THE NEW YORK HERALD.

WHOLE NO. 9448. NEW YORK, FRIDAY, JULY 25, 1862. PRICE TWO CENTS.

IMPORTANT FROM VICKSBURG.

Reported Capture of the Rebel Ram Arkansas.

THE FIGHT ON THE YAZOO RIVER.

How the Rebel Ram Arkansas Ran the Gauntlet of Our Fleet.

The Contest Between the Union Vessels and the Ram.

Appearances Along the Banks of the Yazoo Before and After the Action.

Farragut's Gunboat No. 6 "Tackles" the Arkansas.

Effect of the One Hundred-Pounder Shot on the Rebel Ram.

The Arkansas Supposed to be Leaking Badly.

Commodore Farragut's Second Passage of the Batteries, Ram and All,

&c., &c., &c.

Reported Capture of the Arkansas.

CHICAGO, July 24, 1862.

A despatch from Cairo states that officers by the despatch boat from Vicksburg say that on their arrival at Memphis there was a rumor, through rebel sources, that the gunboat Arkansas had been captured. They are inclined to believe the report, as an expedition was planned before their departure to cut her out.

Our Special Correspondence.

BEFORE VICKSBURG, MISS., July 16, 1862.

Yesterday was distinguished in our calendar by the appearance of the rebel gunboat Arkansas, that for a long time has lain concealed in the Yazoo river. A severe fight ensued, in which none of our gunboats were actually destroyed, though several were severely injured. Unfortunately, the rebel gunboat was neither destroyed nor severely injured, though appearances indicate that she has been quite seriously cut up. Thankful for our preservation thus far, we are hoping soon to be able to make an end of this powerful craft, and thus terminate the career of the rebel navy on the great Mississippi.

THE GUNBOATS SURVEY THE YAZOO.

Day before yesterday the gunboats Carondelet and Tyler were sent to make a survey of the Yazoo and ascertain the exact position and condition of the gunboat Arkansas. They arrived at the mouth of the Yazoo, fifteen miles above Vicksburg, about seven P. M. of the 14th, and lay to until morning. About daylight yesterday they tripped their anchors and moved slowly on up the Yazoo.

DEPTH OF THE RIVER.

This stream, though narrow, has an excellent depth of water, in some places showing no bottom to a line fifty feet in length. The stream is sluggish, and the waters are exceedingly dark and of a slightly brackish taste. Their color shows strongly in contrast with the light yellow of the Mississippi, and the point of junction with the latter stream is visible at a considerable distance. There are but few settlements along the Yazoo, an occasional cotton plantation being all that can be seen. The banks are generally high, and the bluffs afford excellent positions for planting batteries and stopping the navigation.

I have already given you some brief information relative to the engagement on this river; but a few more details will not, in my opinion, be out of place in this letter.

THE SCENE ALONG THE BANKS.

As the boats steamed slowly up the river a vigilant watch was kept for any signs of hostility, either on the shore or on the water. An occasional native was seen, who either fled at first view or gazed wonderingly at the "Lincoln gunboats" until they disappeared from sight. In one place the negroes came down to the banks, and, after stationing themselves so that they could not be seen from the house in the rear, earnestly waved hats and branches of trees, in token of their delight at our appearance. One butternut clad hero stood near a sharp point when the boats passed, and, after shouting that the Arkansas was coming down and would meet them soon, retired from sight and concealed himself in a neighboring canebrake. Some believed his story; but most were inclined to doubt his veracity and look upon the whole thing as a rebel canard.

FIRST SIGNS OF THE ARKANSAS.

About fifteen miles up the Yazoo the smoke of a steamboat was seen across a point of land, and the pilot of the Carondelet remarked that it was caused by wood, and not by the bituminous coal used exclusively by the boats of our fleet. No attention was paid to the circumstance, as it was known that there were several boats foraging up and down the Mississippi and Yazoo, and some of these might have exhausted their coal and taken in wood in its place. The general course of the Yazoo is much more direct than that of the Mississippi, though it has many short and abrupt bends.

SHE APPROACHES.

As the two boats, the Tyler ahead, were passing one of these bends, they observed a strange looking craft a short distance ahead, steaming slowly down the stream. It was at first supposed to be one of the foraging tugs; but its size and the appearance of its *coal ensemble* soon disposed of this idea. The conclusion was speedily made that this was none other than the gunboat for which we were looking. The Tyler was ill conditioned for entering an engagement with a boat of the strength of the Arkansas; but Lieutenant Gwinn at once ordered the drummer to beat to quarters and prepare for action.

THE TYLER

is one of the wooden gunboats that was fitted out at Cincinnati more than a year ago, and is designed to be used principally as a police boat along the river. She is altered from the hull of an old freight steamer, and is unprotected by plating in any part. She has done excellent service thus far in the war, but is unable to make much resistance against batteries or heavily armed boats.

IN READINESS FOR ACTION—OPENING OF THE FIGHT.

