ADDITIONAL FROM EUROPE.

Arrival of the City of New York, the Glasgow and Mails of the Europa.

Wonderful Effect of the Surrender of Mason and Slidell in England and France.

The News Announced in the Theatres Amid Enthusiastic Cheers.

The Bells in the Manufacturing Towns Rung Out Peals of Joy.

The British Cabinet Ashamed of Its Cry for War.

The Rebel Ambassadors "Worthless Booty," and Likened to Two Negroes and Tom Sayers.

Mr. Seward's Peace Circular to Mr. Adams Concealed from the People by Lord Palmerston.

The Privateer Nashville Watched by the Union Gunboat Tuscarora.

EXCITING SCENES AT SOUTHAMPTON.

THE REBEL OFFERS FOR RECOGNITION

The Opposition Policy in the British Parliament,

&c., &c., &c.

The screw steamship City of New York, Captain Petrie, which sailed from Liverpool at noon on the 8th, and Queenstown on the 9th inst., arrived at this port, from Halifax, at an early hour yesterday morning.

The City of New York passed Cape Race on Thursday, the 23d inst., and a report of her news—telegraphed from Newfoundland—appeared in the HERALD last Friday morning.

She afterwards put into Halifax for coal, and made her port of destination yesterday morning, as stated.

When the City of New York left England the Africa was lying in the stream at Liverpool, and a rumor had been current that she was under government orders to be ready to sail at short notice. The rumor, however, was said to be unfounded.

On the 23d instant, at 8.50 A. M., Captain Petrie, as usual, landed our news despatches at Cape Race, at the same time passing considerable ice.

The City of New York left Halifax on the 25th instant, at a quarter to five P. M., and reports having experienced almost a succession of heavy westerly gales during the passage. She has been detained by stoppage of her engines thirty-eight hours and fifty minutes—they not working satisfactorily.

To the purser of the ship we are indebted for the prompt delivery of our files.

Captain Petrie furnishes the following extracts from the log of the steamship:—

January 8.—Wind S. W.; 1:15 P. M. passed the Rock; 3 bell buoy; 3.15 stopped engines 15 minutes; 6:25, do. 10 minutes; 8, do. 2 hours 40 minutes; midnight, South Stack.

9th.—Wind W. S. W.; noon, Tuskar; 11:50 P. M., Roche's Point.

10th.—Wind S. W., W. S. W.; 12:20 anchored off Queenstown; 7:30 A. M. steamed out.

11th.—Wind W. N. W.; hard gale and high sea; 11:40 A. M. stopped engines 10 minutes. Distance run, 168 miles.

12th.—Wind N. W. by W.; fresh gale; high head sea. Distance run, 161 miles.

13th.—Wind W. N. W.; fresh gale, high head sea, hail and squalls. Distance run, 103 miles.

14th.—Wind W. N. W.; fresh gale; high head sea; 8:15 A. M. stopped engines. Distance run, 88 miles.

15th.—Wind W. N. W.; gale moderating; 11:30 A. M. turned ahead, the engines having been stopped 27 hours 15 minutes; hard gale, violent hail and squalls. Distance run, 16 miles.

16th.—Wind W. N. W.; hard gale, violent hail and squalls. Distance run, 160 miles.

17th.—Wind W. N. W.; blowing a whole gale. Distance run, 114 miles.

18th.—Wind W. N. W.; strong gale and high head sea. Distance run, 117 miles.

19th.—Wind N. W.; gale moderating; cross head sea; engines stopped 1 hour. Distance run, 147 miles.

20th.—Wind N. W.; strong gale, with hail squalls. Distance run, 181 miles.

21st.—Wind N. W.; A. M. moderate gale; P. M. gale increasing. Distance run, 201 miles.

22d.—Wind N. N. W.; 12:10 stopped engines 7 hours 20 minutes; fresh gale; P. M. passed large quantities of ice. Distance run, 105 miles.

23d.—Wind N. N. W.; 8:30 A. M. landed news despatches at Cape Race for the press; passed considerable field ice; P. M. dense fog. Distance run, 60 miles.

24th.—Wind S. W. and N. W.; light breeze and dense fog; midnight, off Sounbro, received pilot. Distance run, 288 miles.

25th.—Wind W. N. W.; came to anchor off Halifax 2:30 A. M.; 4:45 P. M. steamed out; strong gale. Distance run, 129 miles.

26th.—Wind W. N. W.; hard gale and high sea. Distance run, 178 miles.

27th.—Wind W., W. N. W.; hard gale and high sea. Distance run, 114 miles.

28th.—Wind N. N. W.; fresh gale; ends calm and thick fog. Distance run, 112 miles.

29th.—1 A. M. stopped; took pilot from Mary E. Fish, No. 4; 5 A. M. turned ahead; 8, Sandy Hook; 10 A. M. off the Battery.

The British steamship Glasgow, Captain Roskell, from Liverpool January 9, direct, arrived at this port yesterday morning. We are indebted to the purser for some papers of the day of sailing.

