New York, over routes doubly as expensive as the natural channels of great rivers, the lake routes closed in winter, and the railways inadequate to the business and charging their own prices.

The South, instead of starving, is simply raising less cotton and sugar, and growing more corn, hogs and cattle. It was the silliest and shallowest experiment ever embarked upon by a sensible people; that of starving their own best customers by depriving themselves of their best market. They find to their confusion that they are the greatest sufferers. The delusion that we are to be starved has at last been given up; and the Northwest at least are sighing in their secret hearts for peace. They are the starved party, starving for want of that remuneration for labor, which brings thrift, wealth and prosperity, and the want of which brings poverty and distress.

The experiment has completely failed, so far as the expected exhaustion of the South is concerned. Our land teems with all articles of native production; there is scarcity in nothing except in things that were imported, among which the only necessary of life is salt. There is no article which the Yankees have in surplus that we ourselves cannot also produce in equal superabundance; and, so far from the war teaching us our dependence upon that race, it has demonstrated to us precisely the opposite truth. In a little while we shall have supplied all deficiencies which our long habits of trade had led us to derive from the North; and the war is the only measure which could have produced that complete self-dependence which is to be its most happy consequence to the South.

The experience of the Northwest is only an aggravation of what is felt all over the North at the loss of Southern trade. Where two communities are so extensively and multifariously engaged in mutual trade, as were these two sections, the cessation of that trade cannot operate exclusively to the prejudice of one of the parties only. On the contrary, where one community are producers and the other merely manufacturers and carriers, the latter are sure to feel the effect most severely.

Virginia Legislature.

The President laid before the Senate the following communication from the Executive:

EXECUTIVE DEPARTMENT, January 15, 1862.

Gentlemen of the Senate and House of Delegates:

I transmit two communications from the Secretary of War, and one from General Winder, that are deserving of early consideration. Legislation is necessary to provide for the cases referred to in these communications.

Respectfully, JOHN LETCHER.

CONFEDERATE STATES OF AMERICA, WAR DEPARTMENT, *Richmond, January 8, 1862.*

Hon. John Letcher, Governor of Virginia:

SIR: I have the honor to inform you that Brig. Gen. Whiting has telegraphed to this Department that he has taken up some eighteen or twenty negro women and children, residing within Virginia, against whom the proof of correspondence with the enemy is too strong to permit them to remain in front of our lines on the Potomac. They have been sent to the rear of our army. The husbands of these negro women are now with the enemy. I will thank you to inform me what disposition shall be made of these women and children. They cannot be permitted to remain in front of our lines, and there are no accommodations for them in the rear.

Your obedient servant,
J. P. BENJAMIN,
Secretary of War.

HEADQUARTERS DEPARTMENT OF HENRICO, RICHMOND, Va., Jan. 13, 1862.

To his Excellency John Letcher, Governor of Virginia:

SIR—The Secretary of War informs me that he has written to your Excellency concerning some free negroes taken at Manassas. They have arrived. Will your Excellency do me the favor to let me know what disposition to make of them? They are now at my office.

Very respectfully,
Your obedient servant,
JOHN H. WINDER, Brig. Gen.

CONFEDERATE STATES OF AMERICA, WAR DEPT., RICHMOND, Jan. 10, 1862.

SIR: I respectfully inform you that the following named persons, now confined in jail here, have been examined by the Hon. James Lyons, as Commissioner for this Department, and he reports them as being, in his opinion, traitors, that ought to be hung.

This being a matter that concerns the civil authorities, I deem it my duty to give you their names, as follows, viz: 1. George W. Aufrey; 2. Henry A. Ault; 3. Benjamin Bone; 4. John Bergdale; 5. Aaron W. McDonald; 6. John Alford.

I am respectfully, your obedient servant,
J. P. BENJAMIN, Sec. of War.

John Randolph Tucker, Esq., Att'y Gen'l State of Va., Richmond.

The communications were referred to the Committee on Courts of Justice.

