NEWS FROM THE SOUTH.

THE NEW REBEL CABINET.

ANTECEDENTS OF THE WAR.

Union Citizens of Virginia Arrested and Imprisoned.

Martial Law Still Further Extended Over Eastern Virginia,

&c., &c., &c.

FORTRESS MONROE, March 24, 1862.

A flag of truce went to Norfolk to-day, but brought back no news.

Assistant Secretary of War Scott leaves this evening for Washington.

The following is from the Norfolk *Day Book* of this morning:—

RICHMOND, March 23, 1862.

The House of Representatives have adopted a resolution to apply a portion of the moneys of the contingent fund to the aid and relief of the captured troops now in the hands of the enemy as prisoners.

Heavy reinforcements are being sent to Old Point. We learn that fourteen Union steamers were at Old Point on Sunday loaded with troops, supposed to be for Burnside's expedition.

RICHMOND, March 23, 1862.

The new Cabinet of President Davis has been formed. The Senate confirmed his appointments this morning, as follows:—

Secretary of State—J. P. Benjamin, of Louisiana.
Secretary of War—George W. Randolph, of Virginia.
Secretary of the Navy—S. R. Mallory, of Florida.
Secretary of the Treasury—C. G. Memminger, of South Carolina.
Attorney General—Thomas H. Watts.
Postmaster General—Mr. Reagan, of Texas.
The new troops are pouring into this city.

Six or seven of the new regiments arrived in this neighborhood on Sunday by the railroads.

President Davis has declared martial law over the counties of Elizabeth City, York, Warwick, Gloucester and Matthews.

An account is given in the Norfolk *Day Book* of an engagement near the Warrington station, on the Orange and Alexandria Railroad, on Saturday of last week, between three hundred rebel cavalry, under General Stuart, and five hundred Union cavalry. Forty of the latter are reported killed, and one hundred wounded. The rebels are said to have lost six killed and 180 wounded. We take the above from the Lynchburg *Virginian*.

Sixty-seven citizens of Loudon county were sent to Richmond on the Central cars on Thursday night, and committed to one of the military prisons.

THE REBEL CABINET.

SKETCHES OF THOSE WHO COMPOSE IT.

THE SECRETARY OF STATE.

Judah P. Benjamin, recently appointed the chief of the rebel State Department, is a native of St. Thomas, and is a man of about fifty years of age. His personal appearance is pleasant, his features rather feminine, his complexion dark and his stature of the medium size. He practised law in Louisiana, in which State he held many important positions, such as member of both Houses of the Legislature, Judge of the Superior Court, member of the Constitutional Convention, &c. He had a large interest in the Garay grants for the Tehuantepec route, and is, besides, the owner of a large sugar estate and refinery. In politics he was at one time a radical whig. He has recently filled the position of rebel Secretary of War.

THE SECRETARY OF THE TREASURY.

C. G. Memminger, the Secretary of the Treasury of the rebel Cabinet, is a native of South Carolina. He never was distinguished by his connection with the government at Washington, but has filled the position of Secretary of State and Chairman of the Committee of Ways and Means in the Legislature of South Carolina. He strongly opposed the nullification doctrine, but was afterwards identified with the co-operative secession party. He went to Virginia as a commissioner from his State on the subject of the John Brown raid. His visit resulted in nothing decisive. He represented South Carolina as a deputy in the first or provisional rebel Congress, and is considered a splendid financier. If he can make anything out of the present state of the rebel treasury he is worthy of that consideration.

THE SECRETARY OF THE NAVY.

S. R. Mallory, the chief of the rebel Navy Department, is a native of Florida. He practised as a lawyer at Key West, and in 1850 was chosen by his native State as delegate to the celebrated Nashville Convention, but declined. In 1851 he was elected United States Senator for Florida, and served ten years, when, at the breaking out of the rebellion, he, with other traitors, withdrew from the Senate. He was many years Chairman of the Senate Committee on Naval Affairs. His position must be anything but an enviable one in the present condition of the rebel navy.

THE POSTMASTER GENERAL.

John H. Reagan, who fills the position of head of the rebel Post Office Department, is a native of Sevier county, Tennessee, where he was born on the 8th of October, 1818. He is, consequently, in his forty-fourth year. He is a lawyer by profession, and has occupied many civic and military positions in Texas, to which State he emigrated many years since. In 1852 he was appointed Judge of the District Court of Texas, and in 1857 he was elected a member of the Thirty-fifth Congress, and was chosen to sit on several committees. What his talents may be to enable him to fill so important a position as Postmaster we have not yet learned.

THE ATTORNEY GENERAL.

Thomas H. Watts, the newly appointed Attorney General of the rebel confederacy, is a citizen of the State of Alabama. He is not particularly noted in the political world, and has not prominently been brought forward in his own State until recently, when he ran for Governor of Alabama. The election took place on the 5th of August, 1861, and he was beaten by Governor Shorter, he being left far behind when the poll was closed.