The mails by the Europa reached this city from Boston yesterday evening.

By these several arrivals our European files and correspondence are completed to the 11th of January. The papers and letters contain some highly important details of the news telegraphed to the *Herald* from Cape Race and Halifax, which we publish below.

NEWS OF THE SURRENDER IN ENGLAND.

The War Cloud Dispersed and Great Britain Satisfied—Admiral Milne More Potent than Vattel or Stowell.

[From the London Times, Jan. 9.]

Twenty-four hours after the message from Washington which we reported yesterday the Cabinet of the Federal States government broke its silence, and the Old World is no longer at enmity with the New. In the afternoon of the 27th of December Lord Lyons received an announcement from the United States government that they consented to deliver to him the four prisoners when and where he pleased. We draw a long breath, and are thankful. The suspense which has endured so long, and has weighed so heavily upon our peaceful avocations, has at last terminated. We are once more able to subside from the bustle of preparation, *to withdraw our attention from the mustering of squadrons and the equipment of vast engines of destruction, and to busy ourselves about our own domestic affairs.* With a clear conscience and a placid self-respect we can congratulate ourselves that in doing what is right we have done also what was expedient. The straightforward course of honor and of duty always has its compensation, but in this case it has had the unusual reward of a signal and immediate success. Crotchetmongers and charlatans of every kind have hung upon the footsteps of the men who conducted this great affair, and have attempted to force upon their attention their importunate conceits. The owls of wisdom and the bats of ill augury filled the atmosphere with their shrill cries and dull flappings. But, keeping within the circle of manly sense and international precedent, the trusted chiefs of the British people have succeeded in clearing away this storm and in bringing back a transparent sky. Thanks, under Providence, to them, we have come out of this trial with our honor safe and no blood spilt.

It is a great victory though it is but an escape from being vilely to conquer. We are but where we were before we were so grossly insulted. We have but curbed for a moment the insolence of a neighbor who took pleasure in continually provoking us, and had permitted himself at last to go beyond the possibility of sufferance. We have done nothing to set up monuments to commemorate; we have only held our own in the great community of nations, and read a necessary lesson to an ill mannered companion. There have been times in our history—times when we had not the strength we could now put forth—when we should have had no such real joy as we now feel in the hindrance of such a conflict. There are other nations which even at this age of the world would not have thought it consistent with their renown to manifest such patience and long suffering under outrage as we have exhibited. *If the same experiment had been tried upon France, we question whether the same forbearance would have been afforded to the aggressor, or the same readiness to receive a tardy and grudging reparation.* We have manifested a deliberation and a tranquillity under insult which even we could not have shown towards a people for whom we thought it right to make fewer allowances, or whom we feared more. The government of the federal States had done in mere wantonness what no nation of the Old World had ever dared to do. They had invaded the sanctuary which England extends to all political exiles who seek her protection; and to this wound, inflicted on her most sensitive pride, they had added an insult to her maritime flag and a menace to her security in traversing the seas. On all hands it is now admitted that the offence was at once insult and wrong, and it is no great triumph, therefore, that it should have been followed by reparation. If we had had to deal with a friendly and courteous people, we should have had no occasion for preparations of war. If a French or an English captain, while the two nations are upon their present terms, were to gratify a crack-brained freak or an insane thirst of notoriety by some piratical outrage against the foreign flag, neither government would wait to see whether any miserable advantage could be gained by the circumstance. The act would be at once disavowed, and the booty returned, with apologies and compensation. This was the course which, if federal America had been courteous or even shrewd, federal America would have pursued. Mr. Seward missed a great opportunity when he failed to act as a European statesman would have acted under similar circumstances. At this moment there is no great sympathy here for either party. *The attraction we feel towards a weaker nation invaded by a stronger and richer nation is repelled by the very general detestation of slavery; and, if Mr. Seward had seized the opportunity for a graceful and a courteous act, we would not answer for how far our countrymen might have been tempted from their rigorous neutrality.* It was a gross blunder for the shrewd minister of a shrewd people to miss the chance of a great advantage only to do the same act at last under circumstances of unavoidable humiliation.

But we are told that a very elaborate note of protest accompanies this surrender. This voluminous gloss upon a very simple fact is still upon its way from Queenstown. We cannot say we are very impatient for it. We have long since learnt to value Transatlantic statesmen less for what they say than for what they do. It is by deeds, and not by arguments, that the fact we today announce has been brought about. *It is not Vattel and Bynkershoek, and Stowell and De Hauteville, who have influenced this controversy, but the promptitude with which we reinforced Admiral Milne's fleet, and poured battalion after battalion into Canada.* They loudly proclaim this in America, and Mr. Seward's note will very probably be found to bear marks of the same sentiment. We make up our minds in advance, therefore, *to accept with unruffled equanimity any quantity of words.* Even if there should be muffled threats and expressions of ill will we shall humbly hope to outlive them. The aggressor is making retribution. It never has been held of much consequence whether he does it with a good grace or no. The substantial apology lies in the fact of the surrender of the thing taken. We hope to find in Mr. Seward's note an expression of regret that he should ever have employed so inconsiderate a commander as Captain Wilkes, or should have been so ill advised as to persevere in a tacit recognition of his act; but we shall be neither surprised or discomfitted if this hope is not fulfilled.

