

NEW YORK HERALD. JAMES GORDON BENNETT, EDITOR AND PROPRIETOR. OFFICE IN N. W. CORNER OF FULTON AND NASSAU STS. Volume XXVIII No. 148 AMUSEMENTS THIS EVENING. NIBLO'S GARDEN, Broadway.—ITALIAN OPERA. WALLACE'S THEATRE, Broadway.—THE SPYGLASS. WINTER GARDEN, Broadway.—ENGLISH OPERA—ORFÈDE. LAURA KEENE'S THEATRE, Broadway.—KING OF CORN.—JACKO—LA BOUTEILLERIE. NEW BOWERY THEATRE, Bowery.—JEAN HENRY—LIFE OF THE LARK—VALERIO. BOWERY THEATRE, Bowery.—MACARTHY—MY AUNT—JUDITH.—YOUNG AMERICA. BARNUM'S AMERICAN MUSEUM, Broadway.—GEO. T. TOWN AND W. E. COE, EDITORS AND MANAGERS, 241 N. 3RD ST. OPERAS OF VALERIO—ATLANTIC AND EVENING. BRITANNIA'S MINSTRELS, Mechanics' Hall, 42 Broadway.—THE FLYING DUTCHMAN. DANCER AC—BLACK BRIGADE. WOODS' MINSTREL HALL, 54 Broadway.—ETHIOPIAN OPERA. JACQUES AC—HUNTING THE BLOODED. THE NEW IDEAS, 436 Broadway.—SONGS, BURLESQUES, BALLET, AC.—HITCHCOCK—SOUTHERN REPERTORY. AMERICAN THEATRE, No. 444 Broadway.—BALLET. ANTONIO, BULLFIGHTER, AC. MUSEUM OF ANATOMY, 618 Broadway.—CURIOUSITIES, WONDERS AND LECTURES, FROM P. M. 10 P. M. BOOLEY'S OPERA HOUSE, Brooklyn.—ETHIOPIAN OPERA, DANCER, BULLFIGHTER, AC. BROOKLYN ATHLETIC.—CAMERON'S MINSTRELS. New York, Friday, May 29, 1863.

THE SITUATION. The latest official news from Vicksburg still remains as we first announced it—only up to Friday night at nine o'clock—just a week ago. Several reports from rebel sources and others have reached us since, and have been published in order as they arrived. Vicksburg is not yet taken, as far as any reliable accounts testify. A despatch to Mobile from Jackson, Mississippi, dated on Sunday last, says that firing was heard in the vicinity of Vicksburg (forty-five miles off) up to nine o'clock that morning, and had then ceased. The same despatch states that on that morning the Twentieth Mississippi regiment (mounted) dashed into Raymond, capturing four hundred prisoners, that fourteen were sent to Mobile and that the rest, being sick or wounded, were paroled. The rebel journals appear to gain confidence day by day. The Richmond Whig of the 27th says that the news from Vicksburg up to Thursday evening, the 21st, was most encouraging for the rebels. It quotes the Mobile Register to show that the city of Vicksburg can only be reduced by very slow operations, that Joe Johnston is in the rear of General Grant with a largely increasing force, and that he may be compelled to raise the siege by cutting off his supplies. It is reported from Cairo that one portion of General Banks' army had arrived at Warrenton, on the Mississippi river, a short distance below Vicksburg.

There is some interest to-day in our news from the vicinity of the Rappahannock—not that General Hooker has made any advance movement, but that the enemy is in motion, their trains being observed moving towards Culpepper, followed by a heavy column of troops. General Lee, it is said, has issued an address to his army congratulating them upon their past achievements and foreshadowing a raid into Maryland. He tells them that they are to have long and rapid marches through a country without railroads, and calls upon every man to be prepared for the severest hardships. Considerable anxiety prevailed in Alexandria yesterday, upon the report that Stuart's rebel cavalry were about to make a raid upon that city. All the male contrabands were forced by the Provost Marshal to work in constructing new intrenchments there. The raids of the rebel privateers on the ocean are more daring and destructive than ever. The story which we publish to-day from Captain Potter, of the ship Onida, gives a stirring account of the proceedings of the Alabama and Florida, acting in conjunction, recently, which involve the destruction of no less than nine vessels, namely:—The Onida, Louisa Hatch, Nora, Charles Hill, Commonwealth, Henrietta, Lafayette, Kate Cory and Kingfisher, in all making five ships, two barks, one brig and a schooner. We give sketches of the different vessels alluded to.

