

Clearfield Republican.

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ARMY CORRESPONDENCE

CAMP FREMONT, Va., Feb. 27, 1862.

Dear Republican—The monotony of the Camp has kept me for a long time silent. Perhaps your readers, if they ever noticed or missed my epistles in times gone by, have come to the conclusion that I am not at; but in this they are very much mistaken. Although at one time I was almost close enough to Death's door to have taken a peep into the happy hunting grounds of the next world, I am still alive and in excellent condition for a fight, if I could only get an opportunity, along with the rest of the boys of the, as yet, bloodless Fifth. Since the skirmish at Drainesville we have done little or nothing except eat, sleep, and attend to our ends. The mud has done no deep that no drilling was practicable, and it is only to-day that the ground has begun to dry up. It would be impossible to give your readers an idea of the character of this region in rainy weather. The soil is of a nature that, when wet and disturbed by travel and transportation, it becomes first slippery mud, then thin mortar, and finally a liquid substance that is indescribable, being neither mud nor dirty water, but a villainous compound partaking of the bad qualities of both. And this, in course of time, becomes almost bottomless. The road to Georgetown, when I was last over it, was from six to eighteen inches deep with this peculiar substance, and such looking animals as those were that I saw wading and wading through it, were never without a fall—except in this vicinity.

Last Monday we were visited by a terrific wind storm, which dashed the few trees yet standing in our camp around in a manner calculated to excite some alarm. One tree, blown up by the roots, fell across the quarters of Major Dare, smashing them to the ground. Fortunately the Major was not in, and he escaped being demolished along with his habitation. A number of tents in different parts of the camp were destroyed, but fortunately none of the inmates were injured. This was owing to the circumstance that nearly all our tents have a wooden basement, at least, and in most cases the tents have been dispensed with, and beds or cots of wood, substituted. These are strong enough to support the weight of a tree when it strikes. I heard it stated the evening of the storm that one man had been killed in an adjoining regiment. I have not heard it confirmed since.

We had a visit last week from Governor Butler and Mr. Swears of your town. They seemed much pleased with our "winter arrangement." It is very gratifying to us to see our friends from Clearfield, and receive verbal news direct from home. At last, however, our season of idleness is at an end. The army of the Potomac will not be much longer inactive. And I would not be at all disappointed if we should be on the advance long before this reaches you. When we next occupy you will hear from me, if I escape the enemy's balls and bayonets. Yours,
SOLDIER.

Letter from the EightyFourth.

CAMP CHANE, LAW PAW TESS—

Dear Republican—To-day I received a copy of the Clearfield Republican of the 19th inst.,—making seven days on the road—along with it a letter from home dated the 13th inst. Why is it, can you tell, that letters are detained so long on the road? The mail connections between here and Clearfield, for instance, are made daily. Letters should come in at least three days—ereen to our camp—for every morning mail leaves Cumberland for Law Paw Station. The matter should be looked into. If they were delivered by special contract, it would be very easily accounted for.

I see the Journal has a brief account of Gen. Lander's march on Blooming Gap. The particulars of the fight are as amusing as they were daring. There was a regiment of cavalry, and about 3000 infantry on the march, within two or three miles of the cavalry. Before the body of cavalry, (the First Virginia, who, by the way, are all Pennsylvanians and Marylanders,) advanced from the infantry, Gen. Lander addressed them as follows: "Boys, we are going to have a brush; we are going to rout these cusses. Col. Sullivan, you may be killed; I may be killed; you may be killed. By the way, who'll give me a chew of tobacco. Now, Col. Anselms, let's advance with your cavalry." And away they went, the General at the head. When they came to Blooming, they halted, for the purpose of awaiting the approach of the infantry—but in looking around, Gen. Lander espied the enemy on a hill. He immediately ordered the cavalry to advance; but Col. Anselms's horse rearing, threw him forward on the brass mounting of his saddle, and injured him severely—when he retired to the rear. The General then took command of the regiment, and ordered them forward.—Only one man, or rather boy, advanced.—The General turned his horse and again ordered them to charge. Only three or four then started, and a few then followed, making but about a dozen, who gallantly charged the enemy. Capt. somebody then emerged from out of the regiment, and went after them, and redeemed himself nobly. When the General returned to Camp, he telegraphed to the War Department, and inside of 24 hours the boy who first advanced from the ranks, received intelligence that he was appointed a Lieutenant in the regular army. So much for meritorious conduct.

