The Press.

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THE PRESS,
PUBLISHED DAILY (SUNDAYS EXCEPTED,)
BY JOHN W. FORNEY.
OFFICE, No. 111 SOUTH FOURTH STREET.

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The Press.

MONDAY, MARCH 2, 1863.

"Fun" versus "Punch."

The reign of *Punch* is nearly over. From its commencement, in July 1841, until November 1850, that publication, which had pen and pencil for its weapons, was a power indeed. At the latter date, the leaven of intolerance got into it. Dr. Wiseman was made Cardinal and wrote a not very wise letter on the occasion, in which he claimed that, because of some Puseyite apostacies, the whole of England had returned to the Catholic faith and the Papal subserviency. The writers in *Punch*, most of whom had not been inside of any church for years, (except on the occasions of marriage and baptism,) took up the cudgels for the Church of England and commenced such a series of written and engraved attacks upon the Catholics, that most of them declined receiving the paper into their houses. In this *Punch* evidently took the impulse from Lord John Russell, who, when Prime Minister, wrote a feeble epistle to the Bishop of Durham, in which, with equal delicacy and discretion, he spoke of the rites of the Catholic Church as the "mummeries of superstition." *Punch* lost not only most of its circulation among the English Catholics, but Richard Doyle, its best artist, who was himself a Catholic, felt that he could not consistently remain connected with a publication which ridiculed his faith, and withdrew from it. Since then it has occasionally exhibited more malignity than wit. Its attacks upon Louis Napoleon have been frequent and savage, and, later still, *Punch* has acted in the meanest and most insolent manner ever since the commencement of Civil War in this country. This has been so much overdone as to excite contempt even in England. Its American circulation is not one-fourth of what it was five years ago.

It is a mistake to say of *Punch*, as a pictorial satirist,

"It was the first
That ever burst
Into that silent sea."

It was preceded, as far back as 1830, by a small weekly sheet, edited by the late Gilbert A. A'Becket, and called *Figaro in London*. At that time A'Becket was "a young man about town," of the ripe age of twenty, with a large amount of animal spirits, a vein of lively satire, and a great deal of occasional industry. Neither ill-natured nor malicious, he could not resist the temptation of putting persons and occurrences in a ludicrous point of view. He was satirical, from the mere love of fun, whereas Douglas Jerrold said and wrote better things, from his overruling desire of annoying people. A'Becket was good-natured and witty. Jerrold was malignant and savage. When *Punch* was commenced, A'Becket, whose own little speculation had long since gone to the tomb of all the Capulets, became one of its staff of writers, and continued on it for nearly fifteen years,—in fact from July 1841, to his death in April 1856. In his latter years, A'Becket rose into distinction. His Comic Histories of England and of Rome, and his Comic Blackstone, won him so much reputation, that he was invited to write leaders for *The Times*, and, being qualified for the office, as a barrister-at-law, though he never had held a brief, he finally was made one of stipendiary police magistrates of London, and discharged the duties of that responsible office in an able and irreproachable manner.

The success of *Punch* called up various imitations. We cannot recall the titles of all these defunct rivals. The best of them were *The Man-in-the-Moon*, *The British Lion*, and *Diogenes*. None of these lived long. About eighteen months ago, there was published the first number of *Fun*, almost a fac-simile of *Punch* in size, typography, and engravings, but far more gentlemanly in tone, more independent in principle, and above all, more courteous in its allusions to public affairs and public men in France and the United States. *Fun*, which is written with spirit, edited with tact, and illustrated with humor, has the further advantage of being cheaper than *Punch*, the English price of which is *six* cents, while *Fun*, containing the same number of pages and of engravings, sells for *two cents*. The rivalry is so close that the publication offices in Fleet street are near to each other. At all events, *Fun* is a formidable rival, for it circulates 200,000 copies weekly, while the sale of *Punch* has declined to about 20,000. This is a great falling-off, seeing that, at one time, its circulation was close on 75,000 copies weekly.

Fun may be considered as fully established now, for it has a large and increasing circulation, and has nearly completed its third half-yearly volume. It is difficult, by mere description, to convey any thing like an adequate idea of a literary and pictorial journal of fun and satire, and we shall not attempt it. Yet, from the last number of *Fun*, we give a biographical sketch of an English Parliament-man who has mixed himself up in American affairs. The curiosity of the sketch is that its leading incidents are true.

So, here followeth

WILLIAM SHAW LINDSAY, M. P.

Lindsay, like Wolsey, was born of humble parents, and rose by the force of his mind and the energy of his disposition to a distinguished place among his contemporaries. Beyond that, however, the Lindsay-Wolsey parallel cannot be carried; for the sea, which the former made his fortune by, is not the same see whence the latter enriched himself; and, whereas the cardinal lorded it over all the monks in Great Britain, the capitalist only rules Austin Friars.

William Shaw Lindsay first saw the light in Ayr, but was heir to no possessions—unless they were castles in air. He came into this property at the early age of six, when he was left an orphan, but not a well-off 'un. At fifteen he left home to turn sailor, and entered the world, which gave him only a coal'd reception—the office of looking after the fuel in a Liverpool steamer. For some time he had a hard struggle with poverty in the streets of that great city, but at length obtained a cabin-boy's place on board a West Indiaman. In three years he became second mate, then first mate, and shortly after captain, having gone through many hardships and suffered many privations, besides wounds, accidents, and shipwrecks. In 1841 he left the waves for the Wallsend, becoming agent for the Castle Eden Coal Company. Four years after, he started in London that immense shipping agency on which his fortune is founded.

He commenced his political career in 1852 by being defeated in his desire to become the mouthpiece first of Monmouth and then of Dartmouth. But he had already made himself observed, and had published several works, which had a great sale, on maritime affairs—notably one, "Our Navigation and Mercantile Marine Laws." Though the two mouths we have mentioned eschewed him as their representative, another mouth, Tynemouth, presented him with an opening of which he availed himself.

His principles are most unmistakably free trade. As a consequence he found himself in the wrong boat, when he opposed, at a city meeting held two or three years ago by the shipowners, a resolution which seemed to point to our system of maritime commerce, and the repeal of the old navigation laws as the origin of the distress of the shipping interest.

As a speaker, he is not very effective. The force of his oratory is scotched, if not killed, by a strong North British accent. Nevertheless, although he knows more about seamanship, merchant-ship, and any other ship than statesmanship, he is listened to with attention. The secret is, that he seldoms speaks on subjects that are not connected with the shipping interest, which he has so thoroughly at heart—and by heart.

In 1859 he allowed himself to be separated from Tynemouth by Sunderland, which place still gives him its undivided allegiance. At the time of the Crimean war, he achieved a world-wide fame by exposing the blunders and jobbery of the Government. Since then, like a prudent sailor, he has lain on his oars to a considerable extent; for it is not very likely that Lord Palmerston will ever have an opportunity of aiming *ne sutor ultra crepidam* at Mr. Lindsay. He is not at all the man to talk about things which he does not understand, and when he takes a line with regard to our maritime commerce, they are wise who find themselves in the same boat with him.

It is not very probable that he will ever sit on the Treasury benches. His early training would lead him to take a place below the gangway. Yet he would be as useful a man at the Board of Trade as aboard a trader.

His career is one of which England may be proud. He began life with an "Ayry nothing," and he has made himself a "local habitation" in Portland place, and a "name" in Parliament, as well as in Austin Friars.

THE following letter is from a gallant soldier who enlisted in the ranks at the breaking out of the rebellion, from patriotic motives, leaving a happy home and a lucrative business, to discharge his duty as a citizen, and is a type of thousands in the field whose letters breathe the same spirit:

CAMP NEAR WHITE OAK CHURCH, Va., February 27, 1863.

* * * * * * * *

My regiment forms a part of the 9th Army Corps, and have gone off with them on some expedition, either to North or South Carolina. I fancy I shall have some trouble in getting to them, and, when I do get there, shall see and participate in some hard fighting, and probably may be one of those sacrificed to the cause of liberty. Well, I came out with the expectation of fighting about three months, and singular it will be if I wind up a military career of two years by having the most in the last three months. At any rate, that is the present appearance of affairs. I am no novice, however, for I have been under fire often enough to be able to hear the shot and shell ringing about my ears, if not with indifference, at least without any great amount of visible trepidation, and that is about all the bravest can say with truth. General —— has offered to take command of, and raise, a negro brigade, and I have offered to go with him. He has made the offer, and I have a strong belief the proposition will be accepted. It is the true way to fight them, and I trust there will be no delay in placing the negroes in the field as soldiers. I am heartily sick of hearing the canting traitors at the North talk about fighting for the niggers, and then when we propose to allow the nigger to fight for himself, show so tender a regard for him as to insist on refusing his services. I wish it was in my power to impress every one who objects to negro regiments, and place him in the ranks as a private. I know that a month's active campaign would so materially alter their opinions, that they would be perfectly satisfied to have one of the despised race take their place, and do their fighting for them. Any man who talks in that manner, and lives at the North, is a double-distilled traitor, and should meet with the traitor's fate. We remain here perfectly quiet, stuck in the mud, unable to make any movement. Our regiment was ordered last evening to go about five miles from here to make a corduroy road, which is being constructed to the river on our left. They were to relieve a regiment who had been there in their turn. The weather this morning was so stormy, that the order was countermanded. There is about six inches of snow already covering the mud, and no prospect of clearing up. Our boys would have had a very rough time had they been obliged to go. If the weather should clear up, they will probably go in the morning. They were ordered to take four days' rations with them. A soldier's life is a rough one—he don't lie on a bed of roses. Just imagine being started out in a violent snow-storm, without tents or any protection from the elements, except such as a woolen blanket affords, to take up one's quarters for four days out in the open fields, or may be fortunate enough to be allowed to bivouack in a woods, wet, cold, and nothing to eat but the inevitable pork and hard tack—all this our regiment expected to undertake this morning.

