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BRITISH NEUTRALITY. CHARLES SUMNER ON THE FLORIDA CASE.

STARTLING PRECEDENTS FROM REITISH HISTORY. In the Boston Advertiser, of the 29th, appeared review of the Florida case, as Illustrated by British precedents—generally believed to be the work of Senator Sumner. Nearly twenty cases are in-stanced in which England, violently outraged neu-trality. Mr. Sumner takes the ground that neutrality was certainly violated in the Florida affair. show that "it is by no means lawful to attack or take an enemy in the port of a neutral, who is in amity with both parties." But he does not consider estitution necessary, or justifiable by any form good character of the pirate Florida, or deprivation fered by Brazil, which is mainly the same posi

CASES IN WHICH GEEAT, BRITAIN HAS VIOLATED NEUTRALITY. Three cases of bold outrage, which took place between Elizabeth's reign and the eighteenth con-tury, precede what follows, Mr. Sumner himself omitting a considerable period not without ex-(4.) War had hardly begun when, in 1793, the port

tion as has been assumed by this journal. The fol-

lowing extracts will interest the great mass of

of Genea was the scene of an incident differing from that in Bahia only in its very aggravating circumstances, and in the bloodshed which ensued. The French frigate La Modeste was quietly at anchor in this neutral harbor when a British ship-of-the-line came alongside. Suddenly the British commander summoned the Frenchman to surrender On his refusal, the frigate was boarded and three nundred of the unarmed crew were massacred. The frigate was carried to England. Such is the account given by a French author, who complains bitterly that the British Government did nothing to punish the outrage. The Genoese Government was power-less, and the French Convention, in a decree marked

by great moderation, proceeded to release it from all responsibility; although at a later day it appears to have paid two millions of francs as an indemnity. (De Cussy, Phases et Causes Celebres du Droit des Glen, tom. 2, p. 70.) The reader who is curious in dates will not fail to observe that it was in the very year when the neutrality of Genoa was thus set at defiance that the British minister in the United States claimed the surrender of a ship seized by a French frigate, in defiance of our neutrality. Such are the inconsistencies of human conduct. A British ship captured by France in neutral waters was surrendered at the demand of Great Britain. A French hip captured by Great Britain in neutral waters was hurried off by the captor as prize-of-war. (5.) The same author who has described the out rage in the harbor of Genoal adds that Admirat Nelson shortly afterwards selzed another French vessel in full view of the Genoese batteries. fibid, tom. 2, p. 71.) (7.) The same lawlessness which governed British

commanders in Leghorn and Genoa appeared also this side of the Atlantic. In August, 1795, an audaclous attempt was made by the British ship of war Africa to seize the French Minister, M. Fauchet, when on his way from New York to Newport, on board the sloop Peggy, within the waters of the United States. The sloop was boarded at the entrance of Newport harbor, and within two miles or the light-house, and the trunks of the Minister were everhauled; but he had already left at an interinediate port, so that the trespassers were disappointed. M. Fauchet, in a communication to his successor, M. Adet, says: "I shall express to you but one affecting sentiment, which is, that in a free State, with a government in which England has or my papers; for, in a word, as it was from a public packet boat in a neutral port that I was to have been carried off, there is no reason why I should not be taken on the highway, or in an inn, if it could be done with impunity." Our Government vainly enfor this outrage, while France, on her part, men tioned the "impunity" of its authors among her causes of complaint against us. It is only recently

(Executive Doc., No. 4, 37th Congress, 3d Session.)
They help swell the testimony with regard to Great Britain.

(11.) The next instance was again on this side of the Atlantic, and in the neutral waters of our own coast. The French ship-of the-line, L' Imperieux, separated in a storm from the fieet to which she belonged, and, much disabled, was discovered, September, 1806, by several British men of war off Cape Henry. The French ship turned her head to the

that the facts of this remarkable case have appeared in a document printed by order of the Senate-

land and was actually aground before the British ships came within cancon shot. But, though in this disabled condition, and on the very shores of the United States, she received a British broadside. The French commander protested valuely that he was on neutral territory. His crew were taken prisoners, and his ship was burnt. This act was a violation of the law of nations, doubly neticeable, as the immunity of our coast "within cannon shot" had been expressly recognized in the treaty of 1794 between Great Britain and the United States. As the ship was burned, there could be no question of its restitution. But it does not appear that there was any reparation of any kind—not even an apology .- (De Cussy, Phases et Causes Celebres, tom. 2,

p. 81.

(12.) The outrage upon the frigate Chesapeake property belongs to this list of filustrative instances, for it was a barefaced and most insulting violation of territorial jurisdiction. This was in June, 1807, while the United States were at peace with all the world. The Chesapeake having proceeded to sea, was followed by the British frigate Leopard, lying at Hampton Roads, which, after ranging alongside of her, commenced a heavy fire, until the commander of the Chesapeake feit it his duty to strike his colors, and to inform the British commander that the Chesapeake was his prize. It is needless to mention the details of this unparalleled enormity or the mingled anger and numiliation which ensued in the country, as they became known. A demand for reparation was made at once; but it was only after four years of negotiation that the terms of adjustment were mutually accepted. There was no ship to restore; but the men who had been forcibly taken from the Chesapeake were, "as far as circum-stances would admit," returned to that frigate, then ying in the harbor of Boston.—(American State Papers, Foreign Relations, vol. 3, pp. 499, 500.) (13.) At the same time that these outrages were perpetrated on our coast, another on a larger scale vas planned and executed in the Baltic. Denmark was at the time "scrupulously neutral;" but the British Government feared that its fleet, lying at Copenhagen, might in some way be appropriated by Napoleon, whose continental supremacy had recent-ly culminated at the peace of Tilsit. It was detercorresponding force was directed against Copen-hagen. The Danes made a brave resistance; but at

