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CONFEDERATE STATES STEAMER NASHVILLE.

Confederate navy, by President Davis. It is said the Nashville is on board some spare officers on board the ship building or preparing in England for the Confederate navy.

CONFEDERATE STATES STEAMER NASHVILLE. The following is a copy of the commission under the Confederate seal: "The President of the Confederate States of America, to all whom these presents shall come, greeting."

"Know, that, in full confidence and confidence in the patriotism, valor, ability and abilities of Robert B. Pezram, I do appoint him a Lieutenant in the navy of the Confederate States, to rank as such from the 10th day of June, A. D. 1861.

"He is, therefore, carefully and diligently to discharge the duty of Lieutenant by doing and performing all manner of things therein belonging, and I do strictly charge all officers and others under his command to be obedient to his orders as Lieutenant."

"And he is to observe and follow such orders and directions as from time to time he shall receive from me, or the future President of the Confederate States of America, or the superior officers set over him, according to the rules and discipline of war."

"By the President, Secretary of the Navy."

The following is the report of Commander Pezram: On the morning of the 19th inst. at 8 a. m., sighted the packet-ship Harvey Birch of New-York; immediately bore down upon her; when near enough, backed her, having unlabeled guns and cleared decks for action. She then fired at us, and the captain to hand her colors and bring his party down slowly, and Capt. Nelson and his crew came on board the Nashville. Capt. Pezram then informed him that he demanded an unconditional surrender, but all private effects would be respected. The crew were then brought on board, and with the exception of Capt. Nelson, his two mates, and a passenger, were placed in irons. The captain and mates were allowed to retain their revolvers, but put upon parole. A few provisions were then brought on board, and the Harvey Birch committed to flames. Before the Nashville left her the three masts were seen to fall, and the entire vessel enveloped in a burning mass. Capt. Pezram states that the burning of the ship and hauling down of her flag was the most painful act of his life, having for a period of 32 years fought and served under the United States flag.

The crew of the burnt ship describe the officers of the Nashville as young and inexperienced, and their flight is beyond expression at being taken by such a set of "brute boys," as they describe them. By the expression of one of them, he said, "If only half a dozen of us had been here, we would have hounded the whole of the lot over the stern, clean."

A good joke is told of the Captain of the Nashville, who, it appears, belonged to the American navy for 30 years, before he joined the Confederates. In relating the capture of the ship to a gentleman at Southampton, he observed that he felt bound to treat the Captain and officers with every attention and kindness, that he invited them daily to his own table, and behaved with true hospitality and courtesy. "But," said he, "my mortification was great when I saw them on shore, and that they did not acknowledge my kindness by even expressing their thanks."

One circumstance, forcibly illustrating the perfectly unchristian nature of the present unhappy outbreak, is, that the owner of the burnt ship, resident at New-York, is said to be a man of strong Southern tendencies.

The following statement was taken by the Quarantine officers at Southampton from the second mate of the Harvey Birch: "STATEMENT OF JAMES SEWANT, SECOND MATE OF THE HARVEY BIRCH."

"On Tuesday morning, at nine a. m., about forty miles off Cape Clear, the steamer Nashville came alongside the Harvey Birch, Capt. Nelson, from Havre, in ballast, bound to New-York. He ordered us to stop, and to show our colors, and to bring the ship to anchor. The captain, Nelson, then came on board, and remained about fifteen minutes. He then returned to his ship, and gave James Stewart, second officer of the ship, orders to tell the crew to pack their things up, and bring them to the gangway (bags only), with the exception of the officers, who were allowed to bring their revolvers, but put upon parole. The crew left their ship and went on board the Nashville. The Lieutenant of the Nashville, with his crew, went on board the Harvey Birch, and set her on fire."

"I saw the masts go over the side. The Nashville then proceeded to Southampton to load the crew of the Harvey Birch."

"The Harvey Birch was a full-rigged ship, of 1,500 tons. J. H. Brewer & Co., of New-York, were the owners, and Messrs. A. Taylor, of Lancashire-Hey, were agents, in this town. The ship was three and a half years old, and was registered first-class at American Lloyd's."

LONDON, Friday Evening.—Nothing further has transpired with respect to the course the Government intend to take in reference to the Confederate vessel, and much interest exists at Lloyd's on the subject. The Shipping Gazette admits that, according to the rules of maritime warfare, the destruction of the Harvey Birch was justifiable. Those rules our Government has formerly admitted, and the Confederates are entitled to avail themselves of them."

Underwriting business in American shipping was temporarily suspended under the news of the occurrence, and subsequently increased war risks were demanded."

On Saturday, there was a meeting of the Admiralty and the leading members of the Cabinet. The consultation lasted over an hour, and was supposed to have reference to the Nashville."

The Nashville was still at her berth, at Southampton, when the Africa left Liverpool; but no movement had been made to supply her with coals and provisions, and the crew of police was on duty, in case of any breach of the peace between the crews of the Nashville and the Harvey Birch. The voyage of the Nashville was stormy, but devoid of interest, until she fell in with the Harvey Birch."