It took but a few moments to get everything in readiness on board the Carondelet. A shot was fired across the bow of the strange steamer, in the endeavor to bring her to or make her display her colors. The shot was promptly replied to by a gun from the rebel boat, the shot being aimed at the Tyler, and not across her bow, like the complimentary missile with which the affair had been opened. The Tyler was uninjured by this projectile; but her escape was exceedingly narrow, as the ball passed between the chimneys of the boat, just above the pilothouse, and struck the water a long distance astern. The two boats continued to approach each other, and the Carondelet followed up to the Tyler as fast as possible, doing her best with her feeble power. Several shots were exchanged between the Tyler and the strange boat, in which each boat was injured, the Tyler being considerably damaged, as her sides were unprotected by plating, while those of her antagonist appeared almost impervious to shot and shell. In ten minutes after the opening shot the Carondelet ranged alongside the rebel boat. Capt. Walke passed the word for the Tyler to make all haste below to alarm the fleet and have them make ready for action.

AS? DOUBTS ABOUT THE IDENTITY OF THE REBEL CRAFT DISPELLED.

It was now certain that the newly appeared craft was the rebel gunboat Arkansas, which had been treated with such contempt by our officers. Those who are well informed concerning her have feared that she might make her appearance and cause material injury to our fleet. In everything except speed she was exceedingly formidable, and could safely expect success in a combat with any two boats of the national flotilla. I have already described the Arkansas, but she is not as fast in speed as I at first thought, her weight counteracting the power of her engines.

THE CARONDELET ENGAGES THE RAM.

As the Tyler was turning to head down the Yazoo in the direction of the fleet, the Carondelet opened upon the Arkansas with her bow guns. She did but little injury, as the heavy plating of the Arkansas glanced off most of the shots and sent them at a tangent flying through the air. Three rounds were fired, from these bow guns, making nine separate missiles, two or three of which are supposed to have taken effect, as the sides of the rebel boat appeared to be perforated in many places, and the contiguous plates somewhat loosened. After these had been fired the Carondelet came up to the Arkansas broadside on, discharging her guns with the greatest rapidity possible.

THE EFFECT OF THE SHOTS FROM THE REBELS.

The Arkansas, in return, used her rifled and smoothbore guns with telling effect, the two and a half inch plating offering generally but little resistance to the heavy projectiles sent against it. The sides and casemating of the Carondelet were repeatedly perforated, some of the shot going entirely through and passing out on the opposite side. Two men were killed by a shot and three wounded by splinters. Though sadly riddled, the Carondelet was not struck below the water line, nor was her machinery injured. She will be in proper trim again in a short time.

ATTEMPT TO BOARD THE RAM.

The Carondelet at length succeeded in getting alongside and grappling the Arkansas. The order "Boarders away" was instantly passed, and the crew of the Yankee gunboat speedily mounted the deck of its adversary. When there they found no foe to engage, and looked around for somebody or something to fight. The crew of the Arkansas had retired below, and the iron hatches were closed and fastened beneath, so that it was utterly impossible to go down and continue the action. The men of the Carondelet were much in the condition of one who attempts to open an oyster, but has neither knife, scissors nor stone with which to perform the operation. Rifle and pistol shots annoyed them from various loopholes, and hot water and steam were sent forth from the pipes of the Arkansas, while the guns of the rebel continued to play against the comparatively frail sides of the Carondelet. The Carondelet replied with her steam apparatus, and this kind of fighting might have continued till both were exhausted had not the vessels struck bottom, by which the grapplings were loosed and the Arkansas allowed to drift down the stream, leaving the Carondelet by the shore. To the surprise of those on the latter boat, the Arkansas did not renew the battle, but put on all steam and moved slowly down the river.

THE TYLER ALARMS THE FLEET.

The Tylor succeeded in reaching the fleet nearly half an hour in advance of the Arkansas, thus giving a little time to prepare for the reception of the visitor. None of the boats had much steam up, though all had fires in their furnaces. Instantly the utmost efforts were made to get the boats ready to manœuvre in case the Arkansas should really make an attack.

THE ARKANSAS APPEARS.

But two or three were able to move at the time the Arkansas appeared around the bend, though the fires were "crowded" as much as possible. The Louisville and Cincinnati succeeded in getting their wheels in motion and hoisting anchor, and the Benton had just swung from her moorings. The Cairo was doing her best, and the rams were prompt to perceive the exigencies of the occasion and make ready for an onset. The vessels of Commodore Farragut's squadron beat to quarters, and determined to receive the enemy while at anchor.

THE FIGHT BETWEEN THE RAM AND GUNBOAT NO. 6.

As the Arkansas approached she encountered gunboat No. 6 of Farragut's fleet, carrying one heavy eleven-inch Dahlgren and two small twelve-pounders at the bow. This boat received several shots from the Arkansas, and replied vigorously with her big gun, sending one ball through the side of the latter. Without stopping her engines, the Arkansas ran past No. 6, and next encountered the Louisville, which gave her the full benefit of her broadside and bow guns. The Arkansas had by this time reached a position where her shot were effective in every direction, and she used all her guns at the same moment, firing at transports and gunboats indiscriminately. None of the boats were able to give the Arkansas more than one or two broadsides before she was out of reach. Most of the balls were thrown at short range, but many of the solid projectiles glanced off, while the shells were shivered into a thousand fragments by the force of the concussion alone. The Benton, Louisville and Cincinnati moved as speedily as they could turn in the river, and followed closely upon the heels of the Arkansas.

