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THE DAILY PRESS,

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☞ Advertisements inserted at the usual rates. Six lines constitute a square.

THE TRI-WEEKLY PRESS,

Mailed to Subscribers out of the City at FOUR DOLLARS PER ANNUM, in advance.

### Letter from a Thief.

You ask me, Bob, how it occurred
They took me off to jail;
I'll tell you, hoping all will heed
The moral of my tale.

Soon as I wore a shabby suit
My friends would turn away;
None cared to know the seedy man,
Or have a word to say.

My feelings took a shabby turn
To match the dress I wore;
I mingled with a set of men
I wouldn't meet before.

My coat was nearly off my back;
I drank to drown the blues;
The evil one then painted sin
In rather pleasing hues.

Things that would grieve to hear them told
Now had no sting at all;
At last they caught me stealing clothes,
And from the great OAK HALL!

But, Bob, the sight of that new suit
So gratified my breast,
I keep alive my honor now
By *buying* there the best.

Best and cheapest clothing in the city.
WANAMAKER & BROWN,
OAK HALL,
It S. E. cor. SIXTH and MARKET Streets.

The Press.

SATURDAY, FEBRUARY 7, 1863.

### New Books.

When Thomas Paine denounced the Bible in his "Age of Reason," and took pains to declare that he believed in nothing but disbelief, it was exactly what the world expected at his hands. The world expects that a Christian prelate, writing about the Bible, will not stake his all on a throw, versus the public belief in what it records or teaches. In 1853, the Bishopric of Natal, in British Africa, was founded, and the clergyman appointed to that see was John William Colenso, then aged 39, a highly educated man, educated at Cambridge, (where he was second wrangler and obtains prizemen,) formerly mathematical master of Harrow School, and a rector in Norfolk, where he was made Bishop. He was an author, too, but only of "elements of algebra" and other educational books. In due process, Dr. Colenso was consecrated and proceeded to Natal. Thence, not long ago, came a Charge to the clergy of his diocese, in which he contended that every word recorded in the Bible was perfectly consistent with their Christianity. The surprise caused by this declaration had scarcely subsided, when there appeared, also from his episcopal pen, a volume entitled "The Pentateuch and Book of Joshua critically examined," the object of which was to discredit the historical truth of the first six books of the Old Testament. This volume was published in London, but Messrs. Appleton of New-York have issued a neat reprint of it.

The Bishop's preface is remarkably plausible; it is even autobiographical, to some extent. It relates how, with the aid of intelligent natives, he had translated all the New Testament, and several parts of the Old, including Genesis and Exodus, into the Zulu language, of which he had also published a Grammar and Dictionary. Now, this work brought him face to face with questions which had caused him some uneasiness in former days; how, while translating the story of the *Flood*, a simple-minded native posed him by asking whether *he* believed that all the world was created from hot cosmetics and cold, came by pairs into the ark of Noah, who gathered food for them all, for the beasts and birds of prey, as well as the rest; how he [the Bishop] knew, on geological grounds, that an universal deluge could not possibly have taken place in the way described in the Book of Genesis, not to mention other difficulties which the story contains; and that, therefore, he, as a servant of God or Truth, could not ask his brother man to believe as a true historical narrative what he himself did not believe, and knew to be untrue. Instead of abandoning his teaching, Dr. Colenso stuck firmly in his episcopal chair, and sent to Europe for the works of certain disbelieving German Rationalists, from which he furnished the natives in his language in which the Pentateuch and Joshua are denounced as containing a great number of false statements. That is, he assails parts of the Bible, yet continues a bishop of the church whose doctrines are based upon the Bible! He promises to assail parts of the New Testament also.

Of his views of which it was our duty to read before pronouncing an opinion upon it, truth compels us to say that the Preface is the only part of it above mediocrity, and that because it is largely personal, and therefore more readable. Dr. Colenso's arrows are nearly all drawn out the teeming quiver of German Realism. Tom Paine's assault upon the Bible is better, in its way, and is not a less honest man like Bishop Colenso—more plausible, more *ad captandum*. The Bishop arrived in London, last autumn, to publish his book, but it appears that, under the ecclesiastical law, he is not subject to any legal censure, punishment, or deprivation by the Church. Bishop he is, and Bishop he must remain —Quaint, and Hierarchy queer, Parliament sitting—until it pleases him to resign his mitre. The English Bishops have forbidden his preaching in their dioceses, and the Church Missionary Society has expelled him from membership, but, though he assails the Word of God, Dr. Colenso continues Bishop of Natal!