fined to seize this fleet, and a naval expedition of ast. on 7th September, 1807, they were compelled to apitulate. The Danish fleet was surrendered to the British Admiral. (Thiers, Hisloire du Consulat et de Empire. Tom. 8. Liv. 28.) (14.) Then came the remarkable instance of the American frigate Essex, under Commodore Porter, captured by a superior British force in the neutral waters of Valparaiso. The Essex had made a very successful cruise, and become a terror to British navigation. It was important to stop her victories. The newspapers of the time assert that a British Admiralty order was issued "commanding the officers of British ships in the South Seas not to respect any port as neutral where the Essex should be found,"
(Niles' Register, vol. 6, p. 347.) It is certain that the British commander acted in the spirit of this order. With two frigates, the Phoebe and the Cherub, in April, 1814, he opened fire upon the Essex, then at anchor, according to her log book, "in nine and a half fathoms water, and within half-pistol-shot of the shore." Commodore Porter, after a desperate battle of more than two hours and a half, was compelled to surrender. The country was filled with admiration of his gallantry and of indignation at what was called "the glaring defiance of the clearest principle of national law." It was said that, though the ountry had lost a ship, it had lost nothing else. But here the matter ended. The ship was never restored; nor does it appear to have been the subject reclamation, either by our Government upon Spain, or by Spain upon Great Britain. The President's message, at the opening of the next Con-

gress, while commending the gallantry of Commodore Porter, does not even allude to the violation of international law in his capture. But it will be remarked, that at this time the South American colonies were beginning to be convulsed by the long to volutionary war which ended in their independence, volutionary war which ended in their independence, so that there was a practical dimenty in obtaining any remedy for this outrage. We could not apply directly to England, and neither Spain nor Chili was in a condition to apply. Silence on our part was the best policy. But the account cannot be forgotten among the precedents of British (15.) Then came the instance of the General Armstrong, an American privateer, destroyed by a British squadron, in the neutral waters of Fayal, in September, 1814. There is a dispute as to certain facts in this case. On the British side it is said that the privateer fired first and killed several men. But

t is clear that the privateer was pursued and atacked under the very guns of the Portuguese fortress, and, after being abandoned by her crew, was at once as insane.

burned by the British. As war at that time ex
- A sad story is burned by the British. As war at that time ex-isted between Great Britain and the United States, our Government was compelled to resort for repa-ration to Portugal, whose neutral territory had been violated. After a protracted negotiation for more than a generation, the question was submitted to the arbitration of Louis Napoleon, at the time President of the French Republic, who decided that nothing was due from Portugal. This decision was put on the ground of exceptional circumstances, and, among other things that the American commander "had not applied from the beginning for the intervention of the neutral sovereign, and that, by having recourse to arms, to repel an unjust aggression of which he pretended to be the object, he had himself failed to respect the neutrality of the territory of the foreign respect the neutrality of the territory of the locality sovereign, and had thereby released that sovereign from the obligation under which he was to afford protection by any other means than that of a pacific intervention." (Wheaton, Elements of International

Law, p. 721. Lawrence's note; De Cussy, tom 12, p. 8.) In this case the ship was destroyed, so that there was no question of restitution. But Great Britain made no reparation of any kind. (16.) The long interval of peace which ensued after the outrages last mentioned caused a luli in British

ons, destined, however, to be awakened by he blast of war. In 1887 Canada was disturbed by on, which was followed soon by the invasion of our territorial jurisdiction at Niagara. I refer to the case of the steamboat Caroline, which, while moored to the American shore, was entered in the darkne of night by a British expedition from Canada, set on fire, and pushed into the rapids to be precipitated over the cataract. Some persons on board were killed and others wounded. For this unquestionable violation of our territory, there was no offer of repara-tion—" no atonement and no apology," as Mr. Webster expressed it, until, nearly five years afterwards, Lord Ashburton, on his special mission, expressed a regret "that some explanation and apology was t immediately made." The amiable language of the British Minister was accepted promptly by Mr. Webster, who was at the time Secretary of State, and the controversy subsided. The steambout had been destroyed; but there was no offer to restore its value, nor was this question raised by our Govern-ment. (Webster's Works, vol. 5, p. 116; vol. 6, pp.

the Brazilian ship Santa Oruz, which, in 1850, was selzed and burnt, with all her papers and contents, by a British cruiser in the Brazilian waters. The excuse for the seizure was that the ship was engaged in the slave trade, and for the burning, that she was unseaworthy; but both these assertions were denied point blank by the Brazillan Government, which branded the transaction as one of "vandalism," and gave notice that it would demand an indemnity for the loss of the ship. As the ship was destroyed, there was no question of its restitution. But there was a formal protest against what was called "a violation of the law of nations by acts contrary to the digni-ty, the severeignty, and the independence of Brazil, a nation as sovereign and independent as England although it may not have the power to prevent similar proceedings." (De Cussy, tom. 2, p. 369.)
THE CASE AT ISSUE BETWEEN POMBAL AND PITT—

(17.) The latest instance in point of time, which is

may be worth while to name, in this list, is that of

A CURIOUS PASSAGE OF HISTORY.
(18.) There is another instance, which, though earlier in time, I have reserved for the last, on account of the authentic declarations of an eminent British Minister bearing on the very question now in issue between Brazil and the United States. I refer to the case of the French ships burnt and cap tured at Lagos in 1759, within the territorial jurisdiction of Portugal. A British fleet, under Admira Boscawen, falling in with an inferior French fleet, the latter took refuge near the coast. What ensue in thus described in the contemporary Memoirs of Horace Walpole: "They made a running fight, but could not escape the vigilance and bravery of Boscaweni. Two of their largest ships were taken; two others forced on shore and burnt, in one of which was the commander, who was wounded in both legs was the commencer, who was wounded in both legs and expired soon after. The action passed on the 18th Migust." (Karpole's Memoirs of George III., tol. 2, p. 878.) This incident took its place among the violaties of the year, which, according to the lively remark of Horace Walpole in another place, twere so numerous as the torce him "to ask every morning what victory there was, for fear of missing one." (Letter to Sir Horace Mann, Nov. 30th, 1759.) But this victors was followed by an unexpected drawback. Pombel, a man of genius and courage,

and the greatest administrator which his country has produced, was at the time Prime Minister of Portugal. He complained vehemently that the Portugal He complained vehemently that the Portugal territory and been violated, and demanded satisfaction of Great Britain according to the law of nations. (Hautefeille, Droits des Nations Neillres, 10m. 1, p. 320.) In Great Britain, William Pitt, afterwards Lord Chattlem, was at the head of affairs, tracking his country the more stall in war as in teaching his country to be successful in war as in commerce, and filling the world with English removed. He met the question promptly. In his instructions to the British Minister at Lisbon, written before the Portuguese complaint had reached him, dated at Whitehall, September 12th, 1759, and marked "most secret," he says: "In case you shall find that any violence has ac-

tually been committed by his Majesty's ships against the immunities or file coasts of Portugal, it is the King's pleasure that you should express in the strongest terms to the Count do Ceyres (afterwards Marquis of Pomkal) and to the other ministers the extreme pain which such a most unfortunate incident must give to the King as soon as the certain knowledge of it shall reach his Majesty.

