FROM EUROPE.

ARRIVAL OF THE AMERICA'S MAILS.

IMPORTANT DEBATE ON PRIVATEERING

Speeches by Lord Ellenborough, Lord Granville, Lord Derby, Lord Brougham, Lord Chelmsford, the Lord Chancellor, and Lord Kingsdown.

The mails by the steamer America arrived last night. We give below a full report of the important debate in the House of Lords, on the 10th ult.

HOUSE OF LORDS, Thursday, May 16.

The Earl of Ellenborough.—I did wish to have given public notice of my intention to put a question to the Lord President with respect to the interpretation to be put on some expressions in Her Majesty's Proclamation, relative to the conduct of Her Majesty's subjects in respect to the war in America. As this House did not sit yesterday, however, I had not the opportunity of doing so; but I hope the noble Earl will be prepared at once to give the explanations I desire. It seems to me to be a matter of essential importance that a proclamation instructing Her Majesty's subjects as to the conduct they should pursue in that unhappy war should be clear of all doubt, and to the last degree intelligible to every individual—that a man should not be obliged to go to his lawyer for an opinion as to the meaning of the expressions used; and, further, that if he should go to his lawyer there should be no difficulty in assigning to the words their true interpretation.

The instructions to Her Majesty's subjects relate, first, to the law of England, and then to the law of nations. As to the law of England, it is clear enough; there is no doubt at all with respect to the duty imposed on Her Majesty's subjects. But as to the law of nations, as might naturally be expected, there is a great degree of doubt. Her Majesty's subjects are warned "not to break any blockade lawfully and actually established by either of the belligerent Powers." Now, the first question I wish to put to the noble earl is in what sense we are to understand these expressions. We are at present under an obligation to adhere to the declaration on the subject of maritime law agreed to by Her Majesty's Plenipotentiaries and those of other Powers at Paris.

That declaration bears directly on the subject of blockades in these words:—"Blockades, in order to be binding, must be effective—that is to say, maintained by a force sufficient really to prevent access to the coast of the enemy." Now, if these words are to be understood in their strictly literal signification, to establish a lawful blockade would be almost physically impossible. They must receive certain qualifications and explanations. I say impossible, because there is hardly in the whole universe any locality in which ships can remain safely with the power of absolutely preventing access to an enemy's coast. Blockades are carried on by ships at sea. They must be carried on by ships at sea, and under sail, because no ships can carry a sufficiency of coal to enable them to act constantly under steam.

No doubt it would be a great facility if they could always act under steam; that would go far to enable them to make the blockade effectual. But I recollect having heard that during the blockades of Toulon the ships employed in that service were driven to the Mediterranean and the Coast of Africa. Such things will occur again; and, according to the strict meaning, a blockade might have ceased to be valid because it ceased to be really maintained to prevent access to the enemy's coast. But I apprehend the words must be understood with necessary qualifications, arising from the circumstances of wind and weather, which command all such operations; and that the real meaning is to prevent access by establishing such a case of danger to those who attempt to violate the blockade as to induce them to desist from attempting to do so.

But, if that be the meaning of her Majesty's Ministers, I confess I think it very much to be regretted that instead of adopting totally new words, as they have done in this proclamation, they did not warn her Majesty's subjects against breaking or endeavoring to break a blockade lawfully established and effectively maintained. I wish, then, first to know from the noble Earl in what sense we are to understand the words used in the proclamation. Do they intend to convey the exact meaning, with the qualifications I have mentioned, of the declaration made by the Powers? If they do not, what further meaning do they contain? Do they go below or beyond the words of that declaration? And why should not the particular words there used be adopted on this occasion? I confess I very much regret to see so much vagueness in the expressions used as to "contraband of war."

The Proclamation speaks of "arms, military stores or materials, or any article or articles considered and deemed to be contraband of war, according to the law or modern usage of nations." How are plain men to find out what articles have of late been considered contraband of war by the usage of nations? They must look through all the recent decisions of Courts of Admiralty jurisdiction, not only in this country, but in others; and it is highly probable that they will be found conflicting with one another. I wish, therefore, to know what are the further articles not mentioned, to which it is intended that the proclamation should apply, and which Her Majesty's subjects are cautioned not to carry upon the sea.

The law with respect to contraband of war is in a state of constant change. It must change year after year, according as the manner of conducting war is changed. When I looked into this matter six years ago I recollect to have found in the law books of best authority that all these changes were controlled by one prevailing principle—viz., that that is contraband of war which in the possession of an enemy would enable him better to carry on war. That is a clear, reasonable, and intelligible principle, and I very much regret that, instead of using the words which I find in this proclamation, Her Majesty's Ministers did not go back to a principle which all can understand, and which is not affected by changes in the mode of carrying on war. [Hear, hear.]

