

NATIONAL REPUBLICAN.

Published Daily, Sundays Excepted, BY W. J. MURTAGH & CO. Geo. M. Weston, Editor.

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Wednesday, August 28, 1861.

COTTON.

The private property of all the citizens or subjects of an enemy, may be confiscated, according to the law of nations, and as well upon the land as upon the sea. It is a popular error, that this right of confiscation by the conqueror is confined to property at sea. It is less commonly exercised upon the land, although with sufficient frequency, and so entirely at the discretion of the conqueror, as to preserve the right from being lost by disuse.

It is not with any intention of suggesting such severities towards the South, that we refer to these extreme rights under the law of nations, although we should not be without the provision and exercise of very open threats from that quarter of delivering up the shops and warehouses of New York and Philadelphia to the plundering of a licensed soldiery. We refer to them, only because it is in the natural order of this discussion, to understand exactly what may be done consistently with the code of nations.

As to what is practicable to be done, there has never occurred in the history of mankind, a case in which the appropriation of an enemy's property was so easy upon a great scale, as in the case of the Gulf States. The peculiarity of their condition is, that they are producing immense quantities of an article which they cannot consume themselves to any appreciable extent, and therefore of no substantial value to them, unless they can export it. This export it is easily in our power to prevent, the article being too bulky to escape by smuggling.

Another State Prisoner.—William M. Fike, said to belong to the State of Louisiana, who is charged with uttering seditious and treasonable sentiments, while enjoying the society of the fashionable hotels at Newport, R. I., a few days ago, by the United States marshal, for the district of Rhode Island. He was sent to Fort Lafayette, in accordance with orders from the Secretary of State.

NON-INTERCOURSE.—CIRCULAR LETTER.—The Secretary of the Treasury has issued a circular to collectors of customs and other officers of the revenue, giving instructions regarding the observance of the law, passed in July last, further to "provide for the collection of duties on imports, and for other purposes."

The Navy Department, in order to obtain a speed of fourteen miles an hour for a number of screw propelled steamers, (it being represented that faster vessels could be built outside than at the several navy yards,) invited proposals for their construction on that condition; but, of sixteen or twenty shipbuilders and engine makers, only two offered anything near the mark, and even that they proposed is unsatisfactory to the Department.

The Baltimore Patriot of last evening has the following, which we give for what it is worth: THE FLEET OFF.—The fleet to blockade the rivers in North Carolina left Fort Monroe, yesterday evening. It consists of the war steamers Minnesota, Harriet Lane, Wabash, and four others. The object is to demolish the forts and batteries erected by the Confederates at different points. The steamers George Peabody and Adelaide took 700 troops in company. They are to be landed for the purpose of flanking the enemy.

The London Quarterly for July, and Blackwood for August, are received from Hudson Taylor, 334 Pennsylvania avenue.

MR. BRECKINRIDGE.—Of the affair at Lexington, growing out of the arrival there of United States arms, for the loyal camp in Garrard county, the Louisville Journal says: "The secessionists sounded the alarm by blowing a horn, and rushed to their armories. The Union Home Guards gave the alarm by ringing a bell, and repaired to their armories. In a few minutes the streets were full of armed men, who were running in all directions, loading their guns as they hurried to the places of rendezvous. The man who was to receive the guns and take them out to camp was in this time as cool as a cucumber. When told that he might have trouble, he said that he had anticipated an excitement, and had provided for contingencies by having an escort at hand. Sure enough, it was not long before two hundred United States cavalry made their appearance, and it was known that five hundred United States infantry were not far off. Then Mr. Breckinridge was not so anxious as he had been to stop the guns with fifty men, and became a member of the 'peace party.' So the guns, &c., were put into the wagon and taken to their destination."

CONDITION OF THE ENEMY.—The Augusta (Ga.) Chronicle, of August 18, says: "The sickness, from wounds and otherwise, in our Virginia army is absolutely frightful, and the insufficiency and inefficiency of the medical department more frightful still. Only think of our noble boys suffering twenty-four hours after battle without being seen, and then attended perhaps by men unfit for their office, and four days elapsing before the department at Richmond sent any lint or bandages to Manassas, when an abundance ought to have been there a month before the battle."