We received intelligence the other day that Gen. Jackson had left Winchester, and was advancing this way. Ever since we have been furnished with two days' rations, cooked and ready to march on a moment's notice. To-morrow (Thursday 27th) we are ordered to form ranks at 10 o'clock, ready for a march—we don't know what for, but think, before many days,

we will see what Winchester is doing anyhow. Gen. Banks has left Frederick.—What a tremendous exertion that must have been!

We traded off a regiment of our Brigade (the 13th Indiana,) and got a new one, (the 6th Ohio.) We are all satisfied with the exchange. We are now the Second Regiment of the Brigade, the First Brigade of the Division.

The material for an interesting letter is not to be had here at present; but as we expect to leave here, I did not know when I might be able to give our whereabouts again. The next time I write I expect it will be from Winchester. So note it be, OLD TOWN, Va., Feb. 27, 1862.

P. S.—I have torn open this letter to give you the news we received this morning. Last night the rebels came over to Patterson's creek and burnt the bridge over it. Gen. Lander withdrew the guard from there only two days before, thinking all safe, and wanting the forces concentrated as much as possible, when down they pounced and cut off our communication, by railroad, with Cumberland. That was rather a bold trick. Who says our enemy are cowards?

SPEECH OF HON. C. H. VAN WYCK.

Delivered in the House of Representatives, February 7, 1862.

Fraud upon the Treasury's Treasury against the Government.

[Continued.]

I have thus to speak in terms of warning and admonition to an Administration which I aided to elect, to whose principles I am committed, by which we must pass through the Red sea of tribulation, and must be carried safely through the wilderness beyond. But I have a right to ask and beseech, in the name of a country crippled, labor paralyzed, finances disturbed, and Treasury empty, in the name of that gallant army of 500,000, which this day on the tented field are waiting to rescue a country loved through fire and blood, to lay down and die that a nation may live—in the name of 500,000 hearth-stones made dreary by the loved ones away—the vacant chairs around the evening fires of the three 500,000 friends anxiously looking, fearfully expecting, tremblingly hoping, that this Administration shall remove treason from the capital, and corruption from the land. Five hundred thousand men are in arms against the rebels, but 20,000,000 are in arms against the crew of plundering leeches; that 20,000,000 will be in arms against us and this Administration, unless their polluting presence is driven as the money-changers of old from the temple.

MR. MORGAN'S AGENCY IN PURCHASING VESSELS.

Since this report has been submitted to the House, Mr. Geo. D. Morgan has prepared an elaborate paper, showing the benefits of his agency, and relies upon the fact, that in nearly every instance he paid a less price than the owners asked. We can test the strength of his position by the Stars and Stripes. To build her cost \$395,000; by her charter the owners realized \$15,000 from Government; they then asked \$80,000. Mr. Morgan paid \$55,000, five thousand less than they asked, but 19,000 more than she cost. While with the Potomack and Wamsutta the owners realized \$83,000, the Government paid \$60,000, although Mr. Morgan's pers. allege he was asked \$80,000. This seems the reverse of the proposition. The reward was offered to private parties for \$25,000. Mr. Morgan was asked \$50,000, and paid \$27,000. These are not the only instances as the committee will show by a further examination, to which they are invited by the Secretary, and directed by a resolution of this House.