The New Bishop of Alabama—His Letter of Acceptance.

The following excellent letter has been received from Rev. Dr. Wilmer, of Va., by the committee appointed to inform him of his election to the Episcopate of Alabama. From all appearances the Diocese has great reason to congratulate itself on the choice of a Bishop so well fitted to step into the place of the lamented Dr. Cobb:

RICHMOND, Nov. 27, 1861.

Reverend and Dear Brethren: I have duly received your communication informing me of my election to the Episcopate of the Diocese of Alabama.—I do not know how to express the mingled emotions to which your unexpected communication has given rise. But you will readily understand my difficulty.

You say that, "We indulge the hope that you, on your part, will be impelled by a solemn sense of duty to assume the labors and cares of the high office thus cast upon you in the providence of God, and, as we are fully persuaded, by the guidance of His Holy Spirit."

I can only say to you, dear brethren, that, thus appealed to, I do not feel at liberty to decline your invitation; and may God, of His infinite mercy, confirm our mutual hope that we have been guided by His Holy Spirit, and by His grace enable me to justify the choice which you have made.

You have called me to an office the duties of which, under ordinary circumstances, are most difficult and trying; but I feel that they are peculiarly so in the present instance, in that I am called to enter into the labors of one who, to a degree seldom witnessed, deserved and enjoyed the confidence and affection of his brethren and people. Who can hope to be so merciful, loving, and gentle to all persons, for Christ's sake, as he was. But by the grace of God he was what he was. May I not, then, entreat your prayers to Almighty God in my behalf, that I may go among you in the "spirit of power, and of love, and of a sound mind," and follow in the footsteps of your late, beloved Bishop, even as he followed Christ.

Yours, truly and affectionately,
RICHARD H. WILMER.

To the Rev. Messrs. Hanson, Massey, Ticknor, and Messrs. Phelan, Taylor, and Allison.

Escape of Capt. Edwards from Lincoln's Clutches—Interesting Narrative.

The Quincey (Fla.) *Dispatch*, of the 8th instant, contains the following interesting account of the escape of Captain John E. Edwards from the clutches of Lincoln's minions:

Capt. John E. Edwards, of the George B. Sloat, who, it will be recollected, was captured by the Federal war steamer Mohawk, reached our town the day before yesterday, on his way to his home in the city of Apalachicola. His family are now aware of his escape from the Yankee clutches, but he will not be the less warmly welcomed that his coming is unexpected. Our readers will also remember the gallant conduct of Mrs. D. P. Holland, at the time of the capture of the Sloat, who furled her body in the Confederate flag, and defied the minions of Lincoln. Captain Edwards states that after the release and departure of his lady, the officers and crew of the Mohawk spoke of her in the most insulting and disgusting manner, using language to make a decent man's blood boil, though, he being powerless, it would have been vain to have given vent to his indignation.

The captain further says, after his capture, he was nearly four months kept a close prisoner on board the Mohawk, treated all the time with every sort of indignity, robbed of his money by the crew and of the very few comforts he possessed in the way of clothing; and that, to his frequent protestations against such treatment, the captain replied by threatening to send him in double irons to Washington, where he would be placed on trial for his life. He was finally sent to New York, where he was imprisoned a month more in the House of Detention.

At length he was brought to trial, but on the hearing no offence could be proved against him but that he had run the blockade. It seems the officer who accompanied him from the Mohawk had left the city without making any special charges. His case was thus directed by the judges to lie over for a few days, he in the meantime being suffered to depart; but all his movements were closely watched by a guard set over him. It was on a Saturday evening when he was remitted, and being required to appear again before the court on Monday, he determined to use the interval in endeavoring to effect his escape. As good fortune would have it, on Sunday he came bluff up to an old acquaintance, whom he had once befriended in Apalachicola, who informed him there was a ship in port just on the eve of sailing for Nassau, New Providence, on the British Bahama Islands. At the instigation and by the aid of this friend he obtained from an English Captain a discharge from his vessel as a British sailor, and thus protected, succeeded the same day in smuggling his clothes aboard the ship bound for Nassau. In addition to his protection as a British sailor, Capt. E. was enabled to evade the surveillance of the police, who visit every vessel about to leave the port of New York, by being enrolled as one of the 'ship's crew.' On Monday they sailed from Sandy Hook, and on arriving at Nassau found the Ella Warley (formerly the steamer Isabel, and owned by Jas. M. Mordecai, which, under the old *regime*, was the U. S. mail carried between Charleston and Havana), in port ready to sail for Charleston. He took passage, and on Thursday morning last,