The wretches who inaugurated this unholy war should be crucified. Jeff Davis and his villainous associates deserve the tortures of the damned in this life and that to come; and we have wretches at the North who sympathize with him, and advise us to let them alone and don't set the negroes loose upon the South, for fear some Southern brother may be hurt by a nigger. I would unchain the fiends of hell and let them loose to ravage and destroy if necessary, to put them down and bring them into subjection. We must teach them that we are their masters, their superiors, and if necessary, annihilate the whole white male population in every rebel State sooner than abandon the enterprise. Our Administration are weeding the army of traitorous generals and commanders who have heretofore thwarted our best laid projects, by the weak and tardy support they have given them. Old Joe Hooker is a warm and decided Republican, and will be battling for a cause he loves. Such men take no half measures; their soul is in their work, and with sufficient means, they almost invariably achieve and conquer success. We Republicans in the army have avoided politics as a forbidden subject; we have feared, by discussing the matter, we might create dissensions in the army. We find we have been mistaken. Traitors have been allowed to talk and use their influence to demoralize the men. We have concluded to take a stand and let our principles be known and made public, argue, talk, and if necessary, fight for our principles. We have the right upon our side, and the best of the argument. A.

NEW YORK CITY.

[Special Correspondence of The Press.]

NEW YORK, Feb. 27, 1863.

THE McCLELLAN LETTER

of General Scott is a fresh bone of contention between the friends and foes of the young Napoleon. The former strenuously assert that the epistle reflects rather upon the Administration, for instituting a special correspondence with McClellan, than upon the Potomac commander for communicating directly with the Government without regard to his superior officer. But this hackneyed perversion of meaning has grown too stale a trick to produce much conviction, and the ruling sentiment of the community is against the General, whose repeated military failures have not even the redeeming palliative of soldierly obedience to orders. Of course, such sheets as the *Herald*, *Express*, and *World* are clamorous to vindicate the young Napoleon, who probably wishes that such "d——d good-natured friends," as Sidney Smith said, would let him alone. Such friendship as theirs puts him in the attitude of constantly inviting a strong suspicion of his loyalty; and while this suspicion is logically nurtured by the extravagant laudation of known enemies to the Union, the hapless little Mac will have no rest from investigating committees. The more I see of McClellan as he appears in every-day life, the more firmly am I convinced that he is a victim, rather than a specious abettor, in all this nonsensical clamor for him. He is a common-place, good-natured, ordinary sort of little man, with not as much egotism as you might reasonably expect to find in one so much talked about. Under no possible circumstance could he rise to greatness without violating every law of physiognomy, for his face does not contain one feature, line, or curve indicative of anything above the commonest order of intelligence. His is not the head to live in marble, or illustrate history on heroic canvas, and it must be palpable to all who have conversed with him that he lacks every intellectual qualification necessary to the leader in a deep revolutionary scheme, or the successful manager of the caprices of a political mob. In other words, he is being unscrupulously used as a mere temporary cat's-paw by the Disunion faction of the North; as a mere blind to be used as a curtain only until a gang of organized conspirators are ready to cast him aside, and reveal themselves from behind him in their true rebel characters. The idea that the Democrats intend to select any such man of straw for their Presidential candidate in 1864 is the most egregious folly. They are all too sharp for that. He is simply a temporary convenience with them; but while he *is* that convenience, they will, of course, war for him without stint, and extract the laurels of patriot martyrdom even from the reproving letter of his superior officer.

GENERAL BUTLER

may as well prepare himself for a terrible "revelation," shortly, concerning his administration in New Orleans. There is stopping in this city at present a gentleman of New Orleans who was a lieutenant in the rebel army prior to the capture of the city, and did military duty at Fort Pillow. A short experience of camp-life was sufficient to satisfy him, and he, in company with several others, resigned his commission and returned home. Shorty after Butler's capture of New Orleans, our Secession friend was tempted to utter certain Southern sentiments which procured for him a speedy visit to prison, where he was detained for some weeks. This portion of the programme *so sharpened his perceptive* faculties that he was enabled very readily to see the shameless corruption of Gen. Butler's administration. Now that he is in this city, the principal editor of the *World* has solicited from him a written *exposé* of the much-dreaded General's frightful abuse of his office; and the aforesaid edifying sheet will probably flame with "Revelations" before long. Let the General make a note of this merciful forewarning from me, and hurry to his new post before the storm bursts.

THE FUNERAL OF EMMA TAYLOR,

the actress, took place yesterday afternoon, from St. Mark's Church, and was largely attended by members of the dramatic profession. The pallbearers were Messrs. G. H. Smith, Jarvis Weed, E. F. Lasack, F. H. Pinkney, L. D. Debost, S. J. Pollock, E. M. Vought, and G. H. Williams. The officiating clergyman was Dr. Joseph H. Price, rector of St. Stephen's, and the solemn service for the dead was never more impressively intoned. Miss Emma Elizabeth Taylor was better known as an actress in your city than in New York; but during her short sojourn with us—at Niblo's and at Laura Keene's—she found ample appreciation for her professional grace and talent.

THE BURGLAR, GORDON,

who was arrested in Brooklyn, day before yesterday, for committing a series of nightly depredations upon the domestic valuables of the aristocracy over there, owes his detection, it seems, to the tender passion. For some weeks before his real character was discovered, Gordon had been living like a prince in Brooklyn, spending money very lavishly, and gaining admission to the first circles by pretending to be a rebel officer converted to loyalty. It was his custom, on attending a ball or soirée at the house of a nabob, to note minutely the locality of his host's valuables, and then return to the house in disguise at a later hour, and rob it. He boarded in a respectable house, and had a room on the ground floor, through the window of which he was accustomed to go and return while engaged in his burglaries. In the course of his social career he won the affections of a very estimable young lady. Wishing to make her a handsome present, he repaired to a fur store in this city with a very valuable cape which he had stolen previously from another store, to have a new lining put in. A gentleman happened to be in the store at the time who recognized the cape, and immediately claimed it for its rightful owner. Quite a scene then ensued, ending in the arrest of Gordon and a police inspection of the trunks at his boarding house. Then came a full exposure of the dashing rascal's true character, greatly to the horror of the First Families who had cultivated him so blindly. The young lady who has so narrowly escaped a marriage with the villain is said to be almost broken-hearted.

A MYSTERIOUS TRAGEDY

ended in death yesterday at a private house in Stanton street. On the previous evening a young man of twenty-two, named Foster, who resided there with his brother's family, entered the house, and threw himself upon a sofa, with the declaration that he had been shot. The family hastened to learn what he meant, and it was discovered that he was bleeding freely from three pistol-shots in the stomach. To his brother, who had been with him only an hour before, and to the physicians and police, he would give no other explanation of his condition than that he had been shot in the street. No form of entreaty or threat could induce him to reveal one word more, and he has died with his secret untold. The family are respectable, and have no clue to the mystery ending thus in blood.

THE STEVENS BATTERY

is offered to the Secretary of the Navy to-day by Mr. Stevens, who gives his proposals to the papers of this morning in letter shape. For the sum of $1,500,000 he will complete his battery, put it in perfect working order, and turn it over to the Government in nine months after receiving the order. Or, he will let the Government take the battery as it now is, at cost—say $250,000. He guarantees the complete impenetrability of his invention to any kind of missile; that its speed shall be greater than that of any other war vessel in the world; and that its broadside shall be equal to that of any ship afloat.

GENERAL SIGEL

is here on furlough, paying a hasty visit to his wife and child at the residence of his father-in-law. He speaks very hopefully of the coming spring campaign. STUYVESANT.

ARMY OF THE CUMBERLAND.

DISLOYAL NEWSPAPERS.

[Special Correspondence of The Press.]

MURFREESBORO, TENN., Feb. 24, 1863.

By a special order from General Rosecrans, no more of the newspapers known as the Cincinnati *Inquirer* and Chicago *Times*, will be permitted to be circulated in the army of the Cumberland. If he will also prohibit the sale of the former journal in Nashville, much good will result therefrom—for the reception of the Cincinnati *Inquirer* in that city is like so much food and fuel for the rebels and their cause.

THE PROCLAMATION OF FREEDOM.

A lieutenant of an Indiana regiment yesterday sent in his resignation—cause, President's emancipation proclamation. General Rosecrans sent for him and gave him the greatest lecture he ever had in his life, whereupon the officer remarked that he had been in the service nineteen months, and failed to be favored with an opportunity to go home and see a sick wife, and, disliking to resign without a military reason, used the above as a cloak. His confession was very important, inasmuch as it proves that many of our officers who have resigned "on account of the proclamation," took advantage of the instrument to release themselves from military obligations.