THE REBEL CRAFT PASSES THE FLAGSHIP—EFFECT OF SOME OF OUR SHOTS.

As the rebel boat passed the Hartford, Iroquois and Richmond, she received a heavy broadside from each. The Essex, which arrived only a few days since, managed to send two one-hundred-pound steel shot fairly through the sides of the Arkansas, causing her to careen fearfully. One of them is thought to have struck near her water line and caused her to leak badly, as she kept her pump constantly going and poured out a large stream of water from her sides. One of the Richmond's one hundred-pound Parrott shot is also supposed to have gone completely through her. After each discharge of her guns the portholes of the Arkansas were instantly closed, her sides presenting nothing but a mass of almost impenetrable wood and iron. One of these portholes was left open for a moment, and a ball from the Benton entered, killing ten men and wounding several others. A shot from one of the boats, at short range, is said to have struck at right angles upon the side of the Arkansas, and rebounded, falling into the water close to the vessel from which it was discharged.

THE RAM KEEPS ON HER WAY.

The Arkansas did not slacken her speed during her progress down the river, but kept steadily forward, firing her guns as she moved ahead. Her speed of motion is not as great as some of her friends have thought she would attain, her immense weight causing her to draw too much water for rapid movements. Her enormous iron prow was prominent to view; but she did not attempt to use it upon any of the boats after the first attack. This was probably owing to her slow pace, and it is to her failure in this respect that we are doubtless indebted for the present safety of our boats.

THE RAM LANCASTER, NO. 3,

At one time started for the Arkansas, intending to run her down; but before proceeding far she received three shot, one of which severed her steam pipe, by which a number of her crew were severely scalded, two of them fatally. Notwithstanding the great number of boats opposed to her, the Arkansas succeeded in passing safely through and seeking the protection of the rebel batteries.

THE CONSULTATION OF THE COMMODORES.

Immediately afterward Commodores Davis and Farragut met to consult upon the best *modus operandi* for the future. The result of their meeting was the decision to attack the Arkansas that evening, the boats of the upper flotilla taking a position where they could draw the fire of the upper batteries. This was done, and Commodore Farragut's vessels went past in the darkness, each using its guns as it went.

Additional News from Europe by the Asia.

LONDON, July 13, 1862.

A new insurance company has been established under the title of "Central Lloyds."

Between July 26 and August 25, a fleet of government steamers will be despatched from France for the India and China seas, for postal and trading purposes. These vessels will convey goods and passengers to the Cape, Mauritius, Ceylon, Singapore, Hong Kong and Shanghae.

TURIN, July 12, 1862.

The extraordinary Italian mission is on the point of setting out for St. Petersburg. It is presumed that the mission will be under the direction of Gen. Cialdini.

PALERMO, July 12, 1862.

Garibaldi has returned to this city. He will continue his tour through the island next week.

PARIS, July 12, 1862.

The Bourse has been dull. Rentes closed 68f. 35c.

THE NAVY.

The New Navy Grade Law.

AN ACT TO ESTABLISH AND EQUALIZE THE GRADES OF LINE OFFICERS OF THE UNITED STATES NAVY.

Be it enacted by the Senate and House of Representatives of the United States of America in Congress assembled, That the active list of line officers of the United States Navy shall be divided into nine grades, taking rank according to the date of their commissions in each grade, as follows:—

First.—Rear Admirals.
Second.—Commodores.
Third.—Captains.
Fourth.—Commanders.
Fifth.—Lieutenant Commanders.
Sixth.—Lieutenants.
Seventh.—Masters.
Eighth.—Ensigns.
Ninth.—Midshipmen.

Sec. 2. *And be it further enacted,* That the number of officers allowed to each grade shall not exceed nine rear admirals, eighteen commodores, thirty-six captains, seventy-two commanders, one hundred and forty-four lieutenant commanders, one hundred and forty-four lieutenants, one hundred and forty-four masters, and one hundred and forty-four ensigns.

Sec. 3. *And be it further enacted,* That the vessels of the United States navy shall be divided into four classes, to be commanded, as near as may be, as follows:—

First rates, by commodores.
Second rates, by captains.
Third rates, by commanders.
Fourth rates, by lieutenant commanders.

Lieutenant commanders may be assigned as first lieutenants of naval stations and of vessels not commanded by lieutenant commanders.

Sec. 4. *And be it further enacted,* That the Secretary of the Navy shall appoint an advisory board of not less than three officers, senior to those to be reported upon, who shall carefully scrutinize the active list of line officers above and including the grade of masters in the line of promotion, and report to him in writing those who, in the opinion of the board, are worthy of further promotion, in the following words:—"We hereby certify that —— —— has the moral, mental, physical and professional qualifications to perform efficiently all his duties, both at sea and on shore, of the grade to which he is to be promoted, and recommend him for promotion."