THE SECRETARY OF WAR.

George W. Randolph, the present Secretary of War in the rebel States, is a man unknown to fame. He fills the position recently vacated by Judah P. Benjamin, and comes into office to see the scattering of the rebel forces.

Our Baltimore Correspondence.

BALTIMORE, March 24, 1862.

Arrival of Two Steamers with Arms and Ammunition on Board at Southern Ports—Operations of General Jackson and General Henry Heth on the Left of the New Rebel Defensive Line—How the Surrender of Fort Donelson was Brought About, &c.

I have received to-day full confirmation of the facts in regard to the recent arrival at Southern ports of two large steamers loaded with arms and gunpowder. One of them was the steamer Miramon, from Havana. The other was the steamer Victoria. Among the passengers in these vessels was a bearer of despatches from Mr. Slidell, in Paris, to the Confederate government in Richmond. The tenor of these despatches has not transpired, but may be readily conjectured by what this gentleman (who is now in Richmond, direct from Paris) says in regard to the state of feeling in the French capital. He says that Mr. Slidell and his wife are much liked in Court circles, and enjoy every social advantage, but that the present and recent gloomy aspect of American affairs (he refers to the recent Confederate reverses) forbids Mr. Slidell to hope for recognition or for favors of any kind from France. Mr. Slidell is convinced that there will be no change in this condition of affairs until the fortune of war changes at home, and until the Confederate arms shall gain some substantial advantages. As soon as this takes place Mr. Slidell is confident that he will stand on a very different footing at the French Court than the one he now occupies. In the meantime he has sent the most pressing exhortations to Jeff. Davis to raise more troops and to assume the offensive.

I have learned to-day also some additional facts of interest in relation to the actual condition of affairs along the extreme left of the new defensive line of the rebels, from Lewisburg, in Greenbrier county, Va., to Magaffytown, on the Shenandoah, in Rockingham county. The defence of this part of the line has been assigned to General Jackson, and the greater part of his troops, recently at Winchester and Strasburg, are already distributed upon it. His rear guard still lingers near Winchester, and it was the regiments composing it that fought in the battle of yesterday, the 23d. There is a rumor here to-day that Jackson's whole force has been ordered to retrace their steps, go back to Winchester, and from thence to Romney, and then to make a demonstration either on Cumberland, or on some point in Pennsylvania, or against the Baltimore and Ohio Railroad.

General Henry Heth, with his staff and a squadron of cavalry, arrived at Lewisburg on the 22d of February, and has been there, and at Staunton and Covington ever since. Before the arrival of any part of Jackson's troops he had under his own command five regiments of 800 men each, making 4,000 troops. With these, and such negro aid as he could get, he has been engaged in fortifying the mountain passes north of the Covington and Gordonsville Railroad. He will now act as second in command to General Jackson. He is well known to many officers in the present United States Army as an old brother officer, and was one of the most skilful and scientific men in the old army. If I mistake not, General Scott has handsomely complimented him as an engineer officer in one of his published reports.

I have also a very important fact in regard to the surrender of Fort Donelson. On Friday, February 14, General Johnston, who was then preparing to evacuate Bowling Green, sent a telegraphic despatch to General Pillow, asking him if he needed any more troops? if he did, he would send him all he wanted immediately. Johnston could have done this, as there was a direct railroad communication between them, with plenty of cars. But Pillow never got the despatch. At the end of the telegraph line nearest to Fort Donelson was an operator who was a Unionist at heart, although he did not dare to express his sentiments. He kept the despatch, therefore, instead of forwarding it to Pillow, and on the next day, Saturday, telegraphed back in Pillow's name to General Johnston, saying that he had no need of reinforcements, and that he was abundantly able to maintain his position. On Saturday evening he again telegraphed to Johnston in Pillow's name, stating that he was fighting gloriously, and would be able on the next day to drive off the Union troops. On receiving these despatches, purporting to come from Pillow, General Johnston took no steps to succor the rebels at Fort Donelson, and they were forced to surrender. The deception of the operator was discovered, and he was captured just as he was trying to escape to the Union lines. He was hung by sentence of a court martial.

Confirmation of Brigadier Generals.

[From the Richmond Examiner.]

The following list of Brigadier Generals nominated by the President has been confirmed by the Senate in executive session:—Carter Stevenson, of Virginia; Wm. B. Taliaferro, of Virginia; Albert Rust, of Arkansas; Wm. B. Mackall, of Maryland; Danville Ledbetter, of Alabama; John B. Floyd, of Kentucky; Robert Ransom, Jr., of North Carolina; W. S. Featherstone, of Mississippi; Thomas J. Churchill, of Arkansas; P. R. Cleburn, of Arkansas; Samuel B. Maxcy, of Tennessee; Hamilton P. Bee, of Texas.

Skull of a New York Fire Zouave.

