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.

☞ A liberal discount to Clubs and News Agents.

THE TRI-WEEKLY NEWS SHEET.

Mailed to subscribers:

1 copy, one year	$4
Do. six months	2
Do. three months	1

ADVERTISING RATES.

One square, six lines	one insertion	50	
"	two insertions	75	
"	three "	$1.00	
"	one week	1.75	
"	two weeks	2.75	
"	three "	3.50	
"	one month	4.00	
"	three months	10.00	

Longer advertisements at proportionate rates. Yearly contracts to be matters of special agreement.

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.

FRIDAY, FEBRUARY 21, 1862.

WAR AND OTHER NEWS.

In the Senate of the United States, the sum of one thousand dollars was appropriated to illuminate the public buildings at Washington, on the 22d of February, in honor of Washington's birthday. A resolution was introduced by Mr. Wilkinson calling for the expulsion of Senator Powell, of Kentucky, on the ground of disloyalty. The resolution was referred to the Judiciary Committee.—The remainder of the session was occupied with the bill making appropriations for army expenses. It was amended and passed.

In the House of Representatives the Treasury note bill was taken up for consideration on the amendments as reported back from the Senate. All the amendments were concurred in except one. The bill was then passed and referred back to the Senate. The army appropriation bill was called up, and after a debate on the policy of the Administration in regard to the war, the bill was passed.

In the House of Delegates, evening session Wednesday, the bill appropriating five thousand dollars for the relief of the families of the Massachusetts volunteers who were killed or wounded on the 19th of April, was read a second time. The bill appropriating a sum of money for the relief of the Potomac Home Brigade was passed, as was also the bill abolishing the office of State Agricultural Chemist. The bill apportioning the members of the House of Delegates on the basis of the census of 1860, was passed.

In the House of Delegates the bill relating to partnerships taking out licenses, as amended by the Senate, was passed. The bill to increase the direct tax, and to provide means for the defence of the State, was made the order of the day for Monday next. Leave was given to report a bill incorporating the Bank of Elkton. Leave was also given to report a bill relating to the charges of the Baltimore and Ohio Railway Company. A bill was reported to repeal the charter of the Farmers and Merchants' Bank of Cecil county. The bill authorizing the banks of this State to issue small notes to the amount of twenty per cent. of their capital stock was passed.

In the State Senate yesterday leave was given to report a bill prohibiting the erection of gas works within the limits of the city of Baltimore without the consent of the authorities. The Committee on Finance reported unfavorably on the memorial of the Mayor and City Council of Baltimore. The bill relating to the Orphans' Court of Baltimore county was passed.

The steamer Eastern State, which arrived at Fortress Monroe on Wednesday last, brought some further particulars of the Burnside Expedition. The Eastern State left Cape Hatteras on Tuesday morning. Among her passengers were several officers and a number of soldiers released on furlough. She has also on board the bodies of several officers who were killed in the attack on Roanoke Island. These were all sent North by the express train, in charge of a squad of soldiers. Various trophies, taken from the Confederates during the battle, were brought by the steamer to Fortress Monroe. After the capture of Elizabeth City, a guard was placed there; but the gunboats returned to Roanoke Island, where they still are, and where the main body of Burnside's troops is encamped. No preparations for an advance had been made when the Eastern State left the Island, nor was it supposed that there would be for several days. It was reported that Burnside was waiting instructions from the War Department. From this statement it would appear that the troops had been withdrawn from Elizabeth City and Edenton and that no part of the mainland would be occupied until reinforcements arrived or further orders were received. Between seven and eight hundred of the Federal prisoners captured at Manassas and Ball's Bluff were expected to reach Fortress Monroe from Norfolk by the steamers Express and George Washington; but it was supposed that the vessels were detained by the fog, and had anchored in the river.

The London *Money Market review* has an article on the probable position of England and France in regard to the war in America. The writer states, as his belief, that the British Ministry are divided in opinion in regard to the efficiency of the Southern blockade, but that a majority of the Cabinet, with Lord Palmerston at its head, believe that England's true policy is to watch events. It is intimated, however, that "England and France will, ere long, step forward and not merely advise but strongly press an armistice as a prelude to an arrangement; that they will demand of the North the termination of the contest, and will put a pressure upon the South to induce them to satisfy the North in every reasonable point," on condition that their independence shall be recognized. The writer adds: "We *know*"—the italics are his own—"that these views, besides being entertained by not a few members of Parliament, are held by several members, both of the British and French Cabinets."

By the arrival of the steamer Bohemian, at Portland, we have one day's later advices from Europe. The Queen's speech has been unanimously approved by both Houses of Parliament. The opposition sustained the cause of the Government in the Trent affair. Lord Palmerston announced that the British Government would maintain a strict neutrality in regard to American affairs. Cotton partially declined during the previous week half a cent per pound.

