THE NEW YORK HERALD.

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IMPORTANT FROM MEXICO.

Reported Capture of the City of Mexico by the French.

Fort, Sharp and Decisive Campaign.

Sketch of the French Military Operations,

&c., &c., &c.

It is announced in the Richmond papers of the 17th received yesterday at Fortress Monroe, *that the City of Mexico had been captured by the French.*

This important news, if true, probably reached Richmond on the 16th inst. by telegraph from Houston, and, by the way of Port Hudson, on the Mississippi. Of course, reached Houston across the Rio Grande by one of the numerous traders and trains that are now daily passing to and from Mexico across the Rio Grande.

If this news be reliable General Forey has made a short and decisive campaign. According to the intelligence published in the HERALD on Tuesday last the French commenced their forward movement from Orizaba on the 6th ult. On the 16th he issued the following

PROCLAMATION.

ORIZABA, Feb. 16, 1863.

INHABITANTS OF ORIZABA—Within a few days I shall leave this city to undertake military operations, *the preparations which, indeed to secure success, have detained me here so long;* but I do not desire to leave without addressing a few words, which I trust you will comprehend, because they are from my heart. In the first place, I thank you for the reception which the expeditionary corps has met with in your city during a residence of nine months, during which time order has never ceased to reign there, and our troops have enjoyed the same security as in their own country. If this be not owing to your sympathy (and I would esteem myself happy if it were so), it is due, at least, to your good disposition, which we should always thank you for. I do not believe myself laboring under a delusion when I think that the appearance and behavior of our soldiers, in all parts of the world have been loved and esteemed by their enemies, must have produced the same effect upon you, who have been witnesses of their order, discipline and the sweetness of their manners; nor is it possible that your fellow countrymen who have seen them in other points of the country can have failed to recognize them as the sons of *La Belle France*, which marches in the van of civilization. Therefore I cherish the hope that you will have understood the intentions of the Emperor, whose views in sending us to Mexico have been no other, before me, than obtaining by arms the just reparation of injuries you are aware of, and which negotiation could not arrive at; and then to reconcile your country with Europe, particularly with France, your ancient sympathies for which would have ceased and it not been for the conduct of the present government. In regard to myself, if I ask God to bless our arms, it is not so much for the sake of a vain ambition of personal glory as for the prosperity of your beautiful country, to which we have come to bring, at the price of our blood, those two precious boons, without which society cannot exist—liberty and order. Farewell, then, inhabitants of Orizaba, or rather until next time, because I believe I shall return to see you. God alone knows the future, but be what may reserved for me, I shall never forget the hospitality we have received here, and shall preserve throughout my life, the most delightful recollections of your country.

FOREY,

General of Division, Senator, and Commander-in-Chief of the Expeditionary Corps in Mexico.

On the 19th, 21st and 23d ult. the several divisions of the French army moved out of Orizaba, and on the 25th General Forey was with his generals at Acazingo, some leagues this side of Puebla. The Count de Saligny, with General Migre and the rear guard, were to have left Orizaba on the 28th for the encampment in front of Puebla. The French force was 23,000 men, with 3,000 Mexican allies.

The Mexicans had 17,000 men in Puebla under Ortega, and 5,000 cavalry under Comonfort at San Martin. The place was well fortified, and there were several foreign officers of merit engaged with the Mexicans. An American, named Gayon, was in command of the fortifications, and Colonel Lano (formerly a captain in the English army) is stated to have taken a prominent position. These are supported by several other foreign officers, and they certainly infuse pluck enough in their Mexican subordinates to give the French some trouble. It does not, therefore, seem likely that Puebla was given up without a severe fight. In the city of Mexico the Mexicans had made extensive defensive preparations, and had collected a large force. They had cut down all trees on all the line roads and passes about the capital and cut up all the roads and streets with ditches and barricades.

It does not appear probable that Mexico could fall so easily into the hands of the French.

THE PROVOST MARSHAL GENERAL.

Appointment of Assistant Adjutant General Fry—Sketch of the Man.

The following general order has been issued:—

GENERAL ORDERS—NO. 675.

