ARRIVAL OF THE KANGAROO.

ONE DAY LATER FROM EUROPE.

OPENING OF THE BRITISH PARLIAMENT.

THE QUEEN'S SPEECH.

The Trent Affair Satisfactorily Settled, and Victoria's Relations with the President Unimpaired.

Messrs. Cobden and Bright and the Liverpool Merchants Condemn Intervention and Support the Blockade.

RETREAT OF THE NASHVILLE.

THE PIRACIES OF THE SUMTER.

The Mexican Republic to Be Suppressed and a Monarchy Established.

A System of Empire Proposed for the Rebel States and Various Monarchies for South America.

Important Financial Movement of Napoleon,

&c., &c., &c.

The steamship Kangaroo, Captain McGeigan, which left Liverpool at noon on the 5th and Queenstown on the 6th inst., arrived here early yesterday morning, bringing passengers, cargo and European journals dated on her day of sailing from Cork.

The news by the Kangaroo is only one day later than our latest reports by the Edinburg, published in the HERALD yesterday morning; but our files contain some details of the advices, which will be found of interest.

The London *Shipping Gazette* states, on "the best authority," that the French government had directed the Superior Council of Commerce to institute an inquiry into the operation of the French navigation laws, with a view to important modifications and revisions. Trade throughout France showed no improvement. The Paris flour market was unchanged, but domestic wheat was somewhat dearer.

Another popular demonstration took place at Florence on the 3d instant. The populace traversed the streets with flags and bands of music, shouting "Rome as the capital of Italy!" "Down with the Pope King!" "Long live Victor Emanuel!" Before dispersing, the crowd proceeded to the residence of the French Consul.

A similar demonstration took place at Parma on the 4th inst.

The navigation of the Elbe for seagoing steamers had reopened, but sailing vessels were still impeded by the drift ice.

The English shipowners were pressing Earl Russell to secure from Belgium, now that commercial negotiations are afoot between the two countries, the abolition of the Schedit dues if possible.

The Queen of Spain had sent the decoration of the Order of the Golden Fleece to the Crown Prince of Prussia.

After the English Privy Council met on the 5th instant, Earl Russell remained at Osborne, and Earl Granville and Lord Palmerston returned to London.

The official Vienna *Gazette* publishes an article in which it states that the idea of the cession of Venetia would be "disgraceful, infamous and absurd."

A despatch from Berlin of the 6th of February says:—The Chambers will discuss the whole position of affairs in Germany. The progressist party have proposed several energetic resolutions on the German question.

A despatch from Bucharest of the 6th of February says:—The insurgents marching against Bucharest fled on the approach of the government troops. A mob of one hundred and fifty peasants were surrounded and arrested.

The London *Army and Navy Gazette* says:—

Inquiries have been made of us respecting the position of those officers on the Home Staff who recently rejoined their regiments upon being ordered to Canada. It appears to be considered that as our relations with the American government are at present peaceful, the duty of the force in Canada is ordinary Colonial duty, from which an officer may without impropriety absent himself for the purpose of filling a staff appointment. This, however, is not the view of the authorities. The force in Canada is considered, and will be considered until the American complication is settled, as a force in the field, on active service. Otherwise the Guards would not be kept there, nor would the regiments be raised to a war strength. For the present, therefore, all officers belonging to battalions in Canada, except those on the local staff, will continue to serve in their regimental position.

According to a report published by the Director of Customs id Paris it appears that the value of the gold and silver imported into France in the year 1860 exceeded that of the gold and silver exported by 154,650,020f.; while, on the contrary, the value of the gold and silver exported from France during the year 1861 exceeded that of the gold and silver imported by 88,149,440f. This difference is accounted for by the amount of the precious metals exported to pay for corn, and by the deficiency in the importation caused by the war in America.

The Galway (Ireland) *Express* speaks in very favorable terms of the prospects of the Atlantic Steamship Company. It says:—

That the Atlantic Company will resume the mail service in about four months is now, we are happy to say almost certain. Recent and trustworthy accounts tell us that all financial difficulties have been arranged; that an efficient fleet of steamers has been provided, and is being prepared for immediate service; that the Board of Directors has been reorganized, and that a number of gentlemen have been placed on it whose names and characters are sufficient to guarantee the fidelity of any undertaking with which they may be connected. It is scarcely prudent as yet to speak more definitely; but we may be allowed to say that both London, Southampton and Liverpool interests are now represented on the directory.

A correspondent of "*Saunders' News Letter* of Dublin says that for many months the extensive dockyards in Cork harbor were, comparatively speaking, idle, and the large number of shipwrights and other artizans deprived of employment caused unavoidable poverty and distress. Since Christmas letters were received encouraging carpenters to emigrate to North America, the terms being most encouraging in the government dockyards, where it was said a large number of gunboats were on the stocks. This induced many workmen to leave their homes, and several others were preparing to depart, but the recent storms sent so many wrecked craft into the port of Cork that skilled labor has become excessively scarce. The docks are now crowded with large ships under repairs, while many remain outside the docks' gates awaiting their turn.