Yesterday, says the Trenton (N. J.) *American* of the 22d inst., Colonel Scranton returned from Washington and the army of the Potomac, bringing with him seven rebel flags, and a skull of one of the New York Fire Zouaves, all found in the rebel camp at Manassas. The skull bears evidence of the violent death of its owner. A blow back of one of the ears has shattered the bones so as to leave a large hole, the bones of the nose have been broken, and on the top and one side is a small hole which appears to have been made with a bayonet, breaking through the bone and penetrating into the cavity, making two long fractures. On the skull is this inscription written in ink:—

> Skull of a New York Fire Zouave, killed July 21, 1861, at the battle of Manassas Plains.
> *Sic Semper Tyrannis.*

THE NAVY.

The Brooklyn Navy Yard.

Since our last report of affairs in the Navy Yard, Brooklyn, the sloop-of-war Roanoke has been placed under the shears, and over two hundred men set to work dismantling her. She is already cut down some six feet, and is to be converted into an iron-clad battery. The operatives in other portions of the yard continue hard at work, and the work in their hands is progressing rapidly. In fact, every department in the yard presents an unusual scene of activity.

The names of vessels there at present are:—

North Carolina	Receiving ship.
Roanoke	Dismantling.
Savannah	Dismantled.
John Adams	Dismantled.
Massachusetts	Repairing in dry dock.
Dawn	Receiving machinery.
Somerset	Preparing for armament.
Fort Henry	Preparing for armament.
Lackawana	On the stocks.
Ticonderoga	On the stocks.

The new side-wheel gunboat Port Royal is receiving her machinery at Stack's yard, Brooklyn. The Mystic is still at Greenpoint, and the Adirondack is having her machinery put on board at the Allaire works.

There are about two hundred marines at present at the barracks, under command of Captain Garland.

THE NEW UNITED STATES FRIGATE FRANKLIN—NECESSITY OF PLATING HER WITH IRON—COMPARISON WITH OTHER VESSELS, ETC., ETC.

It is not generally known by the public at large, especially by those persons unconnected with the navy—and it even appears to have been forgotten by the Navy Department itself—that for the last four or five years there has been on the stocks, and at this moment is ready to be launched, a magnificent frigate of fifty-one guns. All that is necessary is that proper provision should be made for the building of her engines, and for plating her with iron in the most approved and effective manner, and in a very short time there would be added to our navy another of those impregnable iron ships on which alone we can depend in the future.

In 1853 the old ship-of-the line Franklin was sent to the Navy Yard at Portsmouth, N. H., for repairs. The mode of repairing considered the most judicious by the then Secretary of the Navy, Mr. Dobbin, was to take her entirely to pieces, and build in her stead a first class steam frigate. This was done out of the fund which Congress appropriates every year for repairs; but the machinery could not be built from that fund, because the old Franklin never had any machinery to be repaired, either by replacing with new or otherwise; and as Congress, soon after this, appropriated money for building six large first class steam frigates, which, since their completion, have been considered, until now, sufficient to perform the service we require of that class of vessels, the money necessary for furnishing this machinery has never been provided. Now, however, when the nation has seen how nearly we have been to the necessity of meeting upon the seas the powerful navy of England, it is hoped there will no longer be any delay in completing this vessel, and in iron-plating her after the manner suggested by our late improvements.

In 1856, before the demon of secession had exhibited itself in the South, and while the United States Navy was rising into great importance, we sent the Merrimac upon a cruise to European waters. The English at once perceived that throughout their immense navy they had no vessel competent to cope with her, and immediately laid the keels of five steam frigates, which they considered would be equal to the five we had just completed, of which the Merrimac was the type. Of these five English frigates the Mersey is a sample. Below we give the dimensions and armamant of the Merrimac, the Mersey and the Franklin:—

	Merrimac.	*Mersey.*	*Franklin.*
Extreme length	281ft. —	336ft. 6in.	305ft. —
Length between perpendiculars	257ft. 9in.	300ft. —	265ft. 9in.
Extreme breadth	52ft. 4in.	52ft. —	54ft. 3in.
Depth of hold to berth deck	19ft. —	19ft. 10in.	20ft. —
Burthen (Custom House measurement)	3262 tons.	3835 tons.	3612 tons.
Total length of engine space	60ft. —	133ft. —	133ft. —
Number of boiler furnaces	16	32	32
Tops of boilers, below water line	2	3	3
Diameter of propeller	17ft. 4in.	20ft. —	21ft. —
Number of blades of propeller	2	2	4
Indicated horse power (maximum)	1000	4000	4000

ARMAMENT OF THE MERRIMAC BEFORE IRON-CLAD.

Main deck—Twenty-four nine-inch guns, weighing 9,300 pounds each, to throw shells of seventy-five pounds.

Upper deck—Fourteen eight-inch guns, weighing 6,300 pounds each, to throw shells of fifty-three pounds, and two ten-inch pivots, weighing 12,000 pounds each, to throw shells of 104 pounds.

Total guns, 40; total complement of men, 570.

ARMAMENT OF THE MERSEY.