Earl Granville.—The questions put by the noble earl are certainly very important. I feel it a somewhat difficult matter to speak upon questions of international law; but, at the same time, it is my duty to give the noble earl all the information I can, and if I should happen to make a mistake I shall be grateful to learned lords on either side to correct me, in order that no misapprehension may go abroad on a subject of so much importance. With respect to the first question—what meaning is to be attached to the words "a blockade lawfully and actually established"—I apprehend that, although the agreement at Paris is likely to form an epoch in the history of international law, and although it was concurred in by all the nations of Europe, and by several American States, yet it does not in itself constitute a change in international law excepting as regards those Powers which signified their acceptance of it.

I believe further, even with respect to those countries which entered into that agreement with us, that what took place at Paris made no change as far as blockades, lawfully and actually established, are concerned. That question of international law remains exactly the same as before, with this difference only, that mere paper blockades will not in future be recognized. Before a blockade can be said to be lawfully and actually established, it must be announced in proper form and manner, and the State declaring it must have on the spot such a force as, I do not say to make it impossible, but, at any rate, to make it very difficult for vessels to obtain egress or ingress. The second question which the noble earl has put to me is still more difficult to answer in a clear and satisfactory manner; but, I can say, at all events, that the Government have followed the course usual on such occasions.

To a certain extent the noble earl answered his own question, for he stated that what is contraband of war must vary from time to time according to the character of the war which is carried on. There are certain articles which are clearly contraband of war, but there are certain other articles the character of which can be determined only by the circumstances of the case; as, for instance, the ports for which they are destined, and various other incidents which can be properly judged of only in a Prize Court. The decisions of such a Court, unless there has been a flagrant violation of international law, all those who have recognized the rights of the belligerents must accept. I think, therefore, that her Majesty's Government, in adhering strictly to precedent in this matter, took the only course which it was possible for them to pursue.

The Earl of Derby.—The answer of the noble Earl is for the most part entirely satisfactory. I do not feel disposed to complain that the terms of the proclamation are vague and uncertain. It is impossible to introduce into a proclamation of this description such a definition of the character of a blockade, or of contraband of war, as would satisfy the conditions which seemed to be laid down by the noble Earl who first addressed the House. Nor do I complain of the proclamation on the ground that the warning it gives goes beyond the necessities of the case. I refer to the warning which is given to British subjects against taking part in privateering expeditions.

The proclamation wisely and properly informs the subjects of Her Majesty that if they should engage in privateering expeditions they would have no right, whatever might be the result, to claim the protection of this country against any penal consequences to which they might render themselves liable. I do not complain of that—quite the contrary; but there are two points upon which it is absolutely necessary that her Majesty's Government should lose no time in coming to a thorough understanding with the Government of the United States. The first is with regard to the question of blockade. It has been stated that the Northern States have intimated their intention of blockading the whole of the Southern ports. Now, we know perfectly well that it is not in the power of the Northern States, if their navy were three times as powerful as it is, effectually to blockade all these ports.

There is no doubt they might effectually blockade this, or that, or the other port, and that would be a blockade which we should be bound to recognize; but I do think it is very important that her Majesty's Government should not commit themselves to the doctrine that the United States are to lay down the principle of a universal blockade, that that universal blockade would be recognized by her Majesty's Government, and all that her Majesty's subjects who might choose to disregard it would be liable to penal consequences. [Hear, hear.] I apprehend that to make them so liable the blockade must be one the validity of which has been recognized by their Government. It is important, therefore, that her Majesty's Government should come to a clear understanding with the Government of the United States that a mere paper blockade, or a blockade extending over a space to which it is physically impossible that an effectual blockade can be applied, will not be recognized as valid by this country. [Hear, hear.]

The other point is one of, perhaps, still greater importance. A noble and learned lord was understood to say a few days ago that by the law of nations privateering was piracy, and that, consequently, the Northern States would be perfectly justified in carrying out their threat to treat all privateering as piracy, and visiting it with capital punishment. I apprehend that if there is one thing clearer than another it is that by the law of nations privateering is not piracy—that no enactment on the part of any one nation can make that piracy as regards the subjects of another country which is not piracy by the law of nations, or by the law of that country. The Northern States, therefore, must not be allowed to entertain the opinion—although it may be right that we should warn British subjects that if they should engage in privateering expeditions they will not be entitled to claim the protection of their Government—that they are at liberty so to strain the law as to convert privateering into piracy, and visit it with death.

The punishment under such circumstances of persons entitled to her Majesty's protection would not be viewed with indifference, but would receive the most serious consideration by this country. It is right, on the one hand, that the people of this country should be warned of the peril of engaging in privateering undertakings; but it is essentially necessary, on the other, that the Northern States should not be induced to rely upon our forbearance with regard to a violation of the law of nations by visiting privateering with a penalty which is not attached to it by that law. [Hear.] It is said that the Northern States treat the Southern Confederation, not as having the rights of belligerents, but as rebels, whose acts will be visited with all the penalties of high treason, including capital punishment. But that is not a doctrine we admit, because we have declared that the Southern States are entitled to the rights of belligerents.