"Just ere the peep of dawn,"

came up in front of the bar off Charleston. The whole horizon was shrouded in a dense fog, and they were compelled to "lie to" until the rising sun should clear up the mist and open the way to the harbor of their hopes. But as the sun began to rise and the mist to vanish, the lifting of the murky veil revealed to their astonished gaze the threatening aspect of the two war steamers blockading the port, distant about a mile. It was no time then to pause for wonder or speculation, and every hand, passengers, crew, and all, were beat to quarters and put to work. Wood, tar, pitch, turpentine—everything combustible—was thrown into the furnaces till, reaching a white heat, away the steamer flew. Quick chase was given, and peal after peal of shot and shell came thundering after them; but the noble ship sped on her way unharmed, crossed the bar, keeping up the full power of steam till, safely passing beneath the protecting guns of Sumter, she was greeted by the garrison with loud and repeated shouts of triumphant welcome, and the heart of every man on board, relieved from the great excitement, said within itself, "All is well."

Mr. D. T. Bisbie, bearer of important despatches from Messrs. Yancey, Rost and Mann, was a passenger, and during the chase stood at one of the port-holes, holding his bag of despatches with leaden sinkers attached, ready to let go should the steamer be captured. Capt. Edwards says the cargo of the Ella Warley, worth about $700,000, consisted of arms, ammunition, blankets, shoes, medicines, &c. This achievement was, indeed, glory enough for one day; yet this is not all. Capt. Edwards left in the port of Nassau the British steamer Gladiator, laden with two millions' worth of arms, intended for the Confederate States. She happened there, says Capt. E., in this way: She sailed from an English port, (after the Queen's proclamation prohibiting the exportation of arms,) ostensibly for New Brunswick, to supply British subjects there, but lost her way—in a horn! Late information enables us to inform our readers that she is now safely moored in a Confederate port—a Florida port—as our hearts may also say "all's well."

Discovery of Salt Veins in Texas.

We take the following from the Clarksville (Texas) *Standard:*

In Wise county, a region of three or four miles in extent has been found full of salt-water veins. A well being excavated eight to twelve feet, water flows in abundantly, which yields from nine to eighteen per cent. of salt. People are now making for their own use, and perhaps one or two persons, on a small scale, for sale. The owners of the land intend constructing salt works on a considerable scale, as a permanent investment.

A Large Yield.

The Griffin (Ga.) *Confederate States* is informed by Mr. John Stillwell, of that county, that he has picked and weighed, from five and a half acres of upland, without manure, ten thousand and ninety-eight pounds of cotton in the seed, or a very small fraction less than two thousand pounds per acre.—This is a very large yield of cotton, and proves what good land and skilful culture will effect.

Fresh Arrivals.

As a matter of interest to the public generally, says a Mobile exchange, we will mention that the following articles have recently made their appearance in this city:

160 sacks coffee, 50 carboys acids, 20 casks potash, 20 casks soda ash, 20 boxes shot, 16 bbls. sulphur, 5 tons lead. Quinine, medicine, sweetmeats, liquors, (Mayerca and Sesch,) cigars, &c.

Telegraphic Despatches to the Richmond Dispatch.

From Havana.

NEW ORLEANS, Jan. 16, P. M.—The sloop Wm. Henry has arrived from Havana, with dates to the 9th inst.