The Louisville correspondent of the New York *Herald* writes that preparations have been made for the rapid transportation of 50,000 troops from the Potomac to Kentucky. Rumor states that a fleet of one hundred vessels, for the transportation of the troops down the river, will reach Louisville in a day or two. Nine regiments of Ohio troops and five batteries of artillery have arrived at Louisville since the 12th inst.

A despatch from the Cumberland river, states that the Confederates are abandoning Clarksville, and falling back on Nashville. One thousand additional prisoners of war are said to have been captured near fort Donelson. We publish an interesting account of the operations of the gunboat fleet in the attack upon fort Donelson. The boats were evidently well handled and well fought, but were finally so crippled by the fire from the fort that they were compelled to withdraw out of range of the guns.

The steamer Harriet Lane had a narrow escape in passing the Lower Potomac batteries on Monday last. A ball from the battery at Cockpit Point entered her wheel house and passed entirely through the vessel.

Col. Burke has made out a list of prisoners, 163 in all, now confined at Fort Lafayette, and has indicated those who, in his judgment, should be discharged under the recent order of Secretary Stanton. The list has been sent to Secretary Seward for revision.

The Washington Congressional Committee to investigate the Conduct of the War is taking testimony in relation to the blockade of the Potomac.

Captain Charles Leib has again been rejected as Assistant Quartermaster, on the ground that he is unable to account for one million of dollars.

THE PRISONERS AT FORT LAFAYETTE.—Colonel Burke, Commandant at Fort Hamilton, in compliance with the Order of the Secretary of War, has made up a list of the prisoners now in Fort Lafayette, numbering 163 in all, indicating the *War* prisoners and *Political* prisoners, and also indicating those who, in his judgment, should be discharged in accordance with Mr. Stanton's order. The list has been sent to Secretary Seward for revision and arrived in Washington yesterday morning. When the list is returned to him the released prisoners will be discharged without delay. As to the Roanoke prisoners nothing is known at Fort Hamilton, and no accommodations have been provided for them.—*New York Tribune.*

The Cincinnati papers announce the death of Lewis Whitman, one of the most highly respected merchants of that city. He was at one time teller in the Cincinnati branch of the old United States Bank.

THE GUNBOAT FIGHT AT FORT DONELSON.

Desperate Conflict—Details by an Eye-Witness.

The following is an interesting account of the attack by the gunboats upon Fort Donelson, and their repulse. It is from the reporter of the Cincinnati *Gazette*, who was on the gunboat St. Louis during the conflict:

LEAVING CAIRO

The St. Louis, the flag ship of the attacking fleet, left Cairo on Tuesday, February 11th, for Fort Donelson, accompanied by the other gunboats.—The signal being given, the vessel headed up the Ohio, and, with great panting and pulling, made her way against a strong current at a slow rate of speed. While going up, one of the men belonging to the crew of the St. Louis, an old salt who had seen very active service in the Crimean war, after glancing at the pile of grape and shell which lay on the deck of the tug, said very "drily," "Well, if some of them things don't get foul of Fort Donelson, I'm very much mistaken." Two of his comrades who had been in the Fort Henry fight, joined in, "We'll make 'em tell this time, sure."

STEAMING UP THE OHIO.

It is a beautiful night. The moonbeams fall softly upon the quiet surface of the water, and dimly illumine the thickly-wooded shores on either side of us. Our ship moves slowly and noiselessly forward on her dreadful errand. The working of the engines is scarcely heard on deck. A muffled sound from the wheel-house alone breaks the stillness of the scene. Below all is dark, save in the officers' quarters. The iron-tongued monsters, destined soon to proclaim the sacredness of national law, drowsily look forth from the ports.

THE FLEET.

At noon to-day, February 12th, we have reached Paducah, Kentucky. Our fleet now consists of the St. Louis, the Pittsburg, the Louisville and the Conestoga. The Taylor is lying at this place and will accompany us from here—making in all five vessels. Only the three first named, however, can do any very effective fighting, as the two latter are not iron-clad, and will not, therefore, get within convenient range of the Confederate fort. They may accomplish something by throwing shell from the rear of the fighting boats.

THE TRANSPORTS.

At half-past 4 o'clock on Wednesday afternoon, Feb. 13th, we leave Paducah, the Conestoga towing a barge loaded with coal for the use of the steamboats. A great number of the transports start with us, carrying six thousand troops, infantry, cavalry and artillery, designed for the reinforcement of General Grant. The weather is fine, as it has been since our departure from Cairo.

SOUND OF CANNON.

We are now within thirteen miles of the fort. The discharge of cannon has been heard at intervals for about two hours. The weather is very bad—a cold sleet falling heavily, rendering navigation unsafe to any but the most experienced pilots, but as we have several of these in our flotilla, we plough steadily on, with a prospect of reaching our destination before 11 o'clock.

DEBARKATION OF TROOPS.