The Northern States, on the one hand, cannot be entitled to claim the rights of belligerents for themselves, and on the other, to treat the Southern States, not as belligerents, but as rebels. There are the two points upon which it is most desirable that a clear understanding should be come to between her Majesty's Ministers and the Government of the United States—first, that we cannot recognize any except a really effective blockade, such as the United States may be able to enforce; and, secondly, that we cannot recognize the doctrine that by any proclamation or any enactment the Northern States have power as against the Southern Confederation to treat privateering as piracy, and to visit it with death.

Lord Brougham heartily wished that all privateering were piracy by the law of nations, but, unhappily, it was not. His opinion upon this point had been misunderstood. What he said was that privateering undertaken by the subjects of one country against the trade of another country with which their own was at peace amounted to piracy. Privateering, however much it might be to be reprehended, was undoubtedly, in the case of recognized belligerents, not piracy according to the law of nations, as that law was at present understood and administered; but, if any persons, subjects of this country, fitted out a vessel against another country with which we are at peace, that in itself constituted a piratical act, and he was clearly of the opinion that the persons so acting would have only themselves to blame if after full warning they entered upon that course.

Taking into account the great changes and improvements in all the appliances of warfare which had of late years taken place, he should hold that coal might be looked upon as amounting to contraband of war, if furnished to one of the belligerents to be used in warfare against the other. He might add that he entirely concurred in the opinion that it was not necessary that a blockade, in order to be looked upon as effective, should be of such a nature as to render access to any part of the coast impossible, but that it would be sufficient to constitute it a real blockade, that it precluded the existence of any reasonable chance of entrance.

Lord Chelmsford said he wished to bring the opinion to which his noble and learned friend had given expression to a test. The Confederated States of America were admitted by Her Majesty's Government to be entitled to exercise the rights of a belligerent Power. That being so, he should wish to know from his noble and learned friend whether he meant to contend that if an English ship were commissioned by those States and fitted out as a privateer against the Federal Government, her crew would under such circumstances be guilty of piracy? British subjects so engaged would, no doubt, be answerable to the laws of their own country, but it was perfectly clear that, in accordance with the principles of international law, they would not be liable to be treated as pirates.

That warning should be given to English seamen by means of the proclamation was, of course, a most useful and necessary step, and if, after that warning, they would engage in such expeditions as those to which he was referring, they must, of course, take the consequences of their conduct. If, he might add, the Southern Confederacy had not been recognized by us as a belligerent Power, any Englishman aiding them by fitting out a privateer against the Federal Government would, no doubt, be guilty of piracy. The question was one which arose after the abdication of James II, when he had been expelled from Ireland, when he had not a foot of territory there, and when, therefore, he was merely a sovereign claiming a right *de jure*.

James II. at that time commissioned certain persons to fit out privateers against the commerce of this country, and the question having come on before the Lords of the Privy Council, they desired to have with respect to it the opinion of learned civilians. Several civilians had, in consequence, attended before the Council, and a report of the proceedings in the case was given by Dr. Tindal, who was one of its members. According to that report, Sir Thomas Pinfold had asserted that the persons to whom the inquiry related were not pirates, and for the following very strange reason—that a pirate must be regarded as *hostis humani generis*, but that those persons were not enemies to all mankind, and were, therefore, not pirates. [A laugh.]

Whereupon one of the Lords of the Council asked whether there could have been such a thing as a pirate if no person could come within that category who was not actually at war with all mankind. To that question it appeared Sir T. Pinfold did not reply, but contented himself with repeating what he had said before. [Laughter.] The learned civilian was then asked whether, supposing any of their Majesties' subjects, by virtue of a commission from the late King, should by force seize the goods of their fellow-subjects by land, they would stand excused of being guilty at least of robbery, and if not, why they should stand excused of piracy?

To that question also the learned civilian made no answer, [a laugh], and for the very good reason, as their lordships would at one perceive, that there was no good answer to be given; for it was perfectly clear the persons in question were guilty of piracy. He was, he might add, of opinion that it was equally manifest that in the case assumed by his noble and learned friend, piracy could not fairly be said to exist; and, as the point was one upon which it was desirable no misapprehension should prevail, he had deemed it to be his duty to state the opinion which he held on the subject.—[Hear, hear.]