Sec. 5. *And be it further enacted,* That the officers recommended shall be immediately commissioned, according to their present seniority, in the following grades and numbers—viz: eighteen commodores, thirty-six captains, seventy two commanders, one hundred and forty-four lieutenant commanders, one hundred and forty-four lieutenants, one hundred and forty-four masters and one hundred and forty-four ensigns: Provided, That this number of officers remain upon the active list after the action of the board, otherwise so soon as the graduates from the Naval Academy are available for promotion.

Sec. 6. *And be it further enacted,* That a similar advisory board shall be appointed at least once in every four years: Provided, That the same officers shall not be eligible for two successive terms.

Sec. 7. *And be it further enacted,* That nine rear admirals may be appointed by the President, by and with the advice and consent of the Senate, who shall be selected, during war, from those officers upon the active list not below the grade of commanders, who have distinguished themselves, or shall hereafter most eminently distinguish themselves, by courage, skill and genius in their profession: Provided, That no officer shall be promoted to this grade unless, upon recommendation of the President by name, he has received the thanks of Congress for distinguished service. During times of peace vacancies to this grade shall be filled by regular promotion from the list of commodores, subject to examination as aforesaid.

Sec. 8. *And be it further enacted,* That whenever, upon the recommendation of the President of the United States, any officer of the navy now upon the active list, not below the grade of commander, has received, or shall receive, by name, during the present war, a vote of thanks of Congress for distinguished service, such officer shall not be retired except for cause until he has been fifty-five years in the naval service of the United States.

Sec. 9. *And be it further enacted,* That any line officer of the navy or marine corps may be advanced one grade, if, upon recommendation of the President, by name, he receives the thanks of Congress for highly distinguished conduct in conflict with the enemy, or for extraordinary heroism in the line of his profession.

Sec. 10. *And be it further enacted,* That any person who shall have received or shall hereafter receive a temporary appointment as acting volunteer lieutenant or acting master in the navy from civil life, authorized by the act of Congress of July twenty-four, eighteen hundred and sixty-one, may be confirmed in said appointment in the navy, and placed in the line of promotion from the date of said confirmation, if, upon the recommendation of the President, he receives the thanks of Congress for highly meritorious conduct in conflict with the enemy: *Provided,* The number of officers allowed in each grade by this act shall not be increased thereby. Seamen distinguishing themselves in battle, or by extraordinary heroism in the line of their profession, may be promoted to forward warrant officers, or acting master's mates, as they may be best qualified, upon the recommendation of their commanding officer, approved by the flag officer and the department. Upon such promotion they shall receive a gratuity of one hundred dollars and a medal of honor to be prepared by the Navy Department.

Sec. 11. *And be it further enacted,* That the students at the Naval Academy shall be styled midshipmen and until their final graduating examination, when, if successful, they shall be commissioned ensigns, ranking according to merit. The number allowed at the academy shall be two for every member and delegate of the House of Representatives, two for the District of Columbia, and ten at large. They shall be between the ages of fourteen and seventeen, physically sound and well formed, and of robust constitution. They shall be examined for admittance into the academy according to the regulations which shall be issued by the Secretary of the Navy, and if rejected shall not have the privilege of another examination for admission to the same class unless recommended by the Board of Examiners. The President shall select the two from the District of Columbia and the ten at large, and the President shall also be allowed three yearly appointments of midshipmen, who shall be not over eighteen years of age, who shall be selected from boys enlisted in the navy, and who have been at least one year in the service, six months of which shall have been sea service. From and after the 5th of March, 1863, the nomination of candidates for admission into the Naval Academy shall be made between the 5th of March and the 1st of July of each year, upon the recommendation of the member or delegate, from actual residents of his district, and they shall be examined for admission in July: *Provided,* That when any candidate who has been so nominated shall upon examination be found physically or mentally disqualified for admission, the member or delegate from whose district he was so nominated, shall be notified to recommend another candidate, who shall be examined in September following. And it shall be the duty of the Secretary of the Navy, as soon after the 5th of March as possible, to notify, in writing, each member and delegate of any vacancy that may exist in his district; and if said member or delegate neglects to recommend a candidate by the 1st of July in that year, then it shall be the duty of the Secretary of the Navy to fill the vacancy. Midshipmen deficient at any examination shall not be continued at the academy, or in the service, unless upon recommendation of the Academic Board; nor shall any officer of the navy who has been dismissed by sentence of a court martial, or suffered to resign to escape one, ever again become an officer of the navy: *Provided, however,* That no greater number of midshipmen shall be appointed by the President at large under this or under any other law of Congress than shall be allowed by the provisions of this section.

Sec. 12. *And be it further enacted,* That the three senior rear admirals shall wear a square blue flag at the mainmast head; the next three at the foremast head; and all others at the mizzen.