Our Paris Correspondence.

PARIS, Feb. 4, 1862.

Establishment of a Monarchy in Mexico—Mexico Only an Entering Point—The Other Republics of North and South America to be Monarchized—The Slidell Family—Significant Article from the Paris Patrie, &c.

I send you herewith a curious but significant article in relation to the latest pet project of France and England, the establishment of a monarchy in Mexico. This article is significant, because it is the first which has appeared in any of the French journals in which the subject has been abstractly treated, and treated, too, as though it were fully decided upon, and that the only question about which there could be any doubt was "what prince would accept the burthen?"

You will observe that the writer *does not believe that France and England will be satisfied with simply converting Mexico into a monarchy, but that their schemes embrace the other republics* of North America. Is ours included in the programme? It is altogether probable that the Southern emissaries will, and indeed, I am well informed, already have taken advantage of this idea of the spread of monarchy upon the continent of America, to *assure England and France that the Confederate States will be prepared to change their form of government immediately after recognition, and then aid in smoothing the way for the missionaries of empire.* The consequences of this programme, as laid down by the *Patrie*, if carried into operation, are too serious and weighty to be treated of in the limits of this letter; so I will simply confine myself to facts, and leave the arguments to you.

The almost simultaneous departure of the General Count Lorencez, the commander of the new Mexican expedition, and General Almonte, who left on Saturday evening for Southampton, and of M. de Scherzenlechner, one of the intimate counsellors of the Archduke Maximilian—who, the *Ost Deutsche Post* says, has gone to Mexico—leave but little doubt that the establishment of the brother of the Emperor of Austria upon the throne of Mexico is decided upon. The Austrian papers feebly deny it, and scout the idea of exchanging the quadrilateral and Venetia for the plains of Anahuac and the city of Mexico. But as yet *no authoritative denial has appeared*, and there is no doubt that in the meantime active negotiations in regard to the matter are in progress with the Austrian Cabinet.

The *Patrie*, through which the project is first fairly ventilated, has been recently repudiated by the *Moniteur* as a "semi-official journal." There are no "semi-official journals," says the *Moniteur*, and claims for itself the sole privilege of speaking by authority. This is true; and it is not to be supposed that the articles in the *Patrie* are secretly inspired by the government, much less that the government can be held at all responsible for them. Still they are written by men who know the opinion of the government, or at least the opinion of such men as Guerroniere and other active participants in government affairs, and who, more than any, except his Ministers, are in the confidence of the Emperor. These men give the cue, and the writers in the *Patrie*, *Pays* and *Constitutionnel* echo their ideas; and in this sense these articles must be considered important.

Nobody doubts here that the establishment of a Mexican monarchy is fully decided upon, and it is generally believed that it was settled before the departure of the first expedition.

The Slidell family are still at the Hotel du Rhin, and spend all their leisure time in house hunting. They are very exclusive, have not yet been to the *table d'hote*, and receive great numbers of visiters. Most of the Southern men in Paris and one or two Northern (among them "Colonel" (?) Fuller) have called upon them. During much of Sunday Slidell was closeted with Judge Rost, who was probably rendering him an account of his stewardship, the duties of which have not probably been particularly arduous.

On Sunday evening the whole party went to the Italian Opera. The moment they become settled, it is, I understand, their intention to give a series of entertainments, in which they mean to eclipse anything of the kind ever given by Americans in Paris.

OPENING OF THE ENGLISH PARLIAMENT.

The British Parliament met in session on the 6th inst., when the following copy of the

QUEEN'S SPEECH

was read by royal commission:—

MY LORDS AND GENTLEMEN—

We are commanded by her Majesty to assure you that her Majesty is persuaded that you will deeply participate in the affliction by which her Majesty has been overwhelmed by the calamitous, untimely and irreparable loss of her beloved consort, who has been her comfort and support. It has been soothing to her Majesty, while suffering most acutely under this awful dispensation of Providence, to receive from all classes of her subjects the most cordial assurances of their sympathy with her sorrow, as well as of their appreciation of the noble character of him the greatness of whose loss to her Majesty and to the nation is justly and so universally felt and lamented.

We are commanded by her Majesty to assure you that she looks with confidence to your assistance and advice.

Her Majesty's relations with all the European Powers continue to be *friendly and satisfactory*, and her Majesty trusts there is no reason to apprehend any disturbance of the peace of Europe.

A question of great importance, and which might have led to very serious consequences, arose between her Majesty and the government of the United States of North America, owing to the seizure and forcible removal of four *passengers* from on board a British mail packet by the commander of a ship-of-war of the United States. That question has been *satisfactorily settled* by the restoration of the passengers to British protection and by the disavowal by the United States government of the act of violence committed by their naval officer. *The friendly relations between her Majesty and the President of the United States are therefore unimpaired.* Her Majesty willingly appreciates the loyalty and patriotism which have been manifested on this occasion by her Majesty's North American subjects.