An "Answer to Dr. Colenso" has been written by Dr. Mahan, Professor of Ecclesiastical History in the General Theological Seminary, New York, and also published by the Appletons. It is called "The Spiritual Point-of-View; or The Glass Reversed," which is a silly, round-about title. Dr. Mahan, like most religious controversialists, is so much in earnest that, ever and anon, he forgets himself, and plunges into positive abuse of Bishop Colenso. This is the more to be regretted, as Dr. Mahan adduces a great many arguments, well arranged, which annihilate the feeble pleas put forward by the Bishop. Dr. Mahan, in a word, has effectually answered the Colenso objections, and thereby done a good service to the cause of Religion. *Both* books are on sale by W. P. Hazard, Chestnut street.

Messrs. Harper have published, in an 8vo. volume, Mrs. Oliphant's very st-iking "Chronicles of Carlingford," containing the short tales of "The Executor" and "The Rector," with the longer stories of "The Doctor's Family" and "Salem Chapel," the latter only just completed in the last number of *Blackwood's Magazine*. It is by far the most powerful story Mrs. O. has yet written; framed, too, out of such scanty *materials as a few characters, chiefly* in middle life, in a country village. The incidents are worked up with wondrous skill, and the work is more thoughtful, philosophical, and suggestive than fiction has lately been. Received from T. B. Peterson.

Carleton has just issued two volumes, by New York editors, which we have received from Peterson. One is "The Orpheus C. Kerr Papers," by Mr. R. H. Newell; the other, "Sprees and Splashes," by Henry Morford. As before, Mr. Newell's book is a reprint of amusing and satirical contributions from the New York *Mercury*, an able and popular weekly. The old *dramatis personæ* are here; the redoubtable letter writer, with his Gothic steed Pegasus, Captain Samyule Sa-mith and William Brown, and the immortal Mackerel Brigade. Though much superior to "Artemus Ward, his Book," this second collection of Orpheus C. Kerr's among epistles not to strike us as being equal to the first. It appears an inevitable law in literature that a second series or a continuation never is admitted to have equalled the original—probably because it is but the carrying out of an old idea. We hope, ere long, to meet Mr. Newell in some other department of letters. He has capacity, wit, and poetic feeling. A book that you can take up at an odd leisure hour; that you can read in steamboat or railway-car when you do not want to talk; that you can laugh over, even when the grave cares of business press heavy on your mind; that you can safely put upon your parlor table, as one which every one in the house may *safely* read—such a book, despite its too demonstrative title, is now published by Henry Morford, to be published next week by Carleton, New York, and called "Sprees and Splashes; or Droll Recollections of Town and Country." The author, a New York editor, is a dramatist as well as a critic, which accounts for his stories being theatrical. They have the cunning, too, of being founded on fact." Some of them we know to be true, and even the most eccentric has a certain *vraisemblance* in it which mere invention could scarcely supply. "Editorial Phrenology at Midnight" is true, though handsomely costumed. So is the opening sketch, vulgarly called "Billy Burton's Botheration"—so are the famous "Long Branch Murder," the lively incident entitled "Extra Drumming at the Old Broadway," (which, indeed, the writer of this notice had the pleasure of participating in,) "Fun among the Boot-blacks," and, most dramatic of all in execution and denouement, the lively story, "Paying off a Partner." One story here, "The Two-Forty Funeral," might have been advantageously omitted. There is a comic *frontispiece*, and a vignette portrait of the author graces the title-page. The book ought to sell. We take leave to suggest that, after these shorter flights, wherein he may be said to have tried the strength of his pinions, Mr. Morford set down to write what he is capable of producing—a good novel—still better, a stirring romance of modern American society. Had Poe lived and won a little leisure on which to write a sustained and extended fiction, the result would have been such as a tale of fact and mystery, incident and character, as is yet to be written. Let Mr. Morford seriously apply himself to this, not with a hurried pen and a rapid mind, but with an artist's care, and we shall not dread the result.