There will probably be no movement from this place for a month. A large number of officers are off on "leave of absence," and three correspondents—Bickham, of the *Commercial*; Furse, of the *Gazette*, and Shanks, of the *Herald*—are making a short tour north. These are all old hands in this army, and know which way the wind blows. Since the battle, however, there has been a fresh arrival of correspondents from Philadelphia, Chicago, and elsewhere.

PAYING OFF THE TROOPS.

Just now a great deal of happiness is rife in this army—cause, lots of paymasters here at work. It will take eight of them about two weeks to pay off the whole army, which will be done up to the 31st of December.

THE ENEMY UNDEMONSTRATIVE.

In the way of military excitement nothing at all exists here just now. Even the forage trains meet with no molestation. Last Sunday a straggling party of about two hundred rebel cavalry appeared near General Johnson's front, and drove in the vedettes, which was the first thing of the kind which has transpired for a couple of weeks.

Yesterday a large foraging party, accompanied by three brigades, with five days' rations, went out upon the Bradyville road. This morning a large party, accompanied by two brigades, with two days' rations, went out upon the Salem road.

CAVALRY READY TO MOVE.

The most of the cavalry have marching orders, with three days' rations, and will start this evening. Our cavalry are getting to be quite efficient, and will be by the next battle an important arm of the service.

NEW CLOTHES.

Besides being paid off, the men are being newly clothed and equipped, and when next this army marches the surmounting of all impediments will readily take place.

NEW MOVEMENT.

The railroad from Nashville to Franklin will be placed in running order next week, and probably a brigade or two will be sent to Columbia.

HOSPITALS IN MURFREESBORO.

The following is a list of the Federal Hospitals in Murfreesboro, with the names of the surgeons in charge, and number of patients in each:

No. of Hospital.	Surgeon in charge.	No. Patients.
No. 1	Surgeon Fitch	180
" 2	Surgeon Sheets	54
" 3	Surgeon Johnson	138
" 4	Surgeon Pierce	98
" 5	Surgeon Youant	159
" 6	Surgeon Tailor	120
" 7	" "	37
" 8	Surgeon Wolf	40
Total		826

The following is a list of the Confederate Hospitals, with the names of the surgeons in charge, and number of patients:

Hospitals.	Surgeons in charge.	No. Patients.
Cheatham's Div.	Surgeon Fletcher	234
Withers' "	" "	178
McCown's "	Surgeon Orme	89
Cleburne's "	Surgeon Hall	176
Breckenridge's "	Surgeon Pennelton	119
Total		796

The following is a list of Field Hospitals, &c.:

Hospitals.		Fed.	Confed.
No. 1	Surgeon Wood, 99th Ohio	154	12
" 2	Surgeon Finley, 2d Ky	82	3
" 3	Surgeon C. B. Muscroft 10th O.	52	3
" 4	Surgeon S. J. Drane	28	..
" 5	Surgeon O. W. Heisse, 100th Ill.	20	..
" 6	Surgeon D. L. Tidball, 35th Ill.	27	..
" 7	Surgeon Albert Wilson, 1st O.	8	..
" 8	Ass't " W. H. Park, 49th O.	12	3
" 9	Ass't " W. N. Elliott, 11th Mh.	31	..
" 10.*	Surgeon B. H. Rutland	1	17
Total		395	38

*Smallpox Hospital.

BATCH OF ORDERS.

The following general orders have been issued since my last:

HEADQUARTERS DEP'T. OF THE CUMBERLAND, MURFREESBORO, TENN, Feb. 13, 1863.

GENERAL ORDERS, No. 18.

The following instructions concerning the ordnance department are published for the information of all concerned, and will be strictly observed by officers serving in this department:

I. It shall be the duty of division ordnance officers to supply the troops of their respective divisions with ammunition, and the cavalry and infantry with all ordnance stores. They will be held responsible that the following supply of ammunition is kept constantly on hand—viz:

For artillery, 250 rounds per gun, including that in ammunition chests.

For cavalry and infantry, 150 rounds per man, including that in the cartridge boxes.

II. All requisitions will be presented in duplicate, signed by commanding officers of regiments or batteries, and the division commander. Those for artillery stores, except ammunition, will be approved by the chief of artillery for the department. Requisitions for ammunition for all arms of the service, and for all ordnance stores for cavalry or infantry, will be made upon the division ordnance officers; those for artillery stores will be made by commanders of batteries, upon the chief of ordnance, at these headquarters, direct.

Division ordnance officers will make their requisitions upon the chief of ordnance, approved by the division commander, stating the troops for whom the stores are required.

III. All of the prescribed supply of ammunition, not carried with the regiments and batteries, will be held in reserve by the division ordnance officers, who will provide themselves with wagon trains for this purpose, which shall be entirely under their control. The wagons will be distinguished by a horizontal stripe, six inches wide, painted on each side, upon the cover and upon the wagon body: for artillery ammunition, red; for cavalry, yellow; for infantry, light blue. They will also be distinctly marked with the corps and division to which they belong, and the kind and calibre of the ammunition contained. Division ordnance officers will immediately organize their trains, applying to the division quartermasters for the requisite number of wagons. Upon the receipt of this order they will report in person to Lieutenant Horace Porter, chief of ordnance, at these headquarters.

IV. Officers having ordnance or ordnance stores to turn in will send them to the nearest ordnance depot, accompanied by duplicate invoices and receipts, (forms 2 and 7 Ord. Dept., Army Reg.,) stating their condition, whether serviceable or unserviceable.

V. In condemning ordnance and ordnance stores officers will be governed by paragraphs 1021, 1022, and 1023 Army Reg.

VI. The colonel of each regiment, not armed with the Springfield rifle musket, will select from his command a mechanic capable of repairing small arms. If skilled in his employment, he will receive from the ordnance department forty cents per day, for such days as he may work. This amount to be paid by the nearest disbursing ordnance officer upon forms furnished for the purpose, certified to in duplicate by the colonel commanding, and accompanied by a certified copy of the order placing the mechanic on extra duty.

Armorer's tools and spare parts of arms will be furnished upon requisitions as prescribed in General Orders No. 189, War Dept., November 18, 1862.

VII. Semi-monthly reports of ordnance and ordnance stores will be made, as heretofore, to the chief of ordnance, at these headquarters, by division ordnance officers, and commanders of batteries.

VIII. All persons having ordnance or ordnance stores in their possession will forward a quarterly property return to Brigadier General J. W. Ripley, Chief of Ordnance, Washington, D. C.

IX. All blank forms pertaining to the ordnance department will be issued, upon requisitions, by the chief of ordnance at these headquarters.

By command of Major General Rosecrans.

C. GODDARD, Asst. Adj't. Gen. and Chief of Staff.

HEADQUARTERS DEP'T OF THE CUMBERLAND, MURFREESBORO, TENN., Feb. 19, 1863.

GENERAL ORDERS, No. 24.

The following extract from General Orders, No. 19, War Department, February 22d, 1862, is published for the information of this army:

"It is ordered, that there shall be inscribed on the colors or guidons of all regiments and batteries, in the service of the United States the names of the battles in which they have borne a meritorious part. * * * * It is expected that troops so distinguished will regard their colors as representing the honor of their corps—to be lost only with their lives; and that those who are not yet entitled to such a distinction will not rest satisfied until they have won it by their discipline and valor."

In accordance with this order, the General Commanding directs that the name of "Stone River" be inscribed on the national colors of each regiment, and the guidon of each battery that was engaged in the recent battle in front of this city. The general is proud to know that there was not a single regiment or battery which did not in that memorable conflict, bear a meritorious part.

By command of Major General Rosecrans:

C. GODDARD, Assistant Adj't General and Chief of Staff.

HEADQUARTERS DEP'T OF THE CUMBERLAND, Murfreesboro, Tenn., Feb. 22, 1863.

GENERAL ORDERS, NO. 27.

Colonel J. C. McKibbin, additional aid-de-camp, having reported in accordance with the orders of the General-in-Chief, is assigned to duty as Acting Assistant Inspector General of the Army of the Cumberland.

Captain Joe C. Hill is announced as volunteer aid-de-camp, and will be respected accordingly.

By command of Major General Rosecrans.

C. GODDARD, Ass't Adj't Gen. and Chief of Staff.

B. C. T.

LETTERS OF GEN. ROSECRANS TO GEN. JOS. E. JOHNSTON,

IN REFERENCE TO THE OUTRAGES COMMITTED ON OUR WOUNDED, ETC., BY THE REBELS—STATEMENT OF CHAPLAIN GADDIS IN REFERENCE TO THE CAPTURE OF THE STEAMER HASTINGS, ETC.