The Lord Chancellor said his noble friend the President of the Council had laid down the law on the point at issue with perfect correctness. If, after the publishing of the present Proclamation, any English subject were to enter into the service of either of the belligerents on the other side of the Atlantic, there could be no doubt that the person so acting would be liable to be punished for a violation of the laws of his own country, and would have no right to claim her protection to shield him from any consequences which might arise. There could, however, at the same time, be no doubt that he ought not to be regarded as a pirate for acting under a commission from a State admitted to be entitled to the exercise of belligerent rights, and carrying on what might be called a *justum bellum*. Anybody dealing with a man under those circumstances as a pirate, and putting him to death, would, he contended, be guilty of murder. [Hear, hear.]

Lord Kingsdown said he supposed the Federal Government deemed itself justified in publishing the extravagant order in reference to privateering, which it had issued, inasmuch as America had insisted upon maintaining the right of resorting to that mode of warfare, when it had been abandoned by the great Powers of Europe. In the present case, the issue of the order was, no doubt, based on the ground that the Federal Government was dealing with rebels, who might be hung as persons guilty of treason to the State of which they were subjects. That was a matter for their own consideration, but he could not help thinking that to act upon such a view would be to have recourse to a piece of barbarity which would raise an outcry throughout the whole civilized world. [Hear.]

He trusted, therefore, the order in question was a mere *brutum fulmen*, upon which it was not intended to act. Be that, however, as it might, the case assumed a different aspect when looked on with reference to the position of English subjects. This country had recognized, not as an independent Power, but as a body possessing the rights of a belligerent, the Confederation of the Southern States. Therefore, they were treated as having power to issue a regular authority for privateering; but the principle as against British subjects established by the Proclamation was that, if they chose to engage in privateering, and so act in violation of the orders of their own Government, they should not have the right to call upon the the Government to interfere for their protection. [Hea, hear.]

The determination of what was contraband must depend on the circumstances of each particular cargo. Provisions, though they might be safely sent under other circumstances, yet, if sent to a port where an army was in great want of food, they would then become contraband. So with regard to coals. They might be sent for the purposes of manufacture, but if sent to a port where there were war steamers, with the view of supplying them, coals then became contraband. [Hear, hear.] With respect to blockade, that again had been very much altered by the introduction of steam, as two or three steamvessels might now be as effective as twenty sailing vessels had formerly been.

This matter was brought before the Judicial Committee during the Crimean War, and it was settled that a blocade could not be constituted by drawing a line to prevent ships going to particular ports, if the line included other ports to which they had a right to go; and that, in the case of an effective blocade, a ship, unless it had due notice of the blocade, could not be seized. He believed that the principles laid down by the Judicial Committee would be found applicable to questions likely now to arise.

Lord Brougham trusted that all persons would take notice of the warning given in the Proclamation, that in the event of interfering in the differences prevailing in America they must run the risk of whatever measures might be adopted by the Americans on one side or the other [hear, hear], just as in the case which occurred thirty years ago two English subjects were tried and hanged for piratical interference on the land, and not on the sea, and not one step was taken to protect or avenge them.

The Earl of Ellenborough feared very much that a good deal of what had passed that night would tend to diminish the apprehension of those disposed to engage in the privateering which had been alluded to. He hoped it would not have that effect, because he was sure that long before the diplomatists could terminate their correspondence the men so interfering and captured would be hanged. [Hear.]

HOUSE OF COMMONS, May 15, 1861.

THE AMERICAN WAR AND THE COTTON SUPPLY.

Mr. Bright presented a petition from the manufacturers, clerks, and laborers in the employ of Messrs. Platt, machine-makers of Oldham, signed by 2,300 persons, stating that they viewed with alarm the serious diminution which would probably take place in the supply of cotton in consequence of the war between the Northern and Southern States of America, and praying the House to adopt such measures as would contribute to the development of the agricultural and commercial resources of India, so as to enable that country to compete on fair terms with America. The petitioners recommended the improvement of the tenure by which land is held; the establishment of efficient Courts of law for the better protection of the ryots; and the construction of all necessary public works, including railroads, canals, water-ways, works of irrigation, and particularly the opening of the navigation of the River Godavery.

HOUSE OF COMMONS, May 16.

BRITISH MILITARY FORCE IN CANADA.

Lord J. Manners asked whether troops had been moved from Montreal to the Cornwall and Beauharnois Canals, and whether the locks on the St. Lawrence Canals are guarded by the military? Also, whether it was true that the Commander-in-Chief in Canada had made a requisition for a large addition to the force now in Canada, and if so, with what result?

Mr. T. G. Baring replied that the Secretary of State for WAR had received no official information with respect to the subject referred to in the first question of the noble lord, but he had received private information that a few men, about 100, had been sent to the locks of the canal. With respect to the second question, he had to say that the Commander-in-Chief in Canada had some time since represented that the military force in Canada was below the amount at which it stood some years since. It was intended to send one battalion, which would restore the military strength to what it had been.

AMERICAN RECOGNITION.