She reports that the French fleet left Havana on the 2d inst. for Vera Cruz. It comprises a line-of-battle ship, three first-class frigates, and three propellers.

The steamer Calhoun arrived at Havana on the 9th inst. She makes one hundred and one Confederate vessels which had arrived at Havana since the blockade.

Business was extremely dull on the island.

Destructive Fires.

CHARLOTTESVILLE, Jan. 16—10½ *o'clock at Night.*—The chimney of the Monticello House, used by the South Carolina Association as a hospital, took fire to-night. One half of the building was burned. The sick were all safely removed. The furniture and hospital stores were considerably damaged, and many were lost. There were no casualties.

NASHVILLE, Jan. 15.—The large tobacco warehouses in Henderson, Ky., owned by Kerr & Co., of Liverpool, was burned on the 4th inst., together with $9,000 worth of tobacco. The fire was caused by an incendiary.

From Wilmington.

WILMINGTON, N. C., Jan. 16, noon.—All is quiet at the forts. There is a heavy sea outside, and a thick fog prevails. There were no shipping in sight yesterday, nor early this morning.

From the Potomac—The Pensacola Runs the Blockade—Shelling of a Private Dwelling, &c.

From the Fredericksburg Recorder, January 14.

On Saturday morning the Mount Vernon was observed to be coming up the river just off the creek, and our men, thinking that she ventured in rather too near, let slip the dogs of war at her, firing two shots, both of which missed her; the Mount Vernon did not respond.

The firing on Sunday morning, just before day, proceeded from the batteries at Evansport, which had opened on the Pensacola as she attempted to run the blockade of the batteries. Just before day our men at the upper batteries heard the sound of steam and commenced firing by sound, rightly supposing that it proceeded from the Pensacola, which, having been for some time "cornered" in Washington, was trying to make her way out.

This was kept up all the way down as far as our guns extended—some thirty-nine shots in all being thrown, but it is believed without success, inasmuch as she passed Aquia Creek, running very swiftly, and without assistance. The tugs which were accompanying her by Evansport batteries, and which were observed just as they were all getting by, were doubtless merely an escort as a protection against an accident, and for the purpose of rendering assistance should any be needed. As the Pensacola passed the creek the batteries gave her two parting shots, but without doing any damage. The excuse made by those in charge of the guns for the failure to strike is that the steamer was running very fast, and that a thick fog was prevailing at the time. Without meaning to criticise the blockade, we must be permitted to say that, as for efficiency, it is about the next akin to no blockade at all as could well be.

On Saturday evening, as we learn from a gentleman who witnessed the occurrence, three Federal steamers ran in near to shore just off the farm of Withers Wellers, Esq., and fired upon his dwelling, each some six or seven times, the result being that the part next the river was completely stove in; and, indeed, the whole building was completely ruined. We further learn that the house was unoccupied at the time. Another informant says it was the house of E. A. W. Hoge, Esq. The fact, we suppose, is true that one or the other has certainly been demolished.

The Maryland Society.

A society has been organized in this city under the name of "The Maryland Society," for the purpose of dispensing winter clothing to the volunteers from Maryland and the District of Columbia, and relieving the sufferings of their invalid soldiers.—Scarcely a week elapses that they do not supply the wants of either individuals or whole companies, to the extent of a thousand dollars' worth of clothing, nearly all of it the voluntary offerings of the ladies of the South to the gallant men who left all the comforts and blessings of home to aid our Confederacy.

In addition to the distribution of clothing, the Society has done much to relieve the sick and suffering inmates of the hospitals, having made arrangements for the accommodation of those soldiers from Maryland and the District of Columbia who need medical treatment, at a private hospital, and we understand that, through the kind co-operation of the Surgeon-General, the Society will soon establish a permanent Maryland Hospital in the city. Nor do they confine their charitable labors to soldiers alone. Situations have, through its influence, been procured for discharged soldiers and other refugees, who, being friendless and unknown in this city, but for the aid rendered them by the Maryland Society, would have suffered very much. The objects of the association are most praiseworthy; and we heartily recommend them to the favor and assistance of the public.

