NEW PUBLICATIONS.

THE CIVIL WAR IN AMERICA.

HISTORY OF THE CIVIL WAR IN AMERICA. By the COMTE DE PARIS. Translated by LOUIS F. TASISTRO. Edited by HENRY COPPEE, LL.D. Vol. I. 8vo. pp. 640. Philadelphia: JOS. H. COATES & Co.

The long expected work of the Count de Paris on the history of the great conflict in which for several months he took an active part will not be likely to disappoint the American public. It is the production of an intelligent European, of clear and comprehensive views, familiar with the details of the military profession, with uncommon facility of language and power of description, free from all personal and partisan biases, and with the habit of philosophic calmness and impartiality. At the same time, he makes no attempt to disguise his convictions as to the true nature of the struggle, tracing its causes to the inherent antagonism between the spirit of liberty and the institution of slavery. There was no real difference of origin, as he suggests, between the North and the South. The Anglo-Saxon race ruled equally in both divisions of the republic. The people were brethren. They had lived together and had been reared in the same school. They resembled each other in all the prominent traits of their character. They had the same political institutions and the same military traditions. Their leaders had served under the same flag and had sat in the same council chamber. No commercial interest separated the South from the interests of the North. Devoted to the culture of cotton and the sugar-cane the Southern States asked from the West meat and flour, of which they could not produce sufficient for their own consumption. The North supplied them with capital for their industrial enterprises. Slavery was the sole cause of the difference between the two peoples, dividing them into hostile communities, and finding its inevitable issue in civil war. The social influence of slavery upon the dominant race is vividly described as follows:

It is among those who before the war were called good slave-owners that we must inquire into the pretended moral perfection of slavery, in order to understand all its flagrant immorality. This slave-owner possesses the same principles as ourselves, but he is obliged to obey the laws of necessity. He knows what protection and respect are due to the family tie; but as the negro population in the United States, employed in the cultivation of the cotton and sugar, does not multiply fast enough to supply the exigencies of this kind of labor, he goes into the markets of Virginia to procure a contingent of young laborers. After having thus torn them from their relatives, their affections, and the land of their birth, he will certainly not break up the new ties that are forming under his own eyes; but this is owing to the fact that, as an economical manager, he finds in their fecundity a direct source of revenue. He does not desire to humiliate, to cause suffering by unnecessary castigations, but the negro who fails to perform his duties must be punished, and these duties are obedience and labor. The negro must forget that he is a man—to remember only that he is a slave, and to work without choice of occupation, without remuneration, without hope of a better future. In short, his owner will take care of him, will not impose any labor above his strength, and will administer to his material wants in a satisfactory manner, precisely as he will do for the animals that are working by his side under one common lash. But, in order that he may enjoy this pretended good fortune, he has to be reduced to the moral level of his fellow-slaves, and have the light of intelligence within him extinguished forever; for if he carries that divine spark in his bosom, he will be unhappy, for he will feel that he is a slave. And when the good master, satisfied with his own virtues, points to his slaves, saying, "They are happy; they have no care for the morrow; they are lodged, fed, and clothed, and would not accept their freedom," it is the bitterest of self-accusations, for it is the same as if he said, "I have so completely stifled in them every feeling that God has implanted in the heart of man, that the word freedom, which we might hear pronounced by every creature that has breath, if we understood all the languages of Nature, has no longer any meaning for them." It might so happen, in extreme cases, that even in the midst of his surroundings, his conscience rebels against this degradation of his fellow-creatures, that he then will blame the customs which sanction this systematic degradation, and the severe and peculiar laws, enacted in almost all the Southern States, which render it nearly impossible for him to grant individual emancipation, and which even subject him to severe penalties if he should teach his own negroes to read and write. Shall he protest against this baneful law which confines the intelligence of the slave within the narrow dungeon of perpetual ignorance? He cannot do so because the moral degradation of the latter is the only guarantee for his physical submission: if he were to witness too frequently the liberation of his fellow-beings from bondage as an act of favor, he would wish for it in his turn; and if he received the least education, he would rise in his own estimation, the abyss which separates him from his master would appear less difficult to cross, and he would emerge satisfied from the brutal condition in which it is necessary to keep him in order to make him the docile instrument of a lucrative traffic.