A NOBLE SEAMAN.—Flag officer Montgomery of the Pacific squadron, which he has been commanding for two years past, says, in an official letter to the Secretary of the Navy: "For my own part, I neither expect nor desire a day's respite from active employment during the continuance of our present struggle for the maintenance of our national honor, and the integrity of the Union. It rests solely with the Department to determine my sphere of duty, either on this or the other side of the continent."

Secretary Seward, who left Washington on Monday morning, arrived at his home last night, in a special train that was in readiness on the Central railroad to receive him.

POST OFFICE SUPPLIES.—The Post Office Department has certainly done much to please every taste in the matter of envelopes and stamps. The recent improvements are not yet familiar; but when they become known, they must be duly appreciated. Among the very latest, is the letter sheet and stamped envelope combined, for the denomination of three cents. The note size is \$3.64 per hundred; and the letter size, \$3.88 for the same number. Or, of note paper, independent of the stamps, you get a hundred sheets for sixty-four cents; and as to letter paper, a hundred sheets for eighty-eight cents, to say nothing of the convenience and economy of the combined sheet and stamped envelope. We can assert, with a knowledge of the truth, that the Department has bestowed more than ordinary attention on envelopes and stamps, which themselves show the delicate taste and care with which they have been prepared.

MAILS FOR PENANG, SINGAPORE, AND CHINA.—We are requested to state that the postage chargeable upon letters for Penang, Singapore, Hong Kong, and all other parts of China, Japan, Java, the Philippine Islands, Labuan, Borneo, Siam, Sumatra, and the Moluccas, posted in the United States, for transmission via the United Kingdom, will hereafter be 45 cents, the single rate of half an ounce or under, prepayment required; and that this increased rate of postage must be levied and collected in this country upon all such letters, whether directed for transmission from England, via Southampton, or via Marseilles.

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MAJOR GENERAL HUNTER'S STAFF.—The following named officers have been appointed on Major General Hunter's staff: Captain J. B. Fry, assistant adjutant general, late of McDowell's staff; Captain J. W. Turner, commissary of subsistence; and Captain J. W. Shaffer, of volunteers, Lieutenant Edward Smith, fifteenth infantry, and Lieutenant S. Stockton, of fourth cavalry, as aids de camp.

As we go to press, we learn, from a reliable private source, that a large number of rebels are at Mill Creek, about four miles above the Chain Bridge. It is supposed that a larger number of the enemy are in their rear, and that they will fall back during the night, for the purpose of drawing on our forces.

Correspondence of the National Republican. JOTTINGS BY THE WAY. NEW YORK, August 24, 1861. We left Easton for New York, about half past two o'clock this afternoon, and arrived in New York about half past four. All of this route is through New Jersey, and a more pleasant route no one need wish to travel.

The next considerable town we come to is Elizabeth, which is only some four or five miles from Newark. Though the city does not probably contain more than fifteen thousand inhabitants, the amount of business transacted and the number of large manufactories here is really wonderful. Many of the large New York firms have their manufactories here, and the city is increasing in population very rapidly. It promises ere long to be a city of great importance.

We are now near Jersey City, and every now and then get a glimpse at New York bay, which opens in real panoramic style, miles below us. The growth of Jersey City has kept pace with that of all the other cities adjacent to the great commercial metropolis, and is built up in a really substantial manner. The extensive marsh which has heretofore extended for miles west of the city is being rapidly reclaimed, and will doubtless be covered ere long with fine stores and dwelling houses. We pass directly through the city, and are soon on the ferry boat for New York, which starts off at the appointed minute, even if we heard one man say, "a feller has one foot on shore and one on the boat." During the five minutes it takes to cross here, every man seems to be fortifying himself to resist the torrent of hack drivers, omnibus drivers, porters, draymen, and the hundred other miscreants which one always expects to meet with on landing in Gotham.