Sec. 13. *And be it further enacted,* That the relative rank between officers of the navy and the army shall be as follows, lineal rank only to be considered:—

Rear admirals with major generals.
Commodores with brigadier generals.
Captains with colonels.
Commanders with lieutenant colonels.
Lieutenant commanders with majors.
Lieutenants with captains.
Masters with first lieutenants.
Ensigns with second lieutenants.

Sec. 14. *And be it further enacted,* That there may be allowed upon the retired list nine rear admirals and eighteen commodores. The rear admirals shall be selected by the President, and by and with the advice and consent of the Senate, from those captains who have given the most faithful service to their country. The eighteen commodores shall be recommended from the list of captains by an advisory board of admirals. After the above numbers are commissioned, promotion to those grades upon the retired list shall be by seniority, subject to an advisory board.

Sec. 15. *And be it further enacted,* That from and after the passage of this act, the annual pay of the several ranks and grades of officers of the navy on the active list hereinafter named shall be as follows, viz:—

Rear admirals, when at sea, shall receive five thousand dollars;
When on shore duty, four thousand dollars.
When on leave of absence, or waiting orders, three thousand dollars.
Commodores, when at sea, shall receive four thousand dollars.
When on shore duty, three thousand two hundred dollars.
When on leave of absence or waiting orders, two thousand four hundred dollars.
Captains, when at sea, shall receive three thousand five hundred dollars.
When on shore duty, two thousand eight hundred dollars.
When on leave of absence or waiting orders, two thousand one hundred dollars.
Commanders, when at sea, shall receive two thousand eight hundred dollars.
When on shore duty, two thousand two hundred and forty dollars.
When on leave of absence or waiting orders, one thousand six hundred and eighty dollars.
Lieutenant commanders, when at sea, shall receive two thousand three hundred and forty three dollars.
When on shore duty, one thousand eight hundred and seventy-five dollars.
When on leave of absence or waiting orders, one thousand five hundred dollars.
Lieutenants, when at sea, shall receive one thousand eight hundred and seventy-five dollars.
When on shore duty, one thousand and five hundred dollars.
When on leave of absence or waiting orders, one thousand two hundred dollars.
Masters, when at sea, shall receive one thousand five hundred dollars.
When on shore duty, one thousand two hundred dolla
When on leave of absence or waiting orders, nine hundred and sixty dollars.
Ensigns, when at sea, shall receive one thousand two hundred dollars.
When on shore duty, nine hundred and sixty dollars.
When on leave of absence or waiting orders, seven hundred and sixty-eight dollars.
Midshipmen shall receive five hundred dollars.

Sec. 16. *And be it further enacted,* That whenever any officer of the navy, of a class subject by law or regulation to examination before promotion to a higher grade, shall have been absent on duty at the time when he should have been examined, and shall have been found qualified at a subsequent examination, the increased rate of pay to which he may be entitled shall be allowed to him from the date when he would have received it had he been found qualified at the time when his examination should have taken place.

Sec. 17. *And be it further enacted,* That in calculating the graduated pay of boatswains, gunners, carpenters and sailmakers in the navy, as established by the law, the sea service shall be computed from the date of their appointments or entry into the service in their respective grades in lieu of the dates of their warrants.

Sec. 18. *And be it further enacted,* That the Secretary of the Navy be and he is hereby authorized to assign clerks and laborers attached to one bureau to duty in another, and also to detail a surgeon or assistant surgeon, or passed assistant surgeon, as assistant to the Bureau of Medicine and Surgery, who shall receive the highest shore pay of his grade.

Sec. 19. *And be it further enacted,* That all officers while at sea, or attached to a sea going vessel, shall be allowed one ration.

Sec. 20. *And be it further enacted,* That the relative rank between officers of the navy and army on the retired list shall be the same as on the active list, and the annual pay of retired naval officers shall be as follows, viz:—

Admirals, two thousand dollars.
Commodores, eighteen hundred dollars.
Captains, sixteen hundred dollars.
Commanders, fourteen hundred dollars.
Lieutenant commanders, thirteen hundred dollars.
Lieutenants, one thousand dollars.
Masters, eight hundred dollars.
Ensigns, five hundred dollars.

And no ration will be allowed to any officers of the navy on the retired list. And the pay of all naval officers appointed by virtue of an act entitled "An act to provide for the temporary increase of the navy," approved July twenty-fourth, eighteen hundred and sixty-one, shall be the same as that of officers of a like grade in the regular navy.

Approved, July 16, 1862.

General Halleck on the Negro.

THE FAMOUS ORDER NO. 3.

HEADQUARTERS DEPARTMENT OF MISSOURI, ST. LOUIS, Nov. 20, 1861.

I. It has been represented that important information respecting the numbers and condition of our forces is conveyed to the enemy by means of fugitive slaves who are admitted within our lines. In order to remedy this evil, it is directed that no such persons be hereafter permitted to enter the lines of any camp, or of any forces on the march, and that any now within such lines be immediately excluded therefrom.

