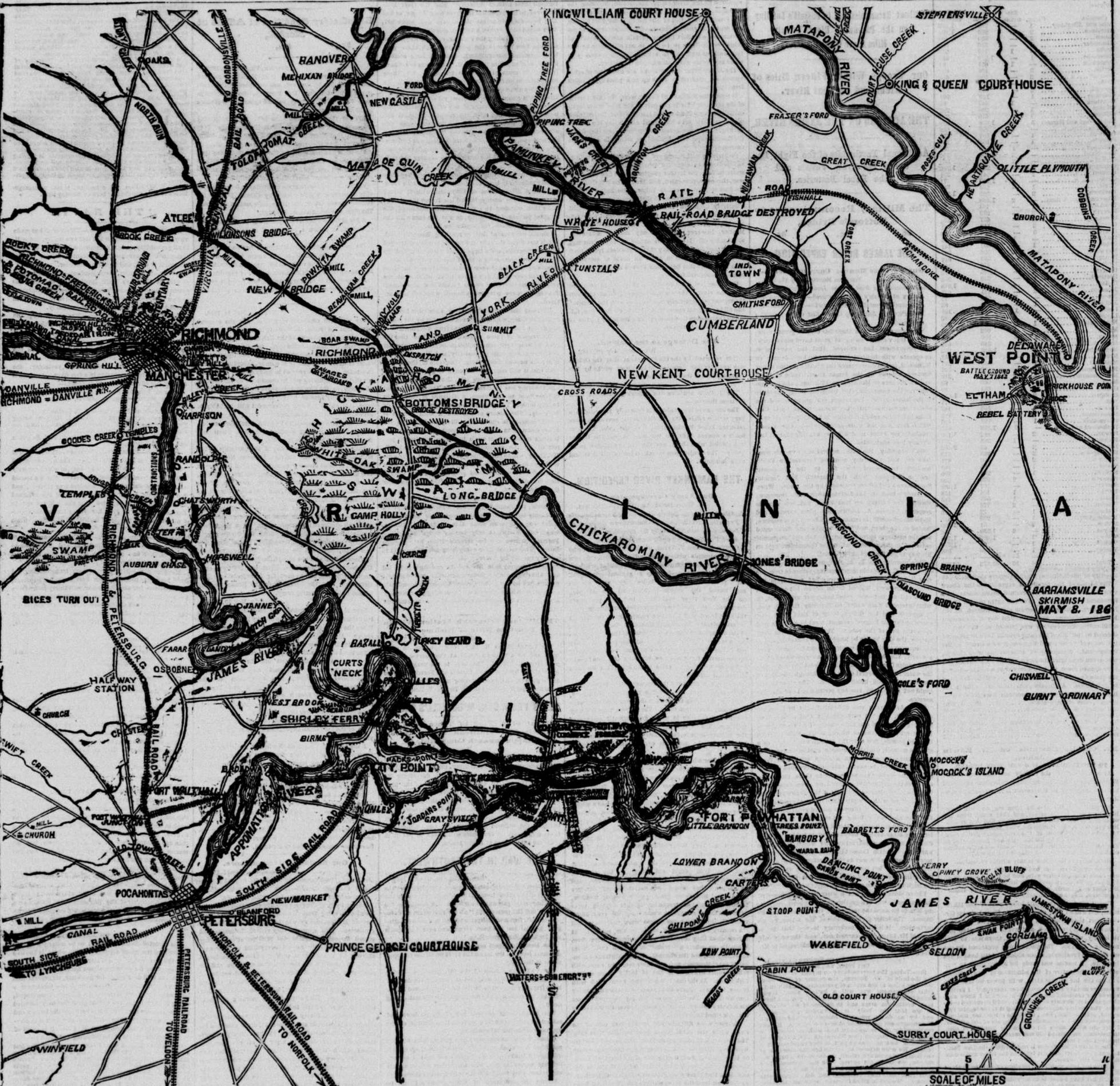


# M'CLELLAN'S APPROACH ON THE REBEL CAPITAL.

## The Rivers, Bridges, Bluffs, Swamps, Common Roads, Railroads and Canals Between West Point and Richmond—The Scene of McClellan's Operations—The Naval Expedition Up the James River.