To-day, however, it is enough that we congratulate ourselves that the danger is past, and all present apprehension of war at an end. Let us also especially congratulate ourselves that the crisis found this united nation and her loyal colonies so well prepared, and that it leaves us so well protected. We have every reason to be satisfied with the position which this country has held throughout. We have never deviated from grave and courteous discussion, and have never descended to retort the wild invectives which came from the other side of the Atlantic. The War Departments have manifested an efficiency which gives us confidence in ourselves, and will give us security from future insult. The government have acted with a rare courtesy and temper, but have displayed, together with dignified deliberation, firmness, promptitude and courage. Nor will we refrain from adding, what every one will feel while he reads this news, that the man upon whom the nation instinctively relied while the crisis lasted deserves our warmest gratitude now that the peril is overcome. It is indeed a rare triumph to grace the latter years of a life so happily prolonged, *that Lord Palmerston has found, and has used, the opportunity to curb the arrogance of the only people which has in this generation entered systematically upon a course of offence towards England.*

English Opinion of Mr. Seward's Note to Lord Lyons.

[From the London Times, Jan. 10.]

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We believe we may say that Mr. Seward himself has expressed to Lord Lyons his sense of the manner in which this very delicate negotiation has been conducted, and has admitted that his very difficult task was greatly facilitated by the extreme courtesy of the British Minister and his government, and by the considerate manner in which the question had been presented to him for solution. All this we looked on upon as it passed, and, looking on, we all approved. Perhaps we may think that, if Mr. Seward's course had been equally frank and public from the first, his people, like our people, would have seen in what has now happened the natural sequence to the transaction. If he also had published the opinion of his law officers, he might have saved Boston from so stultifying itself, and New York from such sad exhibitions; he might have prevented his countrymen from making a hero of the author of this vaporing outrage, and saved them from the sting of sharing his humiliation. If, as our correspondent anticipates, Mr. Seward has now to suffer for doing right, he will owe much of the unpopularity he has to endure to his own procrastination.

Yet, if the diplomatic note which he delivered to Lord Lyons when announcing his readiness to surrender the prisoners is to receive anything more than a credence of courtesy, there never could have been a moment when he had any doubt as to the entire illegality of the proceeding of his officer. *With a celerity never equalled even in diplomacy, and with an inconsequential vagueness never surpassed even in Congressional debate, Mr. Seward in this long document wanders through the history of all past transactions.* Inasmuch, however, as he concludes that, notwithstanding all he has so lengthily and so vaguely premised, he can come to no other conclusion upon the circumstances of the present case than that the act was indefensible, and that the prisoners must be restored, the obvious course was to accept the fact of the reparation and to disregard the comment. Such, we believe, has been the course adopted by our government. A cabinet council was held yesterday, at which this very elaborate document was considered. An answer will, we understand, be returned, *expressing the gratification of her Majesty's government at the disavowal of the act of Captain Wilkes, accepting the satisfaction tendered, and assuming that the precedent in the case of the Trent will rule the more recent case of the seizure made by the captain of the Sanziago de Cuba on board the British schooner Eugenia Smith. As to the general discussion of the law of neutrals, into which Mr. Seward enters at so much length, the government will decline any answer until they have had an opportunity of submitting the whole note to their law officers.* There are propositions laid down in this note which are not at all admissible, and it is of the highest importance that we should not *suddenly bind ourselves to the abolition of belligerent rights which may be to ourselves at some future time of vital importance; nor that we should, on the other hand, admit the right of any foreign State to carry our mail packets into their ports and submit them to the ordinement of their prize courts.* After the delivery of the prisoners all these points may be very properly raised, and can be conveniently discussed; but it is expedient to separate this discussion entirely from the settlement of the misunderstanding which has so nearly precipitated us into war. Whenever the proper time comes we shall probably insist, with all authority in our favor, *that a belligerent has a right to communicate with a neutral Power in a neutral ship;* and that it is a presumption that in such communication there is nothing inconsistent with the character of the neutral nation, and therefore nothing injurious to the other belligerent.

Let the business of the day, however, suffice for the day. The quarrel being over, we are now rather better friends than we were before it commenced. Mr. Seward and Lord Lyons know each other better than they did some time ago, and are more conversant with each other's views and instructions. The tone of the American papers has, we are glad to remark, become very much more reasonable. Perhaps, in the face of the declarations made to our correspondent, that a Northerner hates England twice as much as he loves the Union, and that America would give a million of men for a war with us, *it might be imprudent to offer a temptation to strife by decreasing our force in Canada.* We may hope, however, that whatever irritation now exists may gradually subside, and that we may experience no more of those fractious and spasmodic annoyances which engender ill feeling and lead at least to great perils.