II. The General Commanding wishes to impress upon all officers in command of posts and troops in the field the importance of preventing unauthorized persons of every description from entering and leaving our lines, and of observing the greatest precaution in the employment of agents and clerks in confidential positions.

By order of Major General HALLECK.
WILLIAM MCMICHAEL, Assistant Adjutant General.

LETTER FROM GENERAL HALLECK TO GENERAL ASBOTH.

HEADQUARTERS, DEPARTMENT OF MISSOURI, ST. LOUIS, Dec. 26, 1861.

GENERAL ASBOTH, ROLLA, MO.:—

GENERAL—It would seem from the report of Major Waring to you (referred to these headquarters), that he had, in compliance with your instructions, delivered to a Captain Holland a fugitive in his camp, claimed by Captain H. as the property of his father in-law.

This is contrary to the intent of General Order No. 3 The object of those orders is to prevent any person in the army from acting in the capacity of negro catcher or negro stealer. The relation between the slave and his master is not a matter to be determined by military officers, except in the single case provided for by Congress. This matter in all other cases must be decided by the civil authorities. One object in keeping fugitive slaves out of our camps is to keep clear of all such questions. Masters or pretended masters must establish the rights of property to the negroes as best they may, without our assistance or interference, except where the law authorizes such interference.

Order No. 3 does not apply to the authorized private servants of officers, nor to negroes employed by proper authority in camps; it applies only to "fugitive slaves." The prohibition to admit them within our lines does not prevent the exercise of all proper offices of humanity, in giving them food and clothing outside, where such offices are necessary to prevent suffering. Very respectfully, your obedient servant,

H. W. HALLECK, Major General.

GEN. HALLECK TO THE HON. FRANCIS. P. BLAIR.

To Hon. F. P. BLAIR, Washington:—

DEAR COLONEL—Yours of the 4th inst. is just received. Order No. 3 was in my mind clearly a military necessity.

Unauthorized persons, black or white, free or slave, must be kept out of our camps unless we are willing to publish to the enemy everything we do or intend to do.

It was a military and not a political order.

I am ready to carry out any lawful instructions in regard to fugitive slaves which my superiors may give me, and to enforce any law which Congress may pass; but I cannot make law, and will not violate it.

You know my private opinion on the policy of enacting a law confiscating the slave property of the rebels in arms. If Congress shall pass it, you may be certain I shall enforce it. Yours truly, H. W. HALLECK.

The Recaptured Africans.

THE AGREEMENT BETWEEN THE UNITED STATES AND DENMARK.

In acceptance of a proposition made some time since by the Danish government, and communicated by the President to Congress, an act was passed at the recent session authorizing the President to enter into arrangements with one or more foreign governments having possessions in the West Indies or other tropical regions, to receive from the United States all negroes delivered from on board vessels seized in the prosecution of the slave trade by commanders of United States vessels, and to provide them with suitable instruction, clothing and shelter, and to employ them, at wages, under such regulations as shall be agreed upon, for a period not exceeding five years from the date of their being landed at the place or places agreed upon. In pursuance of this act, the subjoined contract has just been entered into by the Minister of Denmark and the Secretary of the Interior on the part of the United States:—

COPY OF AGREEMENT.

This agreement entered into between Waldemar Rudolph Von Raasloff, Charge d'Affaires for and on behalf of the government of Denmark, and Caleb B. Smith, Secretary of the Interior, for and on behalf of the government of the United States, witnesseth:—

That the government of Denmark agrees to receive from the United States, through its duly constituted authorities, for a term of five years, at a landing place called Westend, on the Danish Island of St. Croix, in the West Indies, all negroes, mulattoes, or persons of color delivered from on board vessels seized in the prosecution of the slave trade by commanders of United States armed vessels, and to provide them with suitable instruction, and with comfortable clothing and shelter, and to employ them at wages in conformity with the provisional act issued by the Governor of St. Croix on the twenty-sixth day of January, eighteen hundred and forty-nine, entitled "Provisional act to regulate the relations between the proprietors of landed estates and the rural population of free laborers (a copy of which is hereto annexed) for a period not exceeding five years from the date of their being landed at the aforesaid landing place, and that the United States shall not be liable for any expenses on account of said negroes, mulattoes or persons of color, after having landed them at the aforesaid landing place. And the government of the United States agrees to deliver to the government of Denmark, or its duly constituted authorities, at the aforesaid landing place on the Danish Island of St. Croix, in West Indies, whenever practicable, all negroes, mulattoes or persons of color, delivered from on board vessels seized in the prosecution of the slave trade by commanders of United States armed vessels during the five years next succeeding the date of this agreement; and to issue instructions to the commanders of the armed vessels of the United States directing them, whenever it shall be practicable, and under such rules and regulations as may be prescribed by the President of the United States, to proceed directly to the aforesaid landing place on the Danish island of St. Croix, and there deliver to the duly constituted authorities of the government of Denmark all negroes, mulattoes, or persons of color delivered from on board vessels seized in the prosecution of the slave trade.