The wrongs committed by various parties and by successive governments in Mexico upon foreigners resident within the Mexican territory, and for which no satisfactory redress could be obtained, have led to the conclusion of a convention between her Majesty, the Emperor of the French and the Queen of Spain, for the purpose of regulating combined operations on the coast of Mexico, with a view to obtain that redress which has hitherto been withheld. That convention and papers relating to that subject will be laid before you.

The improvement which has taken place in the relations between her Majesty's government and that of the Emperor of China, and the good faith with which the Chinese government have continued to fulfil the arrangements of the treaty of Tien-Tsin, have enabled her Majesty to withdraw her troops from the port of Canton, and to reduce the amount of her forces on the coast and in the seas of China.

Her Majesty, always anxious to exert her influence for the preservation of peace, has concluded a convention with the Sultan of Morocco, by means of which the Sultan has been enabled to raise the amount necessary for the fulfilment of certain treaty arrangements which he had contracted towards Spain, and thus to avoid the result of a renewal of hostilities with that Power. That convention, and the papers connected with it, will be laid before you.

GENTLEMEN OF THE HOUSE OF COMMONS—

Her Majesty commands us to inform you that she has directed the estimates for the ensuing year to be laid before you. They have been framed with a due regard to prudent economy and to the efficiency of the public service.

MY LORDS AND GENTLEMEN—

Her Majesty commands us to inform you that measures for the improvement of the law will be laid before you, and among them will be a bill for rendering the title of lands more simple and its transfer more easy. Other measures of public usefulness relating to Great Britain and Ireland will be submitted to your consideration.

Her Majesty regrets that in some parts of the United Kingdom, and in certain branches of industry, temporary causes have produced considerable pressure and privation, but we have reason to believe the general condition of the country is sound and satisfactory. Her Majesty confidently commends the general interests of the nation to your wisdom and your care. She fervently prays that the blessing of Almighty God may attend your deliberations, and may guide them to the promotion of the welfare and happiness of her people.

THE AMERICAN WAR CRISIS.

The Blockade and Non-Intervention.

ACTION OF THE LIVERPOOL CHAMBER OF COMMERCE.

At the annual meeting of the Liverpool Chamber of Commerce the American question was fully discussed, more particularly the blockade, and the blocking up of the entrance to Charleston harbor.

Mr. J. C. EWART, M. P., said all of them must deeply deplore the continuance of those sad proceedings which had taken place, and which are yet occurring in America. England, he considered, had very properly all through preserved the strictest neutrality in regard to those disputes, and the greatest anxiety had been shown in the House of Commons *to avoid the introduction of anything which could wound the feelings of the Americans.* He (Mr. Ewart) was glad that the American government and people had met the Trent affair in the manner they had done. Though late, they had made the *amende honorable*, and that ought to be considered satisfactory. He could not, he said, avoid expressing his deep regret at the blockading of Charleston harbor. Mr. Seward had, indeed, stated that it was only a temporary blocking up, but he (Mr. Ewart) feared that it would be found much more difficult to remove the obstacles than Mr. Seward appeared to think. A gentleman just returned from Charleston had told him (Mr. Ewart) that twenty-five whalers laden with stone, closely cemented together, had been sunk there, and the only reason why the remaining portion of the harbor had not been blocked up was because it was defended by the guns of Fort Moultrie. He hoped there would not be a repetition of such acts in the other ports of the Southern States. England would, he was sure, be strongly inclined to support any effective blockade of the ports; but if the reports he heard were true, that of upwards of 100 vessels trading between Havana and the Southern ports of America, only six had been captured, it was quite clear that the blockade could not be considered effectual, and that they would be justified in disregarding it. How far such conduct on our part might be wise or politic was another question. His own conviction was *that we should continue to pursue the same non-interference we had hitherto pursued, and leave the Americans to fight out their own quarrel.* His further belief was that before many months were over we should see those differences brought to a satisfactory conclusion. Mr. Ewart concluded by seconding the motion of the chairman, which was carried unanimously.

Mr. HOLDEN asked if the Chamber had taken any steps to protect British interests in the ports of the Southern States. He understood that many British merchants were prevented from following their occupations, and that they had no means of communication with any of her Majesty's ships-of-war.

Mr. CRIXON, who in the meantime had assumed the chair, explained that the general question of the troubles in the States, and the rights of belligerents at sea, had received the anxious attention of the Council, who were almost unanimously of opinion *that all private property should be respected at sea, and that it would be to the advantage of this and and all countries that this should be the principle of belligerent rights.* (Hear, hear.) The question, however, of the protection of the property and rights of private individuals trading in or with the Southern States—particularly as that trade was supposed to be entirely closed—was one that could not be taken up by the Chamber unless brought before it on an actual motion, or upon an actual case.

During the proceedings the following letter from Mr. Cobden to Mr. Horsfall, one of the members of Parliament for Liverpool, was read and referred to a committee. It will be observed that the letter is dated prior to the reception of the news of the settlement of the Trent affair:—

MIDHURST, Nov. 22, 1861.