WAR DEPARTMENT, ADJUTANT GENERAL'S OFFICE, WASHINGTON, March 17, 1863.

It is hereby ordered:—First, That Col. James B. Fry, Assistant Adjutant General, United States Army, be, and he is hereby, detailed as Provost Marshal General of the United States, in pursuance of section five of the act approved March 3, 1863, for enrolling and calling out the national forces and for other purposes. He is accordingly authorized and required to perform all the duties of Provost Marshal General set forth in the said act, and other duties as may properly pertain to his office. All communications relating to the business of provost marshals and the provisions of the act of Congress aforesaid will be addressed to him.

Second, That all appointments which have been heretofore made of provost marshals are hereby revoked.

By order of the SECRETARY OF WAR.

E. D. Thomas, Adjutant General.

WHO IS COLONEL FRY?

Colonel James B. Fry is a graduate of the West Point Military Academy, which institution he entered in the year 1843. He is, therefore, between thirty five and forty years of age. He is a native of Illinois, from which State he was appointed to the Military Academy in the above year. He graduated on the 30th of June, 1847, standing 14 in his class, in which we find the names of Generals Cox, Willcox, A. E. Burnside, Chas. Griffin, R. B. Ayres, Stoneman, Viele, L. C. Hunt, and others in the Union army, besides a few who belong to the rebel service. On the 1st July, 1847, he was brevetted a second lieutenant of the Third artillery, and on the 20th of the following August was transferred to the First artillery, with the same rank of second lieutenant. On the 22d of January, 1851, he was promoted to a first lieutenancy in the same regiment, and in 1853 was appointed assistant instructor in artillery tactics at the Military Academy at West Point. The next year (1854) he was appointed adjutant of the same military academy, which position he held until the beginning of 1859. On the 16th of March, 1861, he was appointed an assistant adjutant general of the United States Army, with the brevet rank of captain, and on the 3d of August, 1861, he was promoted to a full captaincy. On the 14th of November, 1861, he was appointed an additional aide-de-camp to General McClellan, commanding the Army of the Potomac, with the rank of colonel of volunteers. He was assigned to duty with Major General Buell in Kentucky, and, on November 15, 1861, he was announced as assistant adjutant general and chief of his staff. On the 15th of April, 1862, he was promoted to a full majority in the regular army. He performed the duties of chief of General Buell's staff during the whole of his eventful campaign, participating in the battles of Shiloh, or Pittsburg Landing, April, 1862, and in the pursuit of Bragg out of Kentucky, in October, 1862. Previous to his latter event his headquarters were for some time located in Nashville, Tennessee, where he performed his arduous duties in the midst of enemies, fitting him well for the position he is about to to occupy as provost marshal general. He has recently been promoted lieutenant colonel of the Adjutant General's Department, in the case of Julius P. Gerashe, killed at Murfreesboro December 31, 1862, and has since been brevetted colonel of the regular army, from February 1, 1863, for meritorious services at the battle of Shiloh, April 7, 1862, and for other services with the armies of the West and in the Adjutant General's Department. On the 17th of March, 1863, he was appointed provost marshal General of the United States, with the rank of Colonel, as set forth in the above order.

Exchange of Political Prisoners.

FORT MONROE, March 18, 1863.

Col. Ludlow has just returned from City Point, having completed the arrangements for the exchange of all political prisoners. Those in Richmond are released to-day; those in Salisbury next week.

IMPORTANT FROM NORTH CAROLINA.

Attack of the Rebels on Newbern, and Their Repulse.

Spirited Fighting on the Blackwater,

&c., &c., &c.

FORTRESS MONROE, March 18, 1863.

The rebels made an attack on Newbern, N. C., last Friday, but were repulsed. This attack was, no doubt, made under the direction of the rebel General D. H. Hill, who has just been placed in command of the rebel troops in North Carolina. The Union troops are under the command of Major General Foster.

There was fighting on the Blackwater yesterday, but no particulars are received at this point.

Details of the Battle on the Blackwater.

SUFFOLK, Va., March 17, 1863.