But, again, the servile institution, in violating the supreme law of humanity, which binds indissolubly together those two words, labor and progress, and in making labor itself a means for brutalizing man, not only degraded the slave, but it also engendered depravity in the master; for the despotism of a whole race, like the absolute power of a single individual, or an oligarchy, always ends by disturbing the reason and the moral sense of those who have once inhaled its intoxicating fragrance. Nothing was more calculated to develop this kind of depravity than the high qualities, and the virtues even, which existed in the community founded upon such a despotism. It is precisely because that community was enlightened and religious, because it had produced men, in every other respect, of irreproachable character, because it had given birth to heroic soldiers who had followed a Lee and a Jackson to the battle-field, that it was the more revolting to see slavery, with its odious consequences, prosper in its midst. That this community should have exhibited such a shocking contrast to the world without being itself conscious of the fact, the moral sense must have been perverted in the child, surrounded from its birth by flattering slaves; in the man, absolute master of the labor of his fellow-beings; in the woman, accustomed to relieve the distress around her, by obedience, not to the dictates of duty, but to a mere instinct of humanity and pity; in every body, in short, through the exaggerations of declamatory appeals intended to stifle the voice of upright consciences. What a deeply sorrowful spectacle for any one who wishes to study human nature to see every sense of righteousness and equity so far perverted in a whole population by the force of habit, that the greatest portion of the ministers of all denominations were not ashamed to rally Christianity by a cowardly approval of slavery; and men who bought and sold their fellow-beings took up arms for the express purpose of defending this odious privilege, in the name of liberty and property!

The author devotes several pages to discussing the difference of character between the Southern and Northern volunteers. His considerations on this subject show great acuteness and are of singular interest. The men of the South, according to his statements, became good soldiers more rapidly than those of the North. They were more accustomed to follow leaders. Their life was rougher than that of the Eastern farmers, and more adventurous than that of the Western pioneers. They were content with meager and insufficient rations. Hence the rapidity of movement which was one of the principal causes of all their successes. Nearly all of them were practiced in the use of firearms. They entered the recruiting office with the rifle on the shoulder and the revolver at the belt. They carried into the war more passion than their adversaries, believing that their invaders intended to reduce the common whites and the negroes to the same level. The Confederate soldier was inferior in point of intelligence to that of the North. Apart from the higher classes of Southern society, the people had little education. In the knapsacks of the Southern soldiers were found more playing-cards than books or writing materials, and they were more addicted to the use of strong drinks than those of the North. There were few skilled artisans among them; indeed they despised every kind of manual labor; and felt degraded when called upon to handle the shovel. They often refused to work in the trenches which played such a conspicuous part during the war.

The Confederate foot-soldier, easier to manage and more excitable than his adversary, would rush to the charge with savage yells, and, in this way, he frequently carried positions which the latter, with equal courage, could not have captured. But on the other hand, possessing neither his patience nor his tenacity under a murderous fire, he was much less able to defend them. So that, in the course of the war, we shall always find the Southern officers trying to surprise some point or another of the Federal lines with heavy masses. This infantry, which would not have cut a very brilliant figure at a review by the president of its movements, possessed the art of threading through the dense forests in good order, deployed in such a manner as to avoid trees, and yet without becoming separated. This art rendered these surprises easy of achievement, by enabling a body of infantry to slide within the depths of the forest without being preceded by any line of skirmishers, and to approach the enemy with sufficient rapidity to attack him suddenly in the clearing where he was encamped. The history of the war will show how useful this kind of tactics was to the Confederate generals—how they avoided themselves of it to compel the enemy to extend his lines so as to cover all his positions at once; in this manner they frequently obtained advantages upon the point of attack with inferior forces; and if their columns were repulsed, they were quickly withdrawn and led elsewhere to attack some other position. We shall also find, however, that they did not apply these tactics to advantage when they found themselves among the unwooded hills of Pennsylvania; there they could not avail themselves of the skill of their soldiers by deploying them as sharpshooters to cover their attacks against open positions defended by artillery. These soldiers, more practiced in the use of the rifle than those of the North, were well adapted for such service; they proved fatal during the sieges and those slow operations where the two armies, after having both fallen back into their respective intrenchments, reconnoitered each other in turn, and drew their lines closer by degrees without daring to charge each other openly. Posted behind breastworks, or in a rifle-pit, they would watch the Federal works with the cool vigilance of a hunter who has passed many days motionless by the side of some deserted lake, waiting for the stag that is sure to come to quench his thirst at sunset; and it only required to place a hat on the point of a bayonet and raise it slowly above the Federal parapets to see all the bullets, which seemed to have been innocently planted in front of the enemy's line, enveloped in smoke, and that improvised target pierced by as many balls.