**During Feat of a Small Party of Union Forces.**  
**DESTROYING THE COMMUNICATION BETWEEN NEW ORLEANS AND MOBILE—HOW IT WAS DONE.**  
 We have been furnished with the particulars of the destruction of telegraphic communication between the cities of Mobile and New Orleans.  
 It appears that on the 5th instant, after three companies of the Ninth Connecticut regiment had landed at Pass Christian, it was discovered that the Mayor of that town had hastily despatched to Shieldsboro (a town on the mainland, Mississippi, on the western side of the Bay St. Louis, which puts inland from the Gulf), and from there was sending despatches over the telegraph, a portion of which is submarine, across the Bay St. Louis, to New Orleans and Mobile, informing the rebel authorities there of the action of the Union forces, and asking for immediate reinforcements. To destroy this means of communication became a matter of necessity, and was soon determined on. Mr. Hazlett and Mr. John O. Hammond, Master's Mates of the Hatteras, were placed in command of an expedition, consisting of seven sailors from the Hatteras and six men and an orderly sergeant from the Ninth Connecticut, charged with the accomplishment of the desired object.  
 They immediately seized a rebel schooner near Pass Christian and sailed on their perilous adventure, having first built up on her decks a fortification of cordwood, designed to protect the party from the shots of the rebel soldiers who had repaired to Shieldsboro, three hundred and fifty strong, armed with rifles and twelve six-pounder cannon, to protect the telegraph. The Bay St. Louis, at the point opposite Shieldsboro, where the cable is submerged, is a mile and three-quarters in width, but a distance of three-quarters of a mile from the Shieldsboro shore is an old hulk, which had been sunk for the purpose of supporting the cable, and over the back of which it crosses. Here it was the little party determined to sever the line. Having arrived within a short distance of this point, the cable was severed sixteen miles in the rear-

they came to anchor, lowered the boat they had provided for the purpose, and, armed each with a rifle, cutlass and revolver, pulled for the hulk. The rebels on shore, noticing this manoeuvre, now opened on them, firing very wildly with their cannon, but making some excellent shots with their rifles, completely riddling the small boat, but, fortunately, injuring none of the party. Having reached the hulk, they at once commenced their endeavor to sever the cable, but found the job a remarkably tough one, as the insulated cable had an outer covering of five coils, of five-eighths iron, of so hard a character that their axes were almost worthless after having been used on it for a short time. At last, however, they succeeded, and, as if in defiance of the rebel shot, which were all the while playing round them, they then ascended the quarter deck of the hulk, raised the stars and stripes, fired a volley at the seaboard, and gave three hearty cheers for the Union. This was responded to by a perfect shower of bullets from the rebels; but some of our party were hurt. Having accomplished the object of their expedition, they fastened the severed cable to the stern sheets of their small boat and towed it into the middle of the bay, where they sunk it—thus most effectually breaking the telegraphic communication between the two principal cities of Rebeldom on the Gulf coast.  
 Commander Emmens, of the Hatteras, in a communication to the Navy Department at Washington, says of this small but gallant expedition, that it "most gloriously succeeded, in spite of a heavy fire of musketry and six-pound shot, in cutting the telegraphic communication between Mobile and New Orleans."  
 The importance of this brilliant affair can hardly be overrated, not only as displaying the determined bravery of the Union sailors and soldiers, but conducting so greatly to the progress of the Union cause by the Gulf expedition.

**The Treatment of the Tuscarora in England.**  
 TO THE EDITOR OF THE HERALD.  
 UNITED STATES STEAMERS TUSCARORA, ALBATROSS, APRIL 2, 1862.  
 I observe in the papers an extract from the London Times in reference to the departure of this ship from the waters of Southampton and in connection with my duties there. The veracious "Southampton correspondent" says that "the delicate duties of both Captain Pagan and Captain Craven." I beg leave to state that so far as I am concerned there is no truth in this "correspondent," who I have reason to believe is a rebel spy.  
 The fact is that in my last interview with Captain Charles Patey, R.N., I told him he had not observed good faith with me, and had known as much at the time as I subsequently learned I might have said something disagreeable to him.  
 I have no doubt he gave satisfaction to the pirate Pagan, whose escape in the Nashville was managed as follows:—  
 On the 25th of January I was promulgatorily ordered to "leave Southampton waters and proceed to sea." Believing that in good faith the Nashville would also be sent out of the port, I on the 26th left Southampton. It was blowing a gale of wind at the time, and I therefore anchored in Yarmouth Roads, about eighteen miles from Southampton. The gale continued two days, at the end of which I went to sea and cruised two days, returning into the Solent, and anchoring at Cowes on the 24 February, at two P. M. My movements and whereabouts were constantly made known to the authorities at Southampton by the Coast Telegraph, and as soon as I anchored at Cowes, fifteen miles below Southampton, Capt. Patey was seen to go on board of the Nashville, in uniform. He remained there about ten minutes, and hurried on board of the admiralty dispatch boat (lying ready with steam up), and started down the river, the Nashville following him. The weather was hazy, and we did not discover the pirate until (within two miles of us. It was too late—he had "the