MISCELLANEOUS NEWS. The steamship America, Captain Maury, from Greytown, Nicaragua, arrived at this port yesterday, with passengers from San Francisco. The misunderstanding between the Transit Company and the government of Nicaragua has been amicably adjusted. The letter of our correspondent, in another column, explains the position of affairs. The steamship Kangaroo, from Liverpool 15th and Queenstown 16th inst., arrived at this port last night. Her arrival has been anticipated. The Friend of China of the 14th of March says:—An Envoy Extraordinary and Plenipotentiary from Denmark has recently arrived here, on his way to Peking, where he is to negotiate a treaty with the Chinese government. The Danish government has, for this important mission, chosen an experienced diplomatist—Colonel de Rasmussen—who, for a number of years, and until very recently, ably and successfully represented Denmark in the United States. A letter from Shanghai, China, of the 25th of March, says:—The English authorities are making considerable preparations toward the demonstration to be made before Osaka, Japan, in demanding redress for the murder of the late Mr. Richardson, and it is rumored that the Japanese are also making preparations to defend their ports, by buying up steamers, arms, &c. Several vessels are being taken up for the conveyance of coal to Japan for the use of her Britannic Majesty's ships, and altogether it looks rather uncertain how long the present friendly relations between the two governments may last. A letter from Kanagawa, Japan, of the 14th of March, says:—A renewed demand had suddenly sprung up for the purchase of foreign vessels, and the following had been sold to the government:—British steamer City of Hankow, 210 tons, \$100,000; British steamer Nankin, 150 tons, \$45,000; British brig Lanrick, 264 tons, \$20,000, and American schooner Wanderer, 175 tons, \$10,000. It was expected that the Japanese government would have trouble with the English authorities, growing out of the late murder of Mr. Richardson. The boilers of the steaming John A. Crawford, loaded out of Chicago harbor on the 24th killing Capt. Ozier, John Dunham, engineer, and Conklin, Nicholas McCarty was the boat sunk. arsh, of Company C, First battalion cavalry, is under sentence to be decapitated, at Fort Trumbull, New

London harbor. He is only twenty-one years old, and belongs to Preston. The Board of Councilmen did not organize last evening, for want of a quorum. Long before the hour for the meeting of the Board the lobby was crowded with street cleaners who have been employed under the Hackley contract, and more recently by the City Inspector. They have not received any pay for periods varying from two to ten weeks. According to the statements of many of them, their families are literally starving. The Comptroller refuses to sign the warrants for the work done under the direction of the City Inspector, as that officer has not the legal right to perform it. The warrants for the work done under the Hackley contract have not received the Comptroller's signature, in consequence of the non-fulfillment of the terms of the contract. The men became exasperated on finding that nothing was to be done for them in the Board of Councilmen last evening, and stigmatized the members as thieving politicians, &c. The police were finally called in, and the lobby was promptly cleared. A meeting in behalf of the institution No. 344 Sixth avenue, which is devoted to the care of the children of deceased and disabled soldiers, was held last evening at the Cooper Institute, where there was a fair attendance of the patrons of the institution. About fifty children were on the platform, several of whom recited some choice pieces of poetry and prose. The Hutchinson Family interspersed the exercises with vocal and instrumental music. The institution is in a flourishing condition, and will in time become very serviceable. The number of inmates in the public institutions of the city at present is 6,427—an increase of fifty-six for the past week. The number admitted was 1,756, and the number removed from various causes was 1,700. The Hon. Daniel S. Dickinson, Attorney General, appeared as counsel for the United States, in conjunction with Messrs. E. D. Smith and Eban Allen, in an important revenue case, involving \$50,000, which resulted yesterday in a verdict against the government. Messrs. Sidney Webster and J. B. Craig were counsel for the claimants. An action for slander and false imprisonment, at the suit of Mrs. Currier, wife of a wholesale leather merchant, against Mr. Pierson, one of the firm of Ubsdel, Pierson & Lake, has occupied the Superior Court for the past two days. The lady complained that she had been falsely arrested on a charge of shoplifting. The jury, after being in deliberation several hours, failed to agree on the amount of damages, though they were unanimous that she should be remunerated in some degree. Their estimates of damages varied from \$500 to \$10,000. On a recent occasion another extensive mercantile firm was assessed in damages to the amount of \$4,000 for a similar offence. The stock market was lower at the opening, on the favorable news from Vicksburg, yesterday. Gold sold at 143 1/2, but closed at five o'clock at 143 1/4. Exchange was done at 16 1/2. Money was easy on call at 5 1/2 per cent. Stocks at the second board and at the four o'clock P. M. call were better. Cotton was a shade higher yesterday, with a somewhat better inquiry. Breadstuffs continued in good request, and there was a further rise of 1 c. 2 c. per bushel in prices of grain, with a partial improvement in flour. The business in the leading provisions was fair; pork was lower; lard and beef were doing better. The inquiry for meats, oils, hops, seeds and groceries was limited, though buyers had any existing advantage. Less activity was discernible in tallow, which was rather cheap. Whiskey was active with a pretty active demand. Freight was lower, with moderate engagements.