DEAR MR. HORSFALL—The question of belligerent rights, on which you took a part repeatedly in the House, must come up for discussion, and I hope settlement, in the next session. To me it seems as clear as noonday that if the articles of the Paris Conference respecting the rights of neutrals are to have the force of international law (of which I suppose nobody except Mr. Bentinck has expressed a doubt), then it must be the interest of England—*nay, of vital necessity—for her to go forward and agree to the American doctrine of respecting private property at sea, even against armed government ships.* And it is equally clear to me that we must go a step further, as suggested by Mr. Buchanan's government, *and agree to put an end to blockades.* It is very desirable that these questions should be well discussed by the Chamber of Commerce, especially that of Liverpool, before they are brought before Parliament. I hope your Chamber is entertaining the subject. I remain, truly yours, R. COBDEN.

Mr. CRIXON said he cordially agreed with Mr. Cobden, believing that belligerents had no rights to interfere with something which had presence of them—namely, the rights of peace. The rights of each and every nation freely and quietly trading with each other stood first up all occasions. Belligerents could only step in to override those rights when permission to do so was absolutely necessary for the actual prosecution of military or naval operations. This was a simple principle, upon which ultimately (perhaps not immediately), these questions must be decided.

Mr. HALL, in the course of some further discussion relative to the blockade, *strongly protested against the principle of a neutral Power springing in and interfering in the quarrels of another nation, and taking action to prevent the legitimate government of any State from reducing to obedience any portion of its subjects.*

Mr. EWART denounced the stoppage of the Charleston harbor as an atrocious act. He said he hoped that in these civilized times he would never see harbors which had been given by the Almighty to the whole world permanently blocked up, which he very much feared was the case in this instance.

Mr. MAGNAY, on the part of the Council, *disclaimed any Northern or Southern bias in the treatment of their question.*

Thanks having been voted to the chairman, the meeting separated.

MR. BRIGHT'S OPINION.

[From the London Star, Feb. 5.]

The anniversary of the Birmingham Chamber of Commerce was celebrated this evening at the Plough and Harrow Hotel, Edgbaston. Mr. Geo. Dixon, one of the Vice Presidents of the chamber, took the chair. There were also present the Right Hon. C. B. Adderley, M. P., Mr. John Bright, M. P., a number of deputies from chambers of commerce in London, Manchester, Sheffield, Wolverhampton and other places, and many of the leading merchants and manufacturers of the town.

Mr. Bright responded to the toast of the borough members, given from the chair. He regretted that there was not in nearly every town a chamber of commerce, sitting as a committee of vigilance, watching the progress of all questions effecting the industry of the country, and he though the different chambers might be associated on a broad and liberal basis with the best effect, because whatever affected one trading community affected all. If chambers of commerce declined to discuss any important question because it might be inconvenient to a minister or affect parties in the House of Commons, they should not pretend to take commerce under their guardianship at all. The corn laws and the tariff were essentially political questions, yet they had been discussed with advantage by chambers of commerce; but such chambers had been feeble, and consequently disregarded, because they had not sufficient self respect or did not appreciate the duties they had undertaken, and they sometimes subordinated the interests of commerce to the temporary interests of particular parties. Three or four years ago chambers of commerce took it up, but did not proceed with the question of maritime law, urging that war should be confined to vessels armed for war, and that nobody should interfere with the property being innocently carried across the ocean. It was argued against this view that you should do as much harm as possible to your enemy; but if this should be the rule at sea, why not also upon land, where the property of private persons is respected? *If England is superior in power and mischief on the sea, is she not also the most powerful in the amount of property at sea?* We have, probably, property worth a hundred millions sterling at sea, and in the event of a war with a country like the United States we should doubtless receive more damage to our commerce than we could inflict upon them. *The growing expenditure of the government was another question* with which chambers of commerce might deal. The expenditure was three hundred millions sterling over the amount in the preceding twenty years. The question of cotton supply was another that might be dealt with. Mr. Bright alluded to his unsuccessful efforts to obtain a royal commission to inquire into the cotton growing capacities of India, especially of Bombay and Madras; and quoted from former speeches made by him to prove that he had foreseen the disrupture of the American States and the consequent dearth of slave grown cotton. He recalled his plan for dividing India into separate presidencies, each with a government of its own, and expressed his belief that if the committee he obtained had led to its legitimate results, we should have had plenty of cotton at the present moment. A world of nonsense had been talked about American affairs; the blockade of the Southern ports had been declared ineffective, and yet the effects of its ineffectiveness had been deplored. *No blockade had ever been so effective over a similar extent of coast.* At this moment the population of the States now under the Washington government was greater than that of all the States in 1850. All the maritime wealth and power now belong to the North. *Nothing could be more ignorant or more foolish than to speak of the Northern federation as of a few disconnected provinces, to be trampled upon, insulted or injured at pleasure.* The people of Lancashire considered that England's interference in the American struggle meant war, and that such interference would be fatal to their best interests. If cotton be now a shilling a pound, it could not be got through war at less than five shillings. *There were thousands of families not knowing where to-morrow's food was to come from; yet it would be the cheapest thing England ever did to subsidize those families until better times came, rather than encourage an unjust and violent attempt to break a legal blockade and decare war against a people anxious to be friendly with us, and engaged in the patriotic endeavor to maintain the integrity of their government and sustain the permanence of their Union.* (Applause). The interests of Lancashire depended at this moment absolutely upon the principle of friendly neutrality being maintained by this country and government. He was pleased to see the neutrality principle advocated by the Manchester Chamber of Commerce, and he was gratified with the way in which the distressed operatives bore their privations. Many of them had saved money during better times, and their ordinary employers possessed great wealth and benevolence, with the will to render necessary assistance. In conclusion, Mr. Bright said, that if chambers of commerce would regard these questions more broadly—if they would forget the Prime Minister and the hopes of a coming election—if they would divest themselves of party considerations, and regard themselves mainly for the time as the guardians of commerce, they would exercise more self-respect, and assert their views with more firmness, and they would have greater weight with government and Parliament. They could represent opinions which official statesmen had not the means of learning, and they should bring all their intelligence, and energy, and truthfulness, and earnestness to bear on the procuring of such laws as would benefit the great body of the people. (Applause.)