There was little business doing at Lloyd's, in war risks on American ships. 50 to 60 per cent is said to have been paid."

CONFEDERATE STATES STEAMER NASHVILLE. Nothing whatever has publicly transpired to-day concerning this vessel. She still lies at her berth in the dock, but no movement has been made to supply her with coals or stores, or to effect repairs. A body of the Town Police was last night placed on duty in the docks in case of any breach of the peace occurring between the crews of the Nashville and the Harvey Birch. The crew of the burnt ship Harvey Birch, and their services have not been called into requisition."

Col. Peyton (who arrived in the Nashville) and Capt. Pezram have both left for London. Capt. Nelson of the Harvey Birch has also been sent up to London by the American Consul to lay his case personally before Mr. Adams, the American Minister, and after consulting with Lord Russell, the Secretary of State for Foreign Affairs."

We take the following account of the voyage of the Nashville from Reuter's Express: "The Confederate States steamer Nashville, Capt. Pezram, left Charleston on the night of the 26th of October, at 10 o'clock, passing over the bar at 12. When she started, the weather was thick and cloudy, but just as she was crossing the bar, the weather cleared up, and the moon rose brightly, lighting up in full view to the eastward, distant about four miles, two steamers of the blockading squadron—one, the United States steam frigate Susquehanna, of 12 guns, the other a powerful propeller gunboat. The Nashville, being under the land and from the moon, was not seen by them. She then encountered a strong, north-easterly wind, and very heavy sea, but made the passage to Bermuda in three and a half days. On arriving at Bermuda she received a pilot on board, who took the vessel to the dockyard, stating that, in consequence of her length, she could not go into St. George's. The next day, Capt. Pezram, not being satisfied, obtained a second pilot from the dockyard, who took the Nashville safely to the anchorage. During their stay at Bermuda, the commander and officers were treated with the greatest hospitality and kindness, both by the citizens and the officers of the English army and navy stationed there, and every facility for getting stores, coals, &c., was afforded them by the inhabitants. A few days prior to the arrival at Bermuda of the Nashville, the United States steamer, the Commodore, had been there for the purpose of ascertaining if the Nashville had been there. She had a crew of 400 men, with six guns mounted. Not hearing anything of the steamer they were in search of, they again proceeded to sea, without stating their destination. The Nashville sailed again from Bermuda on the 24th inst., and on the next day until the 17th she experienced a success-

ion of gales from all points of the compass. Nothing of interest further transpired until the 19th, when she destroyed the United States ship Harvey Birch. The officers on board the Nashville say that the statement in the New-York papers that multitudes of the people of North Carolina have gone in and sworn allegiance to the United States Government since the capture of Fort Hatteras, is altogether untrue and without foundation. A few wreckers living on those sandbars, and engaged in displaying live lights for the destruction of vessels, have, no doubt, taken the oath, but their number does not exceed 100. Fort Hatteras, instead of being a formidable fortification, as represented by the United States papers, is composed of light sandbanks, and in an incomplete condition."

"Captain Nelson stated that Commander Pezram endeavored to compel himself and crew to take the oath of allegiance, and not to take up arms against the Southern States. This is denied by Commander Pezram and officers, who state that the only document that Captain Nelson and officers were requested to sign, was one, of which the following is a copy: "CONFEDERATE STATES STEAMER NASHVILLE."

"We, the undersigned officers and crew on board the United States ship Harvey Birch, being now prisoners on board the Confederate States steamer Nashville, do pledge our own certain and several names, and do not in any manner to constitute ourselves as soldiers, such Confederate States, till our regular exchange or discharge."

"CLEMENT F. STEVENS, Mate. FRANCIS STURMAY, Second Mate. PAUL F. BALLEW, Carpenter. THOMAS W. LOFFYS, Boatswain. HENRY FERHARD, Cook."

"The remainder of the crew, not having signed the above document, were placed in irons until their arrival at this port. Commander Pezram and Col. Peyton and lady left Southampton this (Friday) morning by express train, for the purpose of seeking themselves in communication with Mr. Yacey, Commander Pezram returns here to-morrow. Col. Peyton remains in London. Mrs. Peyton's maiden name was Lizzy Washington, and she is the nearest surviving relative of the great General of that name."

PROTEST OF THE MASTER OF THE HARVEY BIRCH. The following is the protest of Capt. W. H. Nelson, master of the Harvey Birch: "I, William Henry Nelson, of the City of New-York, in the United States of America, master, master do solemnly, sincerely, and truly swear that I, the said City of New-York, on the 23rd day of September last, as master of the ship Harvey Birch of New-York, a ship owned and registered in New-York in conformity with the laws of the United States, bound for the port of Havre de Grace, in France, with a cargo consisting of wheat. About the 9th day of October I arrived at Havre, and having discharged the cargo of my ship and ballasted her, I sailed in her again for the port of New-York, and on the 23rd day of September last, as master of the ship Harvey Birch of New-York, a ship owned and registered in New-York in conformity with the laws of the United States, bound for the port of Havre de Grace, in France, with a cargo consisting of wheat. 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