At one o'clock this morning two sections of Capt. Davis' Seventh Massachusetts battery and the Eleventh Pennsylvania cavalry were despatched by Major General Peck, under command of Colonel Spear, to attack the enemy in his intrenchments on this side of the Blackwater, opposite Franklin.

We were to make the attack at daylight, but, owing to the bad condition of the roads, found it impossible to do so until nine A. M. At this hour the attack was made in good earnest. Small arms, heavy guns and cavalry were used on both sides.

The fight lasted for nearly an hour, and was highly spirited in its character. Two separate cavalry charges were made on the fortifications. These were found to be literally lined with infantry, who poured a deadly fire into our ranks, wounding many in the first charge, which was made by Major Stratton. The major was wounded in the shoulder, also Lieut. Mowday in the side of the hip. The latter it is thought fatally.

The second charge was conducted by Major Cornog in person, who took his men up to and up and down in front of the fortifications to try and jump the ditch, &c.; but the move was soon found to be impracticable.

The enemy opposed a heavy force of infantry and cavalry to the right and left of our position, in order to try and outflank us; but with little show of success.

When your correspondent left the field to-day the fight had not terminated.

The following are among

THE WOUNDED,

Private James Morgan, Co. B, 11th Pennsylvania cavalry, arm, severely.

Sergeant Thomas Rayley, Co. B, shoulder, severely.

Daniel Moore, Co. I, arm.

John Henry, Co. B, hip.

The enemy is strongly intrenched behind well constructed breastworks. The charges of the cavalry were of the most dashing bravery I have ever witnessed.

General Jenkins, of South Carolina, is in command of the rebel forces. Reinforcements are daily being sent to defend and prevent the passage of the Blackwater by the Union troops. The rebels are strongly of opinion that we will soon move from this direction, and are making preparations accordingly.

We took some prisoners. Among them were some wounded ones.

IMPORTANT FROM THE RAPPAHANNOCK.

Brilliant Cavalry Fight at Kelly's Ford.

Desperate Charges Against the Enemy.

Defeat of the Rebel Forces and Capture of Prisoners,

&c., &c., &c.

WASHINGTON, March 18, 1863.

The cavalry command of General Averill returned yesterday from a reconnoissance in the direction of Culpepper Court House, bringing with them twenty-five rebel prisoners and a bushwhacker whom they picked up on the way. This command left Morrisville yesterday morning at daybreak, accompanied by Tidball's battery. At six o'clock they crossed the Rappahannock at Kelly's Ford, about five miles above Falmouth. The rebels were evidently apprised of their approach. The rebel picket at the ford was strengthened by a reinforcement of forty of the Fourth Virginia cavalry. The rebels were foiled in an effort to reach their rifle pits.

After a short skirmish, with a loss of four wounded on our side and one on theirs, twenty-five of them were captured. The prisoners taken belonged to the Second and Fourth Virginia cavalry. They state that they were required to furnish their own horses, and have been paid in Confederate scrip regularly every two months. They report that the force in the recent raid on our right was composed of the First, Second and Fourth Virginia cavalry. They appear well satisfied with their present condition, and say that the Confederate government can obtain no more men from their county.

HEADQUARTERS, March 18, 1863.

A most brilliant cavalry fight occurred on the Rappahannock yesterday beyond Kelley's Ford. A reconnoissance, under command of General Averill, forced a passage over the river in the face of a determined resistance by a considerable body of rebel sharpshooters, who were covered by houses, rifle pits and a dry mill race, with an abatis in front. The ford admitted but a single horseman at a time, and the stream, which was swollen, was very rapid.

Arriving at the south side of the river, our cavalry charged the rebels in their intrenchments, killing and capturing nearly the entire force, besides securing a large number of horses picketed near by.

A short distance from the shore General Averill's command encountered the rebel cavalry under Stuart and Fitzhugh Lee, who had hastened from Culpepper to prevent our passage. They made some dashing charges upon our troops, who repulsed and in turn charged them with fatal effect, using sabres only in the conflict. Whenever the enemy made a stand they were immediately charged upon and routed from their positions with great loss.

The battle lasted five hours, and was a series of charges and hand to hand conflicts, resulting in the falling back of the enemy. The forces were about two thousand on each side.