Main deck—Twenty-eight ten-inch guns, weighing 9,500 pounds each, to throw shells of eighty-four pounds.

Upper deck—Twelve eight-inch pivots, weighing 10,640 pounds each, to throw solid shot of 68 pounds.

Total guns, 40; total complement of men, 600.

PROPOSED ARMAMENT OF THE FRANKLIN.

Main deck—Thirty nine-inch guns, weighing 9,300 pounds each, to throw shells of seventy-five pounds.

Upper deck—Eighteen nine-inch guns, weighing 9,300 pounds each, to throw shells of seventy-five pounds; two eleven-inch pivots, weighing 15,000 pounds each, to throw shells of 135 pounds; and one seven and a half inch rifled pivot, weighing 16,700 pounds, to throw shells of 150 pounds.

Total guns, 51; total complement, 700 men.

The weight of broadside thrown from either of these vessels would therefore be as follows:—

Merrimac	1,479 lbs.
Mersey	1,652 lbs.
Franklin	2,220 lbs.

It will be seen that, although the Mersey class is superior to the Merrimac, the Franklin, though not so long, has greater beam and a heavier armament than the English frigate; indeed, there would probably be little doubt in the minds of naval men that she could cope successfully with the most powerful ship-of-the-line in the English navy. The heaviest armament carried by the Victoria class, having a steam power equal to the Mersey, is as follows:—

Lower deck—Thirty-two eight-inch guns, of sixty-five cwt., to throw shells of fifty-three pounds.

Middle deck—Thirty eight-inch guns, of sixty-five cwt., to throw shells of fifty three pounds.

Main deck—Thirty-two thirty-two-pounders, of fifty-eight cwt., to throw solid shot of thirty-two pounds.

Upper deck—Twenty-six thirty-two-pounders, of forty-two cwt., to throw solid shot of thirty-two pounds, and one sixty-eight pivot, of ninety-five cwt., to throw solid shot of sixty-eight pounds—121 guns. Total complement, 1,150 men.

The weight of the broadside thrown by this vessel is 2,639 pounds, which would not be considered, in our service, as sufficiently above that of the Franklin to compensate for the increased calibre of the guns in the latter vessel.

We draw attention to this matter and make the above comparison, not only to show the importance of at once completing the Franklin, and to make her a thoroughly impregnable iron battery, but to present her as a class of which we ought immediately to lay the keels of as many as our shipyards can conveniently build at one time—probably about six—and when they are done to commence immediately an equal number, and so on.

Our smaller class of vessels, which hereafter must consist almost entirely of iron gunboats and iron-clad batteries, are important auxiliaries to a navy, and can be used with great effect against their kind or against shore batteries and forts; but to meet the powerful frigates and ships-of-the-line, which also will be iron and steel clad, and which will sweep with irresistible force a nation's commerce from a broad ocean, we must build vessels of equal power and strength, which we ought to do by the exercise of our inventive genius.

Eight or ten millions a year expended in this direction, instead of parcelling it out to political favorites for services that the country would be better without, would make England think twice ere she would challenge us to a war before she fully ascertained that she really had sufficient cause.

The question of iron ships is now the only great naval problem of the age. This will in itself be enough to keep all the scientific machinists and engineers of Europe and America constantly occupied for years to come. Let our government see to it that no nation be allowed to get ahead of us. Plate the Franklin at once, and plate every vessel after that we build, and when we have a large iron-plated navy, we may rest secure, and not till then.

THE STEAM GUNBOAT NAUGATUCK.

The steam gunboat Naugatuck, which has been fitted up and presented to the government by Mr. E. A. Stevens, is finished. She will be put into commission to-day, and proceed on her trial trip. She would have been ready several days ago but for an order from the government directing that the monster Union gun, at present at the Rip Raps, should be substituted for the 100-pound rifled gun. The order has been countermanded, and the rifled gun has been remounted.

The Naugatuck, about which so much has been said and written, and from which so much is expected, is an iron screw steamer, constructed in the usual way, all being secured with beams and angle bars of the best material. The lines of the hull are not unusually sharp, as is the case with the famed Stevens battery, but present very much the appearance of one of our old fashioned round propellers. She is not, as is generally supposed, intended to be a model of the Stevens battery, but is merely designed to illustrate some of the novel ideas connected with that monster engine of war—namely, the ability to sink and raise a vessel with great rapidity; to steer and manage her by means of two propellers located at each side of the rudder, and taking up the recoil of the gun by means of India rubber. Experiments already made have proved the successful attainment of these points to her constructors, but yet remain unsatisfactory on the mind of the public.

The hull of the vessel is constructed of iron, 101 feet in length, 20 feet beam, and 7 feet depth of hold. She draws 5½ feet light, and 9 feet when submerged; and her speed, it is calculated, will be eleven miles per hour when light, and five and a half when submerged.