At 11 o'clock on Friday night, 14th instant, we arrived within two miles of the fort. Here we found the Carondelet at anchor. She had been engaging the enemy during the afternoon, at a distance of a mile, had fired about two hundred shots, and retired without receiving any damage. By 6 o'clock this morning sixteen transports had arrived from St. Louis, Cairo and Cincinnati, carrying, in all, about ten thousand troops—cavalry, artillery and infantry. The debarkation occupied about four hours. The sight of such strong reinforcements encouraged all our men greatly. Knowing already that the fort was surrounded by General Grant's command—estimated at thirty thousand—we felt that such a large addition to his numbers would make assurance doubly sure.

PROTECTING THE BOILERS.

To afford all possible protection to the boilers of our vessels, Captain Paulding ordered a large number of bread-bags to be filled with coal and placed over them. All the hammocks belonging to the crew were piled up on the outside of the front wing of the pilot-house, so as to form a sort of breastwork. The good thus accomplished, however, was, I think, more than counterbalanced by the cost of presenting a mark to the enemy. A tarpaulin was thrown over the hammocks, but was soon blown away, leaving a large white spot standing out in visible contrast with the color of the ship's well. This formed the bull's-eye of the target. At a long distance the pilot-house is not visible from the shore, but the white canvass piled up against it at once revealed its shape, size and character, and challenged the marksmanship of the gunners at the fort.

FORMING LINE OF BATTLE.

At a quarter to two o'clock, P. M., a signal was hoisted from the St. Louis, for the fleet to start, and in a few moments we were under way. We formed the line of battle after we had got about a quarter of a mile further up the river. The flagship took the extreme right, with the Louisville, Pittsburg and Carondelet, at the left, four abreast; the Conestoga and Tyler, not being iron-clad, remained in the rear about a quarter of a mile. The fleet proceeded at a good rate of speed, about three miles an hour, up the river, until, at twenty-five minutes to three o'clock, we reached the termination of a long range of woods to the right, and came in sight of the fort.

HOW THE FORT LOOKED.

The fort was on a fine slope, a hundred and fifty feet high, in a very slight bend on the right hand side of the Cumberland, one hundred and seven miles from the mouth of the river, and nearly two hundred from Cairo. It mounted six gun batteries. There were three batteries—the first about twenty feet above the water, consisting of six guns, 32 and 64-pounders; the second about equal in strength, located about sixty feet above this, and the third on the summit of the hill, mounting four 128-pounders. The trenches in the vicinity of each battery were unusually deep. The earthworks were not less than six feet thick, braced by heavy logs.—The Confederate camp was behind the hill, and could not be reached from the gunboats by shot or shell.

THE FIRST CONFEDERATE SHOT.

At twenty-two minutes to three the first shot was fired by the Confederates from the water battery. We were then a mile and a half distant from the fort. The ball struck the water about one hundred yards ahead of us. Two minutes later another ball—a sixty four pounder, from the same battery—was fired at us, but dropped ahead, about one hundred and fifty yards. Several shots were directed toward us, but without effect, before we opened fire. At seven minutes to three the St. Louis opened the battle for our fleet by the discharge of her eight-inch shell gun. The shot fell into the water, within a few yards of the lowest battery of the fort. Our fleet fired slowly at first, but with good effect—a great number of our shell bursting within the enemy's fortifications. We advanced on the fort slowly but steadily—the four gunboats maintaining the line of battle admirably.

A TERRIFIC FIRE.

At a quarter-past three the firing increased in rapidity on both sides. Shell after shell was sent from our boat at intervals of less than five seconds. The enemy's fire had by this time become terrific. They were using thirty-two pound ball principally, and firing more frequently than we, and with great accuracy. Our fleet used twelve guns, each iron-clad boat working its three bow-pieces. The Conestoga and Taylor kept about fifteen hundred yards in our rear firing shell at long range. The Conestoga fired thirty-six eight-inch shell during the action; the Taylor sixty-one.—Their distance from the fort was too great for effective working, but they kept a couple of the enemy's guns engaged during a greater part of the action, and thus diverted many shots that otherwise would have been aimed at the iron-clad vessels.

THE WATER BATTERY SILENCED

About three-quarters of an hour after the commencement of the engagement, the boats had steamed within three hundred yards of the fort, and the hottest of the battle took place. Our gunners had by this time got the range of the Confederate batteries much better than at first, and their shot and shell were made to fall within the breastworks and entrenchments with great effect. The water battery was silenced, and the guns deserted by the enemy. From the deck of the gunboats the Confederate soldiers could be seen running up the hill to seek shelter in the entrenchments of the upper batteries. Just as this occurred an officer was observed to emerge from a redoubt and wave a sword above his head. I could not tell whether he was cheering his men to victory or driving them back to their guns.

THE BLACK (RED) FLAG.