Secretary Welles, a man estimable in all the relations of private life, honest himself, would not take a farthing from the Treasury, seeks to justify Mr. Morgan, by showing that the Government in times past were imposed upon by impositions on the regular officers; and he employs an agent with no salary, yet putting him in the position of antagonism to his Government, making his interest against it for the greatest number of vessels bought, and the highest price paid nets him the most money. For the credit of the Government such practices should cease. We have not only a right to Mr. Morgan's skill, experience, and shrewdness, but we have a right to the benefit of that ruling feeling with many business men—that of interest for his employers. It is no answer to say that Mr. Morgan is honest. Grant it; Mr. Morgan is fond of money; or he would not be he could not, consent to take nearly \$80,000 of the money which has been made to him in about five months. A man who is thus greedy of gain, evidently is more zealous of his own than his country's interests. Besides, if the Secretary needs the native ingenuity and business capacity, which I admit is of high order, why not employ and give him a fair remunerative salary as other men are employed? He says his \$80,000 was taken from the pockets of the sellers. Not so; Mr. Morgan always notified them they must pay him two-and-a-half per cent. on the purchase; and they must name the lowest cash price, and add 2 1/2 per cent. thereto. If Mr. Morgan possesses the business ability which the Secretary claims, and which I do not doubt, he certainly could have obtained all the vessels at the price he did, less the 2 1/2 per cent. Who doubts it?

Why should not the sellers as readily have given the 2 1/2 per cent. to Government as to Mr. Morgan? No, sir; that fact may suit the Secretary, but it will not deceive the people. In September last, when Mr. Morgan

had made over \$50,000, representation to the Cabinet was made in regard to this matter; and the attention of the Secretary directed to it. Had he changed the policy, no course could have been charged upon him; but he persistently refused, and in December Mr. Morgan had increased his fortune to the enormous sum of about \$90,000—at the rate of quarter of a million per annum. Mr. Morgan's services could have been secured at \$5,000 annually, and this enormous sum saved to the Treasury; but if this be not so, and men owning vessels have been compelled or induced to sell them at small prices, what right has the Secretary to allow his brothers-in-law to put his hands in the pocket of each seller, and realize the immense sum of \$90,000 in a few months. That money really belonged to the Government. As an agent, he takes it; and if it be an unconscionable amount it belongs to his employer.

The Secretary should know that the rules of the Chamber of Commerce, in New York, as to commissions, do not apply where the value of the vessel exceeds \$50,000; beyond that sum the percentage is left to bargain between seller and broker. Can the Secretary find a solitary case where merchants have allowed two and-a-half per cent. on a vessel worth \$100,000? The rule in Boston is one per cent. where the value is over \$20,000.

DEFENCE OF SECRETARY WELLES.

The Secretary, in his last message, claims that the vessels have been cheaply purchased. Assume it, if you please.—Does he not know that our commerce is paralyzed; that sail and steam vessels have been crowded on the market, and must be sold at any price or rot at the docks. As well justify the purchase of the Potomack and Wamsutta, which were charged to the Government for \$7,000 more than the owners received, on the ground that they were cheap. The Secretary must have known this transaction was liable to the criticism it has received, or he would not, as he says he did, in advance, feel he might receive some censure because this great bounty was bestowed on a brother-in-law.

The Secretary, in his labored defence of Mr. Morgan, has done great injustice to Commodore Brees in the purchase of the Roman and Badger. There was an early disposition on the part of the Secretary to purchase vessels from the navy officers, for the Commodore swears that "he had direction from the Navy Department, by letter, April 21, 1861, to consult with persons capable of giving information and advice." A letter written April 23, by H. Bridge, chief of the bureau of clothing, says: "Mr. William H. Aspinwall has offered his services to the Secretary of the Navy, who wishes you to call on him if you need assistance in the matter of the steamers, as well as to acknowledge his courtesy." On the same day the Secretary also wrote, "advising him to consult with Governor Morgan, G. D. Morgan, with Messrs. William Everts, Blatchford, Grinnell, also committee of citizens, who are empowered to act for this Department."

In a letter of April 20th, the Secretary says: "In my letter of the 23d inst. I referred to certain gentlemen as an advisory committee, to whom you might consult. One of the gentlemen alluded to, George D. Morgan, Esq., has the special confidence of the Department; and you will advise with him, in behalf of the Department, and as its friend, in this emergency, in the purchases you may make, and the extraordinary measures you are compelled to take. It has been gratifying to the Department to witness the promptness and alacrity that has been exhibited, and the services rendered, not only by the gentleman referred to, but by Mr. Aspinwall and others."