The principal features for her protection from shot and shell are, first, the settling of the vessel two feet lower in the water when going into action, by means of water tight compartments, two feet deep, between the main deck and outer covering, so arranged as to be rapidly filled or emptied by powerful steam pumps. This does away with the necessity of carrying the weight of two feet of iron armor; while it substitutes, to the greatest possible extent, the best known armor, water; for experience has taught that when a ball strikes water it takes an upward direction, and will, therefore, prove perfectly harmless; and, in this instance, should a ball pass through the deck, it must pass through the bulwarks, unseen and unheard by those between decks. This peculiar arrangement will also give greater speed to the vessel while cruising, chasing or retreating, inasmuch as it will be able to throw overboard the weight of the two feet of water between decks, and for the same reason to pass over bars and into harbors which she could not otherwise reach. Second: the use of an iron clad bow, curved inwards, and plated with two layers of half inch plates, strongly rivetted and bolted, presents the appearance of a ram, which, no doubt, could be effectively used for running down wooden vessels. The curving on the bow is so admirably arranged that only by the merest chance would a ball strike any spot at right angles, and so must glance off, and when submerged she presents but a small surface upon which the enemy can bring their cannon to bear. Her sides above water line are made of white cedar, fully one foot thick, which is so soft in its nature as to allow a ball to pass through without splintering.

The machinery, which is situated abaft midship, consists of two horizontal high pressure engines, fourteen inch cylinder and twenty-four inch stroke, working independent of each other, and driving the two propellers at either side of the rudder; an ordinary locomotive boiler, two double oscillating donkey engines, driving two of Andrews' pumps, capable of throwing out nine hundred gallons of water per minute. The ability of this vessel to round rapidly on her own centre, without making headway, by means of the two screws, instead of the ordinary means employed in making the circuit of a vessel, gives her remarkable and important facilities for manoeuvring in action. In connection with her speed, it will enable her to overhaul one after another of the enemy; run close alongside; present herself for action in the most effective position; bring her big gun to bear in any direction; turn in narrow channels, and, if necessary, retreat in any direction with facility. The two screws form two distinct means of propulsion—that of driving the vessel and enabling her to be steered in case of accident to the rudder, which is double the ordinary security against the breakage of machinery in action or otherwise.

The armament consists of one one-hundred pound rifled gun and two of James' twelve-pounder howitzers. The heavy gun is mounted amidships, pointed towards the bow, and is loaded from below, by depressing the muzzle downwards, which is effected by means of pulleys, ingeniously constructed for that purpose. This gun is loaded by means of a moveable charger, which can be raised or lowered at pleasure. The ramming is accomplished by a sort of piston rod, elevated on a line with the muzzle of the gun, which is also worked by pulleys, thus affording the celerity of loading and firing every half minute. This gun rests on a shot-proof iron carriage, of which the recoil (only six inches) is taken up by the employment of large India rubber springs.

The hull is divided into four water-tight compartments, and on descending the gangway of either of these compartments you find yourself upon the second deck, in a small iron box, yet having ample accommodation for the purposes for which they have been assigned. The cook's galley is situated at the bow; next come the sailors' apartments, then the magazine and rendezvous for action; and, next to this, the engine room, which is abaft midship. The officers' quarters are on deck, comfortable looking, but rather limited. When in action but one person is necessarily exposed.

Annexed is a list of the officers:—

Temporary Commander—W. W. Shipman.
First Officer—Lieut. J. Wall Wilson.
Second Officer—E. L. Morton.
Engineer—Thomas Lingle.
Second Engineer—Joseph White.

She will carry also, a boatswain, gunner, carpenter, two quartermasters, fourteen seamen, a steward, cook and servant, making a total crew of twenty-seven officers and men.

THE SLOOP-OF-WAR JUNIATA.

The United States screw steam sloop-of-war Juniata has been launched from the Navy Yard, Philadelphia. Her materials, build and workmanship are of more than ordinary strength and beauty and her tonnage is about 1,367 tons. Her dimensions are:—Length of keel, 205 feet; beam, 38 feet; depth of hold, 16 feet 10½ inches; and her draught is estimated at eight feet. She is ordered to be hurried up with every possible speed, and it is expected that she will be finished and ready for sea in six weeks. There is some talk about having her iron clad, in which we place very little confidence; for the advantage which would result from the additional draught which would necessarily follow, as well as the increased labor on her engines, is very doubtful, while her rate of speed would be much decreased.

SAILING OF THE STEAMER BLACKSTONE.

The United States steamer Blackstone sailed 23d, in search of the United States ship Vermont.

RESIGNATION.

The resignation of Acting Master James B. Gordon, United States ship Gemsbok, has been accepted by the Navy Department.

CORRECTION.

In an account published of the engagement on the 9th instant in Hampton Roads, it was stated that G. W. Webber was on board the Monitor. It should have read Acting Master John G. N. Webber. He is now the Executive Officer of the United States ship Brazilera.

City Intelligence.