[From the London Post (government organ) Jan. 10.]

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We mentioned yesterday that Mr. Seward's despatch was long; we believe that it is one of unusual length, even for an American State paper. *It is a dreary waste of words;* and Mr. Reuter deserves much credit for making so clear a summary as that contained in our telegraph. When this document is published at length *there will be found many arguments which we cannot admit, and to which Lord Russell is doomed to rejoin.* It is written entirely for home consumption; but since its issue is in our favor we must not complain if American practice has been the reverse of their principles, or if erroneous principle and practice are ascribed to ourselves. The English nation will accept Mr. Seward's despatch frankly and as it is meant, and we shall be much surprised if the same generous feeling which from the commencement has governed us does not now silence all cavil or carping.

The telegraph tells us little that we did not know. The rail will soon bring us the published copies of Lord Russell's and Mr. Seward's notes. The only fact that is new to the public, and that will not unnaturally excite comment, is the statement that the published correspondence commences with a despatch from Mr. Seward to Mr. Adams, "declaring that Captain Wilkes acted without instructions," and professing the friendly disposition of the federal government. It will, of course be asked—how is it that we have not heard of this sooner, seeing that Mr. Seward's despatch must have reached Mr. Adams some time in December? The explanation of this is very simple. *It is, that the despatch received by Mr. Adams was not communicated to the English government.* The reason of this may be conceived. As the Cabinet had taken their decision and despatched what was virtually an ultimatum before Mr. Adams received the note in question, it clearly could be no part of his duty to compromise his chief. It would be for Mr. Seward and Mr. Lincoln to deal with the English demand. Mr. Seward's note was *meant to influence the English government before they made their demand, perhaps to hinder them from making it; but as it arrived too late,* Mr. Adams did but his duty in withholding it, since all decision in the matter was referred to Washington. It is very evident that if Lord Russell's despatch, or any other cause, had had the effect of inducing Mr. Seward to reject our requests, and to support the act of Captain Wilkes, the communication of such a note as that referred to would only have prejudiced the American government without effecting any good.

The Mason-Slidell Release News on 'Change.

[From the London Times (City Article), Jan. 10.]

The Bank of England, as was expected on the announcement of peace, have this morning (the 9th) reduced their rate of discount from three per cent, at which it had stood since the 7th of November, to two and a half per cent. This is the lowest rate that has been adopted during the past two years, and, although the stock of bullion at present held is a million or two below the average possessed by the bank during the six months when two and a half per cent was last the current charge, the measure appears to be perfectly justified, not only by *the diminished demand for discount consequent upon the restriction of the cotton trade,* but also from the steady character of the influx of gold now observable, *and which is likely henceforth to include some amounts of importance from New York.*

The English funds opened this (9th) morning at an advance of three-quarters per cent upon the improved prices attained after regular hours last evening, making a total rise of one and a quarter per cent consequent upon the news by the City of Washington. Subsequently, on the announcement of the Bank reduction, there was a further upward movement, but the market, although inherently strong, ultimately relapsed to the opening quotations. The first bargains in consols, for money, were at 93¾ a ⅞, and this, after a range between 93⅞ and 93¾, was the final price. The quotation for the February account is the same as for money, owing to the small supply of stock in the hands of the dealers. Reckoning accrued dividend, consols are now rather more than a half per cent above the point at which they stood previously to the news of the Trent affair, and about three per cent above the war price to which they were at one time unreasonably forced. A leading thought in the mind of every one to-day was, "Where should we now have been *if the degrading suggestions for making the question of the British right of asylum a matter of arbitration had been suffered to check the vigor of the government, especially as it is at length announced by the leading American journal that the arbitration system under existing circumstances will never suit a democracy?*" All the commercial interests are thoroughly conscious of the debt they owe to Lord Palmerston, and the congratulations expressed on the termination of the difficulty have derived an increase of intensity from the consciousness of the manner in which it will deservedly strengthen his Cabinet during the coming session. Bank stock left off at 238 to 240.

The News in the London Theatres.

[From the London Times, Jan. 9.]

Last night, before the commencement of the pantomime, at Drury Lane theatre, Mr. E. T. Smith came forward and briefly informed a crowded audience that the Americans had "thought better of it," and had restored Messrs. Mason and Slidell to the British flag. The announcement, which was followed by a performance of the "National Anthem," was received with enthusiastic cheers.

The intelligence of the release of Messrs. Mason and Slidell by the federal government was communicated to the audience in the Olympic theatre by Mr. Robson, and evidently afforded the liviliest satisfaction to all present.

Effect of the News in the Manufacturing Centres.

[Manchester (Jan. 10) correspondence of London Times.]

The gratifying news from America has caused increasing firmness in the market for yarn and cloth, and prices have risen considerably; but the first effect seems to have been to give a further check to business. It is doubtful, however, whether buyers will not speedily be compelled to give these rates, extreme as they are, since there seems a probability that they will soon be confronted with quotations hitherto unheard of. The yarn market is not at all active to-day, though no doubt a very large sale might have been effected at the rates of Tuesday, or even a little higher.