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The city hall park is now taken completely possession of by the soldiery. Many of the regiments have a tent here, one end of which is open, and a man sits at a table, with a pencil in hand, ready to take down the names of recruits as they present themselves. Considerable rivalry prevails between the various recruiting officers. A "muss" now and then comes, by way of attraction. Of course, this is a central point of attraction for the idlers, who flock here through the day in larger numbers than ever before.

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MAILS AND RAILROAD.

ARRANGEMENT OF THE RAILROADS. THE WASHINGTON CITY POST OFFICE. The Northern Express Train, which leaves Washington at 10 o'clock P. M., daily, and arrives at 6.30 A. M. and 4 P. M., daily. The Western Mail, which leaves at 1 o'clock P. M., and arrives at 10.30 o'clock A. M., and 6.10 A. M. and 4 P. M., daily. The Alexandria Mail, which leaves at 4.50 P. M., and arrives at 3 o'clock P. M., daily. The office will open for delivery at 8 o'clock A. M., daily, and close at 8 P. M., daily, except on Sun. M., when it will open at 8 and close at 10 o'clock A. M., and again at 6 P. M., and remaining open till 7 P. M. LEWIS CLAPHAM, P. M.

UNITED STATES MILITARY ROUTE! SPECIAL NOTICE TO TRAVELLERS! CHANGE OF HOURS!

On and after MONDAY, August 13th, 1861, Passenger Trains will run as follows: Leave Washington at 6 and 7.30 A. M., 2.30 and 4.45 P. M., and arrive at 7.45 and 9.10 A. M., and at 4.30 and 7.30 P. M. Leave Baltimore at 4.20 and 8.40 A. M., and 3.45 and 5 P. M., and arrive at 7.45 and 9.10 A. M., and at 4.30 and 7.30 P. M. Passenger Trains leaving Washington at 7.30 A. M., and 2.30 P. M., and Baltimore at 8.40 A. M., and 4.45 P. M., make direct connections for Annapolis at the Junction. Trains leave Annapolis for Baltimore and Washington at 8.55 A. M., and 2 P. M. Passenger Trains leaving Washington at 6 and 7.30 A. M., and 2.30 P. M., make direct connection at Baltimore for Philadelphia and New York. All articles of freight (not contraband of war) will be transported over the line. Tonnage will be levied at 1.20 A. M., and Washington at 1 P. M. By order of the Secretary of War: THOMAS H. SCOTT, General Manager.

THOMAS H. SCOTT, General Manager. SPECIAL NOTICE—SUNDAY TRAIN. Leave Washington at 7.30 P. M. for New York and Philadelphia, arriving in Washington at 6.10 A. M. THOMAS H. SCOTT, General Manager.

NEW AIR LINE ROUTE. THREE TRAINS DAILY TO NEW YORK. TWO TRAINS DAILY TO PHILADELPHIA. WITHOUT CHANGE OF CARS.

On and after MONDAY, June 10, 1861, the Passenger Trains will leave the Philadelphia and Reading Railroad at 9.45 P. M., and arrive at New York and Philadelphia, as follows: EASTWARD. Express Line leaves Harrisburg at 9.30 A. M., on arrival at New York at 4 P. M., and Philadelphia at 12 P. M. Fast Line leaves Harrisburg at 1.40 P. M., arriving at New York at 9.45 P. M., and Philadelphia at 6.40 P. M. WESTWARD. Fast Line leaves New York at 6 A. M., and Philadelphia at 8 A. M., arriving at Harrisburg at 8 P. M. Express Line leaves New York at 8 P. M., arriving at Harrisburg at 9.30 A. M., and connecting with the Pennsylvania, Northern Central, and Capital City Lines, at Harrisburg, for Philadelphia, Pottsville, Wilkes-Barre, Allentown, Easton, &c. Baggage checked through. Fare between New York and Harrisburg, \$5.00; between Harrisburg and Philadelphia, \$2.50. No 1st, 2nd, and 3rd class cars. For tickets or other information apply to General Agent, Harrisburg, Pa. August 22.

CENTRAL RAILROAD ROUTE HUDSON RIVER RAILROAD AND NEW YORK CENTRAL RAILROAD.