On the 30th of April, 1861, the Secretary says: "In order to relieve yourself of inconvenience and sundry gentlemen who were specified as advisers in the late emergency, I have proposed that Mr. G. D. Morgan and Mr. W. H. Aspinwall be submitted in their place. These two gentlemen have been efficient in aiding and assisting you, and are vigilant for the country as if its interests were their own. They will, it is believed, cheerfully act for the Department when you have not opportunity or time to consult with both of the gentlemen have been written to, by this mail, on the subject, and you will consult with either, or both, in your future negotiations and purchases."

In a letter of May 13, speaking of purchasing several vessels, among them whaling-ships, he says: "Please advise with Mr. G. D. Morgan in regard to this matter, and make purchases with his approval."

Thus it clearly appears that Commodore Brees was induced to place confidence in Mr. Aspinwall; and when the whaling-ships were ordered, in the absence of Mr. Morgan, he called on Mr. Aspinwall, and was governed by his advice and action, and May 19th, wrote to the Secretary:

"I have commissioned an agent, indicated by Mr. Aspinwall, to proceed to New Bedford to negotiate for the purchase of three whaling ships, which the Department directed me to obtain for coaling uses; none can be purchased in this place."

After the Secretary had frequently advised him to consult a number of persons, in every letter reducing the number, until he declares his warm attachment to Mr. Morgan and Mr. Aspinwall although the letter ordering the whaling-ships requested him to purchase them with the approval of Morgan; still, in his absence, and the pressing necessities of the purchase, and considering the high eulogiums pronounced by the Secretary on Mr. Aspinwall, the following statement in the letter of the Secretary is remarkable, and unsustained by the evidence:

"Had the naval officer followed the orders that were given him, these frauds would not have been perpetrated. But Commodore Brees employed Mr. Aspinwall's broker and not Mr. Morgan, and the results were a gross fraud and the purchase of inferior vessels, which could not have been the case had the policy which the Department was then instituting prevailed, and its orders been obeyed."

The attempt to sacrifice Mr. Aspinwall

and Commodore Brees in Mr. Morgan's defence requires no comment.

This charge of the Secretary is more remarkable when it is remembered that the person referred to by him as Mr. Aspinwall's broker was Starbuck, the very man employed by Mr. G. D. Morgan subsequent to the purchase of the Roman and Badger, as appears from the following letter:

"Dear Commodore: I have not directed the Mediator to pay the navy yard, and until I hear from you shall do nothing in the matter. I have requested Mr. Starbuck, who purchased her to call and see you." Very truly, your obedient servant,
G. D. MORGAN.

S. E. House, Esq., Eng. Office,
Washington, June 1, 1861.

It is due to Commodore Brees, to say that, when the ships were brought to the navy yard, he discovered the fraud, informed the Secretary, and desired to have them considered Mr. Aspinwall's purchase—which he understood was done, as an order was issued for loading them.

The Secretary also refers to the Penguin and Albatross, bought by Commodore Brees, for \$75,000 each, alleging that they were of no greater tonnage than the Stars and Stripes. The Secretary, however, omits to state that the Penguin and Albatross were built for sea-going vessels, with double engines, and cost, probably, in construction, one-third more than the Stars and Stripes.

The Secretary further says:

"In a single transaction originally made with a large ship owner by Commodore Brees, for five valuable steamers, I felt that the Government was unfortunately involved, and Mr. Morgan was employed to relieve the Department. Under many and great difficulties, he succeeded in saving to the Government, by his action in that transaction, above \$124,000."

The explanation, as I understand it, is this: The Commodore in chartering the five vessels, required the owners to insert a price at which they would sell to Government. It was a mere proposition on their part. It was not accepted; neither was the Government bound to pay it.

The Secretary also adds: "Yet I hear from the owners and sellers no complaint that they, by the operation of this system of purchase, have been oppressed or aggrieved."

