NEW PUBLICATIONS.

THE NAVY IN THE CIVIL WAR.

THE BLOCKADE AND THE CRUISERS. By JAMES RUSSELL SOLEY, Professor U. S. Navy. 12mo. pp. IX., 257. Charles Scribner's Sons.

If the present volume is a fair sample of the series, the Scribners' history of "The Navy in the Civil War" will be not less valuable and popular than the excellent set of narratives of the military campaigns which it appropriately follows. The scheme of the new publication shows the same editorial tact which distinguished the former one; and Professor Soley's initial contribution is marked by ample knowledge both historical and professional, power of condensation, force and clearness of narrative, felicity in generalization, an impartial habit of mind, and a cool and acute judgment. An English periodical recently made the extraordinary objection to one of the volumes of the "Campaigns of the Civil War" that the author showed too clearly on which side his sympathies lay. We hope that no officer of our army or navy will ever write of the Rebellion without showing on which side his sympathies lie. The Scribner series offer proof enough, if such proof were needed, that a loyal and patriotic spirit is no disqualification for writing a just military history. Professor Soley's opinions are positive and consistent because they are carefully formed, and he expresses them freely because his object is not to nurse anybody's prejudices but to tell the truth. The following remarks upon the career of Raphael Semmes are characterized by the true critical and historical tone:

Among all the developments in naval warfare that were brought about between 1861 and 1865, the art of commerce destroying, as systematized and applied by Semmes, will not be reckoned the least important. In saying this, it must be understood that reference is made, not to its ethical, but to its military, aspect. As a mode of carrying on hostilities it is neither chivalrous nor romantic, nor is it that which a naval officer of the highest type would perhaps most desire to engage in; but it fulfils, in an extraordinary degree, the main object of modern war, that of crippling an adversary.

As war in our days has lost much of its brutality, so it has largely lost the element of chivalry; it has become scientific, stern, bloody, and business like. The Alabama's mode of warfare, however, combined the greatest effect with the least bloodshed, and, it may be added, with the least outlay of men and money; and its success has stimulated efforts in the great navies of the world, which will doubtless some day result in similar enterprises. The name of the Alabama, like that of the Monitor, has become a generic term; and future Alabamas will regard the cruise of Semmes's vessel as the starting point in all their operations.

Commerce-destroying had been practised on a considerable scale in earlier wars; but the introduction of fast steamers enabled Semmes to carry his operations to a point of perfection that had never before been attained. His preliminary cruise in the Sumter showed him the possibilities and the limitations of this species of warfare; and he entered upon the cruise of the Alabama with a well-considered plan of operations. He began with a careful study of the ocean highways of commerce; and these determined the locality of his successive cruising-grounds. It is upon this discovery of strategic points that his patent chiefly rests. He calculated nicely the time required for news of his presence to reach the United States, and before a ship could be sent after him he had moved to a new scene of operations. The period which he generally allowed himself in any one quarter was about two months. At the end of this time he was on his way to another cruising-ground; and unless his movements could be foreseen, he was tolerably safe from pursuit. He passed his first two months in the North Atlantic. His next field was the West Indies. On each of these stations he found a large number of unprotected merchant-vessels. After leaving the West Indies, he posted himself near the equator, in the track of South American commerce. The waters over which this commerce passes lie within a belt not more than one hundred miles wide. The Alabama occupied this belt. Next she passed two months on the coast of Brazil. Thence she went to the Cape, near which the whole commerce of the Indian Ocean must pass. At the Cape again she remained about two months; but American shipmasters had by this time become cautious, and they gave the African coast a wide berth. From the Cape Semmes went to the Straits of Sunda, the gateway of the China Sea. Here he remained two months, and was again successful.

During all this period the Alabama was kept constantly moving. The only delays were for repairs and coal. The latter was furnished at first by coaling-vessels sent to appointed rendezvous. Later, the ship depended upon prizes, and upon supplies in neutral ports, which were never grudged. When a long cruise made repairs or rest a necessity, an anchorage was selected which from its remoteness and obscurity, and from its slight dependence upon a civilized Power, gave an opportunity to refit at leisure and in security. The Areas, Fernando de Noronha, Angra Pequena, and Julo Condore were successively utilized in this way. When more extensive repairs were required, Semmes put boldly into a neutral port, and his ingenuity generally supplied the authorities with the points that were needed to justify them in extending to him every facility.