The enemy at last took refuge behind an intrenched battery, four miles from the ford, flanked by rifle forts and abatis. General Averill, having accomplished his object, and securing his prisoners, the wounded on both sides and a large number of horses, recrossed the river without attack or demonstration on the part of the rebels who were so badly whipped that they could not follow or annoy him.

Among the prisoners is Major Breckinridge, a cousin of the traitor John C. Breckinridge. The prisoners characterize the affair on our part as one of the ablest and most gallantly fought cavalry raids of the whole war, and admit that their own troops were totally demoralized by the gallant sabre charge of our cavalry.

About eighty prisoners have been brought in. The wounded of the enemy bear sufficient marks to show that the sabre was the sole weapon used on our side.

A Fight Probably Going On in the Vicinity of Hartwood Church.

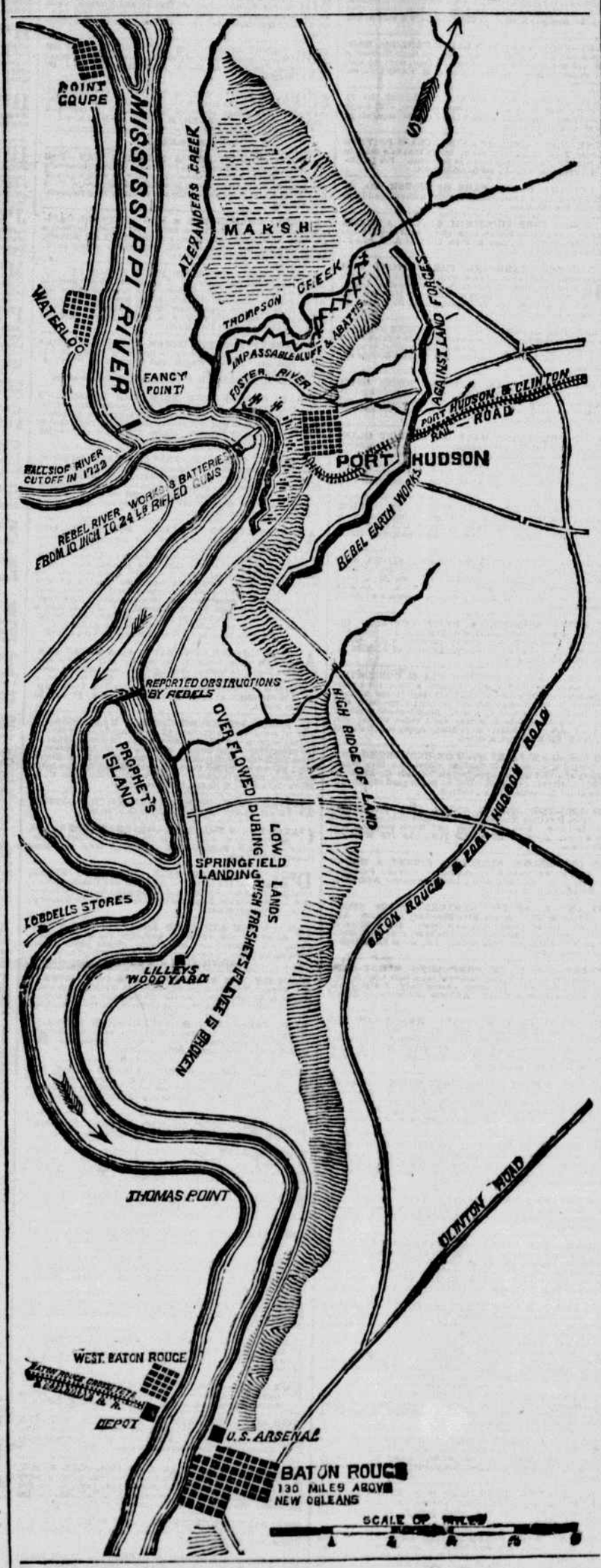
STAFFORD COURT HOUSE, Va., March 17, 1863.

Heavy firing has been heard on our right.

