

# The South.

Baltimore, Friday Evening, August 16, 1861.

Th. W. Hall, Jr. Editor.

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Before St. Mark still glow his steels of brass,  
Their glided blades glittering in the sun;  
But is not Hottel's name in the air,  
Are they not bristling? Venice, lost and won,  
The thirteen hundred years of freedom done,  
Sink, as we see, in the red sea of the East,  
Hottel's name in the air, beneath the waves, and shun,  
Even in destruction's depth, her foreign foes,  
From whom submission wrings an infamous repose.

**The Habeas Corpus Case of the Baltimore Police Commissioners.**  
New York, August 15th.—It is said that Judge Garrison was, before stated, issued an attachment against Colonel Burke in the case of the Baltimore Police Commissioners. Today we were through the formality of making an application to General Duray to ascertain what force could be obtained in Kings county to execute the writ of habeas corpus in the case of the Baltimore Police Commissioners. General Duray has refused to issue the writ, and the county was in possession of no artillery sufficiently powerful to make an impression on the walls of Fort Lafayette, and that it would require between five and ten thousand men to take the place.

**From Gen. Banks' Column.**  
Headquarters, near Sandy Hook, Aug. 13.  
Since regimental officers stationed below Harper's Ferry have been restricted from issuing passes to cross the Potomac into Virginia, Gen. Banks' headquarters are now in various parts of the country, and no passes are issued except to those who come well endorsed as thorough-going Union men.

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The number of tents indicated the presence of a regiment, supposed to be Secessionist.

**From Alexandria.**  
ALEXANDRIA, August 15.—Last night, between 11 and 12 o'clock, the enemy's signal lights were plainly seen from here in the direction of Fairfax Court House. They were visible for nearly an hour.

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**A Declaration of Independence.**  
Hon. C. F. Jackson, the deposed Governor of Missouri, has issued an address, styled the "Declaration of Independence of the State of Missouri." The address is in this way: "By virtue of authority conferred upon him by the State Legislature to do such things as he might deem proper to suppress the rebellion and repel invasion."

**The Arrest of the Supposed Harrier of Despatches.**  
The New York Commercial, of Wednesday evening gives the following account of the arrest of Mr. Robert Muir, of Charleston, S. C., and a British subject, at that port, on the charge of being a bearer of despatches from the Confederate Government.

**England and the Blockade.**  
[From the London Gazette, Aug. 1.]  
The blockade of the Southern States and the manner in which it is effected by the Federal Government are circumstances which have begun to attract considerable attention in this country, and themselves tend to lead to some decided course of action on the part of the governments of England and France, and possibly of Spain. The principle that a blockade to be effective must be effective has been fully recognized by the American Government, and it is in a plain duty of the leading maritime States of Europe, whose commerce is everywhere, to see that it is adopted on the American blockade. Several complaints have reached us of boardings and searches of British vessels by the cruisers of the Federal Government, occasionally if we may believe the complaints, accompanied by conduct on the part of the American officers which seems to be hardly justifiable. Two British vessels with their cargoes—namely the *Tropic Wind* and the *Hercules*, have been condemned by the District Courts of the States on the coast of which they were captured, and so questionable are the decisions of the judges of these courts that it is in a plain duty of the leading maritime States of Europe, whose commerce is everywhere, to see that it is adopted on the American blockade.

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**[From the London Chronicle, July 31.]**  
The new loan required by the Northern section of the dis-Union States of America will, we are told, be negotiated in London, if possible, on both sides of the Atlantic. The negotiators on both sides of the Atlantic will, of course, be determined simply upon the prospect that may offer for their transferring the scrip at a satisfactory premium to themselves or to their principal agents of support. It is not, however, to be expected that the British public will offer any encouragement to such an enterprise. If they do, it must be thoroughly understood that the transaction is risked entirely upon their own responsibility. In any case it must be fully understood that the English nation and its responsible Government cannot be asked to put themselves on the side of the dis-Union States of America in order to collect debts which a few Englishmen have allowed the United States Government to incur for their own profit and at their own risk.

**[From the London Herald, (City Article), Aug. 3.]**  
Any attempt to raise money for the Federal Government should be resisted, and the feeling among capitalists is certainly a strong one. It is not, however, to be expected that the British public will offer any encouragement to such an enterprise. If they do, it must be thoroughly understood that the transaction is risked entirely upon their own responsibility. In any case it must be fully understood that the English nation and its responsible Government cannot be asked to put themselves on the side of the dis-Union States of America in order to collect debts which a few Englishmen have allowed the United States Government to incur for their own profit and at their own risk.

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**NORTHERN CENTRAL RAILWAY.**  
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BALTIMORE, Md., May 14, 1861.

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