It is common to speak of the Alabama and the other Confederate cruisers as privateers. It is hard to find a suitable designation for them, but privateers they certainly were not. The essence of a privateer lies in its private ownership; its officers are persons in private employment; and the authority under which it acts is a letter-of-marque. To call the cruisers pirates is merely to make use of invective. Most of them answered all the legal requirements of ships-of-war; they were owned by the Government, and they were commanded by naval officers acting under a genuine commission. Some of them were fitted out in commission at sea or in foreign waters, and never saw the country of their adoption; but their commission could not thereby be invalidated. There is no rule of law which prescribes the place where a Government shall commission its ships, or which requires the ceremony to take place, like the sessions of prize-courts, within the belligerent territory.

Assuming that the commissioned vessels of the Confederates were *prima facie* ships-of-war, the question arises whether they were entitled to the privileges accorded to such vessels by the usage of nations. They were acting for a Government whose belligerency had been recognized, though no recognition had been accorded to the State which it was seeking to establish. This fact might modify some of the view in which the vessels were regarded by foreign States, in that the latter could maintain no official relations with the insurgent Government, and were therefore deprived of the ordinary method of redress, if the vessels should commit an offence against their sovereignty. But the method of obtaining redress by negotiation is by no means the only way of dealing with offending ships-of-war in foreign waters. They may be summarily ordered to depart; they may be forbidden to enter; and, finally, if they assail in any way the local sovereignty, or if they refuse to comply with an order for their departure or their exclusion, force may be used against them. There is, and there can be, no rule of law which compels a Government to remain passive while its laws are openly violated, simply because of the sanctity which is supposed to surround a public vessel; nor, when a neutral Government has allowed its neutrality to be infringed by the cruisers of one belligerent, can it justify itself to the other by putting forward such a plea. With stronger reason, a ship-of-war whose very existence is a consequence of evasions or infringements of the local law may be denied the ordinary immunities. When, therefore, the Alabama and the Florida, vessels which had been allowed to go to sea from English ports in violation of English neutrality, at a subsequent period entered ports of the same Power, while engaged in their belligerent enterprises, the Government could not excuse its inaction on the ground of respect for the Confederate commission; and, by refusing either to exclude or to detain the cruisers, it added to the wrong which it had already committed.

The subject of Professor Soley's volume does not include many of the dramatic incidents of the naval war, but these which fall within its scope—such as the story of the Monitor, and the adventures of the Alabama—are well told. The account of the blockade-running business is singularly interesting; and the description of the arduous service of the blockaders is full and effective. No portions of his book, however, will be more attentively read and discussed than those which explain the miserable condition of the navy at the beginning of the war, and those which review the still worse plight into which it has fallen since the peace. Because we succeeded after much delay in creating a navy in 1861, we seem to assume that we can repeat that piece of luck if we are ever again overtaken by war. We forget that our antagonist in the Rebellion had no ships, and no way of getting them, and no sailors, and no means of impeding our preparations, and that we had ample material, and a large mercantile marine to draw upon as a reserve. The next time we are called upon to fight, it will be with a very different enemy who will not wait for us to get ready; nor have we any longer either the sailors or the ships to press into sudden service.

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The examination of candidates for admission will begin on WEDNESDAY, June 6, at 9:30 a. m.

SCHOOL OF MINES.

The annual examination of the classes will begin on MONDAY, May 21, at 10 a. m.

The examination of candidates for admission to any of the six regular courses, viz., Mining Engineering, Civil Engineering, Analytical and Applied Chemistry, Geology, Metallurgy, Architecture, will begin on FRIDAY, June 8, at 9:30 a. m.

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The annual examination of the students of the school will begin on MONDAY, May 21, 10 a. m.

Candidates for admission may enter their names with the President on MONDAY, June 11.

For admission it will be required of the applicant that he shall have satisfactorily completed the regular course of undergraduate study in this college, or in some other institution maintaining an equivalent curriculum of study, to the end of the Junior year. Students from other colleges must present certificates of proficiency and of discharge in good standing.

COMMENCEMENT, at the ACADEMY OF MUSIC, on WEDNESDAY, June 13, at 10 a. m.

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LIVE STOCK MARKET.

For the week ended May 21, 1883.

Beeves	Cows	Calves	Sheep and Lambs	Swine.
13,011	48	10,799	35,003	21,800

	Beeves.	Cows.	Calves.	Sheep.	Swine.
Jersey City Stock Yards	6,837	....	231	23,520	10,442
Sixtieth-st.	5,702	48	10,560	10,754	57
Fortieth-st., N. R.	....	....	....	....	10,557
Scattering	472	....	2,050	650	....
Total same week	11,501	47	8,505	30,581	23,437
Cor. week last year	11,117	106	9,034	37,208	27,017
Av'g'ly rec'ds last year	12,064	95	8,954	37,019	27,752

QUOTATIONS OF BEEVES TO-DAY.