The battle of Bull Run is the subject of an elaborate description, presenting the details of that inauspicious scene with a completeness and an apparent exactness, which it has not been easy to attain amid the confusion of statement and partisan coloring with which the events of the battle have been often surrounded. The close of the disastrous day is related as follows:

The crossing of Bull Run, of which the approaches are difficult, entirely dissolved the few corps which had remained united until then. Fragments of regiments and isolated companies soon became broken up among the fugitives who incumbered the narrow roads followed in the morning by Hunter and Heintzelman on the other side of the river. Their columns, which a common impulse drove toward Centreville, successively emerged into the Warrenton turnpike, and, crowding on a single road, increased the disorder still more. During this time, the Confederates on the battle-field, following the main road, which Tyler had cleared a few hours before, got as far as the stone bridge, and not daring to venture on the other side, they sent a few cannon balls into the midst of that dense tide of fugitives. One of these projectiles demolished a caisson on the bridge where the road crosses a little tributary of Bull Run, which threw additional confusion into the ranks of the vanquished. This road forms a long straight line, ascending by gentle acclivities from Bull Run to Centreville. It thus presented excellent points of view for observing what was passing on the other side of the river, and a crowd of curious spectators had gathered there since morning to enjoy the novel spectacle of a real battle. There had followed in the train of McDowell's army from Alexandria members of Congress, men of all parties and professions, journalists from every country, photographers with their instruments—all assembled to witness the defeat of the rebels. Although out of reach of cannon-shot, and frequently prevented by the woods from seeing the battle, this crowd actually imagined that they were participating in it, and this thought long afforded them a foolish satisfaction. It finally moved off slowly in the direction of Alexandria, on receiving the first tidings of the check experienced by the Federals. But when the fugitives came crowding into the road they were following, and the balls began to whistle close to the ears of those men harassed by fatigue and fright, a wild panic seized both soldiers and spectators. The most fiery street-orators were seen leading the way in a rapid flight, and journalists who pretended to describe the battle from a distance outstripped the whole senseless crowd in swiftness.

Miles had done nothing to check the disaster which the appearance of the Confederates on the left bank of Bull Run had increased. Instead of occupying the crossings of that river, which he had been ordered to watch, he had hastened to summon all the troops under his command to Centreville, where he had himself remained. Meadowell, who displayed great energy and self-possession in that terrible emergency, hastened to remedy the error. While the regulars and the cavalry were covering the flight of the army, and were the last to cross the little river which was to give its name to that fatal battle, Blenker's German brigade, which had not been in action, took a position on Bull Run, on the right and left of the road followed by the fugitives, whom it could not hope to arrest. Its excellent behavior succeeded, toward twilight, in checking the parties of Confederate cavalry who were pursuing the retreating Federals, and pleasing up prisoners and trophies of every kind, which were abandoned to them without any attempt at resistance. When night came at last to the assistance of the vanquished, this brigade fell back upon Centreville, where the whole of Miles's division, and the brigades of Schenck and Richardson, which had not been in the flights on the right bank of Bull run, had assembled in good order. The condition of the army, however, did not admit of its remaining in that position; there were only five brigades left in fighting order; all the troops who had participated in the contests on the Warrenton turnpike had dispersed, and were proceeding, without order or leaders, in isolated groups, toward the fortifications of Arlington and Alexandria, under the shelter of which they hoped to find some safety. It was necessary to follow and protect them. The troops left Centreville during the night with the greatest part of the supply-trains that had gathered there; Richardson was the last to leave. During the whole of the 22d, fugitives were constantly arriving upon the borders of the Potomac; fear doubling their strength, they had marched all night long. The five brigades which formed a sad escort to these returning parties arrived also in the course of the evening, and on the following morning; on the 23d the remnants of the army which seven days before had taken the field with such imprudent confidence, gathered around the forts behind which they were to be reorganized. The Confederates, this army, too newly organized to resist the shock it had encountered, was almost complete. Nothing could repress the crowds of soldiers collected upon the right bank of the Potomac; they inundated Washington, and many of them found means to go as far as New-York. They could talk of nothing else but the musket volleys that had decimated them, and of the formidable batteries which had stopped them; they muttered treasonable words and cursed their leaders.

The latter flung bitter reproaches at each other, and the excitement in Washington was at its height; the spectators, who had only witnessed the panic, forgot the brave struggle sustained by the army, and ended by persuading the public that there had been no battle, but simply a rout. Finally, the Government, more uneasy than it had been during the first days of its installation, expected to see the Confederate artillery come to board Washington.

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MRS. ANNA RANDALL-DIEHL, Editor of The Quarterly Elocutionist, and author of "Reading and Elocution," "Choice Readings," etc., gives private and class instruction in VOCAL CULTURE, READING, and GESTURE, at 27 Union-square.