"At the same time, in case there has actually been a violation of territory on our part, you will take care to avail yourself of all the circumstances of extenuation of a nature to soften the impressions which the first sense of any insult on that coast may have made. Let you will be particularly attentive not to emply any favorable directmentances to justify what the law of nations condemns, but you will insensibly throw the same into your conversation with institution and address, as considerations, which it is the be hoped may prevent all asperity between the certain thrests are so inseparable."

And the letter allosse by declaring that:

And the letter closed by declaring that:

"His Majesty has nobling more really at heart than to give, as far as he can with hour, to the King of Portugal as presently satisfaction that one Power in smity and desire from another, upon an incident as totally unformed and without intention of offence;"

Power in scatt, and desire from another, upon an incident so totally unior steen and without intentions of offence."

Then follows a posteriest as follows:

"P. S.—Though it he spificiently implied by the above words, all examples, eatif action, is far as his Majesty can spikely by the above words, all examples, eatif action, is far as his Majesty can spikely by the interest and the improper for your self-significant possibly, on any account, comply with I have thought it may not be improper for your self-significant mark on a great Admiral who has done we spintal a service to his country, or any one under his tipinaria, is totally inadmissible, as well as the alies of restoring shaps of war taken. You will, therefore in case, in your conversation with the Portuguide ministers, any suggestion pointing to either of the last sepecial care to say enough to shat the days of great and stand, being at the last especial care to say enough to shat the days of great and say enough to shat the days of great and carry the air of person printess or hardmess. I am further to give you to understand, for your private information, that if the originatances of the supposed grevance should come out to be of sufficient magnitude, such is the kings is strong desire to give the most public and organishes satisfaction to the King of Portugal, that he lasting an extraordinary mission on this coassion." If mann's listory of England, vol. 4, p. 277, Appendix p. 18-38.)

The extraordinary embags promised in this post-script was sent to Lisbort and increase in this post-script was sent to Lisbort and increase in this post-script was sent to Lisbort and increase in this post-script was sent to Lisbort and increase in this post-script was sent to Lisbort and increase in this post-script was sent to Lisbort and increase in the country of England, vol. 4, p. 277, Appendix p. 18-38.)

The extraordinary embags promised in this post-script was sent to Inferior and cordinating and amioable expressions." It seems that the Portugues Minister propo

dential declaration, that a compliance therewith was not expected." Mr. Pitt was anxious to avoid any such demand, as "an invidious use would not fail to be made of it by enemies, and perhaps by neutral Powers." (Mahon's History, vol. 4, appendix.) From the Memoirs of Pombal we learn how the British ambassador acquitted himself. The glimpse there given is as follows:

"The King of England sent an ambassador extraordinary to Lisbon to give the matural follows:

"The King of England sent an ambassador extraordinary to Lisbon to give the matural follows:

"The King of England sent an ambassador extraordinary to Lisbon to give the matural follows:

"The King of England sent an ambassador extraordinary to Lisbon to give the fact at the sea and in the fact of the fact of this commission's as the Court Poolings (Marquis of Pombal) required. This lord declarat opening and in fall audience, composed of the foreign ministers, that the English officers who hurnt the French vessels on the coast of Lagos were reprenensible, and that, on this account, the King Life in mater, sent him to Lisbon, in order to testify that he had no part in it, and that it was contray to his orders that they had committed that act of hostility for which he made reparation." (Dexotaux, Memoires sur. P. Administration de Pombal, tom. 2, p. 13.)

The ships were not restored; nor was there any The ships were not restored; nor was there any indemnity therefor. But the case did not end here. In 1762, France declared war against Forengal, and, in its declaration, made the refusal to restore these hips one of the causes of war. These are the

ships one of the causes of war. These are the words:

"Every one knows the utmost and violent attack made by the English in 1759 on some of the (French) king schips, under the cannon of the Portuguese forts, at Lagos. His Majesty demanded of the most faithful king to procure him restitution of these ships; but that prince's ministers, in contempt of what was due to the rules of justice, the laws of the sea, the sovereignty and territory of their master, (all of which were indecently violated by the most scandadous infraction of the rights of sovereigns and of nations,) in answer to the repeated requisitions of the King's ambassador on this head, made only vague specches with an air of indifference that bordered on derision."—(Annual Register, 1862, p. [220].)

Thus, while Great Britain was saved from the restitution of the ships, Portugal was compelled to suffer

Edwards, commanding post at Winchester.

— The Milwaukee Wisconsin of the 26th ult, states that Gen. Pope, late commander of that department, left that city on the afternoon previous for Washington, in pursuance of orders from the War Department, and adds that he will probably be placed in an active command. placed in an active command. — At St. Johnsbury, Vt., the other day, a man arrested under the vagrant act was identified by the editor of the Caledonian as a contributor of poetry. to the columns of that paper. He was discharged - A sad story is embodied in the following, under the head of "Deaths," in the Utica Morning Herald of Saturday: of Saturday:

In New Hartford, of diptheria, on the 18th inst.,

James H. Graves, aged 9 years.

On the 22d inst., William T. Graves, aged 7 years.

On the same day, Fernando G. Graves, aged 5,

years. On the 23d, Hattle Margery Graves, aged 2 years. All were children of Rev. C. and Mary Ann

Graves.

— We find the following advertisement in a copy

of the Weekly Telegraph, a small advertising sheet, published in St. Louis, by Wm. R. Sloss, of date March 12, 1859. The rapid advancement of one

member of the firm of "Boggs & Grant" is too patent to everybody to need further mention:

H. BOGGS.
BOGGS & GRANT, GENERAL AGENTS FOR SELL-ING, bartering real or personal property, notes, bonds, and other securities; borrowing or loaning of money on real egate or other good security; collecting of reats, renting of houses, collecting of notes, bills, accounts, or other demands. Office No. 35 Pine street, St. Louis, Mo.

Additional Naval News. ondence of The Press.] New York, Nov. 29, 1864.

OUR SWEDISH NAVAL VISITOR.