Let us examine the correctness of this statement by one transaction. In the month of May last, J. Rodolph Sieg and James C. Jewett & Co., of New York city, were owners of the steamer Mercedes.—During that month a man by the name of Burrill, claiming to be an agent and adviser of the Navy Department, proposed a purchase. Jewett & Co., to prevent the extortion of government agents, on the 19th day of June wrote a letter to the Secretary of the Navy, offering to charter or sell that vessel at a valuation to be fixed by the Department. A similar letter was sent by them to the President of the United States. The Secretary returned an answer refusing to charter or purchase, as he was unsuited for an armed ship. Burrill shortly after appears, saying that he can sell the rejected steamer, that he had returned from Washington, and asked authority from them to sell to Government, which was given him on the 3d day of July. On the 31st of July, Burrill came again and made an offer from the Secretary of the Navy for the rejected steamer, on the condition that the owners should pay \$5,000 in bill, besides a fair brokerage; which \$5,000, Burrill said, was to be given to Government officials for their assistance in selling this vessel. Jewett & Co. refused, proclaiming that they would first see the vessel rot at the wharf, and themselves waiting for bread, before one penny should go to bribe government officials; requesting Burrill to say to those who sent him, if the government wanted \$5,000, they would give that sum towards raising another regiment to fill the place of the New York 69th. Burrill left, and after the lapse of a few hours returned, saying he had heard from Washington, and that he would withdraw the condition, and they need only say what they saw fit to allow him for his services. They accepted; and on the same day gave Burrill a bill of sale for the Department; and he presented a list of alterations required in the handwriting of S. M. Cook, the Naval Constructor, and of the board to examine vessels. On the 27th September they delivered up the vessel to Government thro' Burrill.

Much to the surprise of the owners, the Secretary sent a requisition to pay Burrill the \$100,000 for the Mercedes, although the names to the bill of sale were Sieg, owner of seven-tenths, and Jewett & Co., three-tenths. They succeeded in arranging so that the money should be drawn by a third party. Some twenty days after the date of the requisition, an order was had on the sub-Treasury for the money. Mr. George D. Morgan did not appear in the negotiation until after the requisition for the money; he then came and demanded \$2,500 for his share, admitting that he did not sell or purchase, yet the owners could not get their money until he was paid; and if they would consent to pay, he would write to Washington and urge the immediate remittance of the money.

The above facts must have been known to the Secretary. They were written to Com. Hudson, Oct. 31, with a request that he be filed in the Navy Department, which doubtless was done. Since the letter of the Secretary, the committee have not had time to examine the owners of the Mercedes; but the foregoing and subsequent facts in connexion with the purchase are sustained by affidavits of J. Rodolph Sieg and James C. Jewett. They testify that they did not see or know anything of George D. Morgan until after the purchase and delivery of the bill of sale to the Department through Burrill; that on the 19th day of November, they called on Mr. Morgan demanding repayment of \$2,500, and he said he had credited it to the Navy Department; that he had only taken this sum so the Department might have so much back, in case the Department elected to keep the same, on the

ground that he understood the Mercedes cost only \$84,000; yet Mr. Morgan, when he took the \$2,500, gave a receipt for the same "for commissions on sale of the Mercedes." The owners deny that they ever asked \$100,000 for the steamer, although Mr. Morgan claims in his statement that such amount was demanded of him. The Department fixed the value, and negotiated through the medium above stated.

On the 17th January, Jewett & Co. wrote another letter to the Secretary, in which they recite the facts of their former complaints, showing that they have been oppressed or aggrieved, in which they say:

"Do you think it right to endeavor to carry to the public, after such an offer on our part, the idea that we sought to obtain \$80,000 more than this vessel's value; and, to foster this falsehood on the public, to give an idea of your brother-in-law's fitness to purchase vessels for the Government?"

PURCHASE OF HALL'S CARBINES.

Another remarkable transaction was the sale by the Ordnance Bureau, to Mr. Eastman, of 5,000 Hall's carbines, an arm which needed some alteration to be useful, for \$3.50 each. This private sale was made at a time when the Department was buying arms, which had been condemned, and sent from the arsenals of Europe.—After an expenditure of from 75 cents to \$1.25, they were sold to Simon Stevens \$12.50; then to Gen. Fremont for \$22.—Dr. Cummings bought 700 of the same carbines for \$15.