And it is further agreed, that the government of Denmark shall allow the United States Consul for St. Croix, or such other agent as the government of the United States may appoint for that purpose, freely and without hinder, and at all times to visit and inspect the condition of the negroes, mulattoes or persons of color that may have been landed on the Island of St. Croix under this agreement.

Signed, sealed and delivered in duplicate at the city of Washington, this nineteenth day of July, A. D. eighteen hundred and sixty two.

W. RAASLOFF, Charge d'Affaires.
CALEB B. SMITH, Secretary of Interior.

Signed, sealed and delivered in presence of George Walker and George C. Whiting.

Colonel Dickel, of the Fourth Regiment.

No. 42 WEST NINETEENTH STREET, NEW YORK, July 7, 1862.

COLONEL DICKEL, Commanding Fourth regiment, New York Volunteer cavalry:—

SIR—It had been my intention, in a general report to be addressed to the War Department, to speak of your meritorious conduct during our recent engagements with the enemy in the Shenandoah Valley, as it deserved. This intended report having been delayed by recent circumstances, I think it right to avail myself of our meeting here to express my satisfaction with your efficient and soldierly conduct during your service under my command, and especially to thank you for the gallantry of yourself and officers at Harrisonburg and Cross Keys, and generally in the Shenandoah valley. Respectfully,

J. C. FREMONT, Major General U. S. A.

IMPORTANT FROM GEN. POPE'S ARMY.

Another Successful Cavalry Expedition.

Two Bodies of Rebel Cavalry Defeated.

The Splendid Dash of the Harris Cavalry on Beaver Dam.

Large Amount of Rebel Property Destroyed

&c., &c., &c.

FALMOUTH, Va., July 24, 1862.

Yesterday a squadron of the Third Indiana cavalry, under Major Chapman, and a squadron of the Harris Light Cavalry, under Major Davies, the whole commanded by Lieutenant Colonel Kilpatrick, scoured the country to within two miles of Hanover Junction, routing a large force of Stuart's rebel cavalry, and capturing a number of horses and prisoners. They also destroyed a large amount of medical and commissary stores, burned a rebel camp, including the wagons and baggage, and a train of cars loaded with grain. After building a number of fires upon the track, and destroying the telegraph wire to Gordonsville, the party returned, without the loss of a single man.

The cars have not yet recommenced running to Gordonsville, the damage done to the road at Beaver Dam not having been repaired.

Messrs. Bradley and Maguire, citizens of Fredericksburg, were arrested last night, and sent to Washington this morning.

Official Report of General Pope.

HEADQUARTERS OF THE ARMY OF VIRGINIA, WASHINGTON, July 24, 1862.

To Hon. E. M. STANTON, Secretary of War:—

A cavalry expedition, sent out by General King on the 22d instant from Fredericksburg, returned last evening. Early yesterday morning they met and defeated a body of rebel cavalry, about one hundred strong, stationed near Carmel church, on the telegraph road from Fredericksburg to Richmond, burned their camp and six cars loaded with corn, and broke up the telegraph to Gordonsville. An hour later a large body of Stewart's cavalry came up to attack them, and these, too, were defeated and driven across the North Anna river, and pursued until within sight of Hanover Junction. Several prisoners, a large number of horses and many arms were brought back.

A march of seventy miles, and the encounter and defeat of two bodies of rebel cavalry, were accomplished in twenty nine hours and without the loss of a man. I have not yet received the names of the commanding officer and troops who have distinguished themselves, but will transmit them to you as soon as the particulars are received.

The damage done to the Virginia Central Railroad by the expedition of the 19th inst. has not yet been repaired.

JOHN POPE, Major General Commanding.

Our Fredericksburg Correspondence.

FREDERICKSBURG, VA., July 21, 1862.

Destruction of Beaver Dam Station, Commissary Supplies, Ammunition and other Valuable Rebel Property—Railroad Track Torn Up—Telegraph Office and Wire Destroyed—Mail Captured—Prisoners—Capture of General Stewart's Aid-de-Camp and "Stonewall" Jackson's Scout

Saturday morning a despatch was received from General Pope, directing an expedition to be sent down to the Virginia Central Railroad for the purpose of destroying the communication between Richmond and Gordonsville. Owing to the high water, the bridge swept off by the flood of last week had not been repaired, and the tedious process of crossing in the little ferryboat delayed the troops until nightfall, though they had made arrangements for starting at noon. About seven o'clock Saturday evening the command, composed of two battalions of the Harris Light Cavalry (not Ira Harris Cavalry), Colonel Davies, and accompanied by your correspondent, set out upon its arduous and somewhat perilous undertaking. The recent rains had rendered the roads exceedingly good, not only laying the dust, but softening the earth so that the horses' feet made but little noise, while the atmosphere was pure and cool as after an April shower. Nothing could have exceeded our pleasure, as with elated spirits, horses fresh, and a prospect bright for a fight on the morrow, we trotted out into the green fields of Spottsylvania. The odor of new mown hay freighted the evening air with a delicious fragrance, innumerable fireflies flitted to and fro, as if eager to light our way, and the plaintive cry of whippoorwills, in the shadow of country homes, awoke a thousand recollections of peaceful days, until the clank of sabres startled the dwellers at the county seat, and sentiment became forgotten in the development of professional curiosity concerning the "social, commercial and political relations," and probable destiny, of the diminutive metropolis. The village of Spottsylvania Court House is twelve miles from Fredericksburg, and consists of a court house, jail, two churches, one private residence and a hotel. If enterprise ever lurked within its precincts the world is certainly ignorant of it—a Rip Van Winkle sleep seeming to have rested upon the place, while the inhabitants patriotically voted for General Jackson (not Stonewall) every four years until rebellion woke them from their blissful dream to share the pleasures (?) of secession and to deify their idol's namesake.