The impression of many in the trade appears to be that cotton will go higher, and that, even if the American ports were opened, the supply for a long time would be so limited as to necessitate high rates, high rates in cotton and manufactured goods leading to a great contraction of the demand. The high rates now current are limiting the demand for the home trade, and, if that is the case in a wealthy country like this, it is argued it is still more likely to be the case in foreign markets, where freights, duties and other charges have to be added to the cost. The home trade is said to be depressed to an extent not known for a long time past, while in India the supplies are reported to be nearly equal to a year's consumption. The market not only closes dull to-day, but it is found that with the higher prices for cotton and yarn there is but little disposition on the part of merchants to follow the rise by giving prices that will at all cover the increased cost of cloth to the maker.

What the Ship Building Interest Thought of the Affair.

[Newcastle-on-Tyne (Jan. 9) correspondence of the London Times.]

The intelligence brought by the City of Washington, that Mason and Slidell will be set free by the federal government, *has caused great satisfaction here;* for, while the feeling was general here that if the question had to be submitted to the arbitrament of war it was the duty of all classes of Englishmen to sustain the government, yet the sacrifice to trade would have been great. The intelligence has been a great relief to the shipowners.

The News in Other Cities.

[Nottingham (Jan. 9) correspondence of London Times.]

The news of the surrender of Slidell and Mason was received in Nottingham by telegraph on Wednesday evening, and spread with lightning rapidity throughout the town. The intelligence was posted up in the Commercial Exchange, and read aloud to the persons present. The liveliest satisfaction is expressed throughout all commercial circles, and the town generally, that war has been averted. The receipt of this gratifying news will doubtless influence the demand for both lace and hosiery goods.

[Norwich (Jan. 9) correspondence of the London Times.]

The intelligence that the Washington government had at last determined to "swallow down their pride," and remit Messrs. Slidell and Mason to the protection of the flag from which they had been unrighteously torn, arrived here about six P. M. last evening, and was received with great satisfaction. *Throughout the evening and late into the night the fine bells of the church of St. Peter Mancroft, rang joyous peals, and the glorious news was the theme of general conversation*—all classes appearing to consider that Lord Palmerston has again proved himself a truly British Minister."

The British Cabinet Purposely Excites the War Feeling.

[From the London Star, Jan. 11.]

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Did this conciliatory course give evidence of the existence of that eager desire to plunge into a war with England, which is ascribed to Mr. Seward by the *Times* and other pro-slavery English journals? Does it not, on the contrary, show that when he said, in the same despatch, "We, as you are well aware, have every desire for a good understanding with the British government," he simply gave utterance to the honest truth? In the case of the Perthshire, unlawfully detained by a federal steamer, the claim for reparation was conceded without a moment's hesitation. *The action taken by Mr. Seward in the Trent affair is in perfect harmony with the upright and friendly feelings which have animated his language and his conduct towards Great Britain.*

[From the London News, Jan. 11.]

Now that the mischief is done we hear that a despatch containing these assurances (transmitting) was actually sent to England by Mr. Seward a few days after the folly of Captain Wilkes became known at Washington. What became of it? But now we are going to put a serious question to the *Morning Post*—one that admits of a simple and straightforward answer. Of course, on such a subject all quibbles will be laid aside. There are forms in diplomacy and corresponding technical distinctions very proper in their place. We take the assurance of our contemporary that the despatch received by Mr. Adams was not "communicated" to the British government; our question is, Is it true, or is it not true, that Mr. Seward's despatch declaring that the British government might expect the best disposition on the part of the federal government in dealing with the affair of the Trent, *was read to her Majesty's Secretary of State for Foreign Affairs in the third week of December?*

[From the London Herald, Jan. 10.]

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But little as we approve of the policy of Mr. Seward in most things, we must now do him the justice to state that before the despatch of Lord Russell had reached him he had forwarded a letter to the British government *which was worded in a conciliatory manner.* Nor does it appear that the advice of the Emperor of the French was needed to quicken his resolve, for, as far as we can judge from the telegraphic summary of the diplomatic correspondence, *this resolve was taken before that despatch had reached Washington.*

The "Worthless Booty" of England.

NO OVATION FOR THE "FELLOWS" MASON AND SLIDELL—THEY ARE OF NO MORE CONSEQUENCE THAN TWO NEGROES, BUT MAY ATTRACT A CROWD, LIKE TOM SAYERS.

[From the London Times, Jan. 11.]