The evidence of Major Hagner shows that Mr. Stevens was an aid or agent of Gen. Fremont. This Mr. Stevens denies. However, the relation was one of a warm personal character. He had probably just left him with instructions to purchase. His dispatch to Fremont is just such an agent would send, or one who had an assurance of the necessities of the West and that the arms would be taken. At all events, the bargain was an unconscionable one, whereby Stevens was to make about \$20,000 in one day, without incurring any risk or investing any capital.

DEPARTMENT OF THE WEST.

There seemed to be no green spot in the Republic. The gross frauds upon the seaboard, by the Potomac, found a counterpart on the banks of the Mississippi.—The contagion spread and fastened itself upon the department of the West. A bevy of cormorants gathered around Fremont, who were feasting upon the blood they were drawing from the nation—more impudent in their claims, more unblinking in their extortions. There, as here, none but special favorites could share of public bounty. There, as here, no sales could be made with the Government except through the medium of heartless contractors. Those willing to furnish cheaply and well were cast aside, while a hardy firm, Child, Pratt & Fox, were allowed to furnish nearly \$1,000,000 without the formality of fixing the price in advance, they procuring from the very man who offered to supply Government, and at the offered price, while they charged an advance of 25 to 50 per cent. Men in league with Quartermaster McKinstry and his inspectors would first extort from the honest farmer, and then unblushingly rob the Treasury. In building the forts at St. Louis, more than \$100,000 was squandered upon profligate, unprincipled favorites.

These plunderers, some imported from California, and some for a long time in the employ and receiving food and raiment from the Government, gathered around the person of Fremont, and suffered none to approach him too nearly. Quartermaster McKinstry was the high priest at this festival of robbery and crime; a man who had for many years been in the regular service of the United States; a man furnished by the Administration to the department of the West, which was supposed to be a guaranty for his faithfulness and integrity; trusting, confidently, Fremont watched him not closely. I do not pretend that Fremont shared the spoils with Child, Pratt & Fox, or McKinstry, any more than I, for a moment, believe that Secretary Welles shared the enormous profits of his brother-in-law. It is no excuse to say that the magnitude of this rebellion, huge in proportion, the impending danger casting dark shadows over our national pathway and threatening the nation's life, was a justification for allowing the exercise of unbridled avarice. Without doubt, generals and Cabinet ministers have bowed down beneath the weight of increasing responsibility; but this reckless haste were unjustifying the very ground on which they trod.

ARMY TRANSPORTATION.

Another item of reckless expenditure was the order of the War Department allowing two cents per mile for the transportation of troops, and liberal price for baggage and horses. So enormous were the profits that railroad companies in the West bid and paid from \$1,500 to \$2,500 to nearly every regiment for the privilege of transportation. It is remarkable, that the late Secretary, who was himself, by long experience and observation, so conversant with the management of railroads; who rejoiced in the confidence of a friend, who was intimate with railroad connexions, especially in Pennsylvania, should have allowed railroad companies such large amounts that they could lavish thousands for the transportation of a single regiment. Trains not running as swiftly, and some times with no better cars, charged nearly double more than emigrant rates. Did he not know that each passenger was entitled to eighty pounds of baggage? yet an extra charge was allowed for all transported with the troops; thus thousands have been unjustly taken from the Treasury, not only by the assent of the Department, but by its express sanction and order. The pirates who infest the ocean, under the commission of the rebel chief, are not more deserving the execration of mankind

than the gang who, on land, are suffered to feast on the sweat of the poor and the blood of the brave.

While the nation is straining at every nerve, and bleeding at every pore, these heartless contractors—for gain, to gratify unholily passions—wretches,

"Who shrive theivants in Heaven,
And take a pease of their God,"

have a firmer grasp upon the throat of the nation than this armed rebellion. Like panthers at set of an, across the nation's darkened path, they

"Bound upon their starved prey."