The Swedish steam-frigate Vanadis, Capt. Me lander, arrived at this port late on Monday eve-ning, and anchored, having been, 85 days from Plynouth, England. She comes over here on a tour o n, and to give her officers an opportunity o see some of the scenes of the present wor Swedn has taken much interest in our naval affairs, and has for a long time had a resident naval officer; Count Rosen, in our midst, who has carefully noted all events as they transpired, and forwarded them home. He visited all our navy yards, arsenals, and ship-yards; was present at the trial trips of iron-clads, and even made a passage in one of hem from New York to Fortress Monroe: The ittle corvette Gefie brought the Count to our shores, and, after a brief stay, returned home. We now have the Vanadis with us. Yesterday morning she hoisted the American flag at her fore, and saluted it and Admiral Paulding. At about 9 o'clock, and immediately after the anadis ceased firing, the naval battery at the Navy Yard returned the salute, gun for gun, the royal Swedish ensign being displayed from the fore truck of the North Carolina, Capt. J. P. McKinstry. In due time the Swedish officers will pay an offi-cial visit to Admiral Paulding, and be tendered the nospitalities of the station.

NAVY-YARD ITEMS OF YESTERDAY. The ordnance supply steamer Queen, Acting Master R. Tarr, sailed for the North Atlantic Blockading Squadron headquarters yesterday. The sidewheel gunboat Pontusuc was placed i The Hybiscus and Pontusuc will be put in com pission towards the close of the week. The bark Gemsbok is being prepared for sea as rapidly as possible. Her spars are all in, and the aulkers are at work at her top-sides. She is inended for a store ship in the South Atlantic SUPPLY STEAMER FOR THE EAST GULF SOUADRON. The U.S. naval supply steamer Union, Acting Volunteer Lleutenant Edward Currey commanding, will sail for the East Gulf Squadron on o about the 10th of December. This will probably be the last opportunity by which persons having friends in that squadron will be able to send the expected Christmas and New-Year's gifts. Parcel

and packages left at Osborn's Bureau, No. 2 Dey street, will be forwarded by this steamer. IMPORTANT ORDER TO NAVAL OFFICERS. An officer of a ship at the Brooklyn navy yard has been severely reprimanded for allowing an en-listed man to remain on shore for a longer time than the law or custom allows. Orders have now been ssued:"that no enlisted man shall be granted pe dission to leave his vessel by any other than the commanding officer of such vessel; and that, in the absence of the commanding officer, no leave shall e given to an enlisted man unless specially directe in writing by the commanding officer, and the names of such as are to receive such leave given

nder his signature before absenting himself from his command." THE NEW NAVY YARD FOR THE WEST. On the 20th inst., the commission to investigate site for a navy yard in Western waters arrived at St. Louis. The commission is composed of Rear Admiral Charles H. Davis, Col. Bowman, U. S. A., and George W. Blunt, Esq. They have been very busy collecting data on their work, and have received much attention from the people of St. Louis. On Wednesday they attended a party given in their honor at the house of Hon. H. T. Blow. On the 25th honor at the house of Hon. H. T. Blow. On the 25th Capt. Pennock, U. S. N., fleet captain of the Mississippi Squadron, arrived at St. Louis, and the commission proceeded with him, on Gunboat No. 12, to visit Carondelet, where the monitors Ettuh and Shiloh are building. It will require some time for the commission to complete their labors. Their report will be sent to Washington, to be acted upon

by Congress. SAILING OF THE STORE-SHIP SUPPLY. The store-ship Supply salled from the Boston navy yard on Tuesday, bound for Norfolk navy yard, and from thence probably to the Mediterranean. The following is a list of her officers Acting master commanding, D. G. McRitchie assistant paymaster, Charles Stewart; assistant Smith, F. C. Phipps, I. D. Jones, Jethro Worth acting masters' mates, B. T. Fries, D. G. Emmonds acting masters makes, B. T. Fries, D. G. Emmonds, MORE MONITORS FOR MORIES BAY.

The new monitors Kickspoo and Milwaukee have arrived in Mobile bay. They are of much lighter draught than any Admiral Farragut has had in his squadron at any time. The Kickapoo was built at st. Louis and is 970 tons burden, and has two turrets. The Milwaukee is a sister ship, and was built at the same place. She was launched on the 4th of February, 1864. Both are fine vessels and will do

good service.

NAVAL ENGINEERING. A series of very interesting experiments are being carried on at the Brooklyn navy yard, by a special poard of steam engineers, who are testing the relative merits of vertical and horizontal tubular boilers, with a view of ascertaining the value of each in the production and expansion of steam. MOTHER OF ADMIRAL PORTER'S INGENTOUS PRE-The iron-clads on the James river have been provided with a large sized locomotive lantern; which is placed on the bow Its rays, thrown shead on the

water, enable the men to see if the rebels send down infernal machines or make any attempts to provide for the safety of his vessels or the discom-fiture of his foe. THE GUNBOAT TACONY. The U. S. gunboat Tacony, which has been reported ashore off Cape Hatterss, is a sidewheel steamer of 10 guns and 974 tons. She was built at the Philadelphia navy yard, and was launched on the 6th of May, 1863. She made her trial trip on the 18th of December of that year, and sailed from

Philadelphia on the 13th of February, 1864. She has been attached to the North Atlantic Blockading squadron since she was put in commission. NAVAL RECRUITS.

There are about one thousand one hundred and fifty naval recruits on board of the receiving ships Vermont and North Carolina, ready for assignment to vessels, as they are required. A large number of three years men are returning from the various ons, so that it will not be long before this lot squadrons, so that it will not be long before this lot of men will be sent off, and yet there are hundreds We can get as many seamen as we want now. GENERAL NEWS.

CAPTAIN HALL'S ARCITIC EXPEDITION.—The numerous friends of Captain Charles Francis Hall, the American Arctic explorer, have anxiously watted to hear from him since his departure from New-foundland, and as the season is so far advanced, it is barely possible that he will be heard from until some ten months pass away. The following letter from the owner of the vessel in which he took passage to the key regions will be found of interest:

"New London, Saturday, Nov. 26, 1864.

"B. S. Octom, Esq. New York."