The following correspondence from General Rosecrans, forwarded to us from Murfreesboro, is another addition to the immense cumulus of proof already gathered of the shocking barbarity of the rebels, and the disposition of their highest military officers to connive at and commit the most shocking violations of all the rules of civilized warfare. We rejoice that the Army of the Cumberland is watched over by a General who does not hesitate to expose the villainy of the rebels on all occasions. It would seem that General Wheeler exercises the right of stopping, breaking open, and reading, all letters addressed to his superiors, which happen to fall into his hands, and also, of returning all letters which he does not wish his superiors to see! Last summer Forrest refused to allow Governor Johnson's family to come from Murfreesboro to this city, although they had a pass and protection from the Confederate Secretary of War. The rascals seem to have less subordination than a band of thieves:

HEADQUARTERS DEPARTMENT OF THE CUMBERLAND, Murfreesboro, Tenn., Feb. 19, 1863.

GENERAL: Yours of the 12th instant, dated at Tullahoma, by flag of truce, is just received. I very much regret that you had not the power to redress the outrage, and punish the perfidy which compels me to avoid communicating with Gen. Bragg by flag of truce.

I was in hopes that by our joint efforts we should have been able to put the sacred claims of justice and humanity high above passion and revenge, in the estimation of the troops of our respective armies, and thus reduce the terrible amount of human suffering to the necessities of a state of war, and those resulting from individual acts of crime and outlawry.

I know that no success would compensate for the degradation and shame that I should feel in allowing my troops to sneak in behind a flag of truce to make a capture; or allowing them to go into battle dressed in your uniform and carrying your colors, or in robbing your surgeons of their private property, all of which was done by Gen. Bragg's troops before and at the battle of Stone's river.

Enclosed is a copy of a list of thirty-eight (38) medical officers robbed.

Enclosed, also, is the statement of the Rev. Chaplain Gaddis, showing that under the tacit, if not active sanction of Gen. Wheeler, a hospital boat, loaded with desperately-wounded and sick soldiers, was fired into by musketry and artillery.

Now, General, my difficulty is, that while these outrages actually occur, it seems from the official statement of your officers, that different reports come to them.

Thus Gen. Bragg, in one of his voluminous epistles to me, complains that your prisoners were robbed of their clothing. I did not think it proper to say it to him, but I do to you, that in all my experience I *have neither seen nor heard of anything of the kind.* They have seldom if ever had blankets or clothing enough, and have been provided with such things by my order when possible.

I only ask what I feel bound and resolved to observe, that which is right and humane, according to the usages of civilized war.

I appeal to you, and through you, if you have not the power, to your superiors, to know if my efforts and wishes in this matter cannot be met in a spirit of frankness and cordiality.

Hoping that in all official intercourse we may preserve mutual respect, and feelings of personal kindness, I remain, General,

Your obedient servant,
W. S. ROSECRANS, Maj. General.

Gen. JOS. E. JOHNSTON, C. S. A.

This letter was twice endorsed as follows:

HEADQUARTERS CAVALRY, February 19, 1863.

Respectfully returned. Being an officer of Gen. Bragg's army, I do not feel authorized to forward a communication, the language of which, when referring to the commanding general of the army, indicates so little regard for the courtesies that are presumed to govern gentlemen in their intercourse.

JOS. WHEELER, Major General and Chief of Cavalry.

HEADQUARTERS DEPARTMENT OF THE CUMBERLAND, Murfreesboro, Feb. 19, 1863.

Respectfully re-forwarded to General Joseph E. Johnston, to whom the letter is addressed. The enclosures mentioned within have been abstracted. Duplicates are re-enclosed.

W. S. ROSECRANS, Major General Commanding.

CAMP AT MURFREESBORO, Tenn., Feb. 4, 1863.

Major General Rosecrans, Commanding Department of the Cumberland:

SIR: In accordance with your request, I herewith transmit a condensed account of the capture and subsequent destruction of a portion of your transportation by fire, on the Cumberland river, on the 13th of January, 1863, at the head of Harpeth shoals, thirty miles from Nashville, and thirty-five from Clarksville. I was on the steamer Hastings at the time of her being ordered by the guerillas to land, and at the request of the captain of the Hastings, the officers and men on board (near 260 wounded), assumed command. I answered their hail and order by saying we were loaded with wounded, and could not stop; they again ordered us "to come too," and *backed their orders by three (3) volleys of musketry*, after which I ordered the pilot of the Hasting, "round the steamer to the shore." This he immediately endeavored to do. The current being swift the boat yielded slowly, and the enemy again fired *two rounds of artillery*, one of the balls taking effect on the steamer, seriously wounding one of the men. As soon as the boat struck the steamer that had been captured some two hours previously, a gang of drunken rebels, under command of Colonel Wade, took possession of the Hastings. Then followed a scene of plunder and theft never before witnessed. They robbed soldiers and passengers indiscriminately. Took from your wounded soldiers their blankets, rations, medicines, and in many instances their clothing! Robbed the officers of their sidearms, overcoats, hats, &c.; the boat of all her freight, stores, and money, and her officers of their personal property. I demanded of Colonel Wade some explanation of his inhuman course, he being so drunk, only made me an idiotic reply. I then looked round for some other officer, and discovered Capt. Buford, General Wheeler's A. A. General, in whom I recognized an old acquaintance. I appealed to him; he was powerless from the fact that the whole gang was drunk. He, however, reported the facts to General Wheeler, who authorized him to parole the "Hastings" on condition that she carry no more supplies for the Federal Government. I accepted the parole. I then took on board the wounded off of the steamer "Trio," also from the steamer "Parthenia," and had succeeded in obtaining permission to pass on, when for the first time I discovered that the deck of the Hastings was covered with bales of cotton, on which our wounded were lying. Wade instantly ordered me to put ashore all the wounded (over 400) that he might burn the cotton, it being their's by capture, and with them a contraband of war.

To move the men again was almost impossible. They had been virtually stripped of everything—medicines, rations, clothing; we thirty-five miles from any military post, night coming on, no place of shelter, no place to put our wounded and dying men, save a muddy corn-field. A heavy snow had begun to fall, and, in view of all this, and my sympathy for men who, for eighteen months, had done their duty as true soldiers, and who, for days, had fought under you, and only ceased when borne from the field. I demanded other terms. I told him I would not move a soul from the boat, &c. All this was reported to Wheeler, (at least they said so,) and he ordered that I should be held personally responsible for the burning of their cotton on reaching Louisville, under penalty of my return to their lines as prisoner of war. I deemed the terms mild under the circumstances, and I immediately accepted them, in which I claim I *did my duty.* The passengers and soldiers of the Trio and Parthenia were robbed in like manner. After they had done us all the harm they could, barely escaping with our lives, they allowed us to cross the river during the burning of the steamers. While they were preparing to burn, the gunboat Sidell hove in sight, and to all appearance made preparations to drive the enemy away. But from some cause or other Van Dorn made no fight, and surrendered the boat without firing a single shot. They then took possession of her, threw over her guns and arms, fired the three boats, and in a short time nothing remained but the charred hulls. On reaching Clarksville, I reported by telegraph to Major Sidell, who ordered me to proceed on as rapidly as possible to Louisville, and report to Gens. Boyle or Wright. This I done, and the enclosed papers will explain the final result of the unfortunate affair. Thus hoping that in all this you will not condemn me,

I remain, your obedient servant,
M. P. GADDIS, Chaplain 2d Regt. O. V. I.

HEADQUARTERS DEPARTMENT CUMBERLAND, MURFREESBORO, Tenn., Feb. 19, 1863.

GENERAL: Enclosed I transmit a letter sent you yesterday by flag of truce, which was returned to my lines to-day, endorsed, as you will see, and signed "Joe Wheeler, major general and chief of cavalry."

I also enclose copies of the list of medical officers robbed during the battle of Stone's river, and Chaplain Gaddis' statement of the treatment of some wounded men on a hospital boat.

I presume your customs do not warrant subordinates in stopping communications addressed to their superior commanders.

Nor is it necessary to call attention to the discourtesy of an officer of high rank, who had the meanness to stop such a communication, and to abstract from it the enclosure, which he presumed to return, because he was unwilling to forward it, the papers referring to his own conduct.

Very respectfully, your obedient servant,
W. S. ROSECRANS, Major General.

General JOS. E. JOHNSTON, C. S. A.

THE NAVY.

Another Fleet About to Sail from New York Southward Bound—Letter from Mr. Stevens to Secretary Welles concerning his Battery—The Iron-clad Nantucket, &c.

NEW YORK, March 1.

ANOTHER FLEET SOUTHWARD BOUND.

The following vessels left their moorings yesterday at the Brooklyn navy yard for important service, and will sail to-day:

The iron-clad Ericsson battery Catskill, known as Monitor No. 6, took on board all her ammunition and stores, and received orders from the Navy Department to proceed immediately to Fortress Monroe. She would have sailed on Thursday, but a screw for her 15-inch gun was needed, and strange to say, the train on which it was coming ran into another, which delayed her in port last evening. The Catskill is exactly like the Passaic and the Montauk. She made no formal trial-trip. She was turned over to the navy on the 17th ult. Her officers are:

Commander, George Rodgers; Lieutenant-Commander, Charles C. Carpender; Acting Assistant Paymaster, Jos. Woodbury; Second Assistant Engineer (acting Chief), G. D. Emmons; other Engineers, George H. White, J. B. Finars, and N. B. Buckhout.