And while this mighty nation, this giant of the West, is trembling beneath its great weight, its arms growing weary all its nerves and sinews quivering, almost, while life is ebbing from its veins, if gold could be extracted from quartz they would pick by piece-meal the rock on which he stands, or if they could make merchandise of his locks, destroyed by the rough tempest, would shear him of his strength. They follow—

"With that keen second scent of death,
By which the vulture sniffs his food."

If we cannot overcome the open enemy in front, let us at least banish the open enemy in our midst. Do this, and you strengthen anew the arms and add to the courage of the nation; inspire hope, and ensure the conviction that all will be well. Traitor spies have been walking your streets, feasting at your saloons, promeneading at your levees, and sleeping in your capital. They have been engaged in your departments, making drawings of your fortifications; aggregations of your armies; all your consultations, your plans of battle and order of marches, have been communicated to the enemy. Your generals have been paralyzed, your army defeated, by the very men who have been feeding upon the bounty of your Government, betraying your confidence and the land which holds the graves of their fathers

"Oh, for a tongue to curse the slave,
Whose treason, like a deadly light,
Comes from the counsels of the brave,
And blazes them in their hour of might!"

Sir, I am not one of those disposed to question or distrust the ability or correctness of our leaders. I have always believed that a poor general, with the confidence of the people, was far better than a Napoleon or Hannibal, with mutterings of complaint and half-uttered distrust. We cannot afford another defeat. They who control our armies will ill discharge their duty if they are guided by aught else than their own matured judgments. But I have a right to insist that we shall use all the means which a God of Providence has placed in our reach. No war has been more causeless, no rebellion, with so little of complaint, since the angels fell; no treason which threatened so much destruction, and imperilled so much happiness for the present, or hope for the future; none involving so much of crime against humanity, or sin against Him who guides the destinies of nations.

Men in arms were formerly our brethren; and while in peace we would treat them as friends, in war let us treat them as enemies. They are seeking to wrap in flames the temples which their fathers built, and in which they worshipped.—They are trampling under foot the Constitution and laws which their fathers ordained, and of which they boasted; above all, they have despised, and rent in twain the flowery banner which their fathers and ours planted in victory on Saratoga and Yorktown's plains—that banner which floated in triumph at Chippewa and New Orleans; under which, on the plains of Mexico, the Palmetto regiment and the volunteers from the Empire State fought side by side where the gallant Butler fell. They cannot divorce the American people from that noble ensign; each stripe on its stary fold goes back and entrines itself around the battle field of the Revolution. Every star stands as a sentinel over the grave where the patriot sleeps; how deep the crime of those who have been reared to sing of his power, now to trample and despise it! Are not such men the basest of mortals, who should feel our humiliations, and our vengeance, too? Will you talk of the constitutional rights of men who are steeped in the gall of such damning infamy? In this war it matters not what may be their institutions. No matter though they be the best on earth, if we can harm them, punish them, subdue them by smothering their institutions, it is our duty to do so. A rebel sells you a horse for one hundred dollars, which you agree to pay him by solemn contract, in writing; he comes, steals the horse, and then demands that you shall pay him the price agreed.

It will not do for this administration, nor for us, with a half million of men sleeping on their arms, to be apologizing with proclamations, which are senseless; that we should be dancing like harlots in the ante-chamber of this stupendous criminal, though armed to giant and surrounded round with the minions of an enslaved nationality. To the incendiary who puts the torch to your dwelling, and is despoiling you of family and property, would you stand crunched on one knee, begging like a dog that you did not mean to burn his dwelling or destroy his property?

Loss or Honor.—It is truly heart-sickening to read the account of the loss of horses sent on shipboard from Boston to Ship Island. One hundred and fifty-three horses were put on board at Boston, and out of these one hundred and forty-seven died on the passage, and were thrown overboard! Only six arrived at Ship Island! The loss to the Government is estimated at from \$50,000 to \$60,000, and is all to be attributed to gross ignorance and blundering on the part of the Government official who had the charge of shipping the poor creatures.—E.