Express Trains leave New York City depot of Hudson River Railroad daily, Sundays excepted, as follows: From Chambers street. From 31st street station, at 11.00 A. M., 1.15 P. M., 3.30 P. M., 5.55 P. M., 7.55 P. M., 9.55 P. M. Montreal and Buffalo. Train with sleeping cars, M. Train connecting at Albany with the New York Central Railroad for Schenectady, Rochester, Utica, Binghamton, Rome, and stations on Rome and Waterford Branch, and at Saratoga Springs, and at all points Western Railroad, for Hamilton, Toronto, Detroit, Chicago, Toledo, Milwaukee, Fond Du Lac, La Crosse, Madison, Prairie du Chien, Galena, Duquoin, Dubuque, Peoria, Rock Island, Muscatine, Iowa City, Burlington, Quincy, Springfield, Alton, St. Louis, Cairo, Terre Haute, Indianapolis, Louisville, Cincinnati, Columbus, Cleveland, and at all points West, Northwest, and Southwest.

NORTHERN ROUTE. Connecting at New York with Troy and Boston, and Rensselaer and Saratoga Roads for Saratoga, Whitehall, Rutland, Burlington, St. Albans, House Point, Plattsburgh, Ogdensburg, Montreal, Ac., &c.

Freight Arrangements by this route as above, without change of Cars, from the Depots in Chambers street, and at all times as favorable as by other Railroad Companies. The facilities of this great New York Route, to the West, combined with the promptness and dispatch of the Passenger Trains, with Smoking and Sleeping Cars, run in connection on the New York Central Road. For particulars as to local train and freight arrangements, inquire at the depot, 31st street, at 11.00 A. M., and at 1.15 P. M., 3.30 P. M., 5.55 P. M., 7.55 P. M., 9.55 P. M. Superintendent.

FOR BOSTON, VIA NEWPORT AND FALL RIVER.

By the splendid and superior steamer M. E. POLLOCK, of the STATE, HAY STATE, and STATE OF MAINE, of great strength and speed, but particularly adapted to the navigation of Long Island Sound, running in connection with the Fall River and Old Colony Railroad, distance of 88 miles only to Boston. Leave New York at 10.30 P. M., and arrive at Fall River, Monday, Wednesday, and Friday, at 5 o'clock P. M., touching at Newport, and at 11 A. M. These steamer are fitted with commodious state rooms, and every arrangement for the security and comfort of passengers, who are afforded by this route a night's rest on board, and on arrival at Fall River, proceed per steamer train, reaching Boston early the following morning, or may remain on board until starting of the accommodation at 8 A. M., by which they may reach Boston at 8.45 A. M. A baggage master is attached to each steamer, who receives and tickets the baggage, and accompanies the same to its destination. A steamer runs, in connection with this line, between Fall River and Providence, daily, except Sundays. Freight to Boston is forwarded through with great dispatch by the Passenger Train, which leaves Fall River every morning, Sundays excepted, at its destination, at 11 A. M. For freight or passage, apply on board, or at the office, on Pier No. 3, North River. For state rooms and berths, apply on board, or if desired to secure them in advance, to WM. BORDEN, Agent, 70 and 71 West street, N. Y.

PHILADELPHIA, WILMINGTON, AND BALTIMORE RAILROAD. SPRING AND SUMMER ARRANGEMENT.

On and after TUESDAY, May 14th, Passenger Trains for Philadelphia will leave Depot Street Depot daily (except Sundays) as follows: Express Train at 6.15 A. M.; Way Mail Train at 6.45 A. M.; Evening Mail at 7.45 o'clock. On SUNDAY at 4.45 P. M. only. All trains connect with New York trains except 4.45 P. M. train on Saturdays. A Freight Train, with passenger car attached, leaves at 8 P. M., stopping at all Stations between Baltimore and Havre de Grace. Passengers for Delaware and the Eastern Shore of Maryland will find the most expeditious route by the Washington, Baltimore and Annapolis Railroad. All Colored Persons must give bond before entering the cars. WM. CRAWFORD, Agent, August 19.