PHILADELPHIA CITY DIRECTORY, FOR 1863.—The annual volume has just been issued by Mr. McElroy, with his usual regularity. *It is* published by Biddle & Co. It contains, in alphabetical arrangement, the names of the inhabitants of Philadelphia, with their occupations, places of business, and residences; also, a business directory, arranged according to occupations, lists of newspapers and periodicals, of city and county officers and offices, of banks, corporations, railroads, schools, literary and art associations, colleges, libraries, market companies, benevolent societies, insurance companies, hospitals and dispensaries, United States and State Legislatures, streets, lanes, alleys, and avenues, with the usual large variety of miscellaneous local information. The names of subscribers are printed in capitals. It is an indispensable business volume.

NEGRO SAILORS AND SOLDIERS IN THE WEST.—Rear-Admiral Porter writes from the Mississippi that he is filling up his crews with negroes, who are flocking to him to enter the service. General Curtis has organized one negro regiment at Helena, and is rapidly filling up more.

The Press.

VOL. 6.—NO. 160. PHILADELPHIA, SATURDAY, FEBRUARY 7, 1863. THREE CENTS.

## STATES IN REBELLION.

### THE LATE AFFAIR AT CHARLESTON.

### Official Despatches Sent to Nassau.

### RECOGNITION AGAIN LOOKED FOR.

### NO HOPE FOR PEACE.

### THE REACTION IN GEORGIA AND NORTH CAROLINA.

### A Batch of Rebel Proclamations.

### Attack upon Fort McAllister.

**Surprising Reticence of the Richmond Papers on the Recent Engagement in Charleston Harbor—The Late Battle on the Blackwater—Slaves in the Rebel Forts about Richmond—Highly interesting Items from all the Southern States,**

&c., &c., &c.

We make the following choice extracts from Richmond papers of the 1st, 2d, and 3d instant, and from other Southern papers covering dates from January 25 to February 2, inclusive.

### THE AFFAIR AT CHARLESTON.

It is a little remarkable that neither of the Richmond papers of the 3d of February print a word about the affair at Charleston published by the *Dispatch* the day previous.

The following is the *Dispatch's* editorial on the subject:

### THE FUTURE OF THE BLOCKADE OF CHARLESTON.

[From the Richmond Dispatch, February 2.]

The blockade of Charleston has been broken—the Secretary of State has given evidence of the fact to the British and French consuls—by the strict rule of international law, the Yankees must give sixty days' notice before they can re-establish it. The question is whether or not the Yankees will be bound by that law, seeing that they affect to regard us as rebels, and therefore not entitled to the benefit of international law, and whether or not Lord Russell will allow their claim of right to exclude us from such benefit. We have no doubt that the Yankees will make their claim, and that Russell will submit to it. The whole conduct of the man, during this war, leads us to this conclusion.

In the beginning it was maintained by the London *Times*, and no doubt by the English Ministry, that no nation had a right to blockade its own ports, and that if the Yankees insisted on blockading the Confederate ports, they must acknowledge them as no longer theirs. In other words, the blockade of our ports was insisted to be an acknowledgment of our separate existence. This was soon given up by Russell, if, indeed, he ever insisted upon it in Parliament, which we believe he did, though we are not certain. We are not sure, that the 4th article of the treaty of Paris in 1856, it was decided that a blockade, to be respected, must be efficient. When called on to explain what he considered to be an efficient blockade, the Palmerston Ministry established the rule that the entrance and departure of five ships into and from a Southern port was evidence that the blockade was not efficient.

Now, instead of five, five hundred vessels have entered and left the port of Charleston since it was declared to be blockaded. Yet, the complaisant British Minister for Foreign Affairs still regards the blockade as maintained. Indeed, therefore, as the Yankees restore the blockade without notice, we have no doubt that he will look with perfect *nonchalance* upon the ingress and egress of numbers of ships that may attempt to enter. He is quite too polite to give offence to the Yankee Adams.

Beside the glory of the deed, therefore, and the opportunity which the dispute from his Yankee ships affords to merchant vessels to enter the port; and these considerations are of great moment—we do not see any permanent advantage is to be derived. We have no idea that Lord Russell would take it in dudgeon were the Yankees to capture any number of English ships without notice. We must keep our ports open by the strong hand. Our seamen will do it if they are only permitted.

### ANOTHER BRILLIANT ACHIEVEMENT OF THE CONFEDERATE NAVY.

[From the Petersburg Express, Feb. 2.]