"Dean Sir: * * The last I heard of Mr. Hall and party was about August 27th, bound up 'Rowe's Welcome,' in the schooner Helen F., tender to the Moniticello. The vessels from Hudson's bay are all in for this year. No further tidings are expected until September or October next. The Moniticello will winter at Two Brothers' bay, just north of Chesterfield inlet, and the schooner at Marble island, probably. I think it quite strange that no late letters were received from Mr. Hall. Three-vessels have arrived in New Bedford since my brig got in. I think, however, that Hall was farther north than they, and the schooner he went in had not come down when they left.

"Yours, truly. RICHARD H. CHAPELL."

Henry Grinnell, Esq. of New York, has received a letter from Hannah (Tukilltoo), in which she says that Captain Hall had engaged an additional guide, and that Joe (Ebelryping) has recovered his health, and that the whole party were in first-rate health and spirits. Possibly we may hear of Captain Hall's movements, by the way of England; but this is only a bare chance."

An Attrafer To Assassinate Gen, Grant.—

An Attempt to Assassinate Gen. Grant.—A gentleman who was a passenger on the train which brought General Grant from Baltimore to Philadelphia, on Friday week, relates the following rather remarkable incident. The General had been sitting for a long time at one of the windows of the car. During the evening he left his seat and passed into a forward car, where he remained. Another gentleman, who had seated himself in the position vacated by the General, was subsequently startled by, two leaden bullets that came crashing through the window-pane and lodged in the other-side of the car. Fortunately these messengers of death strick a little too high to do any injury. Whether this was the result of accident or was a deliberate attempt to assassinate the General will probably never be known; but the fact that two bullets were simultaneously fired into the window at which General Grant had only a moment before been sitting, certainly looks more suspicious than otherwise. Trains of cars from Baltimore sometimes carry secret rebel agents, and perhaps one of them thus attempted to rid the Confederacy of its most, powerful opponent.

Attempt of an Insane Man to Kill file AN ATTEMPT TO ASSASSINATE GEN. GRANT. thus, while Great Britain was saved from the restitution of the ships, Portugal was compelled to restitution of the ships, Portugal was compelled to suffer!

Such are historic precedents furnished by Great Britain te illustrate the case of the Florida. In face of this long array, it is difficult to see how British orities or British ministers can venture to reproach us.

FERSONAL.

FERSONAL.

FERSONAL.

FERSONAL.

Cavelry, as inspector general upon the staff of Col. Edwards, commanding post at Winchester.

The Mow Haven Courier states that a Mr. Brong A. Mansfield, of North Haven, last Saturday morning, about 4 c'clock, entered hits bedroom with an exe and commenced striking his wife, on the head and shoulders with it as she lay it lead in flicting several terrible wounds. Mrs. Mansfield finally succeeded in escaping, and fled to the house of her father in law, which was near by . Owing to the worness of the celling the husband was unable to strike a full blow. The celling was broken in many places by the axe in its ascent. Mr. Mansfield is supposed to be insane, and has been taken to the Insane, and has been taken to the Insane, and the course of the insurance put a the course of the celling the husband was unable to strike a full blow. The celling was broken in many places by the axe in its ascent. Mr. Mansfield is supposed to be insane, and has been taken to the Insane, and commenced striking his wife, on the head and shoulders with it as she lay it. Led in the house of her father in law, which was near by . Owing to the worness of the celling the husband was unable to strike a full blow. The celling was broken in many places by the axe in its ascent. Mr. Mansfield in all ysucceeded in escaping, and fled to the house of her father in law, which was near by . Owing to the worness of the celling the husband was unable to strike a full blow. The celling was broken in many places by the axe in its ascent. Mr. Mansfield in all ysucceeded in escaping, and fled to the house of her father. In law with the college wa

energy, formerly a slave, but now the owner of one of the finest buildings in the city, is among the most active in urging this matter. of the finest buildings in the city, is among the most active in urging this matter.

THE PHOSPHORUS TRADE.—The Boston Transcript says that the police of that city have an understanding with the dealers in this dangerous substance, by which every purchaser of the article will be traced, so that it will be almost impossible to obtain any for purposes of incendiarism.

The Detroit Advertier: says the low stage of water, in the Western lakes is something remarkable. A fall of about two feet has recently taken place, and the water is now four feet lower than in 1861. At some of the ports on Lake Huron, it is now difficult to make landings where formerly there was water to spare.

They have corrugated from houses in New York. The material used is a thin plate of iron, corrugated by the rapid action of a machine, and two of these, separated by intervening joints and filled in solid with cement or concrete, form a single wall of any desired thickness. Think of Hving in an ironclad house!

clad house!

A LETTRE from one of Early's soldiers says: "We all think General Early drinks too much. It is notorious that whenever he gains a victory or moets with a reverse he gets gloriously drunk, and often stays for reveral days."

Cumme is decreasing in Wisconsin. The number of convicts at the State prison is reduced by the expiration of time; and there are no convicts to make good the decrease. There are now one hundred and fifteen prisoners there.

FOUR CENTS. FINANCIAL AND COMMERCIAL.

The stock market continued dull yesterday. Money is in simple supply, and lenders find it impossible to ob-tain employment for it, except in schemes of speculz-tion. No better time than the present could be selected by the Government for the negotiation of a loan. Many parties are purchasing railway sharce simply from their inability to use their surrlus funds in any other way, and Government securities have been purchased largely for the same reason. The various Government loans sold to a considerable extent yesterday at steady prices, the 1881s at 112%, the 10-40 bonds at 98%, and the 6-20s at 106%—the latter a slight advance. There was little said in State loans, and prices were lower. City 6s were also weak, and the new sold at 101%. Company bonds were dull, and generally lower in price. North Pennsylvania 6s declined 2; Camden and Amboy mortgage 6s 1, and 2d mortgage Pennsylvania Railroad %; the first mortgage was steady at 112, Reading bonds '70, at 101, Susquehanna Cgaal 6s at 611%, Camden and Amboy 6s of 1870 at 107%, and Sunbury and Erie 7s at 107. The share last was very dull; Reading declined %, Pennsylvania Bailroad was steady at 67%, Minehill at by the Government for the negotiation of a loan. Many Pennsylvania Bailroad was steady at 67%, Minehill at Pennsylvania Bailroad was steady at 67%, Minehill at 60, Northern Central at 56%, Norristown Railroad at 59%, and Lehigh Valley at 80; Catawissa pref. sold at 38, a decline of %. There was less doing in oil stocks, and prices were generally off. Curtin and Walnut Island are again lower. We received, late on Tuesday evening, a despatch from the agent of the associated press, dated Pittsburg, which stated that an immense oil well had been struck on the premises of the Seneca Cil Company. Oil Company. The despatch bore upon its face the marks of a stock jobbing operation, and The Press, of course, did not publish it in its telegraphic columns. It found its way into some of the other city