The only flag we could discover on the fort was one which appeared to us to be plain red. This, however, can be accounted for by the fact that the red predominates so largely in the colors composing the Confederate flag. Some of our men thought the enemy desired to signify that he meant "blood." Whatever he meant, he displayed considerable foresight in placing the flag at a good distance from his guns, thereby removing what is usually an excellent mark to shoot at. At half-past three a shell from one of our boats struck the Confederate flag-staff, breaking it off to the ground. An officer of the fort immediately ran out and erected it near its former site.

A GALLANT SOLDIER.

Scarcely had the Confederate ensign been displaced when a 32-pound ball struck the flag-staff of the St. Louis, carrying it away close to the ship's deck. It had no sooner fallen than one of our brave men jumped before the mouth of a cannon just about to be fired, and seizing the spar, placed it in an upright position, and coolly remained a mark for the enemy, while he secured it to the ship's deck with a rope. A few moments after this the flag staff of the Louisville was carried off; that of the Carondelet went next, and that of the Pittsburg followed soon after.

DEATH OF A PHILADELPHIAN.

As we neared the fort the enemy commenced pouring "plunging shot" into us with great rapidity. Their guns were well pointed, and did great execution. A thirty-two pound ball struck the pilot-house of our vessel, piercing the inch-and-a-half iron and the fifteen-inch oak. In striking the iron plate it was broken. A number of large fragments scattered within the pilot-house, mortally wounding one of the pilots, F. A. Riley, of Cincinnati, striking the flag-officer, Commodore Foote, in the ankle, and slightly injuring two other men. Immediately after this, a shot entered our deck in the starboard side, and passing through it glanced downward to the shell room, striking the ship's cook, Charles W. Baker, of Philadelphia, in the head, literally tearing the skull off. Several heavy balls now glanced over the pilot-house, piercing the chimneys, and carrying away the chimney guys. These were followed by a couple of shots which struck our vessel just above water-mark.

RETREAT OF THE GUNBOATS.

The other boats, we found, were suffering quite as severely as the flag-ship.

One of the guns of the Carondelet burst during the latter part of the engagement; the tiller-ropes of the Louisville were cut away, rendering it almost impossible to steer correctly; the Pittsburg received a number of shots below water-mark, causing her to leak very rapidly. These two latter accidents happening almost simultaneously with the injury to the flag-ship, rendered a withdrawal absolutely necessary. The order was then given for the entire fleet to drop beyond the range of the fort.

A WHIRLWIND OF MEN.

The boats retired slowly to the point whence they started for the scene of action, about two miles from the fort. The fire of the enemy kept pouring in upon us from thirteen guns, while our position in the river prevented us from using more than half that number. As we floated slowly down the current, the Confederates took courage and boldly sallied forth from their entrenchments. Hitherto the entire space within the fort appeared one sheet of untrodden snow; but five minutes did not elapse, after the stoppage of our engines, when the whole scene was changed, as if a whirlwind had swept over the hill and removed nearly every trace of the storm of Thursday—the enemy's forces, wild with enthusiasm, had rushed down to the lower batteries in such numbers.

THE LAST SHOT.

The battle lasted one hour and seventeen minutes. The last shot was fired by the St. Louis. It fell within a few feet of the river battery, causing earth and water to fly into the fort. At this about a hundred of the Confederates started as if to run up the hill; they soon found, however, that we had withdrawn, and returned to open an ineffectual fire upon our fleet. It took us about half an hour for our fleet to retire beyond the range of their guns. The withdrawal was managed with great skill.—We permitted our boats to float, gently down the stream in the exact line of battle, and although the steering apparatus of the St. Louis and the Louisville was powerless, no collision or accident of any kind happened. We dropped anchor in good order. It was found that the Pittsburg was leaking very rapidly, and she was ordered to tie up on the left bank of the river.

NUMBER OF SHOT FIRED.

The St. Louis was struck 61 times in the engagement; the Pittsburg 47; the Carondelet 54, and the Louisville about 40. The enemy fired about 500 shots. Our fleet fired a little more than 300, about 75 of which were eight-inch shells.

HOW THE COMMODORE BEHAVED.

The Commodore's demeanor during the engagement is the subject of admiration on the part of every man in the fleet. His countenance was as placid and his voice as mild in the heat of the action as if he were engaged in a social conversation. He stood in the pilot-house for a long time, watching the effect of every shot from our ships. When he saw a shell burst inside of the fort he instantly commended the deliberate aim of the marksman, by a message through his speaking tube.

When the balls fell short he expressed his dissatisfaction in such words as "a little further, many you are falling too short." During a part of the action he was on the gun-deck, superintending the care of the wounded. As I have said before, nothing but the pilot's assurance that our vessel could not be managed with her broken wheel, induced him to consent to a withdrawal.

The captain of the St. Louis displayed great courage and coolness also, and too much commendation cannot be bestowed on him. The same may be said of every captain in the fleet.

KILLED AND WOUNDED.