The glorious and exciting intelligence from Charleston, which we publish in our telegraphic columns this morning, will produce intense delight throughout the limits of our young Confederacy. The tidings first reached here Saturday afternoon, and were immediately spread on the streets, bulletin. They spread throughout the city with the rapidity of electricity, and caused a thrill of joy in every heart. The achievements is one worthy of our glorious little navy. Its brilliant exploit will render immortal the Palmetto State and Charleston, and form one of the proudest pages in the history of the war. The Yankee Government had no less than fourteen formidable vessels blockading the port of Charleston. They have destroyed a portion of such a squadron, and vanquished the remainder, with a half-dozen boats, would have been a great victory, but when we know that the work has been done by two small iron-clads, the affair reads more like a romance than a terrible reality, which it has proved to be to the Yankee pirates.

Of all places on the face of the globe, Charleston has been the most deeply and intensely hated by the New England Yankees. In the beginning of the war, ground to madness by the skill and valor of Charleston pilots, who used to run by the blockaders whenever it pleased them, the enemy wickedly attempted to close the port by sinking worthless hulladen vessels in the main channels. But "man proposes and God disposes." The obstruction of one channel only served to washout another of far greater depth than any before known. And it is a notorious fact that the blockade has been less efficient at Charleston since the devilish efforts of the enemy to destroy the harbor than at any other port in the Confederate States.

We may expect to hear a howl throughout Massachusetts and other Yankee States, such as has never before come up from their Puritanic throats. Their impotent rage will find vent in imprecations loud and deep. Let them rave. They have seen but little so far. The South is just waking up.

In a few months more our preparations will have been completed, and our iron-clads and rapid sailors, will sweep every vestige of Yankee piracy from the bosom of the deep, and send to the bottom every blockader that dares obstruct our harbors. The "good time" so long looked for is coming fast, and the instigators of this devilish war may prepare to confront his Satanic Majesty with all the nerve their dastardly and wicked souls can summon. There will be "wailing and gnashing of teeth" among Lincoln, Seward, Greeley, and all that ilk at no distant day.

The expedition against the Charleston Blockading Squadron was commanded by D. N. Ingraham, a gallant officer, who entered the service of the old navy on the 18th June, 1812. He is a native of the glorious Palmetto State.

The Chicora is commanded by John R. Tucker, her executive officer, Wm. Alston Jones, formerly of Petersburg, Va. We have been unable to learn the names of any of the officers on the Palmetto State.

### HAS THE BLOCKADE BEEN BROKEN?

[From the Richmond Examiner.]

The convention of 1801, between Great Britain and Russia, 2d art., sec. 4, declares:

That in order to determine what characterizes a blockaded port, that denomination is given only where there is by the disposition of the power which attacks it with ships stationary or sufficiently near to create an evident danger in entering.

Queen Victoria's "Waiver of Rights," on the 28th of March, 1854, describes an "effective blockade" to be such as

May be established with an adequate force against the enemy's forts, harbors, or coasts.

The Paris "Solemn Declaration," of April 16, 1856, declares:

4. Blockades, in order to be binding, *must be effective*—that is to say, must be maintained by a force *sufficiently to* PREVENT *access to the coast of the enemy.*

The rule of the armed neutralities of 1780 and 1800 declared that

No port should be considered blockaded unless where the power *attacking it should maintain* a squadron constantly stationed before it, and sufficiently near to create evident danger of entering.

"The doctrine of Sir Walter Scott," says Mr. Wheaton, "that a blockade may continue during a temporary absence of the blockading squadron, and which gives to the diplomatic notification of the blockade once made, and even to the notoriety of the notification as a fact, an importance, therefore, in Yankees restore the blockade without notice, we have no doubt that he will look with perfect *nonchalance* upon the ingress and egress of numbers of ships that may attempt to enter. He is quite too polite to give offence to the Yankee Adams.

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"The doctrine of Sir Walter Scott," says Mr. Wheaton, "that a blockade may continue during a temporary absence of the blockading squadron, and which gives to the diplomatic notification of the blockade once made, and even to the notoriety of the notification as a fact, an importance, therefore, in the mutual intercourse of the civilized world, which it does not properly possess. The vessels of a power which has established a blockade, and which has been driven off by a storm, ought not to be held liable to capture, if they return within a reasonable time after the storm has ceased, to their former station, in sight of the port, or within the ordinary range of its entrance. The rule is founded in reason, and is necessary to the protection of the rights of neutrals. But the fact can be no longer disputed that the blockade is not now effective, since having been raised by Flag-officer Ingraham, it no longer exists, and should it be renewed will be liable to the same accidents any dark night.