The United States Minister and the Russell Circular.

[London (Feb. 3) correspondence of Manchester Guardian.]

The publication of "The orders and directions for the observance of neutrality" has not only called forth, as was to be expected, *great indignation on the part of Mr. Adams*, but some difference of opinion among home critics as to the policy and propriety of the course taken by the Foreign Office, for which I was less prepared. There is among us an active and intelligent party of strong sympathisers with the North, who have all along complained that the tone of out Government to the Washington Cabinet has been studiously cold and unfriendly, even if there has been a formal observance of neutrality. This party might be expected to find in Lord Russell's notification a new instance of unfriendliness to the North. But I hear not a few intelligent and well informed persons, not connected with this party, disposed to doubt the policy, as well as the necessity, of promulgating orders and directions of which the effect will be to close all European ports against both Federal and Confederate ships of war. These objectors say that the notification is an innovation; *that it introduces new restrictions on the rights to shelter and hospitality of ships of war belonging to belligerent Powers with which we are at peace.* They anticipate that similar orders and directions will be promulgated by France; indeed, one of the most stringent parts of the order—that which prohibits vessels of war from more than twenty-four hours' stay in port—has already been acted upon by Spain, at Cadiz, in the case of the Sumter. They say that not only are the orders harsh and unfriendly—which is to be regretted—but that they would be followed by serious and practically inconvenient consequences if the federal government should, as may be expected, issue a similar notification as to our ships of war seeking federal ports.

It is reported that the Admiral commanding on the North American station, finding a federal cruiser at the Bahamas playing tricks of the same kind as those the Tuscarora has lately been playing in Southampton waters, had refrained from giving her notice to quit, mainly because of his fear of provoking retaliation in the case of English ships of war in federal ports, which would, as he knew from practical experience, be extremely inconvenient. He therefore contented himself with warning the offender, and rowing guard round her after dark. This, they say, would have been quite enough at Southampton.

In answer to these objections, it is maintained in favor of the course taken by Lord Russell that the notification is not an innovation, nor the application of novel restrictions; but the putting in force of the strict international rules affecting the war ships of belligerents in neutral ports and waters. As to the closing of European ports against both federal and confederate ships of war, this, so far from being an objection, they say, to what Earl Russell has done, is the very best reason for it. It is desirable to confine the war, as far as it can be confined, to American waters, and to prevent the commerce of either North or South being interfered with on this side of the Atlantic. The attainment of this object, it is said, will more than outweigh the inconvenience of any retaliation the federal government can make on our ships of war.

It is probable that Mr. Adams will find no lack of organs, in the press and in Parliament, for utterance of that indignation at the course of our government of which he is said to make no secret. But he may thank the conduct of the Tuscarora for what has taken place. It was utterly in the teeth of the international proprieties which govern belligerent vessels of war; it was giving superfluous and disagreeable occupation to one of our frigates; and no one knows how much trouble to the local authorities at Southampton and to the Foreign Office; and it was exposing the good understanding between the governments to no inconsiderable risks. I see no reason to doubt that the government will be able to make out as good a case for the action taken in this matter as for the rest of its conduct in connection with the American civil war.

The opinion gains stronger and stronger ground that the government, if pressed at all to interfere with the blockade, will easily be able to maintain the ground it has taken. And I hear doubts expressed if the opposition will attempt to make any *casus belli* with the government out of the American question. It is believed that, however ready an unscrupulous and shifty leader of the party might be to make capital out of any dissatisfaction that the trading or manufacturing interests may feel at the interruption of our commerce with the United States, he will find it impossible to carry his great and powerful party along with him in such a manœuvre.

Mr. Slidell's Appearance at Boulogne.

[From the Boulogne Messengor, Feb 2.]