The paddle-wheel steamer Bienville dropped down off the Battery on Thursday evening, took her powder on board, and completed her preparations for sea. This vessel has undergone thorough overhauling at the navy yard since her return from the blockade. She is a purchased craft, and was bought in August, 1861, for $161,250. Being fast, she will join the fleet after the Alabama. The Bienville has been commanded the twice recently by Com. J. B. M. Mullany. Her officers are:

Commander, J. B. M. Mullany; Lieutenant, Roderick S. McCook; Acting Masters, Frank Smith, Benjamin Whitmore, W. Bates, E. H. Sheffield; Assistant Surgeon, Isaac T. Coats; Acting Assistant Paymaster, W. W. Goodwin; Ensign, T. H. Wilkes; Chief Engineer, W. A. Wright; Acting 2d Engineer, J. Day; Assistants, J. Fountain, B. Kerley, H. B. Goodwin; Acting Masters' Mates, W. W. Bradley, W. C. Littlefield, E. H. F. De Bowie; Captain's Clerk, E. Devereaux; Paymaster's Clerk, T. B. Smith.

The screw steamer E. B. Hale is to convoy the Catskill to Fortress Monroe, and probably further South. She is a small craft of 192 tons burden, and was purchased for $23,000, but has done considerable service on the blockade. A perfect overhauling at the navy yard has made her strong and efficient. Her officers are:

Commander, E. Broadhead, acting lieutenant-commanding; Acting Ensigns, George Edwards, George A. Smith, Jacob W. Vanderberk; Acting Assistant Surgeon, Thomas S. Kerth; Acting Paymaster, O. B. Goodman; Engineers, James Fagan, George Taylor, and J. W. Harnett.

The steam transport Fairhaven was chartered yesterday from Adams Express Company to proceed at once to New Orleans, with stores, provisions, and officers for Admiral Farragut's fleet. She will go out to sea this afternoon.

THE STEVENS BATTERY.

LETTER FROM MR. STEVENS TO THE SECRETARY OF THE NAVY.

HOBOKEN, Feb. 24, 1863.

Hon. Gideon Welles, Secretary of the Navy:

SIR: I see by the public press that the Government is about to construct several large sea-going iron-clad ships-of-war. These vessels are intended, as I understand, to be about the same length and size as the Stevens battery; and one of them now under contract with Mr. Webb, of New York, it is said, will cost $4,000,000.

I propose to relieve the Government of all risk as to the success of at least one of these vessels by obligating myself to complete the Stevens Battery, and deliver her ready for service on the following terms—viz:

1. That she shall be impenetrable to the most destructive missile fired from the most powerful gun (with its ordinary service charge) now used in our own or in any European naval service, to be tried upon her at short range—say 220 yards.
2. That she shall have greater speed than any other iron-clad war steamer in the world.
3. That she shall be more manageable and more quickly turned and manœuvred than any other large armed sea-going steamer.
4. That she shall have an armament capable of throwing a broadside at least equal to that of any ship now afloat.
5. That she shall be delivered to the Government complete and ready for service within nine months from the time the order is given for the sum of $1,500,000, but no payments will be required until she shall be ready for delivery; provided, however, that the performance by me of these conditions is not to rest upon theoretical opinions, but (if desired) shall be brought to practical tests; the test of her sea-going qualities to be a voyage to Charleston bar and back to New York harbor.

The conditions attached to this offer, if fulfilled, would make the ship the most powerful and efficient war steamer in the world, at a cost to the Government far less than that of the Warrior or La Gloire, or than that of any other ship of the same size and quality. She could also be completed in less than half the time it would require to build a new ship. If she should prove a failure, the whole loss falls upon me, and not upon the Government.

Or I will transfer the vessel to the Government as she now stands—having her hull, boilers, engines, and machinery nearly all complete—for her cost to me, (say $250,000,) provided she is then finished by them on my general plan. I estimate she would then cost the Government, in all, $1,000,000.

This arrangement would give the Government the benefit of the $500,000 heretofore expended by them on the ship, and which was relinquished by the action of the last Congress. As will be seen from the last offer, I do not propose to make any profit out of the Government, but desire the completion of the vessel for the national good; and to protect the reputation of my brother and myself from the discredit of any failure, that she may be completed on our plans, that we may not be held responsible for the success of the plans of others. E. A. STEVENS.

P. S.—If time is of great importance to the Government, the vessel could be completed in much less time, but of course at an increased cost.

THE MONITOR NANTUCKET.

This iron-clad battery is now under orders for the Southern coast, and will leave Boston in a few days. The following is a list of her officers:

Commander, Donald N. Fairfax, Esq.; lieutenant commanding, first executive officer, L. A. Beardslee; acting assistant paymaster, Levi L. Brigham; assistant surgeon, E. Minor Weld; acting master, William H. Males; acting ensigns, J. F. Otis, Colin C. Starr; second assistant engineer, G. H. White; third do., J. H. Lewars; third do., N. W. Buckhour; third do., J. K. Smedley. The steamer Charles Pearson will convoy the Nantucket.

THE SHIP ONWARD.

United States ship Onward, Lieut. J. F. Nichels commanding, from Madeira January 22, arrived at Boston on Saturday. The following is a list of her officers: H. J. Sleeper, executive officer; Thomas G. Grove, acting master; D. L. Bassett, acting assistant surgeon; John S. Allen, acting assistant paymaster; J. H. Bunting and R. C. McKenzie, acting masters' mates; Geo. F. Vincent, paymaster's steward; J. P. Powers, surgeon's steward.

THE MISSISSIPPI SQUADRON.

SIEGE OF VICKSBURG.

Our Gunboats Passing Through the Canal.

"Mosquito Fleet" in the Rear of the City.

PORT HUDSON TO BE ATTACKED.

A Batch of Startling Reports.

NEW YORK, March 1.—The *Mercury* has a special despatch from Cairo, of yesterday's date, containing the following items:

Cairo is full of startling rumors. It is said that, on the 26th, the Vicksburg cut-off was completed, the dredging machines having been at work for several days. It is asserted that the gunboats have all gone through, and the transports are preparing to follow, after the rebel batteries at Warrenton are reduced.

The whole force is to be sent against Port Hudson.

It is also stated that the small gunboat fleet have reached the Yazoo river, via Union Lake, and are playing mischief in the rear of Vicksburg.

It is also reported that the boats have got into Red river, via Lake Providence.

There are likewise reports of serious disasters to the Union troops, and of some of our forces and gunboats being captured, but these are not credited.

NAVAL OPERATIONS ON THE MISSISSIPPI.

In the outset of the rebellion, when it became evident that the Southerners were seizing trading vessels by force, and constructing batteries on the shores of the river, the Government despatched Commodore Rogers to the West, who had three of the stoutest of freighting boats converted into something as nearly like a man-of-war as the nature of the service permitted. With these three vessels—the Lexington, Tyler, and Conestoga—the Ohio and Mississippi were patroled until the arrival of Commodore Foote in the succeeding fall. In the meantime, the project of constructing iron-clad floating movable batteries had been favorably considered, and, under the auspices of the War Department, a number were built. The vessels were built according to specifications furnished by the engineers at Washington, and, although a first attempt, proved to be of great service in the reduction of Fort Henry, Fort Donelson, and Island No. 10. The flotilla was then formally turned over to the charge of the Navy Department, to be manned, worked, and paid according to its regulations.

RAMS AND IRON-CLADS.

It was during the same spring that the nerves of the nation were shattered slightly by the appearance of the famous Merrimac, which, by its formidable power of piercing wooden ships, first gave insight into the advantage of the ram as a naval weapon. In the same moment almost the success of the Ericsson turret as a shield for practical gunnery was also demonstrated. The theory of naval construction had therefore to be so altered as to meet the new conditions. Both North and South set to work to produce the best combination of offensive and defensive vessel, including turret, beak, and cannon.

The first attempt in the Western waters, and one the value of which can hardly be too much appreciated, was the extemporizing ram fleet of the lamented Colonel Ellet, who represented to the Secretary of War, that unless some measures of the kind were speedily adopted, the enemy might sink our entire flotilla. The experiences of four river boats at Fort Pillow soon after gave proof to his assertions. The timely arrival of the rudely altered towboats had, probably, the effect of saving the entire Mississippi flotilla from destruction. At Memphis the indomitable spirit of their commander led to the destruction of the rebel fleet, even more completely than the intrepidity of Farragut in defeating a similar force at New Orleans.

With every day our force is growing more and more effective. After the successful demonstrations of the iron-clad and the ram powers, separately working, it was determined to unite them both in the same vessel. Two vessels were, therefore, purchased, and under the authority of the Secretary of the Navy, by a legal fiction, they were repaired or converted, but in reality were new boats. These boats—the Lafayette and Choctaw—are now nearly ready for service, being perhaps the largest and most powerful vessels afloat. They were built by Government upon plans of Commodore W. D. Porter and others, and have cost nearly half a million each.

At the same time orders were given for the construction of an iron-clad turret-boat at Pittsburg, at Cincinnati, and at Louisville. These three boats are now ready for service, the Indianola having recently passed the batteries at Vicksburg, and the Chillicothe being above that point, and the Tuscumbia en route to the fleet. Three others, of similar design, are now being constructed at the same places.

THE MOSQUITO FLEET.