A turn of the wheel, which the American Cabinet has managed to make as sudden as possible, brings us a new question. The four American gentlemen who have got us into our late trouble, and cost us probably a million a piece, will soon be in one of our ports. Any day and hour we may expect to hear of their arrival at Liverpool, and their journey to the metropolis. Like the rest of their countrymen, *they believe themselves to be of immense importance to their cause, whatever it may be.* Neither side can give England the smallest credit for understanding or wishing to understand, or having the capacity to understand, the rights of their case; and so nothing will serve them but there must be somebody always dinning into our ears some details or platitudes to which the speakers attach a special value. Federalist after federalist, Confederate after Confederate has arrived in this country in the full persuasion that if he were once permitted to occupy the attention of Lord Palmerston or Lord Russell night and day for a fortnight, or to fill a page of the *Times* every day for that period, England would at last begin to have an inkling of the case, and would rush to the aid of the federal or the Confederate cause. These two Commissioners and their secretaries are not unlikely to think even more of their importance then other similar arrivals, having witnessed in their own persons the rabid anxiety of their Northern countrymen not to let them be seen or heard in this island. To the sedate English mind this ridiculous rivalry for the exclusive possession of the British ear is only an older version of what is often witnessed in our nurseries. A fearful uproar of words, screams and blows reaches the mother, who hastens to allay the tumult. When she arrives she finds all confusion, and Master John and Master Tom each with a tale of outrages and provocations, each resolved to have the word, and afraid of nothing so much as that the other should get a hearing. The parent sees enough to be sure that both were abundantly in the wrong, but that it is impossible to adjudicate between them. The general impression in this country is *that both sides in the States have acted as ill as could be, and that it is not for England to decide which of them bears the palm for insolence, outrage, treachery and folly.* However, Messrs. Mason and Slidell will not be easily persuaded but that they can throw much new light on the rupture, and on its bearings upon our interests. It we will only be so good as to shut both our eyes and our ears to everybody and to everything else, and take in for gospel all that they say, we shall at last be in a condition to form an opinion on this quarrel, and the only opinion we can possibly come to is that we must immediately recognise the Southern States, send a fleet to break up the blockade, sweep the Northern commerce off the sea, and finally assist to inaugurate Mr. Jefferson Davis in whatever city of the whole Union he would prefer for that purpose.

How, then, are we to receive these illustrious visitors? Of course, they will be stared at, and followed, and photographed, and made the subject of paragraphs. There is no help for that. *Mr. Thomas Sayers cannot walk the streets with a friend, or ask the Mayor for permission to put up a booth in a market place, but the crowd immediately conclude the rough, hard visaged, ill favored pair to be the Confederate Commissioners.* Messrs. Mason and Slidell, with their two secretaries, though not so handsome and graceful as their countryman Blondin, would certainly fill the Crystal Palace if they proposed to address the visitors there on the merits of their cause. But, for the benefit of the discriminating—for the guidance of the minority that prefers at least a respectable idol, and that does not wish to throw away its confidence and applause, we may as well observe that Messrs. Mason and Slidell *are about the most worthless booty it would be possible to extract from the jaws of the American lion. They have long been known as the blind and habitual haters and revilers of this country. They have done more than any other men to get up the insane prejudice against England which disgraces the morality and disorders the policy of the Union. The hatred of this country has been their stock in trade. On this they have earned their political livelihood and won their position, just as there are others who pander to the lower passions of humanity. A diligent use of this bad capital has made them what they are, and raised them to the rank of commissioners.* It is through their lifelong hatred and abuse of England that they come here in their present conspicuous capacity. The nation under whose flag they sought a safe passage across the Atlantic—the nation that has now rescued them with all her might from the certainty of a dungeon and the chances of retaliatory murder, *is that against which they have always done their best to exasperate their countrymen.* Had they perished in the cell or on the scaffold, amid the triumphant yells of the multitude, memory would have suggested that their own bitter tirades had raised the storm, and that their death was only the natural and logical conclusion of their own calumnies and sophistries.

So we do sincerely hope that our countrymen *will not give these fellows anything in the shape of an ovation.* The civility that is due to a foe in distress is all that they can claim. We have returned them good for evil, and, sooth to say, we should be exceedingly sorry that they should ever be in a situation to choose what return they will make for the good we have now done them. They are here for their own interest, in order, if possible, to drag us into their own quarrel, and, but for the unpleasant contingencies of a prison, rather disappointed, perhaps, that their detention has not provoked a new war. When they stepped on board the Trent they did not trouble themselves with the thought of the mischief they might be doing an unoffending neutral; and if now, by any less perilous device, they could entangle us in the war, no doubt they would be only too happy. We trust there is no chance of their doing this, for, impartial as the British public is in the matter, it certainly has no prejudice in favor of slavery, which, if anything, these gentlemen represent. What they and their secretaries are to do here passes our conjecture. *They are personally nothing to us.* They must not suppose, because we have gone to the very verge of a great war to rescue them, that therefore they are precious in our eyes. *We should have done just as much to rescue two of their own negroes,* and, had that been the object of the rescue, the swarthy Pompey and Cæsar would have held just the same right to triumphal arches and municipal addresses as Messrs. Mason and Slidell. So, please, British public, let's have none of these things. Let the Commissioners come up quietly to town, and *have their say with anybody who may have time to listen to them.* For our part, we cannot see how anything they have to tell can turn the scale of British duty and deliberation. *There have been so many cases of peoples and nations establishing an actual independence, and compelling the recognition of the world,* that all we have to do is what we have done before, up to the very last year. This is now a simple matter of precedent. *Our statesmen and lawyers know quite as much on the subject as Messrs. Mason and Slidell, and are in no need of their information or advice.*

The Stone Blockade of Charleston.