start." Capt. Patey came on board to remind me of the obligations of international law, delivering to me a letter, written at Southampton, thirty minutes after I had anchored at Cowes. I told him "his visit was unnecessary. I had already promised to observe the laws of neutrality, but that he had not kept good faith with me." That officer is well aware that I was not satisfied, unless his understanding of the English language is as much perverted as his sense of good faith.  
 The true policy of the British government is fully illustrated by this act and comfort to a plundering pirate. They have been coquetting with the rebels of India. They have held out to them hopes of aid, material aid; while at the same time they have preached to us of their honesty, love of justice and neutrality. Of their political honesty it is not worth while to speak; history shows but few instances of that trait in the record. Their love of justice is measured with false weights, and neutral obligations have never been allowed to interfere with British interests. The present situation of the two nations is this—The British desire to see the growing power of our country broken down, our commerce destroyed, our cotton culture annihilated, and the Genius of Liberty mutilated. They therefore have held out false hopes to the South, giving encouragement to the rebellion, that the struggle be prolonged, till time is afforded to develop the cotton culture of their Indian allies. In another year they will have established this center of their territorial cotton on a firm basis, when they will set protest and nurture it as to exclude from their market the cotton of other countries. In this a merited and heavy blow will fall on the rebel States.  
 If the rebellion is not closed by the time this, their State policy, is accomplished, they may offer intervention in our affairs, from the desire to reopen a market for the goods of Great Britain. To the view of the question our people will ere long awake; and it is to be hoped that some spirit which in 1775 refused "tea" under British taxation may again refuse all sorts of British manufactures.  
 Very respectfully,  
 T. AUGUS. CRAVEN,  
 Commander, U. S. N.

**THE PRIZE CASES.**  
**Important Decision Disposing of Several Causes.**  
 UNITED STATES CIRCUIT COURT.  
 The schooner *Albatross* vs. the *United States*—The brig *Sarah Starr* vs. the *United States*.—Nelson, C. J.—These two vessels, which have been seized as prizes by the government, and were condemned in the court below, are in this court on appeal. An order has heretofore been made, at the instance of the claimants, for bonding them. They have been appraised for that purpose—the *Albatross* at \$900, and the *Sarah Starr* at \$2,000—and the bonds tendered. The Marshal has intervened, and claims the payment of his fees and disbursements on the seizure and subsequent safe keeping of the vessels; and, also, for wharfrage, towage, &c.; or, at least, that the claimants pay into court a sum of money to cover these fees and expenses. The first section of the act of Congress, March 25, 1862, provides that "all reasonable and proper claims and charges for pilotage, towage, wharfrage, storage, insurance and other expenses incident to the bringing in and safe custody and sale of the property captured as prize, shall be a charge upon the same, and, having been audited and allowed by the Court, shall, in the event of a decree of condemnation or of restitution on payment of costs, be paid out of the proceeds." The third section contains a similar provision in respect to another class of expenses. It will be seen from the above provisions that the claimant is not responsible for the costs and expenses attending the seizure, detention and safe custody of the vessel seized by the government, unless followed by a decree of condemnation or restitution on payment of costs; and such would have been the rule even in the absence of any statute regulation. The government is the libellant instituting proceedings against the vessel, and, like any other party instituting a suit, is responsible for the expenses incurred in the progress of the litigation, accompanied with the right of reimbursement in the event of success—namely, the condemnation of the vessel, or decree of restitution to the claimant on terms, such as the payment of costs. The claimant acts on the defensive, and is not subject to any portion of the costs and expenses incurred by the proceedings of the libellant, except his own in the progress of the defence, and adjudged against him by the Court in the final adjudication. If he is successful in resisting the seizure, and obtains a final decree in his favor, as a general rule he is entitled to all costs and expenses against the adverse party; and,

if a private party, to a decree and execution for these costs and expenses. If the government be the party, as no decree for costs can be rendered against it, an application must be made to the proper department of the government, and which must be made by all claimants, or other persons, who may have incurred expenses, or been subject to charges, at the instance of the government in the course of the proceedings. It is to be seen, these costs and expenses are a charge upon the property seized, whether vessel or cargo, and which remains in the custody of the law, or its proceeds in case of an interlocutory sale, or the bond as representing the property, in case it is bonded, as a security for the reimbursement of these costs and expenses, and this charge upon the res continues until the final adjudication of the case. If favorable to the libellant, they are paid out of the proceeds; if not, they are exempt, and the property or proceeds are restored to the claimant. What these charges are, or may be, we are not now called upon to determine. We have said that the government is the libellant, and is responsible for all lawful and proper expenses incurred in its behalf in conducting the proceedings. All captures made by its public armed vessels belong to the government. By the laws of Congress, after condemnation as a prize, a portion of the proceeds is distributed among the officers and crew, in proportion depending upon the relative force of the government and captured vessels. Still the whole property is proceeded against on behalf of the government, and no title vests in the captors, except to the distributive share of the proceeds after condemnation; and, until then, the captors have no interest which the Court can notice for any purpose. An exception to the above views in respect to costs and expenses, is in cases where the claimant applies to the Court for some disposition of the res which may involve expenses, such as for an interlocutory sale of the property, or for bonding the same. In such cases the claimant must advance the legal and necessary expenses in the first instance, subject to a proper adjustment between the parties by the Court in the final adjudication. Applying the principle above stated to the case before us, it is quite clear that the Marshal's bill presented, which includes charges for his own services, for wharfrage, towage, &c., &c., cannot be allowed. He must look to the government, the libellant, for these expenses, or postpone his claim to the final adjudication, when, if against the claimant, it may be paid out of the proceeds; otherwise not. The security taken for the vessel represents the proceeds, and is the equivalent for the property restored. The only charges that run against the claimant is the expense of bonding the vessel.  
 The above views may be taken as disposing of other cases which have been brought to the Court in the course of the term.