columns. It found its way into some of the other city papers, however, and the consequence was that before the regular hoard yesterday the stock sold at an advance of 8. Later in the day, however, when the facts of the case became known, the stock had relaysed to its old price. The despatch, it is said, was written in this city, instead of Pittsburg, and those who were in the "ring," no doubt, made a handsome profit out of their speculation. Oity Passenger Railroad shares are dull, with called Thirteenth and Pittsburgh. speculation: Ofty Passenger Railroad shares are dull, with sales of Thirteenth and Fifteenth at 25, an advance of 1; and Race and Vine at 12; 68% was bid for Second and Third, a decline of ½; 24 for Spruce and Pine, a decline of ½; 40 for Chestnut and Walnut; 66 for West Philadelphia; and 15 for Arch-street, a decline of %:
55 was asked for Fifth and Sixth, a decline of 1; 48 for
Tenth and Eleventh, a decline of 1; and 26 for Girard
College. There is no material change to notice in Bank
shares; Farmers' and Mechanics', old stock, sold at 69 @69%, a decline of X; 180 was bid for North America; 119 for Philadelphia; 87 for Kensington; 42% for Penn Township; 50 for Girard; 31 for Manufacturers' and Mechanica'; 65% for City; and 47% for Commonwealth. tuations of gold were as follows:

The Buck Mountain Coal Company have declared a dividend of five per cent., payable on the 10th of December, free of taxes. Drexel & Co. quote: New US Bonds 1881..... Dew US certif of indebted: Shipments of Pittston coal by Penn

The following is a statement of coal transported on the Delaware and Hudson Canal for the week ending November 26, 1864: Week. Season. ..18,615 811,593 ...9,481 485,679 Delaware and Hudson Canal Co...... 28,096 1,297,076 For the same period last year:

Delaware and Hudson Canal Co..... Pennsylvania Coal Co..... Company, have decided in favor of the latter company upon every point in the case.

The whole number of national banks now organized. is five hundred and eighty-seven. The amount of currency issued during the week ending on the 26th inst. was \$2,082,890, which, added to that previously issued. was \$2,032,530; which, added to that previously issued, makes an aggregate of \$66,562,300 of the new national banks now being authorized are conversions from State measure takes the plage of the old issues, the addition to the paper circulation is not so great as it would apto the paper circulation is not so great as it would appear without taking this fact into consideration, and the same may be said in regard to the apparent increase of banking capital. The following additional banks have been designated by the fecretary of the Treasury as depositaries of public moneys; First Bank of Chiltothe, Onic; First Bank of Paterson, N. J.; Harrisburg, Pa., National Bank; Indianapolis, Ind., National Bank.

The Treasury Department has just replied to a protest of the National banks against the imposition of a license tax under the Evelse law of June 38 of the current

year, denying the right of exemption, in accordance with section 79 of the act, which reads thus: year, denying the right of exampless, in accordance with rection 79 of the act, which reads thus:

Sec. 79. And be it further enacted, that there shall be paid annually for each license granted the sum herein stated respectively. Any number of parsons, except lawyers, conveyancers, claim agents, physicians, sprageous, dentists, cattle brokers, horse deafers, and padders, carrying on such business in copartherably may transact such business at the place specified in their licenses and not otherwise, that is to say.

1 Bankers using or employing a capital not exceeding the imm of fifty shousand dollars shall pay one hundred dollars for such license; when using or employing a capital exceeding fifty thousand dollars, for every additional the usand dollars. Every person, firm, or company, and every incorporated or other bank, having a place of husiness where credits are opened by the deposit or remitted upon draft, check, or order, or where money is advanced or loaned on stocks. Bonds, bullion, bills of exchange, or promissory notes, or where stocks, bonds, bullion, bills of exchange, or promissory notes, or promissory notes, are receiving deposits and loaning the same for the benefit of its depositors, and whose business is confined to receiving deposits and loaning the same for the benefit of its depositors, and which does no other business of banking, shall not be liable to pay for a license as a banker.

And the currency act had become a law a month before the above was apprehended. The official reply

tax, under the Excise law of June 28 of the curre

fore the above was apprehended. The official reply

And the currency act had become a law a month before the above was apprehended. The official reply goes on to say:

It is said, however, that the currency and the revenue bills were before Congress at the same time; that it was generally supposed that the latter would first become a law, and that the provision alluded to 'in lisu of existing taxes,' in the bill last passed, would prevent the assessment of national banks for lidenses. It is but just to Congress, however, to suppose that it did precisely what it intended to do. But if, for any reason, it failed to do so, it is not competent for this office to override or surpond a clearly expressed provision off the laws it has passed. Dupon other grounds, too, I am persuaded that the proper construction of this provision limits its application to the tax upon capital, circulation, and deposits. It is found only in that section of the currency act. Which lavies these taxes, and the corresponding section of the excise law. Section one hundred and the provides that the tax assessed therein upon capital, circulation, and deposits shall not apply to associations taxed under and by virtue of the currency act. The taxes under one law are payable to the Tevasure of the United States: those under the other to the Commanissioner of Internal Revenue, and the double taxation of national banks is guarded against by express provision. Section one hundred and twenty of the excise law levies a tax of five per cantum upon all dividends and undistributed earnings of all banks. There is no section one hundred and twenty of the excise law levies a tax of five per cantum upon all dividends and tenth section, above referred to; but it will not be argued for a moment, i imagine, that it was ever designed that they should be relieved from this taxation. Yet it is difficult to see how the same construction which would exempt them from the operation of the seventy mind section, above referred to; but it will not be argued for a moment, i imagine, that it was ever designed that they shoul

The projesting parties complain that they are subjected to a disadvantage under this view of the case.

The value of the exports from Boston for the work. ending November 25, were \$448,994, against \$346,8°,5 for the corresponding week in 1863. the corresponding week in 1003.

It is proposed to form a new moneyed institution in England, to be called the Bank of Leeds, with a capital of £1,000,000 in ten thousand shares of £100 each. Of £1,000,000 in the industrial SCHANGE S. ALES, Nov. 30.