An Attack on Mobile Apprehended.

The Mobile correspondent of the Memphis *Avalanche* writes under date of the 3d instant:

"Mobile has become a point of interest among the many others along the borders of our leaguered land. That she will be treated to the disagreeable attentions of Dr. Lincoln's 'Sea Hessians,' sooner or later, is the general impression of our citizens—the 'sooner' or 'later' indicating a period more or less remote, according to the spunk or timidity of the party. It may be next week, next month, or next season, or not at all, and the latter is the least probable supposition, for when we consider the Yankee's predilection for getting himself into scrapes, it can hardly be supposed that he will lose so tempting an opportunity of blundering into difficulties and defeats as Mobile offers to his wrong-headed enterprise.

"The 'Sea Hessians' lie watchfully, off our harbor mouths, in their black blockaders, gazing wishfully from their storm-tossed stations up into the becalmed and green-bordered vista of the bay, longing to pass the grim fortresses which guard its portals, showing double rows of teeth which can bite four miles away, and to fight the hated Secesh for possession of his pleasant inheritance, this fair Gulf city. But Secesh is on the alert and slumbers not at his post. Some five thousand gallant fellows man the guns at Forts Morgan and Gaines and the several batteries which hold the harbor approaches, and our gunboats sentinel the channels."

East Tennessee Affairs.

From the Knoxville Register

We have information that the people of Jefferson county, heretofore intensely Union, are fast coming over to the Southern cause, and that the leaders of the Union party in that county are confessing the error of their ways, and manifesting a willingness to pay allegiance to the Southern Confederacy. Messrs. Swain, Bewley, Harris and Caswood, all heretofore in the foremost rank in opposing anything favorable to the South, and, withal, formerly warm supporters of the arch-traitor Andy Johnson, have taken the oath of allegiance to the Southern States.

Twenty-two prisoners, from Hardeman county, arrived at Nashville on the 26th. The *Gazette* says all of them were willing to take the Confederate oath of allegiance.

Hon. A. H. Stephens.

The war correspondent at Richmond of the Savannah *Republican* closes a late letter with the following paragraph:

But there are moral as well as military heroes. There is one in Richmond at this time—a man of great intellect and high position. His health has been indifferent for some days, but he is much better now, and will soon be able to resume his official duties. He may be seen any day, when well, moving noiselessly about the hospitals where the sick soldiers are sent. He has a kind word for every patient, lingers about their cots, inquires after their wants, and consoles and encourages them by his kind attention and brotherly language. His public duties press heavily upon him; yet he finds time to steal away from the crowd that would follow at his heels, and to search out the sufferer. Does not your heart tell you instinctively who this hero of the hospital is? It is Alexander H. Stephens, of whom it will not be said in the last day, "I was sick, and ye visited me not."

Latest from Charleston.

The New York *Post* of Friday says:

A letter received in this city to-day from Charleston, dated January 5th, states that only one of the banks of that city was burned; the Mills House, before reported burned, was saved; none of the business part of the city was burned.

Richmond Markets, Jan. 16.

Apples are very high and scarce; Pippins sell at $10@12, and other kinds at $8@10. Bacon—Stock light and firm at 22@25 for hog round; Hams 23@25 cts. per lb. Butter—Prime 40 cts.; fair 35@37 cts.; inferior 30 cts. Coffee—Rio 75 cts. per lb., supply nearly exhausted. Cotton 9⅝@10 cts. per lb. Corn steady at 85 cts. per bushel. Fertilizers—James River Manipulated Guano, $60 per ton; stock small and rapidly reducing. Mexican Guano, $25; Soonan Guano, $28; Navarra, $27; stocks exceedingly light. Flour—Superfine $4.75; Extra $5@5.25; Family $8@8.50. Le