Mr. Gregory gave notice that he should postpone his motion respecting the Southern Confederated States until the 7th of June.

THE GALWAY POSTAL CONTRACT.

Mr. Baxter asked the Chancellor of the Exchequer if the Government had terminated the contract entered into with the Atlantic Royal Mail Steam Company for carrying the mails between Galway and America?

Lord Dunkellin wished further to ask whether it was in accordance with the recommendations of the Committee upon Contracts that a contract ratified by the House of Commons should be put an end to without being brought under the consideration of the House? (Hear, hear).

The Chancellor of the Exchequer.—I think what my noble friend asks me is rather a matter of opinion upon a matter of duty: but I have no hesitation in saying that I think it is the duty of the Government, if it believes there is a necessity for exercising its lawful powers, to put an end to a contract between the Executive and a company without in the first instance consulting the House of Commons, but subsequently placing the House in a position to pronounce judgment upon their conduct. (Hear, hear.) As to the question of the hon. member for Montrose, I would recommend him to read the closing words of a notice addressed by the Postmaster-General to the Secretary of the Galway Company, and a note which I have just received from the Secretary of the Company.

My noble friend, through his Secretary, yesterday wrote a letter ending in this manner: "Under all the circumstances, and on review of the whole case, the Postmaster-General feels that in the discharge of his public duty he has no alternative but to exercise the power reserved to him, and to declare the contract at an end. I am desired, accordingly, to transmit to you the accompanying notice to that effect. [Hear, hear.] The note which I have received from the Secretary to the Company is as follows:

"May 16, 1861.

"A letter from the Postmaster-General was delivered at half-past 5 o'clock yesterday evening at the office of the Company, containing the intimation that he had decided the Galway Contract at an end. If time be permitted, the Company will be prepared to join issue upon all the reasons given by the Postmaster-General, and I am desired by the Board to request that you will add this statement to any answer that you may feel called upon to give to Mr. Baxter's question this evening." [Hear, hear.]

FROM WASHINGTON.

WASHINGTON, Friday, May 31, 1861.

A SINGULAR CASE OF RECOVERY.

The romance of war is always greater than that of peace. The soldier who was accidentally shot through the lung is recovering. As soon as the accident was known to his gallant sister in Brooklyn, N. Y. (a married lady), she posted on here to nurse him. She attended to him several days before he was aware of her presence. When he recovered consciousness, he said, with a sigh: "I have a sister, and oh, if she knew how I am she would be at my bedside!" Like a ghost, she appeared; and her presence has resurrected him.

There was a thorough perforation of the body of the soldier by a Minnie ball. These gunshots are not necessarily mortal. Several cases are reported in medical journals where the lungs have been punctured by balls without producing death. The bronchial arteries are so abundantly supplied with oxygen—the healing or therapeutic properties of atmospheric air—from respiration, that hemorrhage and inflammation are both prevented.

IMPORTANT PAPERS SEIZED AT ALEXANDRIA.

We hear that among the effects of *The Alexandria Sentinel* office, now in the custody (but wholly uninjured) of the troops of the United States, are certain letters of great importance, as showing the means by which the revolution in Virginia was accomplished, implicating the writers and others in treason and conspiracy against the United States to such an extent as that, if they fall into the hands of the Government, the law to its extreme extent can hardly fail to be brought to bear upon their cases. The letters are believed to prove, beyond the possibility of denial, that the adoption of the ordinance of Secession by the Virginia Convention was the result of fraud, usurpation, and terrorism unsurpassed in the history of civilized government; of naked and palpable revolution, to the end of entirely sweeping away at a blow the liberties of the masses of the State, in order to place in the hands of the conspirators and their instruments, for life, the entire machinery of the government of Virginia.

[Washington Star, May 30.

GENERAL BUTLER ON THE NEGROES.

The following is Gen. Butler's official dispatch to the Secretary of War, on the subject of fugitive slaves:

Since I wrote my last dispatch, the question in regard to slave property is becoming one of very serious magnitude. The inhabitants of Virginia are using their negroes in the batteries, and are preparing to send their women and children South. The escapes from them are very numerous, and a squad has come in this morning to my pickets, bringing their women and children. Of course these cannot be dealt with upon the theory on which I designed to treat the services of able-bodied men and women who might come within my lines, and of which I gave you a detailed account in my last dispatch. I am in the utmost doubt what to do with this species of property. Up to this time I have had come within my lines, men and women, with their children, in entire families, each family belonging to the same owner. I have, therefore, determined to employ, as I can do very profitably, the able-bodied persons in the party, issuing proper goods for the support of all, and charging against their services the expense of the care and subsistence of the non laborers, keeping a strict and accurate account, as well of the services as of the expenditures, having the worth of the services and the cost of the expenditure to be determined by the board of survey hereafter to be detailed. I know of no other manner in which to dispose of this subject and the question connected herewith. As a matter of property to the insurgents it will be of very great moment—the number that I now have amounting, as I am informed, to what, in good times, would be of the value of sixty thousand dollars. Twelve of these negroes, I am informed, have escaped from the erection of the batteries on Sewall's Point, which this morning fired upon my expedition, as it passed by out of range. As a means of offense, therefore, in the enemy's hands, these negroes, when able-bodied, are of the last importance. Without them the batteries could not have been erected, at least for many weeks. As a military question, it would seem to be a measure of necessity to deprive their masters of their services. How can this be done? As a political question and a question of humanity, can I receive the services of a father and a mother and not take the children? Of the humanitarian aspect there is no doubt; of the political one I have no right to judge. I therefore submit all this to your better judgment. As these questions have a political aspect, I have ventured, and I trust I am not wrong in so doing, to duplicate the parts of my dispatch relating to this subject, and forward them to the Secretary of War.

PLANS OF THE CONFEDERATE LEADERS.

We find in *The Ohio Statesman* a sketch of a speech made by the Hon. Alexander H. Stephens, Vice-President of the Confederate States, at Atlanta, Georgia, on the 23d ultimo. The following are extracts:—

MY FELLOW CITIZENS: The time for speech-making has passed. The people have heard all that can be said. The time for prompt, vigorous, decisive action is upon us, and we must do our duty. Upon the surface, affairs appear to be quiet, and I can give you no satisfaction as to their real condition. It is true that threats of an attack on Pensacola have been made, but it is uncertain whether any attack will be made. As you know, an attack was made on Sewall's Point, near Norfolk, but the vessel making it was repulsed and disabled. But the general opinion and indications are that the first demonstration will be at Harper's Ferry, and that there, where John Brown inaugurated his work of slaughter, will be fought a fierce and bloody battle. As for myself, I believe that there the war will begin; and that the first boom of cannon that breaks upon our ears will come from that point. But let it begin where it will, and be as bloody and prolonged as it may, *we are prepared for the issue!*

The North is fast drifting to anarchy and an established despotism. On you, therefore, as citizens of the Confederate States, depend the success and perpetuation of Constitutional liberty; for the day is not far off when freedom will exist only South of Mason and Dixon's line, and your stout arms and brave hearts will be her only support on all this continent.

We prefer and desire peace if we can have it; but if we cannot, we must meet the issue forced upon us. We must meet Lincoln and his myrmidons on their own ground, and on their own terms—on Constitutional principles.

So far, our progress has been all that we could expect. A government has been organized, Executive Departments and offices supplied, all needful laws passed, and all necessary arrangements made to meet any emergency. At the head of our Government is President Davis—who led the Mississippi Rifles at Buena Vista—and whose flag never yet trailed in the dust. This noble and true son of the South goes to Richmond, to take command in person of our soldiers there, and to lead upon the battle-field against all the military power and talent they can summon—even to their veteran chieftain, General Scott himself.

Whether brought to a bloody conflict or not, we are prepared. Our people everywhere are full of enthusiasm, and strong in their determination never to submit to the rule of Lincoln. Fathers, and mothers, and sisters are all ready, and doing all they can in aid of the cause. We are in the right; and justice is upon our side. We must succeed. The same God who guided our fathers in the bloody Revolution, and who made the glory of the late United States, is yet upon the side of right and justice. Relying upon Him who holds the destinies of all nations in His hands, we will go forth to battle, resolved to conquer or die!

COL. ANDERSON IN CINCINNATI.

Col. Anderson, on Sunday last made the following neat little speech to the scholars of the German Mission Sabbath School in Cincinnati:

"I did not expect, my dear children and friends, when I came here, to be asked to address you, but it is well, perhaps, for me to say a few words. I have been placed, providentially, in a position that has attracted the attention of our country to me and to my little band. But I would not have you misunderstand me or my position and the causes which have led me safely through the dangers by which I have been surrounded. No mortal assistance, no individual aid, would have sufficed to that end. I am willing, and am not ashamed frankly to tell you, my young friends, that no event, no transaction took place there, in any day, of any interest or importance to our cause, without my first appealing to God in the morning, to give me a spirit of wisdom to understand, that I might comprehend His will, to give me strength of purpose and resolution to know my duty to him and to my country. Therefore the credit of whatever was done does not belong to me. Before I left Fort Sumter I received letters from friends telling me that I should be in more danger from my friends then I was from my enemies—that I must be careful not to be spoiled by flattery.