The opening of the smaller navigable streams in the West gave rise to the demand for a smaller class of boats, with light draught and light armament, greater speed as a protection to transports, a scourge to guerillas, and a continual patrol and guard upon the property of the United States. Eighteen of these boats were built, or converted, and are familiarly known as "tin-clads" on the river, from their lighter coating of iron-plates. These, with the original wooden gunboats and a few captured from the enemy, constitute an efficient fleet, capable of acting against anything short of heavy batteries.

THE NEW WESTERN MONITORS.

The Osage and Neosho are sister vessels, the former to be ready in twenty days, and the latter in thirty. They are one hundred and sixty-five feet in length; sixty-five feet beam; draw, when armament is on board, three and a half feet; turret of plates nine inches in thickness; deck plated, and arched decks; engines protected, and built in twenty-four water-tight compartments; engines of the same size as in the De Kalb and Louisville; wheel in recess; capable of making seven miles an hour up stream; carry two eleven-inch columbiads to fight fore and aft, guns sweeping the horizon within sixteen degrees; very formidable and compact; cost $200,000.

The Winnebago and Milwaukee are boats of a different class, and in fact larger and more complete than any Monitor yet launched. The former is to be ready in sixty days, and the latter in seventy-five. They are in length 229 feet; breadth, 56; draught, 6 feet; two engines and four propellers, covered by a hood astern. Like the two above mentioned, are of iron throughout, presenting but a very small target above water line. Engines, boilers, and magazine all below deck.

Each of them is to be fitted with two turrets. One of these turrets is after the design of Mr. Ericsson, and the other is upon a new principle and adaptation of Mr. Eads, and no doubt will be a startling advance in naval warfare. The peculiarity of this new turret is in loading the gun below deck—in having a port-hole the size of the gun-muzzle only, closed except during the discharges, and admitting of an elevation of twenty-five degrees, and a depression of five. The tower of 9-inch plate is not only rotary, but the interior platform or bed is elevated or depressed by steam power at each successive discharge of the guns, so as to leave little or no margin for casualties. Altogether these are the most formidable war vessels yet produced. Their cost will be about $320,000.

The Chickasaw and Kickapoo are to be completed, the former in ninety and the latter in a hundred days. These are the same, in general construction, as those just described, except that they will be furnished with two turrets of the Ericsson pattern, each. Like them, also, they will carry four eleven-inch columbiads; will make six miles an hour against current. They are also protected against plunging shot in a manner quite remarkable. The interior arrangements are such as to allow of compact and comfortable quarters during action. There is an abundance of room, and, substituting iron for wood, have adopted all the improvements suggested by the demands of the first fleet.

The iron of which they are built and covered is the tough Missouri bloom, rolled at Portsmouth, Ohio. The plating for the sides of the hulls above and below the water line is three and a half inches, at a very near angle with the water surface. There is no probability of the hulls being pierced by any projectiles now in use. In spite of many predictions, it is believed that these boats may yet assist materially in taking Vicksburg and Port Hudson.

NAVAL FORCES ON THE MISSISSIPPI.

The present strength of our naval forces in the Western waters, under Admiral Porter, may be set down as follows:

MONITORS.	
Tuscumbia, 5.	Choctaw, 6 (nearly ready).
Indianola, 2 (below).	Neosho, 2 (nearly ready).
Chillicothe, 2.	Osage, 2 (nearly ready).
Vinnebago, 4.	Milwaukee, 4.
Chickasaw, 4.	Kickapoo, 4.
IRON-CLADS.	
Benton, 16.	Lafayette, 6 (ram).
Essex, 12 (below).	Eastport, 10.
Carondelet, 13.	De Kalb, 13.
Mound City, 13.	Cincinnati, 13.
Louisville, 13.	Pittsburg, 13.
WOODEN.	
Conestoga, 9.	Lexington 9.
Tyler, 9.	Bragg, 5 (captured).
Little Rebel, 2 (captured).	Price, 4 (captured).
LIGHT DRAUGHT—"TIN-CLAD."	
Forest Rose, 6.	Rattler, 6.
Marmora, 6.	Romeo, 6.
Signal, 6.	Juliet, 6.
New Era, 6.	Brilliant, 6.
St. Clair, 6.	F. Miller, 6.
Humbleton, 6.	Glide, 6.

TENDERS.

Black Hawk, 2; Great Western, 2; Torrence, 2; Sovereign, 1; Samson, 1; De Soto, 1; Red Rover, Mars.

RAMS.

Queen of the West,* 5; Monarch, 4; Switzerland, 4; Hornet, 2; Lancaster, 4, Fulton, 2; Lioness.

The Queen of the West and Indianola are now between Vicksburg and Port Hudson, maintaining the stars and stripes over the last link in the river.

The Indianola is a small Monitor, of light draught, admirably fitted for the service for which she has probably been selected. She has two screws and two paddle engines, is capable of making eight miles up stream, and is armed with two heavy columbiads. It will be feasible for her to pass up Black river to the very rear of Vicksburg, and with her formidable guns to sweep the railroad bridge into that stream, beat down the extensive trestle work, and even to lie there and maintain an absolute blockade. It is only necessary to keep out an eye against boarders, against which she has ample protection. The Queen of the West will possibly accompany her.

*The Queen of the West has since been captured by the rebels.

The Tuscumbia is the largest of the fleet, except the Benton, now with the fleet, 182 feet in length, 70 feet beam, 5½ feet draft, five heavy guns. Her armor is very thick, and, like the Chilicothe, she resembles a stout raft surmounted by a turret.

The engines of both are side-wheel, and quite capable of manœuvering in the stream, making five miles against strong current. It is expected that the Tuscumbia and Chilicothe will be sent against the Harris Bluff batteries on the Yazoo river.

SPEEDY OPENING OF THE MISSISSIPPI.

Contemplating this array of force, including all that the resources of money and science can yield, it cannot be doubted that the rebel hold upon the great western outlet is destined to be short-lived. The task of covering land batteries, granting even that to be advantageous, is a task so great that all the mechanical resources of the enemy cannot meet their requirements. We, on our part, are just launching and completing a squadron of vessels, one of which should be able to take a position in front of the strongest fort and leisurely batter it to pieces. We have developed an extraordinary and cheering capacity for the construction of first-class vessels-of-war in the West, with all the materials at our hand. Thanks to the enterprise of Mr. Eads, and the efficiency of Admiral Foote, we have demonstrated the superiority of scientific and energetic enterprise to *the collected might of the hosts of rebellion.* From this source have the enemy received their severest blow. Even if Gen. Grant should be unable to take the rebel strongholds, there is a prospect that the rebel tenure will be unenviable, and such as to lead, sooner or later, to their abandonment.—*N. Y. World.*

EUROPE.

The Great Marriage of British Royalty—The American Question in the French Legislature—The Rebel Fleet of Privateers Fitting Out in England, &c.

THE MARRIAGE OF THE PRINCE OF WALES.

PREPARATIONS FOR THE EVENT—THE RESTORATION OF THE CHAPEL ROYAL AT WINDSOR.

London is in a buzz of excitement over the approaching marriage of the Prince of Wales. The event is fixed for the 10th of March. The bride, Princess Alexandra, will arrive in England on the 7th of March, landing at Gravesend, where she will be met by the Prince of Wales. The royal party will then proceed by railway to London, and thence to Windsor Castle. The day of the arrival in London is to be one of public rejoicing, and the corporations making elaborate preparations for a grand display.

At Windsor, all that money and loyalty can do will be done to signalize the royal marriage by a gorgeous pageant. The ceremonial will take place in the Chapel Royal, where sitting accommodations are provided for the distinguished visitors who have received invitations. The entire number of these fortunate persons is only *seven hundred and sixty-nine.* About fifty more will stand in procession during the marriage, and these, with one hundred choristers, fifty-nine musical performers, and fifty officials and attendants—one thousand in all—are the very most who can stand in the chapel, for there is literally no room for any more.

Readers who are interested in grand state ceremonials will be gratified by the following lucid account of the arrangements which we find in the London *Times*:

"Along the nave from its west door, between the tall slender columns rising 'high overarched, with echoing walls between,' blocks of seats nine deep are to be erected for those who will be privileged to witness the bridal procession into the chapel, but who cannot be accommodated within the smaller space beyond the screen where the ceremony itself is to take place. There will be six hundred and eight visitors seated here, the majority, as is usual on these occasions, being ladies. On the right of the organ-loft the band of choristers will be placed. In the little chapel of Sir Reginald Bray, the builder, if not indeed the designer of the whole structure, and whose quaint arms, a flax-scutching machine of five hundred years ago, cover even the lintels and panels of the doors, the musical performers will be stationed.