BROOKLYN ART ASSOCIATION.—The fourth reception of this association took place on Wednesday night at the Brooklyn Academy of Music. The exhibition room was densely crowded by the *elite* of our sister city, and we observed among the visitors quite a large number of fashionable people and lovers of art from New York. The collection of pictures was large, numbering 176 in all. The leading artists were represented on the walls by the works of Gignoux, the gifted President of the association; Durand, Leutze, Kenseth, Cropsey, Gifford, Beard, Hays, Shattuck, Whittredge, Mignot, Hart, Suydam, McEntee and others. The reception was a very brilliant affair. The whole Academy was thrown open, as is usual on these occasions, and it was fortunate that it was, for the exhibition room could not contain the vast crowd of visitors.

SWORD PRESENTATION.—Among the recently exchanged Union prisoners that have arrived in this city from Richmond, was Lieutenant John S. Whyte, of Company B, Seventy-ninth regiment N. Y. S. M. He was with his regiment at the battle of Bull run in July last, and discharged his duty on that eventful day until taken prisoner by the rebels. He could easily have effected his escape; but, refusing to desert his superior officer, Captain Farish, who was unable, from exhaustion, to retreat, both were captured. Since that period Lieutenant Whyte has remained a prisoner of war in Richmond, until recently exchanged. Having announced his determination to rejoin his regiment in the field, and again fight the battles of his adopted country in the ranks of his old regiment, the Highland Guard, a few of his intimate friends resolved to present him with a handsome sword, sash and belt, as a slight acknowledgement of their esteem and respect for his gallantry and patriotism. The presentation took place at the Marshall House, 391 Bowery, and the occasion was highly interesting and social. Ex-Governor McElroy, in an eloquent speech—in which he feelingly alluded to the long existing friendship between himself and Lieut. Whyte, and the high and honorable character the latter had always borne—presented the testimonial in the name of the friends assembled. Lieut. Whyte responded in appropriate and feeling terms, and assured them the remembrance of their kindly good feeling towards him on that occasion would nerve his arm to wield the weapon they had just presented him in the hour of conflict. A splendid collation, liberally provided by the worthy host, Mr. Marshall, was then partaken off by all present, and a regular *feu de joie* of champagne corks was kept up during the evening by those assembled.

A SWORD FOR GENERAL FREMONT.—Tiffany & Co., of No. 550 Broadway, have just finished a magnificent testimonial to General Fremont, in the shape of a splendid silver gilt sword, ordered by some citizens of St. Louis, for presentation to that officer. The sword is of the regulation size, about thirty-four inches in length, and is got up in the most expensive and artistic style. The blade is of the best Damascus steel, and is ornamented with the Latin inscription *Viro*, which means "to the man." The scabbard is a masterpiece of workmanship, being chased in the most splendid manner, and having an ornamentation of oak leaves at each of the bands, but over the first band is a splendid worked portrait of General Fremont, surrounded by a circle of sparkling diamonds, and set off by other rich ornamentation above and below. The hilt presents still finer features of attraction. The grip is very heavy, having the back hollowed out so as to give the representation of a tent, in which stands an oxydised figure of a female—America—holding in her left hand a sword, which transfixes a dragon stretched at her feet. The top of the hilt is surmounted by the head of the wrathful Medusa, and the guard is decorated with a garland of oak leaves. We should have mentioned, also, that the initials "J. C. F." are inscribed on a field of blue enamel on the back of the hilt. The sword is also accompanied by a splendid rosewood case, on the lid of which is the following inscription:—

> TO THE PATHFINDER, FROM
> THE MEN OF THE WEST.

Besides this splendid testimonial the Messrs. Tiffany have also just completed a magnificent standard ordered by Secretary Seward, as a gift to the 103d regiment New York Volunteers.

GEN. WOOL'S BODY GUARD.—The First battalion of mounted rifles, better known as the "Wool Body Guard," are in want of a few more good men to fill up the battalion to the maximum standard. This fine corps was the first cavalry in the field from this State, and, under the command of Major C. C. Dodge, it has been brought to such a state of efficiency that military men, capable of judging, who have seen them in the field, have pronounced them to be one of the best drilled in the volunteer army. To those desirous of joining a good organization, commanded by competent officers, a rare opportunity is now offered. Lieut. Lee has opened a recruiting office at 424 Broadway, where those wishing to enlist must apply.

RESIGNATION OF REV. DR. HAWKS.—The Rev. Dr. Hawks, who, in consequence of his secession proclivities, fell into great disfavor with his congregation, has resigned his pastoral charge over Calvary church. Dr. Hawks was born in North Carolina, and has been several years a clergyman of acknowledged ability as a scholar and an eloquent preacher.

ELECTION IN THE FIRST REGIMENT OF CAVALRY.—An election for Colonel and Lieutenant Colonel of the First regiment of cavalry, N. Y. S. M. will take place this evening, at the Arsenal, corner of Elm and White streets. Gen. Spicer will preside.