SECOND BOARD.

AFTER BOARDS

(PUBLISHED WERKLY.) THE WAR PRESS will be sent to subscribers by Larger Clubs than Ten will be charged at the same rate, \$1.50 per copy. The money must always accompany the order, and in no instance can these terms be deviated from a they afford very little more than the cost of paper. ters are requested to act as agents for To the getter-up of the Club of ten or twenty, as extra copy of the Paper will be given.

THE WAR PRESS

among the bankers. The calls for money have not been large. Packers are holding up. The stock of hogs in market is very large, the weather is unitworable, and most of them have determined to hold on a few days to wait the devolopment of events, in the shape of reduction in the prices of hogs. Other interests are in the market only to a very limited extent. The bankers have not what may be termed an abundance of money, but yet they can stand a pretty strong pressure for some days to come. Eastern exchange is less abundant to-day than for two or three days past, owing to the hold-up by packers, yet it is plenty enough for all practical purposes. The quotations remain as before, & discount buying, par selling, with concessions on round lots. The law York Posf of yesterday says:

Gold opened at 2224, and, after selling down to 2274. Its well as the statement of the

United States certificates 97 97%
Tennessee 68 65 65
Missouri 68 60% 60%
Reading Railroad 135% 135%
Pittsburg Railroad 107 107%
After the board the market was dull at At the one-o'clock call Pittsburg closed at

Philadelphia Markets.

MOVERBER 30—Evening.
The demand for Flour is limited, and the market is dull at about former prices; sales comprise about 800 bbls extra family at \$11@12, and 5,000 bbls to the Government on private terms The retailers and bakers are buying at from \$10@10.25 for superfine; \$10.50@11 for extra; \$11@12 for extra family, and \$12.50@13 \$\frac{1}{2}\$ Corn Meal continue scarce, and we hear of no sales.

GRAIN.—Wheat is rather quiet and prices are without any material change; about 8,000 bus sold in lots at \$2.00@2 65 for fair to choice Pennsylvania reds, and \$2.65 for Western amber and Southern do; white is held at \$2.80@2 90 % bu, as to quality. Rye is selling in a small way at \$1.70@1.75 P bu. Corn is less active; small sales o old yellow are making at \$1.90 P bu, and new at \$1.65@ 1.75 % bu, as to condition. Oats are in demand; 4,000

old yellow are making at \$1.90 % bu, and new at \$1.656 bu sold at \$2.5 % bu.

BARK.—Quercitron is dull, and we hear of no sales;

Ist No. 1 is offered at \$45 % ton.

COTTON.—The demand is limited, and the market continues dull; small sales of Middlings are making at 13.6031c % lb, cash.

GROCKRIES.—The market is firm, and there is more doing in Sugar at full prices; 800 hhds Guba sold at from 18.623c % h. as to quality. Goffee is scarce, and we hear of no sales worthy of notice

PETROLEUM.—The receipts and stocks are light, and prices are firm; small sales are reported at \$66.45c for crude; 66.665c for refined in bond, and \$76.90c % gallon for free, according to quality.

SEEDS.—Fixxeed is in steady demand, with small sales at \$3.50 % bus. Timothy is scarce and quoted at \$5.80 % bus. Cloverseed is cartee and in good demand; small lots of prime have been disposed of at \$13.506 lb. 36 bus. NAVAL STORES.—There is no material change to notice; small sales of Rosin are making at \$3.60 % lb. and Spirits of Turpentine at \$2.50 % gallon.

IRON.—Manufactured Iron is in good demand at former rates Tig metal is rather scarce; small sales of anthractic are making at \$3.60 % lon for the three numbers.

HAY.—Baled is selling at from \$25.60 % ton.

HAY.—Baled is selling at from \$25.60 % ton.

anthracite are making at \$50@0 % ton for the three numbers.

HAY.—Baled is selling at from \$25@30 % ton.

PROVISIONS—Holders continue firm in their views, but there is very little doing in the way of sales. Messes Pork is quoted at \$40@35 % bbl. Bacou is caure. Small sales of Hams are making at 20@2sc % bfor plain and fancy canyassed. Butter is in steady demand, with sales of solid-packed at \$25@40c % b WHISKY is rather dull, and prices are unsettled. Small-sales of prime Western are reported at 1950 % gallon. allon. The following are the receipts of Flour and Grain at

Chicago Markets, November 28. Chicago Markets, November 28.

There is no inquiry of any moment for Flour, and the market ruled dull and neglected. The reported sales only foot up 180 barreis, imostly on terms not made public. It would be useless to give quotations, as they would be entirely nominal.

There is a fairly active demand for Wheat, particularly No. 2 spring, and the market advanced 162 cover the closing prices of the day previous. About 65,000 bushels of all kinds changed hands at \$1 7361 75 for No. 2 red; \$1.60 for rejected red; \$1.7061 71 for No. 1 spring; \$1.6001.65% for No. 2 spring; and \$1.45 for rejected spring, closing firm at \$1.6602.65% for No. 2 spring. spring.
Corn is in active request, and at the opening the market advanced 355c on old and new Corn, but at the close there was an easier feeling, and the market closed quiet at the advance. About 60,000 bus changed hands at \$1 2(3),30 for old Corn, in store; \$4 32(3),34 for old Corn, o. b.; \$1(3).05 for new Corn in store; \$1.10 for new Corn is o. b.; and \$5c for ear cern.

There is a more liberal demand for Oats, and the market advanced %c, with sales of 56,000 bus at 61/43. Eye is dull, and the market declined 334c, with trifing sales of No. 2 at \$1.1(3).17.

Barley is in good request, but the limited offerings restrict transactions. We notice sales of prime sample lots at \$1.6(3).75 on track. No. 2 in store is worth about \$1.45(3),45.

New York Markets, Nov. 30. ASHES are quiet at \$11@11 25 for Pots, and \$12@12 50 for Pearls.

BREADSTUPPS.—The market for State and Western Flour is dull, and scarcely so firm; esses 5.000 bbls at 39.06@9.80 for superfine State; \$10@10 10 for superfine State; \$10@10 10 for superfine Western; \$10@10 50 for choice do .: \$9.70@9.90 for superfine Western; \$11.06@10 50 for common to medium extra Western; \$11.06@10 50 for common to medium extra brade sextra round hoop Ohio, and \$11.36@12.25 for fade brands.