"With the Chapel of the Knights of the Garter there can be very little tampering in the way of temporary erections. With the square squat outlines of the old hospital, which Henry VIII. altered into a banqueting room and the House of Hanover into a Chapel Royal at St. James', anything might be attempted. Architects could not improve it, nor carpenters make it worse. But the case is very different with the grand old interior of St. George's Chapel, with its deep traceried windows and exquisite oaken canopies of the knights' stalls. Each of these, with its quaint blazonments of knights who were Governors of Calais or Paris, down to the Peers and statesmen of the present day, is a niche in history. Curiously enough, if few of our Princes of Wales have been married, still fewer, apparently, have been installed as Knights of the Garter. In the old oak pew allotted to the Heirs Apparent who are members of this order there are only three escutcheons—those of the present Prince, the Prince Regent, and Prince Frederick Louis, the son of George II. It is also worthy of remark, that close by the new, bright emblazon which bears the shield of 'the rose and expectancy of this fair state' is one all darkened and defaced by time, but which still tells, in old Norman French, how a great ancestor of his present bride was installed in that very seat just two hundred and fifty years ago.

"With these old-storied carving there is, of course, no meddling. Each seat, properly subdivided, would accommodate—we had almost said three ladies, but certainly two, even dressed in the widest amplitude of the present fashion. Besides, the Knights of the Garter have a right to their stalls on all occasions, and pre-eminently so when the chief of the order—the sovereign—is present at any ceremonial in the chapel. The stalls of the knights, therefore, are to be left untouched in all their ancient, angular, hard-backed integrity, and all can take their seats on this occasion. On the space now occupied by the communion rails a raised dais is to be erected and covered with the richest carpeting. On this the ceremony will be performed.

"On the left side of the altar, between the termination of the knights' stalls and the private entrance to the chapel from the castle, a small block of seats will be erected for thirty-five visitors, and on the raised dais the immediate members of the English and Danish royal families will be seated, her Majesty, with the royal family and illustrious foreign guests to the number of fourteen, on the right, with the remainder of the chosen guests and members of the royal bride's family to the number of twelve on the left. Behind the station for our royal family will be a raised block of seats rising tier over tier, to accommodate the diplomatic body, who, with their ladies and first attachés, will be present to the number of one hundred.

"Outside the west door of the chapel, on the green between it and the horse-shoe cloisters, a very large temporary building has been begun. This structure, though of wood and purely temporary, will be decorated in the inside in the most exquisite style. This will contain a fine central hall sixty feet long by forty broad, and twenty-five feet high, in which the procession, to pass up the nave of the chapel, will be marshalled and arranged by the deputy chamberlain as the members comprising it arrive from the castle. Built out from this hall, and entirely enclosing it on every side, will be a series of smaller rooms, twenty feet long by twenty broad. On the north side will be one for the bridesmaids, one for the bride, and one for the Royal Princesses."

The bridal procession will pass in state carriages from the private apartments of the Castle to the temporary carriage-entrance, and while the procession is arranged the bride and bridesmaids and the bridegroom and his attendants will remain in the reception-rooms set apart for them. The Queen will enter the chapel by the private way, and on her arrival the procession will move forward up the temporary hall to the nave of the altar. As customary, the bridegroom's procession will move first, so that on the arrival of the bride's *cortége* at the altar, the marriage may at once be proceeded with.

The Chapel, when completely restored, will be the most exquisite little place of worship in England. It is intended as a memorial chapel to Prince Albert, and the expense of refitting it (about £30,000) is defrayed entirely by the royal children.

Of the fourteen persons who have borne the title of the Prince of Wales, only five married when they were in possession of it, and out of this small number one was married abroad.

The Prince of Wales has ordered a medal to be struck to commemorate his marriage. Messrs. Hunt & Roskell, of London, have been entrusted with its production, and Mr. Leonard C. Wyon has been honored with a sitting, and is now busily engaged in engraving the medal, which will be in gold, silver, and bronze.

INTERESTING DEBATE IN THE CORPS LEGISLATIF ON AMERICAN AFFAIRS.

In the Corps Legislatif, on February 10, the following debate transpired:

The President: On the paragraph relating to the war in the United States, the following addition has been proposed by MM. Arman, Lefebure, Lafond de St. Maur, De Montagnac, and Calvet-Rognist:

"We are deeply afflicted at the prolongation of the struggle in the United States, and the character which it has taken. Our feelings of humanity are still more touched than those of our interests, which might, however, find a real safeguard in an unanimous agreement for the application to the coasts of the Southern States of the principles of maritime law solemnly proclaimed in the treaty of Paris. We regret that our kindly and disinterested voice has not been listened to by the great Powers, and we express our hopes that the Americans themselves may soon recoil before the evils which they are causing. We cannot desire the exhaustion of a country which had until now exercised her liberty to the advantage of labor and civilization."

M. Arman begged leave to say a few words on the consequences of the American war; consequences accepted by France under the form of a recognition of the blockade of the Southern ports. That blockade was only a fiction tolerated by the maritime Powers, for both the English consul and the French agents had considered it as quite ineffective, by reason of the great extent of coast and the insufficiency of the Northern navy. The consequences to French industry were seen in the cessation of work in manufactures, in commercial losses, and in the general distress. But England was in a different position. The cultivation of cotton in India was of much older date than in the United States, and the produce was, though of inferior quality, far more considerable. It was, therefore, the constant occupation of England to transport to India the seeds of the best kind of cotton; the Manchester Cotton Supply Association was distributing seed in profusion wherever the cultivation was likely to succeed. The perspective of an ample supply from India was alone sufficient to explain the attitude of England. The honorable member concluded by saying that the authors of the amendment had no idea of in any way attempting the complete adhesion of the Chamber to the Imperial policy, as manifested in the address, but only to express a regret that the principles proclaimed by Europe on maritime law should not have had their full weight in the scale, so as to bring about a peace demanded by the most sacred interests of humanity.

M. Larrabure, replying to the last speaker, said that the Committee could not admit the amendment, because it began by demanding the application of the treaty of Paris, and the United States had never given their adhesion to that treaty. There had also been an unanimous accord amongst the Powers to recognize the blockade, and France could not isolate herself by a refusal without danger of a serious dissension. The committee (said the speaker) has thought that the free appreciation of the question should be left to Government, both with respect to the time and mode of its solution, and it now expresses a hope that the authors of the amendment will consent to withdraw it. [Applause.]

M. Arman then declared on the part of his colleagues and himself that the amendment was withdrawn.

M. Calvet-Rognist expressed his concurrence in what had just been declared by Hon. M. Arman.

Viscount Anatole Remercier. It has been said that the recognition of the Southern States would put an end to the misery of the working classes as if by enchantment, but in my opinion that idea is dictated more by a feeling of humanity than by any *real political reason.* The separation of the Northern and Southern States is contrary to the interests and traditions of France. England, on the contrary, desires it, but she wishes the belligerents to be more weakened by the present contest before it takes place. When Louis XVI. signed the treaty of alliance he laid it down as a principal condition that no separation should take place without the consent of France. Napoleon the First expressed himself to the same effect. It was to remain faithful to that principle that he gave up Louisiana to the United States. I am desirous of a durable peace, and I am convinced that one based on separation would not be so. I regret that the Southern States should maintain slavery, but I also blame the inconsistency into which President Lincoln has been led by maintaining servitude for the slaves of his friends, and abolishing it for those of his adversaries. If peace were signed with separation as its basis, the North would soon break it from its desire to have possession of the Mississippi, of which New Orleans is the key. The South would have as many reasons for breaking in her turn, for slavery would be battered in breach by an incessant propaganda, and thus the two nations would be always disposed for war. A pacification on other bases must, therefore take place, and France should let it be well understood by the South that it would not be acknowledged as a separate State. To recognize the South would be to destroy the maritime power of the United States, to remove a rival to England, and be contrary to the interests of France.

The President. As the amendment has been withdrawn, the paragraph remains as originally proposed in the address.

THE PIRATE STEAMERS FITTING OUT IN ENGLAND FOR THE REBELS TO PREY UPON AMERICAN COMMERCE—STARTLING DISCLOSURES.

The London *News* publishes an interesting and important letter, addressed to Lord Palmerston by "Anonymous," and dated at New Inn, W. C., Feb. 11. The writer says:

Does anybody outside of a lunatic asylum believe that the *Emperor of China* is in immediate want of a fleet of war steamers? Will the noble lord, the Secretary of Foreign Affairs, hazard an opinion upon this point? Will the honorable member for Birkenhead afford the public the benefit of his experience? Who should know if he do not? If *report speaks truth, his Celestial Majesty is a profitable customer of his.* On the premises belonging to the Messrs. Laird, at Birkenhead, in a covered shed or "annexed" to the main yard, two powerful war steamers are in course of construction "*for the Emperor of China.*" Their burden is about 2,200 tons. They are of the ram class, are partially iron plated, and measure say, 200 feet long by 36 feet beam, and 18 feet deep. Their engines, now nearly ready, are ranked nominally at 300 horse-power, but each will work up to a thousand, and will give them a very high rate of speed.

In the main yard of the same premises another steam-ram is being built, also "*for the Emperor of China.*" Her length is about 150 feet, by 24 feet beam, and depth from 16 to 18 feet. She is partially iron-plated, like the two others in the annex, and the three are expected to be ready for sea in two months from the present time, perhaps sooner. Captain Bullock, who commanded the "290," is daily in attendance superintending their progress. Does this gentleman hold his commission *from his Celestial Majesty, or from Jeff Davis?*

In the yard of Messrs. W. C. Miller & Son, Liverpool, there is nearly completed a wooden, screw-propelled vessel, of about 450 to 500 tons. She has been constructed upon the plan of the American coasters, being nearly flat-bottomed. She is built for fast sailing under canvas, and under steam is expected to run 15 knots an hour. She is to be armed with 9-pounder guns, and is expected to be ready for sea in the course of four weeks. It is commonly reported that she belongs to the Confederates.