The following is a list of the killed and wounded during the engagement:

On the St. Louis—Killed—Charles W. Baker, ship's cook.

Mortally Wounded.—F. A. Riley, of Cincinnati, pilot, (since died.)

Wounded.—Flag Officer A. H. Foote, (slightly); R. J. Baldwin, pilot, (slightly); Charles Smith, boatswain's mate, Antonio Caldwin, seaman, (very dangerously); Thomas Kickham, seaman, R. D. Medill, carpenter, W. S. Coon and John Thompson, seamen.

On the Carondelet—Killed.—Albert Richardson, Joseph Laycock, Albert Markham and William Duff, seamen—4.

Wounded—Wm. Hinton, of Cincinnati, pilot, (since dead); Samuel Brooks, Second Assistant Engineer; Owen Carty, James Plant, Jas Brown, Patrick Laughlin, Edward Green, Owen Conley, Henry Smith, Pat Sullivan, John Owen, William B Rooney, Thomas Burns, James McFadden, John Diamond, Ames Duten, Richard Mahoney, Richard O'Brien, William Johnson, Patrick O'Brien, William Thielman, Benjamin Elgar, Henry Anderson, Daniel F. Charles, John Doughty, John Murphy, and John McConnell, seamen; John Doherty, 2d Master, and John McBride, ship's cook—29

On the Pittsburg.—Wounded—Charles Merwin and George Smith, seamen—2.

On the Louisville—Killed—James Curtis, E. W. Avilla, Charles Billips and John Williams—4

Wounded—Michael Kelly, William Higgins, E. S. Collins and Charles Might—5.

RECAPITULATION.

	Killed.	Wounded.
On the St. Louis	1	9
On the Carondelet	4	29
On the Pittsburg	0	2
On the Louisville	4	5
Total	9	45

Two of the wounded having since died, changes the above to 11 killed and 43 wounded.

The names of those wounded on board of the Carondelet on Thursday, the 13th, are:—John Flaherty, Dennis Relay, Michael Riley, John Conner, Thomas Foley, Arthur Blackburn, Maurice Phillips, J. J. Kinney and W. L. Reid.

From the Cincinnati Commercial, Feb. 18.

The Battle at Fort Donelson, Saturday Morning.

We are indebted to C. Woodward, Route Agent of the Adams Express Company, for a copy of the Cairo *Gazette* Extra of Monday morning. We take from it the following account of the desperate and bloody action of Saturday morning:

On Saturday morning the battle was resumed with unusual vigor and determination. The 8th, 18th, 20th and 31st Illinois occupied a position above the fort, the 8th holding the extreme right, the 18th next, then the 31st and 20th. After another severe night, our men were about to prepare a little food, when the Confederates opened upon them a fire of musketry that was well calculated to create the wildest confusion, if not a panic; but the line of battle was at once formed, and the storm of leaden hail returned, perceptibly thinning the Confederate ranks as they advanced. There are many reasons for believing that the real object of the Confederates was to evacuate the fort, and to cut their way through Colonel Oglesby's command in doing so; but, although they seemed as an overpowering host, and from advantageous positions showered upon our ranks the most murderous volleys of musketry, grape and cannister, killing and wounding our men almost by companies at every round, yet the stars and stripes moved not a single foot backward. Bravely, determinedly, without flinching, there four regiments held their ground, dealing death, dying, and fighting against appalling odds, and in the face of every disadvantage. The 18th regiment seems to have resisted the severest storm. Against their ranks the Confederates directed their heaviest fire; but instead of falling back they advanced to the very face of the enemy, and there stood, as it were, in the very jaws of death, fighting bravely and determinedly, with scarcely a prospect that a single one would escape sure and swift destruction.

For three hours these four regiments, numbering scarcely three thousand men, held their ground against the whole Confederate garrison. At one time the 18th, being partially flanked, was exposed to a cross-fire of both musketry and artillery, but our right wing securing the Confederates' left at once relieved them. During this critical moment Colonel Michael K. Lawler fell, pierced by two musket balls. Captain Brush, acting Lieutenant-Colonel, assumed command, but was soon wounded. Captain Cruse was shot dead; Captain Lawler was mortally wounded; Lieutenants Mansford and Thompson were killed; Lieutenants R. Kelly and Scanlan wounded; Captains Dillon and Wilson were wounded; so that the daring Egyptian regiment stood before an overwhelming foe almost without officers actually required to direct its operations.—How desperately they fought, how terribly they suffered, can never be fully known. They fell in heaps, dead and wounded. Companies were bereft of their Captains and Lieutenants; Captains were almost bereft of companies.

The 18th, 20th and 31st did their duty nobly.—Colonels Oglesby, Marsh and Logan, dashed along their ranks, waving their hats, and cheering their men on to the conflict. "Suffer death, men," cried Logan, "but disgrace never; stand firm; yield never." And well they heeded him. Many fell, killed and wounded. Among the former we are pained to name Lieut. Col. White, and among the latter, Logan.