[From the London Times, Jan. 7.]

* * * In common with the rest of the world, we view with horror the attempt to deprive future generations of the blessings which nature has designed for them in the shape of harbors to protect them against the violence of a tempestuous ocean. Such proceedings are, indeed, acts of war, but acts of war against the whole human race, and by *the intervention of those who represent the civilization of the whole human race should they be denounced.* These are some of the subjects which will come under the consideration of Parliament, and we doubt not that by the time we have arrived at the 6th of February they will be thoroughly matured for deliberation.

The Blockade of the Nashville in Southampton.

TACTICS OF THE OFFICERS OF THE GUNBOAT TUSCARORA—THE UNION MEN READY TO SIGNAL—THE ATTEMPTED ESCAPE OF THE PRIVATEER.

[Southampton (Jan. 9) correspondence of London Times.]

At the moment that news has reached us of peaceable relations being maintained between England and America by the surrender of the captive Commissioners the war between the federal and the Confederate States is brought to our very doors, and the two navies stand arrayed against each other, at least by deputy, in British waters. The entrance to the Southampton docks is absolutely under blockade, as far as one vessel is concerned—a blockade, too, which promises to be far more effective in its results than that which exists on the shores of the Southern States.

The new screw sloop-of-war Tuscarora, whose arrival was reported yesterday, is moored at the entrance of the Itchen creek, just at its confluence with the Southampton water, about a mile from the dock mouth. She has her fires banked up, and lies with two springs to her cable, ready to slip anchor and start at a moment's notice. The Nashville, which vessel the Tuscarora has come over to take specially under her watchful care and protection, still remains quietly berthed in dock, and no signs of getting up steam have betrayed themselves, although it was openly stated last night that she intended to venture out and put to sea this morning. However, the probability is, that as the Nashville would not be able to cope with such a formidable competitor, both vessels will remain here looking at each other till the war is over. The Tuscarora is armed with nine heavy guns, while the Nashville is stated to have only two guns of somewhat inferior calibre. The former is a bran new ship, just built at Philadelphia, and six months ago her keel was not even laid.

As soon as the Tuscarora arrived here yesterday, Captain Craven communicated with the captain of the frigate Dauntless, which has off Netley, expressing the regret he felt at hearing of the death of his late Royal Highness Prince Albert, and asking if there would be any objection to his firing a salute of twenty-one minute guns, at twelve o'clock to-day, in respect to his memory. Captain Heath replied that in consequence of her Majesty having requested that no guns should be fired in the vicinity of Osborne, the compliment, which he fully appreciated, could not be accepted.

Yesterday evening Captain Britton, the American Consul at this port, went out to pay his respects to Captain Craven, on board the Tuscarora, and, it may be presumed, made such arrangements as will render it a matter of impossibility for the Nashville to make her escape.

Besides the Nashville, the only other American vessels at present in port are the St. Charles, Captain Conway, which put in a month since for repairs, and the Katahdin, Captain Wetherley, which arrived here on the 25th of November, with a cargo of timber from Canada, and is now lying in the river Itchen.

The Tuscarora has been sent over here by the federal government to prevent, as far as possible, depredations by Confederate privateers upon American vessels, and she is to be followed by one or two other ships of the federal navy, to protect their flag in the English Channel. In point of fact, it has occasioned much surprise among mercantile men that the large amount of American shipping afloat in these waters should hitherto have been left unprotected during the war, and it can only be accounted for by the fact of all the federal vessels of war being required for the blockade of the Southern ports. The government have, however, at length decided to send two or three heavily armed ships to rendezvous in the Channel, for the protection of federal vessels afloat between this port and Gibraltar, a second of which is now daily expected here to follow the Tuscarora. This intelligence will be received with great satisfaction both at Lloyd's, where large numbers of American ships are insured, and by mercantile men generally in England, many of whom have large and valuable cargoes afloat in American bottoms which are liable to capture by Southern privateers, as in the case of the Sumter, which has just appeared at Cadiz. Apart from all political considerations or tendency to either Union or secessionist opinions, as the case may be, it cannot be the wish of either the British government or commercial men generally to see their own property destroyed, or exposed to destruction, by the Nashville, the Sumter, or any other Southern ship. In protecting American property they are doing the same service, to a great extent, for English property, and therefore the determination of the federal government to protect vessels sailing under their flag by the presence of these heavily armed war ships, cannot but give satisfaction in shipping and commercial circles.