Day before yesterday a rebel camp was discovered in the vicinity of Hartwood church, and a force of cavalry and artillery has been sent in that direction to ascertain what is there.

PORT HUDSON.

Scene of the Reported Repulse of the Union Naval Force Under Admiral Farragut.



THE FRENCH IN MEXICO.

The Route of the French Army from Vera Cruz to the City of Mexico.

Arrivals and Departures.

DEPARTURES.

HAVANA AND NEW ORLEANS—Steamship Roanoke—For New Orleans—Edward Wright, Edward Warden, C. W. Gould, E. Stapleton, Peter Pineo, Axel Ames, Dr. J. V. C. Smith, L. Jordon, Capt. Walker, H. F. Salomen, J. L. Kirkland, Mrs. J. P. Ingate, E. Thompson, A. H. Brownrell, Hiram Beckwith, Mrs. Annie Shorter, H. Gilmore, Capt. John K. Stokes, Wm. Charvie, Mr. Vermissel, R. F. Briggs, Anthony Egan, Mrs. Elizabeth Cahill, Mr. Southerner, D. J. Westerfield, Sr. Genaler, H. P. Baldwin, Mr. Adamson, V. Booth, John N. Daniels, Asa S. Blake, P. H. D. Mayer, Wm. Bray, Margaret Bray, Christian Dreer, wife and four children; Jane McCullough and two children, Warren McClellan, Robert Murray, Mr. Shaw, J. B. Berry. For Havana—Mrs. Murdock, Robert Lafferty, Albert Denison, James Hargovre, Robert Burgoyne—and others in the steerage.

News from Albany.

ALBANY, March 18, 1863.

The committee of the Assembly to investigate the charges against the Speaker held a meeting this morning, and decided to allow the employment of counsel and stenographers, issued subpoenas, and adjourned till Tuesday next.

The Canal Board met to-day. Their business was unimportant.

Owing to the backward weather, the Canal commissioners cannot fix the day for opening the canal.

VERY IMPORTANT NEWS.

Attack on Port Hudson and the Reported Repulse of the Union Naval Force.

The Steam Frigate Mississippi Said to Be Burned.

THE FLAGSHIP HARTFORD DISABLED.

SKETCHES OF THE VESSELS.

Our Land Force Not in the Fight,

&c., &c., &c.

The following important telegraphic despatch was received last evening:—

FORTRESS MONROE, March 18, 1863.

The Richmond papers of the 17th say that on the 14th Admiral Farragut attacked Port Hudson and was repulsed. The Mississippi was burnt. Admiral Farragut went down the river in his flagship, which was disabled. The land force did not join in the attack.

Whether or not this news be true, of course remains to be proved by the arrival of the despatches from our forces at New Orleans and the Lower Mississippi.

There is, however, a shadow of probability that a portion of the report may be true, so far as the attack upon the place is concerned. But there is also a fact that stands out clearly in the above despatch, and that is that the land forces were not engaged. It therefore shows that the movement was a mere reconnoissance to draw the fire of the rebels preparatory to a general attack; and even if it has cost us the loss of a vessel, as stated by the rebels, it may have also given us the desired information that will be the means of entirely subduing the rebel stronghold—for strong it certainly is both naturally and by the aid of art. The force at the place is also variously estimated between 10,000 and 70,000; but there is little doubt but that the rebels have at least from 15,000 to 20,000 men at Port Hudson, independent of the force they may have at Vicksburg, Natchez, Jackson and other intermediate places. From New Orleans we learn that the rebel cavalry but recently patroled and scoured the district in the vicinity of the Amite river, back of Port Hudson.

One of the facts that gives a degree of probability to the rebel despatch is, that General Banks left the city of New Orleans on the night of March 7, in company with his staff and General Grover, who had but recently left Baton Rouge for General Banks' headquarters on the most important business. The movements of the commander of the department explains the business. General Auger was already at Baton Rouge, and it was stated in New Orleans that these soon to be united commanders did not intend to return until they had witnessed the reduction of the rebel works. The fact of the army not having yet been engaged in the attack proves that the affair was but a naval reconnoissance. Troops have been forwarded to Baton Rouge from New Orleans for some time past, and every means of transportation have been collected for prompt movements in that vicinity. The navy were also partially moved up the river to take advantage of the present high stage of the water for a bombardment upon the works in front.