Oglesby's, (the 18th,) and Marsh's, the 20th,) fought desperately and suffered severely, losing, like the other regiments, an undue proportion of officers. Col. Oglesby displayed a coolness and courage that have elicited the highest praises, and served well in stimulating his men to deeds of valor.

Never perhaps on the American continent has a more bloody battle been fought. An officer who participated and was wounded in the fight, informs us that the scene beggars description, and must ever be beyond the conception of those who were not present. He says that he scarcely thinks he exaggerates when he says that so thickly was the battle-field strewn with the dead and wounded that he could have traversed acres of it, taking almost every step upon a prostrate body. The Confederates fought with desperation, seeming to be inspired with what will prove measureably true, that their hopes for success in this rebellion were intimately connected with the result of the battle then raging. Their artillerists were skillful, using their pieces adroitly and with most fearful effect. On either side could be heard the voices of those in command cheering their men on, using every means to fix them in the purpose to die rather than yield the contest. In such a fight, the four Illinois regiments we have named, held their ground for full three hours. Nearly one-third of the whole number had been killed or wounded, yet the balance stood ready and willing to fall sacrifices to their country. Over five hundred of the 18th were still in death, or suffering from their wounds. The other commands had suffered less, but greatly; and for all, without relief, it seemed that nothing short of annihilation could be expected. At this juncture reinforcements arrived. The battle was waged with renewed vigor on our side, but with scarcely less determination on the part of the Confederates. For an hour it was continued, the slaughter on both sides being frightful, but upon that of the Confederates immeasurably the greatest. About 4 o'clock, P. M., our right wing turned their left, giving a turn to the tide of battle that soon operated greatly in our favor. The Confederates fell back into the fort, the stars and stripes were planted upon the position occupied by their left wing, and for the time, at least, the carnage and slaughter ceased.

The number of regiments that composed the reinforcements have not all been ascertained. In this connection the Seventh, Twenty-ninth and Forty-eighth Illinois, and the Eleventh Indiana are spoken of, but other were engaged, two or three of them flinching for the moment, but rallying speedily, and fighting like heroes. Lieutenant Colonel Thomas H. Smith, of the Forty-eighth regiment, fearlessly leading his regiment in the thickest of the fight, fell pierced by a ball and died upon the field. The news of his death reaches us too directly to admit of doubt. He is dead, and Egypt is called upon to mourn the loss of a brave, noble, high-minded man, one who gave promise of a bright future, and one around whom clustered the strong and enduring friendship of our whole people.

Dresser's and Schwartz's batteries were brought into action, but were soon taken by the enemy.—The 18th Illinois regiment, with clubbed muskets, recovered Dresser's, while the 31st recovered Schwartz's. The Confederates had run the horses off before this, however, compelling our men to bring away the guns, &c., by hand. More daring deeds than these did not characterize the battle.

Two thousand of our soldiers are reported as killed and wounded, the dead, it is thought, numbering fully five hundred. The Confederate loss is believed to be fully as great or greater.

THE GOVERNOR'S APPOINTMENTS.

Among the appointments sent to the Senate for confirmation on Wednesday, were the following:

Warden of the Penitentiary.—Mark W. C. Thompson, of Baltimore county.

Directors of the Penitentiary.—John Hurst, William Chestnut, Edwin L. Parker, G. W. Ward, John Coates and Sterling Thomas.

Managers of the House of Refuge.—Samuel Hindes, Dr. J Robert Ward and Anthony Kimmell.

State Wharfinger.—George Leddon, of Baltimore city.

Inspector of Guano.—Dr. Charles H. Bradford.

Notaries Public.—John Gephart, at Cumberland; J. J. Keller, at Frostburg; T. N. Pindell, at Annapolis; H. Swain, at Ellicott's Mills; E. F. Reese, at Westminster.

Inspectors of Flour.—Moses Seigenbel, at Frederick; H. Grosh, at Williamsport; B. Yingling, at Westminster.

Coroners of Baltimore City.—S. Sparklin, Dr. J. J. Battee, Dr. H. Greentree and Nicholas Brewer.

Coroner's of Baltimore County.—John Bond, N. H. Ware, Joseph Allison and J. T. Kaufman.

Inspector of Lumber at Annapolis.—Lewis Gootee.

Inspector of Liquor at Canton.—L. Feally.

Inspectors of Wood.—J. Wantz, Westminster, and John Bond, Clarksville.

State Armories.—W. T. Preston, at Frederick, and W. J. Roberts, at Easton.

From the London Money Market Review, January 25th.

ENGLAND AND FRANCE AND THE WAR IN AMERICA.