FUNERAL OF MR. DAVID H. REINS.—The funeral of Mr. David H. Reins, well known as the oldest printer in the city, took place yesterday afternoon, from the church of the Holy Martyrs, (Rev. Dr. Millett's), and was attended by quite a numerous and respectable body of citizens. The Typographical Society, of which he was one of the founders, as well the Veterans of 1812, in whose ranks he fought, marched in the funeral procession, together with a large circle of the friends of the family.

DEATH OF MR. HORACE HOLDEN.—This worthy citizen and respectable lawyer died yesterday morning at his residence in the city of Brooklyn, in the sixty-eighth year of his age. Mr. Holden was widely known, and as widely esteemed, for his probity and benevolence—two distinguishing traits which characterized his transactions in every station of life through which he moved. His charity was proverbial, and the zeal which he exhibited for religion bordered on the enthusiastic. Scarcely any benevolent or religious institution belonging to his sect exists in this city which does not owe something to the exertions of Horace Holden. He was one of the Board of Managers of the American Bible Society, and a member of the old Brick church congregation, of which the venerable Dr. Spring is pastor. The funeral will take place to-morrow afternoon from the Brick church, corner of Thirty-seventh street and Fifth avenue.

DEATH OF ONE OF THE CLERKS OF THE BOARD OF COUNCILMEN.—At the meeting of the Board of Councilmen on Monday a series of resolutions was adopted expressive of the loss sustained by the Board in the death of Mr. J. Seymour Mathews, First Assistant Clerk of the Councilmen, which occurred on the 19th inst. One of the resolutions appropriately expresses the character of the deceased when it says that "the community has lost a high minded, intelligent and public spirited citizen; this Board a faithful and capable officer, and the individual members thereof a generous, warm hearted friend." Mr. Mathews was thirty-eight years of age, and leaves a wife and children.

MILITARY ELECTION.—An election for Colonel and Lieut. Colonel of the First regiment New York State Militia cavalry, Brigadier General Spicer presiding, took place in the Division Board Room of the Arsenal, corner of White and Elm sts., Monday evening. On the first ballot Walter W. Price, of the Ninth ward, was chosen Colonel, twenty votes being cast, nineteen of which were for Col. Price, and one blank. George Henken, Jr., formerly captain of troop K of the regiment, was chosen Lieutenant Colonel. Two years ago Colonel Price was similarly honored as now, but the election was contested through all the gradations of the courts, the Appellate Court, of last resort, finally sustaining the decisions of the lower tribunals in favor of Colonel Price. The election was originally declared void, from the alleged fact that Colonel Price did not receive a plurality of votes. In the meantime a second election was held, resulting in the choice of Col. Price to the colonelcy, but it was declared void by reason of the fact that the Court of Appeals had not decided the issue pending the first election. Spencer H. Smith, a resident of Queens county, has uniformly, until last evening, been Col. Price's opponent, and a portion of the original issue as to the validity of the choice indicated arose out of the reason that Smith was a non-resident of this county

Board of Supervisors.

A regular meeting of the Board of Supervisors was held yesterday—Elijah F. Purdy, President, in the chair.

The minutes of the last meeting were read and approved.

A communication was received from the Comptroller containing a copy of the ordinance passed by the State Legislature, authorizing the Board of Supervisors to borrow money in anticipation of the passage of the annual Tax levy by the issue of county revenue bonds.

Francis & Loutrel sent in a bill amounting to $515, for books and stationery furnished by them for the use of the late district attorney, Nelson J. Waterbury, by whom the bill was vouched for. Referred to the Committee on Printing and Stationery.

The Board of Police Commissioners sent in a bill, amounting to $74 50, for expenses incurred by officer Dusenbury in going to Canada in pursuit of George Mountjoy. The bill was ordered to be paid.

The bill of the Sheriff, amounting to $9,445, was now taken up on motion of the President.

Supervisor DAVIS spoke at some length, and thought that the Board of Supervisors were obliged to audit the bill.

Supervisor WEISSMAN offered a resolution that the item known as term fees, amounting to $3,376 26, be stricken out. The resolution was lost.

The report as originally presented was accepted and the bills ordered to be paid.

Supervisor PURDY offered a resolution that the Legislature be petitioned to repeal the present Excise law, on the ground that it had failed to accomplish the object for which it was intended.

After some discussion it was laid over for further consideration.

The Board then adjourned until Tuesday next, at three o'clock.

A Pound for Lost Children.

TO THE EDITOR OF THE HERALD.

FIVE POINTS HOUSE OF INDUSTRY, 155 Worth street, New York, March 24, 1862.