Mr. Commissioner Slidell—that very expensive gentleman for England—arrived here by the Princess Maude on Thursday last. The wretched weather prevented many of the habitual attendants being on the quay when the boat arrived, and these few who were there did not know that at least £1,000,000 worth was passing them in wet clothes and cold aspect. Mr. Slidell went direct to the station, and proceeded by the first train to Paris.

Cotton Vessels from Charleston for England.

[From the Liverpool Courier, Feb. 5.]

On Monday evening, the brigantine Fanny Lewis, direct from Charleston, arrived in the Mersey, in tow of the steaming Hercules. She is 273 tons burthen, commanded by Captain Walker, and brings a cargo of 600 bales of Sea Island cotton and thirty barrels of rosin, consigned to Messrs. Fraser, Trenholme & Co., of Rumford place. It appears that she left Charleston on the 1st of January, having run the blockade at night. Her crew consists only of the captain, mate, one man and two boys, and it must be regarded as an act of considerable daring to have attempted to cross the Atlantic at this season of the year with such a crew. There was one cabin passenger on board, and the captain had his wife with him. It is stated that there are two or three other vessels on their passage hither from Charleston, laden with cotton, which had also run the blockade. It would appear that the running the blockade is a comparatively easy matter, and that the Fanny Lewis ran out during the darkness of the night, passed the sunken fleet, and met with no impediment whatever.

The Lobby Contracts in Washington,

INJURIOUS EFFECTS OF THE SWINDLES ON OUR CAUSE.

[From the London Times, Feb. 4.]

* * * * * * *

If our Ministers and subordinate officials were to run about with "their pockets full" of cattle and horse contracts, as Mr. Dawes, officially speaking in Congress, states to have been the case at Washington, and if they were to bestow them right and left to bribe political enemies and reward adherents, and if every one of these contracts was worth some ten thousand dollars to sell, and were passed as executed by the delivery of worthless cattle, or sometimes none at all—if all this were to happen, even over here, a great deal of noise might be created in favor of any wild, violent adventure which might be thought likely to divert the popular indignation from such enormities. But we must confess that, in a stupid, slow-going monarchy like this we do not think it would succeed. *Our public, instead of sympathizing with the smartness of such transactions, would be very much inclined to punish the perpetrators of the iniquities.* The federal States are evidently of a more tolerant and imaginative turn of mind. *It is a scramble in which every one has his chance*, and, as no one ever intends to pay, no one is in a hurry to bring it to an end. They who are old enough to recollect the railway bubbles of 1847 will also recollect that even then the gamblers all said the moment of collapse must come; but every one hoped to get out before that moment did arrive, and meanwhile every one helped to blow the bubble up. So in America they have not yet learned that there may be a currency in which even rotten cattle and unserviceable shoes will not yield a profit, and in which even the astounding jobs discovered by Mr. Dawes and his committee will be dead losses. The war fever must be kept up yet a little longer if all these millions are to be realized, and must be forced up higher still if more contractors are to come in. * * *

According to Mr. Dawes, then, it is now a contest whether the contractors shall eat up the North or the North shall eat up the South. This, he thinks, is a contest between such vigorous appetites that sixty days will decide it. If that be so, we think we should *be inclined to back the contractors.* We see no great impossibility in the contractors, with the aid of the appliances which Mr. Dawes details, being able to devour all the substance of the North, but we see great difficulties in the way of the conquest of the broad wildernesses and vast tracts of the South in sixty days. We offer it, however, to Mr. Ewart and his friends at Liverpool to fortify them in their patience, that even Mr. Dawes puts the possibility of the North continuing this waste at no longer than sixty days.

Run of the Privateer Nashville from Southampton.

The Kangaroo reports that the Nashville was seen on Monday evening, 3d, by the steamer Hammonia, five miles outside the Needles, steaming from the Channel with all speed.

It was reported at Southampton that another large federal steamer (the Brooklyn?) was cruising off the Isle of Wight.

The Tuscarora was still lying in Cowes roads on the evening of the 4th, and exhibited no sign of going to sea.

The Cork *Herald* says that a long paddle steamer, with two funnels and three masts, was seen steaming slowly three miles east of Cape Clear on the 31st ultimo. She did not show any colors or name, and it was conjectured, from the peculiarity of her movements, that she was an American privateer.

The Tuscarora Steering West.

[From the London Post, Feb. 4.]

The Tuscarora put to sea on Saturday, February 1, but returned to Yarmouth roads this morning for a further supply of coal. Captain Pegram taking advantage of her return, at once notified to the Admiralty his attention to sail at three o'clock to-day, by which he obtains twenty-four hours' start of his adversary. The Tuscarora, it is expected, will sail in pursuit of the Nashville to-morrow afternoon.

QUEENSTOWN, Feb. 6, 1862.

The Union gunboat Tuscarora left Cowes on Thursday morning for the westward.

The Sumter in the Mediterranean.

HER PIRACIES AND POVERTY.

MADRID, Feb. 6, 1862.