In the *Money Market Review* of the 4th instant—five days before the public were startled by the intimation from the Foreign office that the Federal Government had consented to release Messrs. Sildell and Mason—we wrote as follows: "We think we shall not be far wrong if we advise our readers to look beyond this wretched affair of the Trent—to consider it settled—and to glance for a moment at the state of our relations with America *after* the release of Messrs. Sildell and Mason. There are many signs which lead us to suspect that, now that the British Government have gained the advantage of making Canada tolerably secure, they intend to take high ground towards America. We apprehend that other questions of a troublesome kind will grow up before long. France is very anxious to induce England to enter into a joint action relative to the ineffective character of the blockade of the ports of the South. Were England and France to unite upon this point, the Northern Government would be in very grave straits."

The Southern Commissioners have been released, and the further complications which we anticipated are now arising. They are of a grave character, but we cannot see that there is yet anything about them militating against the prospect of peace. On the contrary, there is ground to hope that any action which may be taken will be taken by England and France conjointly, will therefore be of that weighty kind which befits the combination of the two greatest Powers in the world, and will not be adopted save after a degree of deliberation harmonizing with the importance of the occasion. The anxiety of France to have a finger in the American pie has been several times referred to in these columns, long before the daily press took the subject up. But the counsels of the British Government have hitherto acted as a clog upon the policy of the French Emperor, who, having regard more especially to the state of his finances, is unwilling to go forward without the complete co-operation of England. It is understood that the question of the efficiency of the Southern blockade, and consequently of the right of the North to impede the commerce of the world, has formed the subject both of discussions between the English and French Governments, and of debates in our Cabinet councils.

We have reason to believe that our Ministry are divided in opinion on the matter, but that the sense of the majority, and of the head of the Cabinet is that, for the present, England's true policy is to watch events. The American accounts point to a battle upon a large scale as being imminent, and, though an American battle is usually "imminent" in the journals a long while before it takes place, the mere fact that the two parties are drawing near each other for another great trial of strength, renders it highly desirable that fair play should be observed. The North declare still that they can vanquish the South, and that the moment is at hand when they will prove their words. Very well: let them do so. If they defeat the South in a great battle, they will place themselves in a far higher rank in public estimation in Europe than they have ever yet held. But if, on the other hand, the South should obtain another great military advantage, an important impulse will be given to the energy and weight of the party in Europe who are of opinion that the South ought to be recognized and the blockade disavowed. Much depends, therefore, upon the accounts from the seat of war.

There is one way in which England and France may, and probably ere long will, exercise their influence. It is a course in which they would carry with them the support of Europe. It is one, too, to which events are steadily tending. The time is drawing near, if, perhaps, the next battle in America may show more clearly, when the two great European Powers, counting surely upon the support of the other maritime States of the world, will step forward and not merely advise but strongly press upon the antagonists an armistice, as a prelude to an arrangement. England and France will say to the North—'Enough of this: you have long impeded our trade, and we have borne it because we would not be suspected of infringing in any one point the sacred principles of international law; but we do not recognize the efficiency of the blockade; you yourselves practically admit its inefficiency when, instead of keeping guard with ships-of-war, you block up harbors and channels with stones; we do not feel disposed to show you any further indulgence. Terminate this contest, therefore. The South will give you nearly everything, short of giving up their independence, which they have asserted and hitherto successfully maintained with their blood. We—England and France—will, if necessary, put a pressure on the South, to induce them to satisfy your demands in every reasonable point. Refuse this proposal, this mediation, this urgent invitation to terminate a conflict so disastrous to humanity, and we, supported by the public opinion of Europe, will formally recognize the South. We will then further consider whether we shall not be warranted in refusing to recognize your blockade.'"

We beg our readers to observe that events are tending somewhat in the direction above sketched. We *know* that these views, besides being entertained by not a few members of Parliament, are held by several members both of the British and French Cabinets. For our own part, we should earnestly deprecate any course of action which would embroil us with America; and, what is far more important, the national dignity and character demand that no action shall be taken save such as can be fully justified by the recognised principles of international law. Our selfish interests, whether in the direction of cotton, or otherwise, must not be permitted to make us diverge by one hair's breadth from the course of rectitude.

The bark Wheatland, Captain Peacock, of Baltimore, from Palermo for New York, put into Bermuda on the 4th inst., with loss of sails and in want of provisions; in going into port struck upon the reefs—would heave out.

The Rev. D. McIlvaine, Episcopal Bishop of Ohio, is announced as one of the preachers in the "Special Services" at St. Paul's Cathedral in London during the present month.

The President has officially recognized Frederick Kuhne, of New York, as Consul of the Duchy of Anhault, Dessau, at New York.

The Great Western grain elevator at Hamilton, Canada West, was burnt on the 18th inst., together with 28,000 bushels of grain.

The Hon. Joel W. White, late Consul to Lyons, France, died in New York on Wednesday.

MARRIED.

On the 13th February, by Rev. Father McManus, THOS. CALLAGHAN, of Baltimore county, to Mrs. ANNIE LYNCH, of this city.