Messrs. Lawrence & Son's yard is the highest up the Mersey. A large screw steamer is being built there "*for the Emperor of China.*"

Messrs. Fraser, Trenholm, & Co., of Liverpool, the "depositaries," as they are styled, of the Confederate Government, have contracted for a large vessel, of three thousand tons, which is to be built at Stockton.

Messrs. Thompson Brothers are building on the Clyde a powerful armor-clad steam ram "*for the Emperor of China,*" to be ready for sea on the 9th of April next. She is about two hundred and fifty feet long, by forty-five feet beam, and twenty-five feet in depth. Her armor-plates are from four and a half to five inches thick. Her engines will be of five hundred horse-power each.

Mr. Peter Denny, of Dumbarton, has constructed two fine screw steamers. They are lying in the Clyde. Report of a somewhat authentic kind says one of them is partly owned by "*the Chinese,*" and partly by individuals at Nassau, New Providence. It is publicly announced that she is soon to be employed on the line between Nassau and Charleston. Her name is the Virginia. *The term "Chinese" is in general use in the building yards of the Clyde and the Mersey, to designate the Confederates, and the "Emperor of China" has no other signification in this connection than to personify Jefferson Davis.* The "Chinese" have been striving very hard to purchase the sister vessel to the Virginia, through one of their agents in Liverpool, but Mr. Denny built and lost the Memphis, and he requires the "Celestials" to pay cash down before he parts with his property.

The Messrs. Scott, of Greenock, are completing a very fine iron screw steamer, which is alleged to be intended for the trade between Charleston and Savannah.

Two weeks ago, a fine vessel of the same class as the Virginia was launched from Messrs. Blackwood's yard, at Port Glasgow, and common report says she is intended for "*the Chinese.*"

Upwards of fifty steam vessels, of various descriptions, in different stages of completeness, might be enumerated in this "*Chinese*" category. The 7th section of the 59th Geo. III., cap. 69, prohibits, under a penalty of fine and imprisonment, with forfeiture of the property, the equipment, furnishing, fitting out, or arming, of any vessel to be employed in the service of any foreign prince, State, or potentate, with intent to commit hostilities against the subjects or citizens of any prince or State, "with whom his Majesty shall not then be at war." Do not the facts herein submitted, my lord, warrant an immediate and a searching investigation into the nature of these transactions for the "Chinese?"

The slaveholders' conspiracy is largely, nay mainly, indebted for its success up to the present time to the material aid which has been extended to it by British capitalists. Two years before it broke out *their co-operation had been secured through the instrumentality of the highest diplomatic agents of the United States then in this country.* Large advances were promised upon mortgages of enormous quantities of cotton, tobacco, and rice; nor was the fact concealed by the Democratic party that, in the event of secession and war, almost any amount of pecuniary aid would be procured from this quarter. These powerful combinations in support of the slaveholders' conspiracy comprised the monetary, shipping, and mercantile interests. As much as £16,000, and even £20,000, have been subscribed by individual members of these associations; and in one instance a sum of £5,000,000 can be directly traced as the financial result of a single operation. Not many days ago lists were exhibited by a Confederate agent, in which figured the names of Manchester men of high standing for large sums which they had just recently subscribed in aid of the Confederates.

Another of these emissaries is now in this country, whose name can be furnished if needful. He is duly accredited by Jefferson Davis, and his credentials are endorsed by Mr. Mason, the diplomatic though officially unrecognized envoy of the Confederate States. His object is to negotiate a loan for the Confederacy of slaveholders, and to conclude arrangements for the supply to them of all kinds of commodities, especially munitions of war. The factors who have agreed to carry out these arrangements are accountants, men of standing in the city of London. Their contract is signed and sealed by Jefferson Davis, and endorsed by Mr. Mason. The conditions of the contract are as follows: Parties undertaking to run the blockade with vessels laden with material and munitions of war are guaranteed cargoes of cotton in exchange, at seven cents a pound, for the value (greatly exaggerated) of the ship and cargo. They also receive Confederate bonds to cover the amount. These vessels, chiefly steamers of light draught, are insured at high risk premiums—say 40, 50, 60—at Lloyd's. If they run the blockade out and home, the enormous profits on the sale of the cotton are an ample remuneration for the venture, and the bonds are cancelled. If they are captured, the bonds, bearing a high rate of interest, are retained as security. The option is given to the owners of selling their ships to the Confederate Government—such of them as reach their destination and do not care to risk a return voyage—and they go to form the nucleus of a navy. Thus British capital, and it alone, furnishes the Confederacy with the means of carrying on the war.

Some idea may be formed of the large number of vessels engaged, and of the vast capital risked in this contraband trade, from the fact that the Federal cruisers have captured nearly six hundred, chiefly British, while attempting to run the blockade, and confiscated property to the amount of 8,000,000 pounds sterling. So great, however, are the profits arising from this traffic, that it is daily increasing.

In another letter some details will be given relating to the cargoes these vessels convey.

A Card.

To the Editor of The Press:

SIR: As the arrivals from Washington have once more filled up the wards of the Turner's Lane Hospital, it is desirable that the efforts should be resumed of those who, in former times, have contributed to the instruction and entertainment of the soldiers. The undersigned takes pleasure in stating that, while there is evidence of an increasing interest on the subject of religion, and while his Sabbath and weekly meetings are largely attended, he has also had abundant opportunity of hearing from those who have been discharged or sent away. They feel grateful for the skill with which they have been treated, and for the kindness with which the lady visitors attended to their comfort.

The undersigned delivered, last Thursday, his first lecture on East Tennessee, in the chapel of the hospital. He would be glad to hear from those who, in times past, have given musical entertainments in this or other hospitals. He may be addressed at the hospital, or at his house, Spring Garden street, No. 1521. HERMANN BOKUM, Chaplain U. S. A.

WILL OF A SENSIBLE SOUTHERNER.—The Baltimore *Sun* says: The will of Charles Carroll, of Doughoregan Manor, Howard county, grandson of Charles Carroll of Carrollton, has been admitted to probate in the Orphans' Court of this city, the deceased having a town residence in Baltimore. The will is dated March 12th, 1861, and the deceased says: "I have always regarded slavery as a great evil, producing injury and loss to grain-growing States, to the whites principally—an evil for which we are not responsible who now hold slaves, considering that God, in His wisdom, placed them here or permitted them to be introduced. My experience and full convictions are that as long as we have this class of labor among us, they are as a mass better cared for and happier than if they were free and providing for themselves. I therefore give all my slaves to all my children, with these positive injunctions that none of them shall be sold except among themselves, and except for those crimes for which they would be published by the laws of the State, and for gross insubordination. I also direct that they shall continue to have the advantages of the religious instruction they now receive, and that their morals and habits be watched over like that of children. It may be hereafter found advisable to move them to the South to cultivate cotton, where the climate is more congenial to their health, while it removes them from the pernicious influences of the low whites who now corrupt them. In this way they can be made profitable, and eventually a fund provided to establish them at some future day in Africa or the West Indies. It is my wish that my children shall not transmit them to any of my grandchildren." The deceased directs that the "old quarter of Doughoregan Manor" shall be carried on by his executor for five years, for the benefit of his children and their families who may choose to reside there during winter or summer, each to contribute to the support of the house, &c. At the end of five years he wills the old Charles Carroll quarter to his son Charles, also the estate on which he now resides, (the improvements on both not to be charged,) also 250 acres of woodland; all the rest, servants excepted, he leaves to his children share and share alike, the amounts charged to them on his books to be deducted. His grist and saw mills he leaves to them as tenants in common, for their equal benefit. In a codicil, dated January 9th, 1862, he makes John Lee Carroll his sole executor (without commission), and sole trustee for his three sisters of all the property bequeathed to them in trust for their separate use, free from the control of their future husbands, &c. Another codicil, dated July 26th, 1862, revokes a portion of the will, and gives to his son, John Lee Carroll, all the property and estate bequeathed to his son Robert Goodloe Harper Carroll. Another son, Albert Carroll, mentioned in the will, was killed last year at Martinsburg, while in the Confederate service.

THE WILL OF A MISER.—Nicholas Longworth, the Cincinnati millionaire, in his will left all his immense estate to his widow and children, and not one cent to any charitable or benevolent object. His estate is estimated from six to seven millions. He leaves his widow the homestead, and an annuity of $5,000 free from all taxes. The balance is divided between her son Joseph Longworth, his daughters, Mrs. Flagg and Mrs. Larz Anderson, and his grandson, John L. Stettinas. He gives his faithful colored servant, who has been with him over twenty years, the pitiful sum of $500. To the children of a deceased sister he gives $500 each. The will was executed in 1869, with a codicil in 1862. From his great wealth, it was supposed that he would have endowed or founded some college, hospital, or other public institution, or left legacies to the many benevolent societies in that city, but he has not. His charitable acts during his lifetime were few, and were more the results of his eccentricities than of genuine benevolence.

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