Southern Flour is dull and drooping; sales 6.00 bbls at \$10.06@11.75 for common, and \$11.36@12.25 for fauey and extra. Canadian flour is dull and searcely so firm; sales 50 bbls at \$10.10@19.40 for common, and \$10.45@12.25 for fauey.

Rye flour is quiet and strady. Corn meal is quiet.

Wheat is dull and drooping; sales 5.000 bus winter red. Westernat \$2.45. For is quiet and \$2.00 bus winter red. Barley is active and frm; sales \$2.000 bus winter red. Barley is active and frm; sales \$2.000 bus winter red. Saley for canads \$2.45. For is quiet and \$2.000 bus winter red. Barley Malt is quiet. Oats are dull and drooping at \$1.08@10.45 for Western. The Corn market is dull, and \$1.06.00 for Western. The Corn market is dull, and \$1.06.00 for Western. The Corn market is dull, and Provisions.—Pork lower. Beef steady. Asses are quiet at \$11@11 25 for Pots, and \$12@12.50

Baltimore Markets, Nov. 30.

Flour steady; sales of 500 bbis Westernextra at \$11.25.
Wheat dulf Corn dulf; new white \$1 78@1.39; old do.
\$1.86@1.57. Whitsy nominal at \$1 90.1.33. Groceries
very firm; Rio Coffee 44@45c. Previsions inactive.

LETTER BAGS AT THE MERCHANTS' EXCHANGE, PHILADELPHIA Schr Blue Billow, Kolis......Port Spain, scen PHILADELPHIA BOARD OF TRADE GEO. L. BUZEY,
EDWARD C. BIDDLE,
THOS. S. FERNON,

COMMITTEE OF THE MONTE. MARINE INTELLIGENCE.

Portof Philadelphia, Nov. 30,1864. SUN RISES.... 7 19 | SUN ERTS.... 4 41 | HIGE WATER. 3 32 ARRIVED.

Ship Coburg. (Br.) Gibson, 41 days from Liverpool, with mase to P Wright & Sons—towed up by steaming S Fignagan.

Bark John Boulton, (Br.) Davis, from Ports-Gabello-14th inst, in is allast to John Dallett & Co.

Bark F & Hazelithe, Turner, 7 days from Boston, in ballest to Feter Wright & Sons.

Brig Blen Bernard, Burgess, 10 days from Key West, in ballast to Workman & Co. Nov 24th, lat 31 40, 16mg (73), was box-fied by a boat from U S steamer Sanhiago de Cubs, cruising; U S gunkoat Quaker City was in company. ARRIVED. de Cuba, coniaing; U S gunkoat Quaker City Was in company.

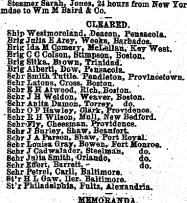
Brig C 'Williams, Thosapson, 12 days from Key West, 15 ballast to captain

Brig Sameaug, Davis, 5 days from Stono Inlet, in ballast 'Nameaug, Davis, 5 days from Port Royal, in 1 aliest to H Simons.

Br g J Robbins, Nickstson, 8 days from Port Royal, in 1 aliest to H Simons.

J rig Caroline Eddy, Smith, 2 days from Port Royal, in thallast to E A Souder & Co.

b allast to E A Souder & Co.
Schr White Squall. Adams, 5 days from Fort Royal,
ballast to E A Souder & Co.
Schr White Squall. Adams, 5 days from Fortress Monroe, in ballast to J & & G E Repplier.
Schr Hiawatha, Disney, 5 days from Newburyport,
with mdasto Geo B Kertoot.
Schr Nevada, Mann, 8 days from Portland, with headingsto S & W Welsh.
Schr J M Broomall, Crawford, 6 days from Port Royal, in ballast, to capitain.
Schr Queen of the South, Mason, 6 days from Port
Royal, in ballast to capitain.
Schr C H Rogers, Langley, 8 days from Key West, in
ballast to Cartis & Knight.
Schr John, Irons, 8 days from Pensacola, in ballast
to D S Stetson & Co.
Schr Ephraim & Anna, Harris, from Fortress Monroe,
in ballast to captain.
Schr Ivy, Henderzon, from Beaufort, in ballast to
capitain. Schr Ivy, Henderson, from Beaufort, in ballast to captain.
Schr John Whitby, Henderson, 1 day from Odessa, Del, with grain to Christian & Co.
Schr Banner, Knox; 2 days from Indian river, Del, with grain to Jas Barrett.
Echr J L Heverin, Hollingsworth, 2 days from Dover, Del, with grain to Jas L Bewley & Co.
Echr Vandalla, Morris, 2 days from Leipsic, Del, with grain to Jas L Bewley & Go.
Schr Mechanie, Cooper, 1 day from Odessa, Del, with grain to Jas L Bewley & Co.
Steamer Sarch, Jones, 21 hours from New York, with mase to Wm M Baird & Co.



MEMORANDA Gorse and a market.

Brig Bilen Forester, Warren, cleared at Bangor 28th
inst for New Orleans.
Schr. B. B. Warren, Warren, cleared at Bangor 28th
inst for this root. Schr. R. S. Warren, Warren, cleared at Bangor 26th inst for this port.

Schr Wide Awake, Hamilton, from Chatham for Chesapeake City, at Newport 28th inst.

Schr Herbert, Manton, from Boston for this port, salled from Newport 27th inst.

Schr Dacotah, Partridge, hence at Boston on Tuesday. Schr. Allen Middleton, Jr., Ames, salled from Provi
"Allen Middleton, Jr., Ames, salled from Provi
"Allen Middleton, Jr., a Bristol.

Schr Sea Guit, "Gody from Lanesville, Mass, for this port, put into Stonington, Golin, 28th inst, leaking 500 strokes per hour. Hopes are entertained that the leak will be found without discharging cargo.

Schr Slectric Light, Wallage, from Portland, and 100 Penna. 67% 100 Daleall 300 do bo. 50. 400 Continental 55 30 do bo. 50. 500 Continental 55 30 do bo. 50. 500 Continental 55 30 do bo. 50. 500 Continental 55 30 do bo. 500 Continental 55 30 do bo. 500 Secondary of the continental 55 30 do bo. 500 Sec