Extra	13 @
Choice	12½@13
Good to Prime	12¼@12½
Fair to Good	12 @12¼
Common to Medium	11½@11¾
Poor	10½@11
Rough Oxen and Stags	none
Dry Cows and Heifers, live weight	none
Texas and Cherokees	none
Colorados	none
Bulls, live weight	4½@5½
Average to-day, estimated	12¼
Extreme range of prices	11½@13

Good to Prime Steers sold one year ago at 14½@15c., and the average was estimated at 14½c.

BEEVES—Receipts yesterday and to-day were 105 cars at Jersey City, and 108 cars at 42d-st., comprising 5,702 head against 5,837 last Monday. The arrivals the past week were 11,501 head more than last week, and 1,894 head more than the corresponding week last year. Exporters received direct during the week 3,450 head, and brought 10,000 head, and 9,900 head were used by slaughtering men. Trade active and market characterized by great strength on Monday and Friday, and an advance of ½c per lb was established. Dressed Beef had an improved demand at the close of the week at higher prices. The arrivals today were heavy, and deadening all cattle reserved by exporters, there remained 2,7 cattle, of which but 48 head were bought for Mr. Eastman, exclusively for the home trade. The demand was fair at a reduction of ¼c per head on Good to Choice bullocks, and ½c per lb on Common to Fair Steers; the market closing dull and a few cattle likely to be carried over. The 48 cattle sold at 12½c for Common to Fair quality from Canada, 1,050 lbs at average, and sold from 11½@12c and 51 per head to dress 53@56 lbs. Fair to Prime Corn-fed Canadas sold mainly at 12½@12½c, to dress 56@57 lb. Choice and Extra at 12¾@13c, to dress 56@57 lb. A few Common Native Steers sold down to 12¼c. Large lot of Corn-fed Texas Steers were closed out at 12c.

The 526 head purchased by Mr. Eastman cost $45,027.25, outside figure reported for 25 Massachusetts Steers, 1,364 lb average.

Mr. Eastman will load the Oranoko with Live Cattle to-morrow.

The week's shipments of Live Cattle and Sheep and Dressed Beef, Mutton and Hogs, were as follows:

Shippers.	Steamers.	Live Cattle.	Qrs. of Beef.	Live Sheep.	Carcasses of Mutton.	Dressed Hogs.
T. C. Eastman	Helvetia	1,200	....	....	....	....
Newman Morris	Sorrento	700	....	....	....	....
F. H. Leighton & Co	Trinacria	250	....	....	....	....
F. H. Clackmann & Co	Monarch	240	....	....	....	....
Joseph Eastman	Alaska	....	1,700	....	....	....
Joseph Eastman	Sardinia	....	800	....	110	....
Joseph Eastman	Cuba	....	800	....	100	....
Joseph Eastman	Ethiopia	....	1,000	....	200	....
Joseph Eastman	Helvetia	....	1,000	....	150	....
Joseph Eastman	Huron	....	800	....	150	....
D. Morrison	Monarch	....	....	700	....	....
Sherman & Odell	C. Chaucer	....	920	....	....	....
D. Tobey & Co	Helvetia	....	700	....	....	....
Jones & Leigh	Orinoco	6	....	....	....	....
A. E. Tucker	Orinoco	30	....	....	....	....
Totals		1,176	8,520	700	710	....
Total last week		697	7,000	600	80	....
Total same week in 1882		570	1,148	850	70	....

Sales at Jersey City—Levy & Co. for sellers, 5 Illinois Steers, 1,260 lb, at 12c; 20 do, 1,200 lb, at 12½c; 5 do, 1,200 lb, at 12c and $1 per head; 16 do, 1,220 lb, at 12c; 17 do, 1,160 lb, at 12c; 18 do, 1,128 lb, at 12c; 9 do, 1,080 lb, at 12c; 1 Bull, 1,450 lb, at 8½c.

J. F. Sadler & Co. on commission, 17 Kentucky Stillers, 1,167 lb, at 12½c; 56 do, less 4 per head; 5 Illinois Steers, 1,200 lb, at 12½c; 10 do, 1,160 lb, at 12½c; 20 do, 1,148 lb, at 12½c; 20 Illinois do, 1,140 lb, at 12½c; 30 Still Bulls, 1,440 lb, at $2.50; 2 do, 1,370 lb, at $2.75.