TEACHERS SUPPLIED with SCHOOLS and schools and families with Teachers at EDUCATIONAL BUREAU, 27 Union-square. ANNA RANDALL-DIEHL, Manager.

Ocean Steamers.

ANCHOR LINE—CARRYING U. S. MAILS.
NEW-YORK AND GLASGOW.
ETHIOPIA.....SATURDAY, Nov. 20, at noon.
CALEDONIA.....SATURDAY, Nov. 27, at 2 p. m.
NEW-YORK TO GLASGOW, LIVERPOOL, OR LONDONDERRY.
CABIN PASSAGE.....$65, $75, and $80, currency.
Intermediate, $35; Steerage, $28.
Company's Offices, 7 Bowling-green.
HENDERSON BROTHERS, Agents.

AMERICAN LINE.
WEEKLY MAIL STEAMSHIP SERVICE between PHILADELPHIA and LIVERPOOL, calling at QUEENSTOWN, sailing every THURSDAY from Philadelphia, and sailing every WEDNESDAY from Liverpool. The following steamers are appointed to sail from Philadelphia:
*ILLINOIS.....Nov. 18 | *KENILWORTH.....Dec. 9
HOLLAND.....Nov. 25 | INDIANA.....Dec. 16
OHIO.....Dec. 2 | PENNSYLVANIA.....Dec. 23
RATES OF PASSAGE IN CURRENCY.
CABIN.....$75 to $ 00, according to location.
Steerage and Intermediate tickets to and from all points at the lowest rates.
Steamers marked with a star do not carry Intermediate.
Passenger accommodations for all classes unsurpassed.
For passage, rates of freight, and other information, apply to
GEO. W. COLTON, Agent, 42 Broad-st., N. Y.
JOHN McDONALD, Passenger Agent.
8 Battery place, New-York.
PETER WRIGHT & SONS, General Agents,
307 Walnut-st., Philadelphia.
RICHARDSON, SPENCE & Co., Liverpool.
N. & J. CUMMINS & BROS., Queenstown.

FOR LIVERPOOL,
(VIA QUEENSTOWN,)
CARRYING THE U. S. MAILS
TUESDAY,
LEAVING PIER NO. 46, N. R.
As follows:
NEVADA.....Nov. 23, at 2 p. m.
MONTANA.....Nov. 30, at 7 a. m.
IDAHO.....Dec. 7, at 12 noon.
DAKOTA.....Dec. 14, at 6:30 a. m.
WISCONSIN.....Nov. 21, at 12 m.
WYOMING.....Nov. 28, at 6:30 a. m.
For Steerage and Intermediate tickets, at current rates, apply at No. 29 Broadway. For Cabin passage, at $80 or $65 gold (according to stateroom), apply at No. 63 Wall-st.
WILLIAMS & GUION.

GREAT WESTERN STEAMSHIP LINE.
NEW-YORK TO BRISTOL (Eng.)—DIRECT.
Taking goods and passengers for London, Cardiff, Newport, Gloucester, and all ports in Bristol Channel.
Sailing from Pier 18, East River.
CORNWALL, Stamper.....WEDNESDAY, Nov. 24
SOMERSET, Western.....SATURDAY, Dec. 18
Cabin Passage, $70, currency; Excursion, $120; Intermediate, $45, currency; Steerage, $30 currency. Parties wishing to send for their friends can obtain prepaid Certificates, drafts for £1 and upward. For freight or passage, apply to W. D. MORGAN, Agent, No. 10 South-st., New-York.

INMAN LINE.
Royal Mail Steamers are appointed to sail as follows:
FOR QUEENSTOWN AND LIVERPOOL.
CITY OF BROOKLYN.....SATURDAY, Nov. 20, at 11 a. m.
CITY OF CHESTER.....SATURDAY, Nov. 27, at 2 p. m.
CITY OF MONTREAL.....SATURDAY, Dec. 4, at 9 a. m.
CITY OF BERLIN.....SATURDAY, Dec. 11, at 2 p. m.
CITY OF RICHMOND.....SATURDAY, Dec. 18, at 9 a. m.
and each succeeding Saturday, from Pier 45, N. R.
RATES OF PASSAGE.
CABIN, $60, $80, and $100, gold.
STEERAGE, $28 currency. Drafts issued at lowest rates.
For Cabin Passage and general business apply at the Company's office, No. 15 Broadway. For Steerage Passage, at No. 33 Broadway, or Pier 45, N. R. JOHN G. DALE, Agent.