Sixteen miles from Fredericksburg, late at night, the column halted. Pickets were established upon all the approaches to our bivouac, and our horses fed without unsaddling, ready for any emergency. Rolling ourselves in our blankets, we stretched out upon the wet grass for a brief nap, and at one o'clock A. M. were again on the march. As we approached the enemy's lines, the greatest precaution became necessary. An advance guard was kept ahead, with orders to acquaint the Colonel as silently as possible with the first indication of the enemy, and the watchword, "Pope," given out to the men, that none need shoot their friends in the darkness. On we pushed through swollen streams and quicksands, trotting out briskly where the road was favorable, and groping our way through the gloom of swamps, resounding with the doleful music of bullfrogs, whose heavier bass the imaginative interpreted into "bloody men," &c. Once we were stopped by a turbid stream with a miry bed and treacherous banks; but Yankee ingenuity in a trice constructed a narrow crossing, over which the Harris Light Cavalry, in single file, swiftly passed, separating ourselves from assistance by a swamp and creek impassable save by a structure which might prove but a trap to a retreating column. At the bridge over the Pamunkey river a squadron was left for its protection, as that was our only avenue of escape, should we be attacked by a superior force. Daylight found us very near our destination, and Captain Walters, with a squadron, was sent ahead to cut the railroad and telegraph wire above Beaver Dam station. Galloping down the road, a rebel officer was discovered, and privates Hall, Hough, Messick and Prindell, dashing upon the supposed picket, captured a splendidly mounted and elegantly dressed sergeant of Magruder's artillery. Arriving at the railroad track, Captain Walters proceeded to destroy the telegraph wire, when suddenly the section master of the road came rapidly down upon a hand car, propelled by two odoriferous contrabands, whose steam suddenly gave out as the Yankees hove in sight. The section master ordered the negroes to go ahead; but before the order could be executed the sudden appearance of a pistol changed his mind, and with characteristic bravery he blubbered like a whipped schoolboy. A number of contrabands were immediately collected and set to work. Piling up the ties, the rails were laid upon them in such a manner that the heat bent and warped them into every conceivable shape, rendering them utterly worthless. Large fires were also kindled along at intervals upon the track, destroying a much larger portion than that torn up. In the meantime Lieutenant Colonel Kilpatrick, with a company, pushed on to the station three miles below the scene of Captain Walter's operations. Had a thunderbolt fallen at their feet the men at the station could not have been more astonished than at our sudden appearance, so confident were they of their safety, never for a moment dreaming that we would ever venture so far. Some had just got up, and as our cavalry rode down to the track all thought of personal safety seemed to have fled from their minds, while, like penned up sheep, they pitifully stared, with mouth agape and faces blanched, as if struck dumb by some ghastly apparition. The telegraph office, post office, depot, water stations and wood yard were soon in flames, and the track torn up, switches broken to pieces, and everything of value to the rebels destroyed. The despatches on the telegraph operator's table indicated that a large force of Confederates were in the valley, and one message stated that a train would arrive at nine o'clock. The post office contained a number of letters, none of which, however, gave any information, consisting principally of vulgar epithets and consoling yarns concerning the Yankees. Of nearly three hundred letters not more than fifty were intelligible, in consequence of bad orthography and penmanship, the sheets in many instances looking very much as if a spider had fallen in the ink and then crawled at leisure across the paper. One letter, from a rebel at Richmond to his sister, enclosed ten dollars, and another letter, picked up upon the battle field, was one some soldier had received from his wife in Saxenburg, Conn., and lost in the engagement.

The depot contained about one hundred barrels of flour, forty thousand rounds of fixed ammunition, a number of new wall tents, grain, &c., together with a large amount of valuable private property, including a costly piano, belonging to Colonel Fountain, President of the road. After remaining a sufficient length of time to secure the destruction of all the property, the command departed, first, however, arranging a little trap for the approaching train. Just below the station is a short curve, around which the rails were loosened and a number of heavy trees felled in such a manner as to utterly demolish the engine if not the entire train. Presently the whistle of the locomotive was heard, and with our prisoners we immediately left. Had there been a reasonable prospect of success we would have reconnoitered and attacked the train; but we were ten miles within the enemy's lines, with rebels all about us; our