On the 10th instant, by Revs Mr. Busey, Lieut. A. O. BRUMBY, (C. S. A.) of Richmond, Va., to Miss M. F. STAUM, eldest daughter of John Staum, Esq., of this city.

At Washington, on the 12th instant, by Rev. J. O. Butler, EDMUND PLAGG, of that city, to KATE, daughter of Sidney S. Gallagher, of Jefferson county, Va.

DIED.

On Wednesday morning, 19th instant, PETER McCOURT, in the 62d year of his age.

At Point Lookout, on the 16th instant, PHILIP FISHER, in the 60th year of his age.

In Cincinnati, on Monday evening, the 17th instant, in the 62d year of her age, Mrs. EMILY J. SMITH, wife of Peter Smith.

GRAND VOCAL AND INSTRUMENTAL CONCERT, to be held on FRIDAY, 28th inst., in the New Assembly Rooms, under the direction of Signor Sebastiani, assisted by some artists and amateurs of the city, who have kindly volunteered to assist, for the benefit of St. Stephen's P. E. Church. Tickets can be secured of Messrs Miller & Beacham's, Charles street. Price of tickets, 50 cents. Reserved seats 25 cents extra. Sale of seats to commence on TUESDAY MORNING, 25th inst. feb18 2t*

READINGS BY MR. JAMES E. murdoch, under the auspices of THE MERCANTILE LIBRARY ASSOCIATION, on the evenings of 21st, 25th and 27th instant, and 1st March, AT THE NEW ASSEMBLY ROOMS, Hanover street. PROGRAMME OF THE FIRST READING, SATURDAY, 22D FEBRUARY, 1862.

Selections from the Tragedy of "HAMLET," Shakespeare.
"BRIEFING," T. Buchanan Read.
"THE BRIDGE OF SIGHS," Hood.
"THE LIONS AND THE GLOVE," translated from Schiller, Leigh Hunt.
"THE CHARGE OF THE LIGHT BRIGADE OF BALAKLAVA," Tennyson.
Selections from the Tragedy of "JULIUS CÆSAR," Shakespeare.
"THE WOOING OF TOM KING; or, *The Troubles of Monsieur Tonson*," Taylor.
Humorous Sketch from the "PICKWICK PAPERS."—Dickens.

TICKETS:
Admitting a Gentleman and Lady to the Course.....$2 50
Admitting one person to the Course.....1 50
Single admission to one Reading.....50
Can be had of the members of the Board, at the Library Rooms, and at the Repositories of James S. Waters, Cushings & Bailey and Henry Taylor.
MEMBERS' COURSE TICKETS, (for active and honorary members of the Association,) admitting a gentleman and lady, can be had only at the Library Room.
Readings will commence at 8 o'clock. feb19 3t

THE NEW BALTIMORE STEAM OYSTER SALOON, at the N. E. corner of Baltimore and Holliday streets, was opened yesterday by Messrs. KENDALL & Co., at great expense, which eclipses all others. Last we have ever heard mentioned. These gentlemen deserve great credit for their energy and perseverance in getting up the first Steam Oyster Saloon in Baltimore. Why not encourage them? They are decidedly the sweetest and most healthy way *bivalves* can be gotten up.

CUMBERLAND COAL.

Smiths', Run of Mine and Lump, a full supply just received per Baltimore and Ohio Railroad, for sale by
R. W. TYSON,
No. 58 Second street.
ja4-tf

SKATES
For Men, Women and Children!
MERRILL, THOMAS & CO.,
239 Baltimore street.
ja6-tf

CITY INTELLIGENCE.

AN IMPORTANT MEASURE.—In the First Branch of the City Council, last evening, the following preamble and resolutions were presented by Mr. Dukehart, and, on motion, referred to the Committee on Internal Improvements:

WHEREAS, The city of Baltimore, by ordinance No. 57, and a supplement thereto, No. 77, entitled, "an ordinance to aid in the completion of a continuous line of railway, from Sunbury, Pa., to tide water at the city of Baltimore," under authority of an act of the General Assembly of Maryland, concurred in by the Commonwealth of Pennsylvania passed in the year 1854, contracted with the Northern Central Railway Company, then about to be formed, and which was subsequently formed in accordance with the provision of the acts as aforesaid, to deliver to the said Northern Central Railway Company five thousand shares of the stock of the Baltimore and Susquehanna Railroad Company. Also a mortgage claim of eight hundred and fifty thousand dollars held by said city on the property of said Baltimore and Susquehanna Railroad Company, amounting together to the sum of nine hundred and fifty thousand dollars, on condition that the said Northern Central Railway Company would complete a continuous line of railway from Sunbury, Pa., to tide water at Baltimore; and whereas the work on that portion of the line known as the section between Rockdale and tide water at Baltimore, no evidence in possession of the city authorities of a probable resumption of the work on said section, nor has said company