"The advice was well-timed; but I trust God that He has saved me from the dangers in which I was placed. Feeling, believing, and hoping thus, I confess I have not believed in my own mind that I was entitled to the least credit for what I have done, because God put it into my heart to do that which I did. Therefore, my young friends, I would urge upon all of you, in the transactions of life that you will be called upon to perform, and each individual has transactions to perform as momentous to him as what I have performed is to me; his eternal happiness depends upon it—I would have you all put your trust in God. Do that with an humble heart, and you will be blest in this life, and prepared for everlasting happiness in that which is to come. I can say no more."

THE MISSOURI VOLUNTEER FUND.

Previously acknowledged	$8,323	C. H. Marshall & Co.	$100
Smith & Dixon	20	Chamberlain, Phelps & Co.	25
D. Dows & Co.	10	Unknown, through O. B.	
Cash	10	Tweedy & Co., 50 pairs of	
F. F. C.	10	pantaloons, valued at	100
Woodruff & Robinson	10	K.	5
Sturges & Co.	25	Ph. A. Arzog	5
Dealing, Albertson & Rose	10	Herckenrath, Schneider & Co.	25
Wright & Rawson	20	Cash	5
Wm. A. Brown	10	Wolf & Christie	10
Cash	10	Fox & Polhemus	50
H. A. Cargill	10	E. F. Hawes	25
Yours Truly	10	Cash	3
Furniss & Co.	50	Cash	5
Snow & Burrett	15	W. M. Rogers & Co.	25
Wallace & Wickes	25	Upper Story	5
B. E. Clarke & Co.	15	J. S. Valentine	20
D. A. Cashman	25	Jno. Gray	10
T. Johnson, Brooklyn	10	Cash	10
A Fighting Quaker	25	W. H. Swan	25
D. H. S. & Co.	10	Hastings & Co.	25
C. & H.	25	Duncan, Sherman & Co.	100
Cash	10	Cash, U. R.	1
Cash	10	Williams & Guion	50
Crocker, Wood & Co.	25	W. H. Newman & Co.	25
Gutman & Reid	10	N. Chamberlin	20
Cash	2	G. B. Powell	10
Jas. Comstock	5	G. O. Williams	5
Harris, Kuhn & Co.	25	H. Struter	25
R. Benter	25	Cash, T. R.	25
G. Huntington	10	J. M. French	10
D. A. McCredy	10	D. W. Mangum	25
Edey & Tarnure	10	John W. Thorne	10
Ralph Mead	10	Henry W. Smith	25
Cash	10	Peter Moller	50
Fred. F. Duffis	25	William Moller & Co.	50
Benj. B. Sherman	100	R. L. & A. Stuart	50
Clark, Wilson & Co.	25	F. Harmony's Nephews	25
Benjamin H. Howell	25	Ball, Tompert & Co.	25
Molyneux, Hogg & Martens	25	G. Barclay	25
G. S. Stephenson & Co.	25	G. A. Fellows	25
Bowerman Brothers	25	Mellors, Shotwell & Co.	25
Fond & Sage	25	Daniel H. Turner	25
H. Barnstedt	25	Whitman Bros. & Co.	25
L. R.	25	A. Gellatin Stevens	25
Prunjes, Ockershausen & Co.	25	H. Miller	25
R. P. Buck & Co.	100	M. Lazarus	25
Roswell Skeel	25	Booth & Edgar	25
Samuel S. Wyckoff	25	Philip Dater	25
Havemeyer, Townsend & Co.	25	Pupee & Thurber	25
Camp, Brunson & Sherry	25	Cash	25
Francis Skiddy	25	S. Gandy	25
Cash	25	Thomas Owen & Son	25
Charles Burkhalter	25		
Total			$11,590 50

G. Comstock, 50c.

ISAAC SHERMAN, Treasurer, No. 1 Hanover square.
SIGISMUND KAUFMAN, No. 39 Nassau street.
G. W. BLUNT, No. 179 Water street.

ARRIVAL OF THE ROCHESTER VOLUNTEERS.

A detachment of the Lafayette Guard, from Rochester, under the command of Capt. Lewis Baron, numbering 65 men, unarmed, unequipped, and without uniforms, arrived on Saturday morning by the Hudson River Railroad, and are to join Sickles's Brigade. They were escorted to Staten Island by Col. Hall and detail, and a company of the Jackson Regiment.

COMMERCIAL MATTERS.

Sales at the Stock Exchange.... JUNE 1.