This gallant exploit of Flag-officer Ingraham will, we sincerely hope, attract such attention to this sham blockade that neutral nations, whose "solemn declarations" stand recorded, will no longer submit their rights to the annoyance imposed upon them by the weakness of the United States. Its miserable old hulks, both afloat and sunk in Charleston harbor, have played bug-a-boo long enough. It has always been ridiculous, and will become criminal if longer permitted.

In connection with this gallant naval victory we would call attention to the law as laid down in Wheaton's Elements of International Law, where a blockade has been raised, and the effect of that act upon the commerce of neutrals. In part IV., chap. 3, the author says:

"Where an enemy's port was declared in a state of blockade by notification, and, at the same time, when the notification was issued, news arrived that the blockading squadron had been driven off by a superior force of the enemy, the blockade was held by the Prize Court to be null and defective from the beginning, in the main circumstance that is essentially necessary to give it legal operation; and that it would be unjust to hold neutral vessels to the observance of a notification accompanied by a circumstance that defeated its effect. This case was, therefore, considered as independent of the presumption arising from notification in other instances; the notification being defeated, it must have been shown that the actual blockade was again resumed, and the vessel would have been entitled to a warning if any such blockade had existed when she arrived off the port. The mere act of sailing for the port, under the dubious state of the actual blockade at the time, we deemed insufficient to fix upon the vessel the penalty of breaking the blockade. See Robinson's *Adm. Rep.*, vol. 6, p. 65. *The Triheten.*

In the above case, a question was raised, whether the notification which had been issued was still operative; but the court was of the opinion that it could not be so considered, and that a neutral Power was not obliged, under such circumstances, to presume the continuance of the blockade, nor to act upon a supposition that the blockade would be resumed by any other competent force. But in a subsequent case (same reporter, page 112, The Huffmonez), where it was suggested that the blockading squadron had actually returned to its former station off the port, in order to renew the blockade, a question arose whether there had been that notoriety of the fact, arising from the operation of time or other circumstances, which must be taken to have brought the existence of the blockade to the knowledge of the parties. Among other modes of solving this question, a prevailing consideration would have been the length of time, in proportion to the distance of the country from which the vessel sailed. But as nothing more came out in evidence than that the squadron came off the port on a certain day, it was held that this would not restore a blockade which had been thus effectually raised, but that it must be renewed again by specification before foreign nations could be affected with an obligation to observe it. The squadron might return off the port with different intentions. It might arrive there as a fleet of observation merely, or for the purpose only of a qualified blockade. On the other hand, the commander might attempt to connect the two blockades together; but this could not be done; and, in order to revive the former blockade, the same form of notification must have been observed *de novo*, that is necessary to establish an original blockade.

From these extracts it appears that the renewal of the blockade must be attended with notification of the fact, as was required in establishing the original blockade, and this notification must be resorted to every time the squadron is driven off and reappears. So far as any rights of the Confederate States are concerned, this raising of the blockade amounts to nothing, but when it is remembered that neutral vessels may sail for Charleston without incurring any danger of capture, there can be no doubt that many will avail themselves of their rights and steer boldly for that port, taking the chance to dodge in if the coast is clear, and still lying, uncertain and uneasy, in the offing. An impetus to our foreign trade will be given that must result in increasing our present supplies very much. It was the want of this impetus because of the raising of the blockade at Charleston that that port is open and must remain open for any particular time. The enemy promptly moved to establish the blockade at any moment. *Their right of capture* is suspended until the expiration of a time from their notification, but they have no vessels on hand. One of the objects of the abolition agitation was to exclude the South from the vacant public domain and to secure it all for the North. The immediate cause which led to the present split was not the quarrel over Mexico and Kansas, commenced by the two sections in 1850.

There can be no conflict, agreed peace between the two belligerents in this fearful war without an amicable division of the magnificent domain which has heretofore been held as the common property of the Union. In Maryland to go altogether to the North, or to be divided according to the preponderance of popular sentiment in each of its districts. The majority of Virginia can never be yielded either by the Commonwealth herself or by the Confederacy which has guaranteed it. Kentucky will insist upon having the Salem Gap. Missouri will demand the mouth of peace? Are time-serving *Kentucky* and *heroic* Missouri to be given up by the Confederacy, as they are impudently given up by President Lincoln in his message? Or will the South insist that the territorial position of one, and the popular will of the other, render their possession by herself the sine qua non of peace? The two great questions, whether States are to be divided at all, and whether they are to be transferred in mass or in part from one party, with or without reference to their own election, will not be more difficult of settlement than the less important question, how shall the vast domain lying west of the Mississippi be disposed of?