H. Meyer for self, 40 Illinois Steers, 1,288 lb, at 12½c; 56 do, 1,205 lb, at 12½c; 20 do, 1,240 lb, at 12½c; 18 do, 1,270 lb, at 12½c; 20 do, 1,200 lb, at 12c.

Sherman & Conner for Reynolds, Watkins & Co., 14 Indiana Steers, 1,301 lb, at 12½c; 56 do, 1,326 lb, at 12½c; 56 do, for 4 N. Yorkers, 43 Stable-fed Steers, 1,308 lbs, at 12½c; 56 do, for 4 do, 1,300 lb, at 12½c; 56 do, 1,300 lb, at 12½c; 57 do, 1,357 lb, at 12½c; 4 do, 1,367 lb, at 12½c; 5 do, 1,444 lb, at 12½c; 3 do, 1,410 lb, at 12½c; 3 do, 1,390 lb, at 12½c; 56 do, 1,314 lb, at 12½c; 20 do, 1,293 lb, at 12½c; 4 do, 1,317 lb, at 12½; 1 Bull, 1,720 lb, at 8½c; 56 cows and heifers, 1,073 lb, at 12½c; 57 do, 1,080 lb, at 12½c; 5 do, 1,200 lb, at 12½c; 56 do, 1,187 lb, at 12½c; less 50c per head; 24 do, 1,200 lb, at 12c and $1 per head.

W. Stage for N. Morris: 112 Native Stillers, 1,144 lb, at 11½c; 100 do, 56 lb, 120 Corn-fed Steers, 1,150@1,300 lb, at 12@12½c.

Conner & McPherson on commission: 1 Stable-fed Steer, 1,370 lb, at 8½c; 20 do, 1,436 lb, at 8½c; 3 do, 1,363 lb, at 8½c; 5 do, 1,348 lb, at 8½c; 9 do, 1,184 lb, at 8½c; 10 do, 1,110 lb, at 12½c; 56 do, 1,140 lb, at 12½c; 4 do, 1,100 lb, at 12½c; 56 do, 1,066 lb, at 12c; 9 do, 1,128 lb, at 11½c; 2 Kansas Steers, 1,560 lb, at 13c; 57 do, 1,434 lb, at 13c, less $1 per head; 3 do, 1,433 lb, at 12½c; 4 do, 1,257 lb, at 12½c; 4 do, 1,222 lb, at 12c; 56 do, 1,205 lb, at 12½c; 5 do, 1,302 lb, at 12½c; 6 do, 1,200 lb, at 12½c; 56 do, 1,200 lb, at 12½c; 1,340 lb, at 12½c; 8 do, 1,221 lb, at 12½c; 3 do, 1,180 lb, at 12½c; 2 do, 1,190 lb, at 12½c.

M. Gonnelin for self: 17 Illinois Steers, 1,224 lb, at 12½c, less 50c; 4 do, 1,162 lb, at 12½c; 26 Missouri do, 1,264 lb, at 12½c, less 50c; 17 do, 1,147 lb, at 12½c; 56 do, 1,261 lb, at 12½c, less 50c per head; 14 do, 1,241 lb, at 12½c; 17 do, 1,217 lb, at 12½c; 24 do, 1,160 lb, at 12c; 16 do, 1,149 lb, at 12c; 31 do, 1,200 lb, at 8½c; 20 do, 1,175 lb, at 8½c.

H. S. Rosenthal for M. Gessner: 23 Kansas Steers, 1,277 lb, at 12½c; 19 do, 1,236 lb, at 12½c; 8 do, 1,175 lb, at 8½c; 15 do, 1,200 lb, at 8½c.

J. Schamberg for W. Mondschein: 13 Missouri Steers, 1,274 lb, at 12½c; 56 do, 2 bulls, 1,250 lb, at 8½c; 20 do, 1 Greenwood Steer, 1,200 lb, at 12½c; 56 do, 1,200 lb, at 12½c; 20 Illinois Steers, 1,179 lb, at 12½c; 56 do, less 50c per head; 34 do, 1,182 lb, at 12c; 19 do, 1,212 lb, at 12c, less 50c per head; 19 do, 1,062 lb, at 8½c; 2 Oxen, 1,015 lb, at 8½c.

Sales at Gotham: H. Vogel, for self: 19 Illinois Steers, 1,408 lb, at 12½c; 57 lb, 14 do 1,408 lb, at 12½c; 4 do, 1,372 lb, at 12½c; 6 do, 1,411 lb, at 12½c; 17 do, 1,424 lb, at 12½c; 31 do, 1,324 lb, at 12½c; 56 do, 1,300 lb, at 12½c; 56 do, 1,300 lb, at 12½c; 56 do, 1,300