NEW-YORK AND HAVANA DIRECT MAIL LINE.
These first-class steamships sail regularly at 3 p. m., from Pier No. 13 North River, as follows:
Steamship CITY OF MERIDA.....TUESDAY, Nov. 23.
Steamship CRESCENT CITY.....THURSDAY, Dec. 2.
Accommodations unsurpassed. For freight or passage apply to WILLIAM P. CLYDE & Co., No. 6 Bowling-green.
McKELLAR, LULING & Co., Agents in Havana.

NORTH GERMAN LLOYD
STEAMSHIP LINE BETWEEN NEW-YORK, SOUTHAMPTON, AND BREMEN.
COMPANY'S PIER foot of SECOND-ST., HOBOKEN.
MOSELE.....Nov. 20 | HERMANN.....Dec. 4
NECKAR.....Nov. 27 | AMERICA.....Dec. 11
RATES OF PASSAGE from NEW-YORK to SOUTHAMPTON, HAVRE OR BREMEN:
FIRST CABIN, $1 0 gold. | SECOND CABIN, $60 gold.
STEERAGE, $30 currency.
Return Tickets at reduced rates. Prepaid Steerage Certificates, $32 currency.
For freight or passage apply to
OELRICHS & Co., 2 Bowling-green.

New-York, Havana & Mexican Mail S. S. Line.
Steamers leave Pier 3, North River, at 3 p. m.
FOR HAVANA DIRECT:
CITY OF NEW-YORK.....THURSDAY, Nov. 25
CITY OF MERIDA.....TUESDAY, Dec. 7.
CITY OF VERA CRUZ.....THURSDAY, Dec. 9
FOR VERA CRUZ AND NEW-ORLEANS, calling at Havana, Progreso, Campeachy, Tuspan and Tampico:
CITY OF MERIDA.....TUESDAY, Dec. 7.
For freight or passage, apply to
F. ALEXANDER & SONS, Nos. 31 and 33 Broadway.
Steamers will leave New-Orleans Nov. 20 and Dec. 11 for Vera Cruz and all the above ports.

NATIONAL LINE.
From Piers 44 and 47, North River.
FOR LONDON DIRECT.
DENMARK.....Saturday, Nov. 27, 3 p. m.
ITALY.....
FOR QUEENSTOWN AND LIVERPOOL.
EGYPT.....Nov. 20, 11 a. m. | SPAIN.....Dec. 4, 9 a. m.
HELVETIA.....Nov. 27, 3 p. m. | ERIN.....Dec. 11, 3 p. m.
Cabin Passage, $60 and $70, currency. Steerage at greatly reduced prices. Return tickets at reduced rates. Prepaid Steerage Tickets from Liverpool at the lowest rates. Apply at the Company's Office, No. 69 Broadway.
F. W. J. HURST, Manager.

OLD DOMINION STEAMSHIP COMPANY,
Sailing from Pier 37, North River.
For Norfolk, City Point, and Richmond, TUESDAYS, THURSDAYS, and SATURDAYS, at 3 p. m., connecting with the Virginia and Tennessee Air Line, Atlantic Coast Line, Piedmont Air Line, Chesapeake and Ohio Railroad, and with the Company's steam lines to interior points in North Carolina and Virginia.
Newbern (and Washington, N. C. (via Norfolk), every TUESDAY, THURSDAY, and SATURDAY.
Leaves, Del., leaving New-York MONDAYS and THURSDAYS at 4 p. m., connecting with Delaware and Maryland railroads.
Passenger accommodations unsurpassed.
Through passage tickets and bills of lading to all points at lowest rates. Insurance to Norfolk, &c., ¼ per cent. Freight received daily at Pier 37, North river.
General offices, 157 Greenwich-st., New-York.
N. L. McCREADY, President.

ONLY DIRECT LINE TO FRANCE.—THE GENERAL TRANSATLANTIC COMPANY'S MAIL STEAMERS BETWEEN NEW-YORK AND HAVRE.
The splendid vessels on this favorite route for the Continent (being more southerly than any other) will sail from Pier No. 50, North river, as follows:
FRANCE, Trudelle.....SATURDAY, Nov. 27.
LABRADOR, Sauelier.....SATURDAY, Dec. 11.
AMERIQUE, Poinsols.....SATURDAY, Dec. 25.
PRICE OF PASSAGE IN GOLD (including wine):
First Cabin, $110 to $130, according to accommodation; second cabin, $ 2; third cabin, $40. Return tickets at reduced rates.
Steerage, $26, with superior accommodation, including all necessaries without extra charge. Steamers marked thus (*) do not carry steerage passengers.
LOUIS DE BERIAN, Agent, No. 55 Broadway.

PACIFIC MAIL S. S. LINE.
FOR CALIFORNIA, JAPAN, and CHIN