The vessels to be engaged were the Hartford, Richmond, Mississippi, Monongahela, Genesee, Kineo, Itasca, Essex, Sportsman, the mortar fleet and some few inferior vessels. The Hartford was to be the flagship of the Admiral of the squadron, while the Pensacola was to be stationed off the city in the charge of Captain Morris, as a kind of sub-headquarter station for the West Gulf squadron. Most of the vessels, with their officers and men, have already been under fire, and are noted for their bravery.

The following are sketches of the vessels reported destroyed and injured:—

THE MISSISSIPPI AND HER SERVICES.

The Mississippi was a side wheel war steamer, constructed of wood, and built in Philadelphia in 1841. Her register gave her rate as 1,692 tons burthen, and when first launched was intended to carry ten Paixhan guns; but during the present war her armament was increased, and consisted of twelve heavy guns. She was a companion vessel to the Missouri, which was built in this city in the same year as the Mississippi, and was accidentally destroyed by fire at Gibraltar while on special service and *en route* for China with the Hon. Caleb Cushing, our Minister to that empire, as passenger. The Mississippi was first attached to the Home squadron, after which, in 1843, she was laid up in ordinary at Boston. In 1845 she was again put in commission, and under the command of Captain A. Fitzhugh, was attached to the Home squadron, then under Commodore David Conner. The next year she was attached to the fleet engaged in the Mexican war, and was then placed under the command of Commodore Matthew C. Perry, who afterwards had the sole charge of the whole of the Home squadron. When Perry left the steamer Mississippi, Commander McKenzie was placed in charge, with Lieut. W. D. Porter, recently attached to the the gunboat Essex, of Farragut's squadron, as his executive officer. McKenzie died on the 13th of September, 1848, and was ordered home from Mexico. The war being ended she was laid up in ordinary at Norfolk, Va., where we find her on the 1st of January, 1849. She was next, in charge of Captain John C. Long, ordered to the Mediterran squadron, then under Commodore Chas. W. Morgan. The vessel returned to New York in November, 1851, with Kossuth and staff on board as passengers, and was fitted out for the East India service. At the beginning of 1852 we find her thus preparing for sea. She sailed shortly afterwards, and became the flagship of the squadron then under the charge of Commodore Perry, her former commander in the Mexican war. She formed one of the fleet engaged in the expedition to Japan. In 1854 Perry changed his flag to the Susquehanna, and the Mississippi began to prepare for her return to the United States. She arrived in this harbor in April, 1855, and was sent to the Navy Yard to repair. We thus find her at the beginning of 1856 and 1857. She was during this interval thoroughly overhauled, and another gun added to her armament, making eleven in all. When ready she was again sent to join the East India squadron then under Commodore J. Tattnall, who at once chose her as his flagship. During 1859 Commodore Stribling was placed in command of the East India squadron, and as he had raised his flag on the Hartford, the Mississippi was ordered home, where she arrived in January, 1860, and was laid up in ordinary at Boston, where we find her on the 1st of January, 1861. When the rebellion broke out she was at once attached to the gulf blockading squadron under Commodore (now Admiral) Farragut. During the fight in the Mississippi river, which led to the capture of New Orleans, the Mississippi was placed in the second division of ships, and performed her portion of the arduous task. She was afterwards attached to the sub-squadron under Captain Bailey. During the action the Mississippi disabled the famed (by the rebels) ram Manassas, which was to have destroyed the whole Union fleet. Since the capture of New Orleans this vessel has played no important part in the history of the Gulf blockading squadron, and in this last action off Port Hudson has met a similar fate to that of her sister vessel the Missouri.

THE FLAGSHIP HARTFORD.

The flagship of Admiral Farragut, which is reported to be disabled, is the Hartford, a screw steamer of 1,900 tons. The Hartford was built in Boston in 1858, and was constructed to carry fourteen guns. She was placed in commission during 1859, and her armament was increased to sixteen guns.