Europe was for many centuries settling questions similar to those affecting her own territorial lines, and the settlement cost her millions of lives and rivers of blood. She has at length established a policy and a set of principles which are sufficient to relieve her peace negotiations of the embarrassments which must beset those of new communities on a new theatre in settling their claims on the new continent. Nevertheless all previously-settled principles of international pacification were set aside in Europe at the downfall of Napoleon the Great; and the leading European Powers were about to partition the title of the Holy Alliance, set to work with callous indifference to all national instincts and traditions, to establish dynasties over States to be governed and dispose of peoples with a single eye to providing effective checks and balances of power. Since, however, the battle of Waterloo, in 1815, the great public politics of Europe has again been conducted with reference to what are there accepted as principles of enlargement and enlightenment, and no difficulty is experienced now in adjusting satisfactory terms of peace on the conclusion of the brief wars which now rarely occur among her Powers, great and small.

But on this continent we are without a system of public politics by which to arrange the terms of a pacification. The pride of either party to the existing conflict can find no excuse for concession in any great public principles of general acceptance. The necessities of either party, pushed down to the last inch of the above extracts, the blockade of the port of Charleston can now be held to be an *effective blockade*, or anything more than a paper blockade, with a sham force to maintain it? The naval squadron of the United States, constituted of a few old hulks, has not been able to prevent the establishment of a line of communication so regular and certain between that port and the port of Nassau that it may almost be said to be a regular line of steamers. It has neither been "stationary" nor "sufficiently near to create evident danger of entering," since, week after week, vessels enter and leave without ever being seen by the blockading squadron. The few that have been seized were captured by the accidents of a dangerous navigation, and not by the vigilance of the blockading squadron.

That the blockading force has not been "adequate" nor "sufficient really to prevent access," is now demonstrated—first, by the defeat and dispersion of the squadron by the *Confederate gunboats*, and *next* by the fact already mentioned of steamers entering and departing at regular stated intervals.

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"Where an enemy's port was declared in a state of blockade by notification, and, at the same time, when the notification was issued, news arrived that the blockading squadron had been driven off by a superior force of the enemy, the blockade was held by the Prize Court to be null and defective from the beginning, in the main circumstance that is essentially necessary to give it legal operation; and that it would be unjust to hold neutral vessels to the observance of a notification accompanied by a circumstance that defeated its effect. This case was, therefore, considered as independent of the presumption arising from notification in other instances; the notification being defeated, it must have been shown that the actual blockade was again resumed, and the vessel would have been entitled to a warning if any such blockade had existed when she arrived off the port. The mere act of sailing for the port, under the dubious state of the actual blockade at the time, we deemed insufficient to fix upon the vessel the penalty of breaking the blockade. See Robinson's *Adm. Rep.*, vol. 6, p. 65. *The Triheten.*

In the above case, a question was raised, whether the notification which had been issued was still operative; but the court was of the opinion that it could not be so considered, and that a neutral Power was not obliged, under such circumstances, to presume the continuance of the blockade, nor to act upon a supposition that the blockade would be resumed by any other competent force. But in a subsequent case (same reporter, page 112, The Huffmonez), where it was suggested that the blockading squadron had actually returned to its former station off the port, in order to renew the blockade, a question arose whether there had been that notoriety of the fact, arising from the operation of time or other circumstances, which must be taken to have brought the existence of the blockade to the knowledge of the parties. Among other modes of solving this question, a prevailing consideration would have been the length of time, in proportion to the distance of the country from which the vessel sailed. But as nothing more came out in evidence than that the squadron came off the port on a certain day, it was held that this would not restore a blockade which had been thus effectually raised, but that it must be renewed again by specification before foreign nations could be affected with an obligation to observe it. The squadron might return off the port with different intentions. It might arrive there as a fleet of observation merely, or for the purpose only of a qualified blockade. On the other hand, the commander might attempt to connect the two blockades together; but this could not be done; and, in order to revive the former blockade, the same form of notification must have been observed *de novo*, that is necessary to establish an original blockade.