My attention has been called to an article under the above caption in your paper of yesterday. I do not read the Sunday HERALD. I thank you for the publication of Mr. McDonnell's letter. If he felt aggrieved he had a right to complain. I only wish that all complaints against the works of the House of Industry, and all the curses we get, might be launched at us through the newspapers; it would be pleasant to your readers, profitable to yourself, and save me a great deal of time and trial of temper. These are the facts of the case:—The little boy was brought to our door by a stranger, who departed without our seeing him, on the 6th of February last. This is the lad's story, as taken in writing at the time:—"I am ten years old; was born in Ireland; father and mother both dead; mother died one month ago; since then have been stopping at the Newsboys' Lodging House; sometimes earned enough to get food and pay his lodgings; was begging pennies to get something to eat; a gentleman brought him here." Mr. McDonnell could have found his boy at any time by calling at the House. The schools are always open to inspection, and any respectable man is allowed to go through them. I never saw Mr. M. until last Friday evening. He then told me his boy was in the Institution, and wished to take him. I told him it was too late then to go to the wardrobe and dress him to go out, but that he would be ready in the morning. He called on Saturday morning, took the lad away, and published his letter on the next day (Sunday), saying that he had not been able to obtain his child. No charge was made by the Institution, nor thought of by me. All that part about "my child in pawn," "stolen children," "harsh treatment," &c., is mere fiction, to fill up the picture. I do not suppose I spoke twenty words to Mr. McD. It was a matter to me of no consequence. It was certainly unkind in him to insinuate in his letter that I am a "Pound Master." Indeed I am no such thing. But the unkindest cut of all is your suggestion that I am possibly in league with the "Tombs lawyers, such as they are." Call me anything, Mr. Editor, but that. I thank you for publishing the letter, and wish the newspapers and the interested public would offener overhaul this and other charitable institutions. The charity that cannot bear scrutiny, that does not deserve the aid it asks, ought to be put down with a strong public opinion. B. R. BARLOW.

Court Calendar—This Day.

SUPREME COURT CIRCUIT.—Part 1.—Nos. 1575, 1576, 1345, 24, 1783, 1464, 1316, 357, 1394, 2595, 1540, 1333, 2097, 1432, 928, 128, 1106, 1369, 1496, 1505.

SUPERIOR COURT.—Part 1.—Nos. 1731, 3095, 3195, 2017, 1375, 1121, 1711, 1229, 1623, 1665, 1187, 1715, 1721, 1727, 1729. Part 2.—Adjourned until Friday next. Part 3.—Nos. 1391, 1595, 1599, 1601, 1603, 1607, 1609, 1611, 1613, 1385, 797, 1675, 1677, 1373, 597, 1359, 3047, 3049. Part 4.—Nos. 2012, 1794, 906, 1724.

COMMON PLEAS.—Part 1.—Nos. 129, 130, 36, 106, 165, 166, 184.

Arrivals and Departures.

ARRIVALS.

LIVERPOOL—Steamship Ellinburg—R Jacob, M Hewit, M Monod, W Putnam, M Calong, M Duval, J Benjamin, Capt McKenzie, Mr Brown, G A Alden, R B Palmer, Mr Pierce, lady and 2 children, Mrs Fair, John Davidson, Mr Fisher, W Mather, Mr Gilmour and lady, Mrs Baker, A W Ward, Mrs Watt and child, Mr Bowman, lady and infant, Fakas Ughasi, Mr Cassen, Mr Buchard—and 250 stee age.

LIVERPOOL—Steamer America at Boston.—Mr S P Cole and wife, Miss I Moran, Mrs Orr, infant and nurse; Mrs Storrow, Mrs S Tomlin, Messrs N Carter, David Heron, S Barclay, Alexander Dechamp, Martin, J P Ingraham, J H Winn, W F Murray, Tyre, Hleden, W E Cheese, Prevost, J Baillie, James Coste, Masterson, George Keiller, R A Samuel, C Browne, J S Ogilvy, J P Kidner, Thomson, Gelinas, Goddard, R Innes, W I Sullivan. From Halifax—Lieut W Dawes, Mrs Dawes and infant, Miss Elizabeth Hodgkins, Dr Robie, wife, infant and two children; Mr G S Fish and son, Capt D T Worth, Major Lawno, W Fraser and wife, Mrs Berry, Mrs Longwood, Mrs Shelburne, Mrs Compton, Mrs E Marshall, J E Riley, Messrs Kinnoy, A Blackaule, J D Clark, Jr, A Rathburn, Secton, A S Scott, J McCulloch, Clements, Thomas Foster, Thomas Tap, Rimes J Whitmore, Luther D Holmes, Daniel G Gallray, Easley, Thomas Beckell, D S Parker, Henry Weir. Total 73.

ASPINWALL—Steamship Champion—J L Brown, E D Heatty, W Ashburn, Mrs J Barry, Chas G Griffin, James D Churchill, J E Alexis, Miss Fannie Alexis, Mrs Wm McCall, Edie McCall, Eddy McCall, Frank McCall, Maria Blackman, R J Lockridge, Jas Butler, E G Stephens, M Levine, N Silverstine, Rev W E Boardman, Mrs Boardman, Miss A Boardman, E D Morgan, M S Archien, J Manzanedo, Peter S Miller, Mrs F Birdsall, A M Alvitz, J Levin, Mrs J Levin, Jane Levin, W Russell, P Pronneau