Commodore C. K. Stribling, the Flag Officer of the [illegible] station, hoisted his flag on board the Hartford. Until the breaking out of the rebellion she remained the flagship of the East India squadron. On the breaking out of the rebellion she was immediately ordered home, and her armament increased to twenty-five guns. Admiral (at that time Commodore) Farragut made choice of her as his flagship when he was appointed to the command of the West Gulf squadron. On the morning of the memorable 24th of April, 1862, the Hartford, as the flagship of the squadron engaged in the taking of New Orleans, was one of the first vessels to pass Fort Jackson, which work she had been engaged in silencing during the previous days of the bombardment. When the Hartford was passing the batteries the rebels succeeded in setting her on fire three times by means of fire rafts; but the flames were promptly extinguished by the brave men on board. Another danger, however, beset her on her way up the Mississippi to the Crescent City. Owing to some unfortunate mishap she grounded within range of the rebel guns. For a short time the shot and shell from the rebel works fell around her, and threatened to cripple her machinery. By the united exertions of her crew and engineers she was, however, got off, and although bearing many honorable scars from the terrible fire to which she had been exposed, the stanch ship Hartford carried the Stars and Stripes at her peak in triumph to New Orleans. Since that time she has performed much good service in preserving order among the rebels who throng the banks of the Mississippi, and who entertain such a wholesome dread of what a gunboat can do.

Sketch of Port Hudson.

Port Hudson in itself is but of small importance, but strategically is of considerable value to both the Union and rebel causes, as is plainly shown by the map which we give to-day. It is a post village of East Feliciana parish, Louisiana, and is situated on the left bank of the Mississippi river, at the terminus of the Clinton and Port Hudson Railroad. It is distant about twenty five miles north of Baton Rouge, and previous to the rebellion was a place of very active business by way of the Mississippi river. The annual shipments of cotton were estimated at thirty thousand bales, in addition to about two thousand hogsheads of sugar. The population in 1860 was but three hundred; but doubtless is now much less, if we exclude the army and the camp followers.

The News in Washington.

WASHINGTON, March 18, 1863.

There were rumors here this afternoon that government had received from rebel sources, via Fortress Monroe, reports of a repulse of Admiral Farragut at Port Hudson. The correctness of this report is denied by an afternoon paper here; but there is reason to believe that such advices have been received. There is no confirmation of these rebel stories from any Union source, and it is believed that, as usual, the rebels have grossly exaggerated and misstated the real facts in the case. Even should they have some foundation in truth, it is not even known here, except from these statements of the rebels, that any attack has as yet been made on this rebel stronghold.

THE VICKSBURG NEWS.

The War in the Southwest.

CAIRO, March 18, 1863.

Advices from Young's Point to the 13th report that the announcement of the capture of Yazoo city is premature.

The report of the capture of rebel transports is not spoted. Some rebels from Vicksburg, on the 12th, came over to cut the levee, add the entire party was taken.

CAIRO, March 18—P. M.

The city is full of intense excitement, begotten of rumors of events connected with the expedition at Yazoo river.

The conviction that a decisive collision has occurred is general.

Arrivals at Memphis from Yazoo river or Young's Point are awaited with feverish anxiety.

The Atlantic Telegraph.

MEETING AT THE STOCK EXCHANGE.

There was a very large meeting held at the Stock Exchange yesterday afternoon in connection with the Atlantic telegraph project. The Board room was densely crowded, and the greatest enthusiasm was manifested on the conclusion of Mr. Field's address to the Board.

Mr. HENRY G. STEBBINS, President of the Board, occupied the chair, and in the few remarks introducing the subject of the enterprise to the attention of the members was very eulogistic of the exertions of Mr. Field and other gentlemen who were devoting their abilities to its successful furtherance and result. On closing, he introduced

Mr. CYRUS W. FIELD, who addressed the Board at considerable length, detailing the early efforts of the company and the success with which they had been crowned. The evidences he adduced of its future success from the interest manifested by the capital and moneyed interests of New York were such as to call forth the greatest enthusiasm from the members of the Board.

Mr. PETER COOPER, Mr. PETER MARIE, Mr. E. H. MILLER, Mr. GRAHAM and other gentlemen addressed the meeting, with much effect.