From these extracts it appears that the renewal of the blockade must be attended with notification of the fact, as was required in establishing the original blockade, and this notification must be resorted to every time the squadron is driven off and reappears. So far as any rights of the Confederate States are concerned, this raising of the blockade amounts to nothing, but when it is remembered that neutral vessels may sail for Charleston without incurring any danger of capture, there can be no doubt that many will avail themselves of their rights and steer boldly for that port, taking the chance to dodge in if the coast is clear, and still lying, uncertain and uneasy, in the offing. An impetus to our foreign trade will be given that must result in increasing our present supplies very much. It was the want of this impetus because of the raising of the blockade at Charleston that that port is open and must remain open for any particular time. The enemy promptly moved to establish the blockade at any moment. *Their right of capture* is suspended until the expiration of a time from their notification, but they have no vessels on hand. One of the objects of the abolition agitation was to exclude the South from the vacant public domain and to secure it all for the North. The immediate cause which led to the present split was not the quarrel over Mexico and Kansas, commenced by the two sections in 1850.

There can be no conflict, agreed peace between the two belligerents in this fearful war without an amicable division of the magnificent domain which has heretofore been held as the common property of the Union. In Maryland to go altogether to the North, or to be divided according to the preponderance of popular sentiment in each of its districts. The majority of Virginia can never be yielded either by the Commonwealth herself or by the Confederacy which has guaranteed it. Kentucky will insist upon having the Salem Gap. Missouri will demand the mouth of peace? Are time-serving *Kentucky* and *heroic* Missouri to be given up by the Confederacy, as they are impudently given up by President Lincoln in his message? Or will the South insist that the territorial position of one, and the popular will of the other, render their possession by herself the sine qua non of peace? The two great questions, whether States are to be divided at all, and whether they are to be transferred in mass or in part from one party, with or without reference to their own election, will not be more difficult of settlement than the less important question, how shall the vast domain lying west of the Mississippi be disposed of?

Europe was for many centuries settling questions similar to those affecting her own territorial lines, and the settlement cost her millions of lives and rivers of blood. She has at length established a policy and a set of principles which are sufficient to relieve her peace negotiations of the embarrassments which must beset those of new communities on a new theatre in settling their claims on the new continent. Nevertheless all previously-settled principles of international pacification were set aside in Europe at the downfall of Napoleon the Great; and the leading European Powers were about to partition the title of the Holy Alliance, set to work with callous indifference to all national instincts and traditions, to establish dynasties over States to be governed and dispose of peoples with a single eye to providing effective checks and balances of power. Since, however, the battle of Waterloo, in 1815, the great public politics of Europe has again been conducted with reference to what are there accepted as principles of enlargement and enlightenment, and no difficulty is experienced now in adjusting satisfactory terms of peace on the conclusion of the brief wars which now rarely occur among her Powers, great and small.

But on this continent we are without a system of public politics by which to arrange the terms of a pacification. The pride of either party to the existing conflict can find no excuse for concession in any great public principles of general acceptance. The necessities of either party, pushed down to the last inch of the above extracts, the blockade of the port of Charleston can now be held to be an *effective blockade*, or anything more than a paper blockade, with a sham force to maintain it? The naval squadron of the United States, constituted of a few old hulks, has not been able to prevent the establishment of a line of communication so regular and certain between that port and the port of Nassau that it may almost be said to be a regular line of steamers. It has neither been "stationary" nor "sufficiently near to create evident danger of entering," since, week after week, vessels enter and leave without ever being seen by the blockading squadron. The few that have been seized were captured by the accidents of a dangerous navigation, and not by the vigilance of the blockading squadron.

That the blockading force has not been "adequate" nor "sufficient really to prevent access," is now demonstrated—first, by the defeat and dispersion of the squadron by the *Confederate gunboats*, and *next* by the fact already mentioned of steamers entering and departing at regular stated intervals.

But the fact can be no longer disputed that the blockade is not now effective, since having been raised by Flag-officer Ingraham, it no longer exists, and should it be renewed will be liable to the same accidents any dark night.

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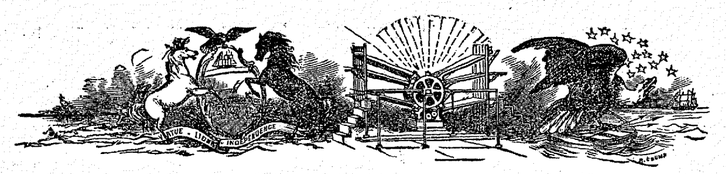

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