5,000	U. S. 6's, 1881, Reg.	99½	100	N. Y. Central R. R.	73
3,000	U. S. 6's, 1881, Coup.	84	100	do.	72½
7,000	U. S. 5's, 1871, Coup.	79	150	do.	72½
5,000	U. S. 5's, 1874, Coup.	78½	100	do.	72½
5,000	Treas. 12 ⅌ Ct. Notes	100	200	do.	72½
5,000	Tennessee 6's, '90	40	100	do.	72½
2,000	do.	40½	50	do.	72½
4,000	do.	41	200	Erie Railroad	23
12,000	do.	40½	200	do.	23½
1,000	do.	41	50	do.	23½
9,000	Virginia State 6's	47	200	Chic. & R. Isl. R. R.	34½
5,000	do.	45½	50	do.	34½
1,000	do.	45½	50	Hudson River Railroad	36
10,000	No. Carolina 6's	52½	300	Harlem Railroad	16
2,000	do.	53	29	Harlem Railroad Pref.	27
103,000	Missouri 6's	63½	100	Reading Railroad	21½
10,000	do.	63½	50	Michigan Central R. R.	41½
5,000	do.	63½	130	do.	42
2,000	Louisiana State 6's	54	100	do.	42
2,000	do.	54½	50	Pensacola Railroad	102
2,000	Hud. Riv. 3d M. Bds.	70	600	Illinois Cen. R. Scrip	68½
2,000	do.	70	100	do.	68
1,000	Erie R. R. 3d M. B.	85	400	do.	67½
3,000	Mich. S. & N. I. R. 1st	71	300	do.	65½
1,000	La C. & Mil. L. G. Bs	9	200	do.	66
1,000	Cal. & Chic. 1st M.	97½	100	do.	68
5	Bank of Commerce	73½	50	do.	68
15	do.	73½	250	do.	68½
50	do.	73	50	do.	68½
40	Am. Exchange Bank	79	100	do.	69
40	Park Bank	86	40	Cleve., Col. & Cinc. R.	94
50	Pacific M. S. S. Co.	64½	100	Galena & Chi. R. R.	57½
25	Cin., Bur. & Quincy R.	55	175	Cleveland & Toledo R.	23½

SATURDAY, June 1—P. M.

The feature of the Stock movement continues to be the activity in State stocks, and great surprise is expressed that the market absorbs such large amounts without any important decline. Of Missouri 6s alone $200,000 were sold at 40½@40¾, showing a firm market. Virginias were were rather firmer, and Tennessees advanced ½ ⅌ cent. North Carolinas were heavy, as were Louisianas, selling at 54¾. The Share market was somewhat irregular and fairly active. The changes were not important, the market being generally well sustained. The bears were offering their options with considerable freedom, but had little effect upon the market. The only activity in Western shares was Illinois Central, the transfer books of which opened today. The deliveries were large, and the shorts met their contracts with less difficulty than had been anticipated. The market opened at 68¼ and closed at 69 against 69½ yesterday. Central fell off ½ per cent, but Erie was scarce and well sustained. The Western roads were generally inactive. In Government securities there were no transactions of importance, but the market was heavy. Registered 6s, 1881, sold at 86¾, which is lower. In Railroad bonds there is no movement, but prices are steady. After the Board there was a dull market and prices at the close were rather lower. Central sold at 72¼; Galena, 57¾; Erie, 23¾; Ill. Central, 68¾. &c. There was no second session of the Board, the members having joined in the ovation to the Seventh Regiment.

In Foreign Exchange there is nothing of importance doing, and the market is heavy. Sterling is 105@105½ for lending signatures. Francs, 5.40@5.35.

FREIGHTS—To Liverpool 16,000 bush. Corn in bulk and bags at 7@7½d.; 17,000 bush. Wheat in bags at 8d.; 3,000 bbls. Flour at 1s. 7½.@1s. 9d.; 100 pckgs. Lard at 22s. 6d. Per foreign vessel, 14,000 bush. Wheat at 9@9½d., in bulk and bags, and 100 hhds. Tallow at 30s. To Liverpool per foreign vessel, 2,000 bush. Wheat at 9½d. in bags. To London, 2,000 bbls. Flour at 2s. 6d.; 9 hhds. Tobacco at 35s. 6d., and a boat load of Grain on private terms. To Galway by foreign vessel, 20,000 bush. Corn at 11d., in bulk and bags. To Glasgow, 1,500 bbls. Flour at 2s. 6d.@2s. 7d½., and 4,500 bush. Peas at 9d. in ships' bags.

The business of the Sub-Treasury was: Receipts, $1,254,790 13—For Customs, $57,000 00; Payments, $378,686 04; Balance, $11,486,789 80.

This shows an increase of $4,600,000 during the week by reason of payments on the new loan.

Messrs Duncan, Sherman & Co. will pay the following coupons and bonds, due June 1, 1861: Belvidere, Delaware, Coupons; Albany City Coupons; Buffalo City Coupons; $13,000 Buffalo City 6 ⅌ Cent Bonds, issued June 1, 1852; $11,000 Buffalo City 6 ⅌ Cent. Bonds, issued June 1, 1854.

The marine losses during the year show an aggregate of 43 vessels, of which 7 were ships, 9 were barks, 11 were brigs, and 16 were schooners. The total value of property lost and missing was $1,342,100. The losses since Jan. 1 have been as follows:

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