Mr. GRAHAM then proposed the following resolutions, which were seconded by Mr. Wainwright and unanimously adopted:—

Resolved, That, in the opinion of this Board, the establishment of telegraphic communication across the Atlantic will prove of incalculable value to the people of this country, and that, in the present advanced state of science, a cable, such as is proposed by the Atlantic Telegraph Company, can be laid between Newfoundland and Ireland, with almost absolute certainty of success, and that the President be instructed to nominate ten members to form a committee to aid in raising the remaining capital necessary for the execution of the project, and to give the enterprise all the aid and countenance which it so eminently deserves.

Resolved, That the President of the Board be added to the committee.

On motion of Mr. DOOKE a vote of thanks was tendered to Mr. Field. After which the meeting adjourned.

The New Packet Ship Hudson.

SPLENDID RECEPTION ON BOARD—GAY AND FESTIVE SCENE, ETC.

The new and splendid London packet ship Hudson (X line), lying at the foot of Wall street, was yesterday the scene of festivities seldom witnessed on board of mercantile vessels in our harbor. Captain E. E. Morgan invited a large party of the *elite* of the city to visit this noble ship and partake of a *dejeuner a la fourchette*.

The vessel was gayly bedecked in colors, the English at the fore, the French at the main, and the Stars and Stripes at the peak. A detachment of police were stationed at the head of the pier, who kept it free from the crowds, who, attracted by the numbers of carriages and gaudy decorations, were drawn to that vicinity. Carriage after carriage rolled down the dock, depositing their precious and fair loads, and then went back to South street to wait until the conclusion of the festivities—a la Opera.

On gaining the vessel's deck the kind and courteous Captain J. Pratt, of the Hudson, welcomed the guests, who strolled around the broad spar deck, and visited the beautiful cabins and staterooms. A finer vessel never came from the Westervelt shipyard—a vessel worthy to bear to foreign climes our starry flag.

Between decks a full band discoursed sweet music, and it was not long before the young and fair were engaged in the graceful pastime of the dance. Quadrilles, polkas, schottisches and the Lancers—all had their share of devotees, and a couple of hours were passed in this enjoyment. Many of the beautiful Adonises of our best salons were present, and gave to the scene an air of grace and elegance unequaled.

Rear Admiral C. H. Davis, Professor A. D. Bache, Rev. Dr. Bellows and Colonel Von Poren ably represented the navy, science, religion and the army, while Captain Morgan, P. M. Wetmore, Mr. Dennis Inforest and a host of our merchant princes were present on behalf of our mercantile interests. Several distinguished members of the press were also among the number who made up a party, the first, and possibly the last, who would honor the ship with their presence—at least in such an occasion as this.

After the dancing and a grand promenade the guests were invited to a recherche repast, which was spread in the after part of the between decks. The table was spread with the delicacies of the market, and tropical trees bore their burden in furnishing rich and mellow fruits to add to the already bountiful collation. Patriotic and emblematic forms were introduced to give to the feast shapes which would pleasantly greet the eye and remind the guests of passing events. A score of sable waiters flitted among the gay assemblage, white gloved and cloakered, reminding one of an oriental banquet.

At the conclusion of the repast Rev. Dr. Bellows was called upon to say a few words to the guests. He spoke of the beauty and symmetry of the vessel, and of the able qualifications of her commander, Captain Pratt, who is so favorably known as a shipmaster of this port, concluding by a simile in which he very briefly referred to the "ship of State."

Captain Pratt, in a few words, expressed his gratification at the remarks made by the guests in reference to the noble vessel he had the honor to command. He intended that she should be an honest and patriotic vessel.

After the two speeches office was served, the band struck up, a farewell dance was enjoyed, and the gay and brilliant assemblage departed for their homes.

The Hudson will sail for London about the 21st of March.

New Jersey and Peace—War Loan and Taxes.

TRENTON, March 18, 1863.

The peace resolutions passed the House, 34 to 13, after a very animated debate.

The loan bill of $1,000,000 passed to-day; also a Tax bill for $300,000.