Correspondence is received saying that the Sumter is still lying at St. Roch, with not funds enough to pay the expenses she has incurred.

The United States Consul has given a banquet at Cadiz to the former prisoners of the Sumter. The following toasts were given:—

Peace to America.

The Queen of Spain.

DEEDS OF THE SUMTER AT SEA—THE REBEL CAPTAIN DEFINES A "CONTRABAND" OF WAR.

[From the Liverpool Courier, Feb. 5.]

On Sunday morning, the Spanish steamer Duero arrived in Liverpool from Cadiz, having as passengers on board three gentlemen, late in command of different American ships, all of which had been captured by the Sumter, Confederate steamer, and burned at sea. The captains are—Minott, late of the Vigilant; Smith, of the Arcade, and Hoxie, of the Eben Dodge. They were prisoners of Captain Semmes, who, when the Sumter visited Cadiz recently, put them on shore there, whence they have been forwarded to this port by the American Consul here, and hence they purpose returning to America by the Canadian steamer Bohemian. They describe the Sumter as a very indifferent screw propeller of about 500 tons. She is armed with four short thirty-two pounder guns, and one sixty-eight pounder pivot gun. She is amply provided with small arms, has abundance of ammunition, and has abundance of provisions of all kinds, as may be expected from her helping herself so plentifully from various sources. Her crew, when she entered Cadiz harbor, was ninety-nine all told, mostly Irish, but with a slight intermixture of English. The captains say that the crew are very discontented, and that eleven deserted on entering the Spanish port. The marines on board are all Irish, and they add that of forty-three prisoners on board on arriving at Cadiz, all the negroes, who formed a large proportion of them, were retained as part of the crew of the Confederate steamer.

As each of the captains relates circumstances somewhat different from the other, we shall take each in turn, and first of Captain Hoxie:—

His vessel, the Eben Dodge, was 1,222 tons, and belonged to Bedford, Mass., whence she sailed on the 26th of November last on a whaling voyage to the South Pacific. She was provisioned and provided in all respects for a three years' voyage, and had a large store of water. Her crew had three years' clothing, and the findings of ship and crew were all of the best. On December 8, in lat. 31 N. 50 W., about ten o'clock A. M., weather thick, a steamer hove in sight, showing American colors, and immediately fired across the bows of the Eben Dodge, and then, running up the Confederate flag, soon ranged alongside, coming up under her stern. Captain Semmes ordered Captain Hoxie to take his boat and come on board, bringing his papers, stating that the steamer was the Confederate vessel Sumter—a statement, however, which Captain Hoxie had anticipated. Captain Hoxie, on going on board, was received by the first lieutenant, who conducted him to the cabin, where he found Captain Semmes. Having examined the papers, the Sumter's commander said, "Oh, yes; its all right—she is the lawful prize of the Confederate States, and I shall burn the ship." He next observed, "I am short of water, and you have plenty; I must have some of that;" and he forthwith ordered Captain Hoxie to go back, sending an armed boat's crew with him, and to fetch off all the water. They did bring away about 1,000 gallons, and also took off a quantity of soap, tobacco, and a great cask of packed clothing. The whole of the charts on board the prize were also taken, the captain's sextant and chronometer, and being again brought on board the Sumter, Captain Hoxie was ordered by her commander to bring one bed on board with one trunk of clothing, and no more. His mates and crew were restricted to one bag of clothing each, and he was advised to "look smart" about it, as he (Captain Semmes) must fire the ship. The conditions were complied with as speedily as possible, and the whole of the carpenter's plant having been taken on board the Sumter, the Eben Dodge was set on fire, and the Sumter bore away about sundown, leaving the prize blazing from stem to stern. Soon after this, Captain Semmes called Captain Hoxie aft, and said, "*Have you any money?*" *adding*, "*It will be as well to be counted, for if I have any reason to doubt what you say, I shall have you searched.*" Captain Hoxie replied he had $150, which he was ordered to hand to the purser of the Sumter, who, Captain Semmes said, "would take care of it." Next morning, Captain Semmes said the men belonging to the Eben Dodge had brought too many clothes on board, and ordered nearly all, save what they stood in, to be taken from them. Captain Hoxie describes the condition of the Sumter as filthy, and complains that he was detailed to a berth among the petty officers of the ship; but apart from these inconveniences he had no other cause of complaint, save forcible detention, denudation of cash and property, and destruction of his ship. In this respect his companions give concurrent testimony. We should add that one of the boats of the Eben Dodge was also taken by the Sumter.

Captain Smith, of the schooner Arcade, 122 tons, belonging to Portland, Me., sailed thence on the 10th November, with a cargo of molasses for Guadaloupe. On the 20th of that month, at two o'clock in the afternoon, being in latitude 20 35 N., longitude 57 12 W., the Sumter, bearing the American ensign, bore up and sent an armed boat's crew on board the Arcade. The crew took Captain Smith on board the Sumter, along with the ship's papers, charts, chronometer, &c., announced her a lawful prize in due form, and that she must be burned. All valuables whatever were first taken off; Capt. Smith was informed he must confine his equipment on removal to a bed and trunk of clothes, and his men to a bag each; and this having been arranged, and the men brought on board the Confederate steamer, the Arcade was fired. Capt. Smith having only $5 on him when questioned, was allowed to retain it.