With regard to the Nashville, there is no doubt that intelligence of the expected arrival of the Tuscarora was received by Captain Pegram some days ago, and every effort has been made to get her ready for sea as expeditiously as possible. The British government has observed the strictest neutrality in regard to the repairs, &c., effected in this ship. Nothing has been done but what was absolutely necessary to make her seaworthy, and such repairs only have been executed as are always permitted, as an act of humanity, to any vessel in distress. In proof of this it may be mentioned that on the shipwright who was engaged to repair her attempting to put in some heavy pieces of oak to strengthen her decks, to enable her to carry guns, the government authorities absolutely refused their permission for the timber to go on board, and it still lies on the dock quay. She has not been allowed to ship any powder. A small quantity which was on board when she arrived here, and which she was permitted to remove on shore, has been reshipped. No guns or munitions of war have been put on board, and, in fact, nothing has been allowed to be executed but ordinary repairs.

Some of the officers of the Tuscarora landed both yesterday evening and this morning, but Captain Craven has not yet been ashore. The sloop requires only coal, water and provisions, which are being supplied her.

[Southampton (Jan. 10) correspondence of the London Times.]

No attempt has yet been made by the Nashville to "*run the blockade*" *established in our waters for her special behalf by the federal war steamer Tuscarora.* Symptoms were manifested this morning of an attempt to do so, but people who were anticipating some "fun," as they called it, were disappointed of their sport.

About ten o'clock masses of smoke pouring out from the Nashville's funnel clearly betokened that her fires were lighted and steam getting up, and the Tuscarora, which, as stated yesterday, is moored in the stream, immediately had full steam on, which was blowing off from her steam pipe in volumes. A boat left the latter vessel about ten o'clock, and made her way towards the dock entrance, as if reconnoitring, and then hoisted sail, and put back to the ship as fast as possible. Whatever may be the reason of the fires being lighted in the Nashville, certain it is that as the morning advanced the smoke gradually disappeared, no attempt was made to move her from her berth, and at this time (six P. M.) all things remain as they were, as regards the relative positions of the two vessels. Captain Craven still remains on board his ship, and has not yet come ashore.

A curious circumstance occurred in the docks yesterday evening in reference to the two vessels now watching each other's movements with anxious eyes. It is stated by Mr. Philip Hedger, the dockmaster, that he had occasion to visit the graving docks, close to which the Nashville is lying, about eight o'clock last evening, and on leaving them he saw several persons standing on the pier between the west and middle docks. He accosted them, and demanded to know to what ship they belonged.

One of the party, who was an officer, said to him, "Step on one side and I will tell you." Mr. Hedger did so, and he said, "We belong to the Tuscarora, and are here on duty."

He asked by whose permission and authority, and the reply was, "My captain's."

The party consisted of two officers and three men. The officer in question said, "We are here to watch the Nashville, and if she attempts to get under way to signal the Tuscarora."

The dockmaster immediately desired them to leave the Dock Company's premises, and said, "I consider it most unofficer-like for you to come here without permission, and I will not allow you to remain." He then walked with them up to the entrance gate, and desired the three men to go outside, where, at the request of the officers, he held some further conversation with them, and told them repeatedly he had full authority to prevent their being there for non-commercial purposes. He said further that the docks were the private property of individuals, and that he, as their agent, must prevent the premises being used for such a purpose. He said, "You are at liberty to land from your ship and embark in the docks, but I will not allow you to be stationed on the dock premises for the purpose of watching any vessel."

Mr. Hedger told the officers he would wait in the dock half an hour if they wished to communicate with the American Consul. Captain Britton was communicated with and came down to his office, where he was met by Mr. Hedger, who repeated to him that he would not allow the officers and men to remain upon the dock premises at night. In the conversation which followed he told the officers and the Consul that they had no right to be on the premises without permission, and said that the Consul had an opportunity of consulting him in this respect when he was in his office, between five and six o'clock that evening. He also informed them that the Nashville would not attempt to leave the dock that night, as if she did he would have to stop her himself, for the Dock Company's purposes. He had a long conversation with Captain Britton, who emphatically expressed his opinion that the Tuscarora people had a right to be on the dock premises as long as they behaved themselves. The Dockmaster disputed this, and repeated his determination to prevent a repetition of this conduct on the part of the Tuscarora's crew.

Mr. Hedger states that on leaving the Consul's office he said to the officers, "If I have been warm in expressing myself to you, and have in any way offended you by my expressions, I am sorry for it," and then, shaking hands with them, took his leave. Mr. Hedger says that the officer with whom he mostly conversed had side arms on, and that the men had a dark lantern with them.

Subsequently to the transaction above narrated, viz., about half-past nine o'clock, the policeman on duty saw a man go down the jetty on the south side of the dock, and stop under the crane. On interrogating him he said, after some hesitation, that he was watching the Nashville, and employed by the American Consul. The policeman took him back to the gate and saw him out of the dock. He was afterwards brought back by a messenger from the Consul's office, who said that the man was employed by the Consul to watch the ship. The policeman told him that this was contrary to his orders, and would not let him go into the dock. About half-past ten the two officers and three men above referred to, with the messenger and two boatmen, came into the dockyard and were allowed to embark, and the boat was