Capt. Minott, of the Vigilant, 625 tons, belonging to Bath, Me., sailed from New York on the 21st November, for Falmouth, for orders. On December 3, about nine A. M., in latitude 29 12 N., longitude 57 20 W., a steamer, having the French ensign hoisted, hove in sight, came rapidly up, and proved to be, as Capt. Minott conjectured, the Sumter. The Vigilant was ordered to heave to, and two armed boats' crews were sent on board. They took away the ship's papers and Captain Minott on board the steamer, and, after examining the papers, Capt. Semmes declared the Vigilant a lawful prize to the Confederate States, adding that he should burn her. He then gave permission to Captain Smith to fetch the customary trunk of clothes and bed, and the usual equipment for the others of the crew. A boat's crew sent on board took away all books, charts and other things of value from the Vigilant, together with whatever valuables belonging to Captain Minott were on board, including chronometer and sextant; and at about two o'clock P. M. the prize was set on fire and left burning. Most of the crew of the Vigilant were negroes, and these were immediately incorporated with the crew of the Sumter and set to work. In a conversation with Captain Minott, Captain Semmes said it was all fair, adding, "You would have taken me if you could;" to which the former replied, "*Yes; and should do so now if you gave me the chance.*" Captain Minott was also questioned as to whether he had any money, but having only $14, that was left with him. He was, of course, taken to Cadiz.

On the 4th of January, this year, the Sumter reached Cadiz, and the captains were released on the 7th. Before putting them on shore Captain Semmes assembled themselves and several of their officers and their respective crews, and, telling them he was going to send them on shore, said the American Consul would take care of them. *Captain Hoxie then requested that the one hundred and fifty dollars he had entrusted to the purser of the Sumter might be given up to him; but Captain Semmes said, "O, that is contraband of war and is confiscated."* They were then landed, and several of Captain Hoxie's crew had to be supplied with clothes by the American Consul.

The steward of the Eben Dodge, who was ill at the time of the capture, died on board the Sumter.

THE INVASION OF MEXICO.

France and Spain to March to and Garrison Mexico City—England to Hold Vera Cruz and Operate in the Gulf.

THE ENGLISH CABINET PUBLISHES THE ALLIED PROGRAMME.

[From the London Post (government organ), Feb. 4.]

We have reason to believe that it is no longer premature to congratulate the civilized world on the vigorous character which the allied Mexican intervention has assumed, and on *the understandings which have been arrived at for the future government of Mexico.* By the common consent of the three intervening Powers it has been thought impossible to limit the present intervention to transactions of an indemnificatory nature on the coast, which, though effectual for their immediate object, would offer no permanent guarantee for the restoration of the country to that social security and political stability which we all desire that it should enjoy. It can have escaped no one that the *de facto* depositaries of power in Mexico are little better than an organized association of rival brigands, who are the worst tyrants by which almost any people have ever been afflicted, and from whom the Mexicans themselves, whether Spanish or Indian, are praying to be delivered. These ostensibly hostile generals appear to be governed all the while by an excellent understanding between themselves, under which each has his share in domestic spoil. The people meantime are debarred, by the violence of their present rulers, from any free manifestations of their opinions. *But it is clear that a republican polity is quite unsuited to the interests of all classes; and the dominant nationality in Mexico is of that Spanish blood which has nearly always supported the principle of monarchical government.* The faithlessness of the existing authorities of Mexico, both to treaties and to public law, having placed England, France and Spain at war with them, it becomes simply a matter of policy and arrangement between the allies to what extent their intervention shall extend. *We understand that it has now been determined (with the assent of Great Britain) by the Courts of Paris and Madrid that their armies shall march direct from Vera Cruz to the capital of Mexico, and there suppress an Executive even more tyrannous to its own fellow citizens than faithless to the European Powers.* We believe that the forces already sent out by France and Spain, independently of the extensive resources of the latter Power in the neighboring dependency of Cuba—in which she has thirty-five thousand troops—will be sufficient at once to disarm the opposition of Generals Juarez and Uraga, and to leave the allies masters at once of the field *and of the civil government.* Indeed, the conduct of the Mexican Commander-in-Chief at Vera Cruz, in abandoning that city on the first approach of the Spaniards alone, not only without firing a shot, but without even waiting to spike the guns which he left in his haste behind him, affords an earnest already of the sort of opposition which the French and Spanish troops are likely to experience. While all this is going on in the interior, with our concurrence, we believe that we shall limit our active military co-operation to the presence of a powerful squadron in the Gulf of Mexico, and to garrisoning the fort of San Juan d'Ulloa with a force of 700 marines during the continuance of the healthy season on that coast. *This force, when the season grows unhealthy, is to be replaced by acclimatised Cu