Vicksburg. We have not yet the satisfaction of announcing to our readers the fall of the rebel stronghold of Vicksburg; but from all accounts from both sides the good news cannot be much longer delayed. Our official reports from Union sources are down to Friday evening last, the 22d, at which time, after a very sanguinary day's fight, the rebels had been driven back into their last line of intrenchments. The batteries above and below the town had been captured. Unofficial reports to the 25th state that the siege was progressing and Gen. Grant gaining on the enemy. Gen. Pemberton's latest official despatches, which we obtain from the Richmond papers, are dated the 20th and 21st. On the 20th he reports that our forces had been repulsed, and that the spirits of the besieged army were sustained by representations that General Joe Johnston was moving upon the rear of General Grant with a large force; but in the same report the Union army is represented as amounting to at least sixty thousand men. In his despatch of the 21st, eight P. M., General Pemberton says that a brisk firing had been kept up throughout the day, and that "during the last two days transports with troops have gone up the river, their destination unknown." The material points in this official information from the enemy are, first, the strength of General Grant's army, which is perfectly satisfactory; and, secondly, those transports going up the river with troops. Those transports, we have no doubt, carried up to the support of General Grant the rear guard and the subsistence stores which he had left at his base of supplies in his advance from Grand Gulf, some thirty or forty miles below Vicksburg, for Jackson. Having secured the more eligible base of the mouth of the Yazoo river, close at hand, General Grant has simply withdrawn his reserves and supplies from Grand Gulf, having no further use for them at that point. In the next place, from the fact that these transports with troops, for two days, against the heavy current of the Mississippi, had been passing by the river batteries of Vicksburg, it is evident that those batteries had been silenced, or that the rebels were so hotly pressed in their rear that they had been compelled to abandon the river front altogether. We have a flying rebel report from Jackson as late as Sunday last, to the effect that a heavy cannonade (doubtless meaning from Vicksburg) had been heard at Jackson down to nine o'clock of the morning of that day, when it had ceased. As Jackson is about forty-five miles from Vicksburg, a cannonading at the one point, to be heard at the other, must have been heavy; but there may be something in this report, and Sunday—the day of all the days of the week signalized by the great events of this war—may have sealed the fate of Vicksburg. Let us wait in patience; for we believe that all anxieties upon the subject will soon be at an end.

WHERE ARE THE POLICE?—PICKPOCKETS.—Never before, since New York has been a city, have there been so many pickpockets operating on its inhabitants as now. Wherever there is a public gathering numerous thefts are committed by these light fingered gentry. At the great race between General Butler and George M. Patchen, on Wednesday last, they were out in force, and so bold were they in their operations that a couple of them would seize a man while a third would rob the victim of his watch and wallet. Some provision should be made to have detectives who know all these rogues in attendance, and arrest the thieves as fast as they show themselves among gentlemen.

ANOTHER DIFFICULTY FOR THE EMPEROR NAPOLEON.—An immense sensation has been created in Paris by the publication of a despatch from the Turkish Minister for Foreign Affairs, in which he declares that the Sultan cannot sanction the construction of the Suez canal, saving on the conditions that the great Powers shall guarantee the neutrality of the canal, that forced labor shall not be employed on the works, and that the company shall abandon all claim to the adjoining lands. But if these conditions are not fulfilled the Porte will be willing to return the money already expended by the company, and will then concert measures with the Viceroy of Egypt for the completion of the works. This, if persisted in, will be a great blow to the Emperor Napoleon. He has ever betrayed intense anxiety that the Suez canal should be completed as soon as possible, and his official and semi-official journals have, on all occasions, lauded the enterprise as one certain to redound to the credit and glory of France. It was overshadowed by these journals that, once the canal completed, the commerce of England would be forced to pay tribute to France—in fact, that all the world would choose this as the shortest route to the East, and that, the canal being owned by a French company, of course the whole profit of the enterprise would go to increase the commercial greatness of the empire. England has at all times shown the greatest hostility to the Suez canal scheme, and has done all in her power to prevent its construction by the French. It is plainly to be seen that the present move of the Sultan of Turkey is a direct result of the intrigues and influence of England. Embarrassed by the Mexican expedition and by the Polish question, Napoleon III. will find it a most difficult matter now to deal with the Sultan, who would not have issued such a despatch as above cited unless he had previously consulted the Viceroy of Egypt and obtained from him entire adhesion to such a course of policy. It will be borne in mind that last year the Viceroy was on a visit to their Majesties of France; and that after that he visited Queen Victoria and remained some two months at the Court of St. James. We may naturally suppose that England's crafty Premier, Palmerston, improved the occasion to sound the Egyptian prince upon the subject of the Suez canal, and that he caused the Viceroy to comprehend the danger of allowing France to keep possession of such a short cut to England's possessions in India. The result is one that will sadly embarrass Napoleon. Will he submit to the requirements of the Sultan or will he refuse? In that case Turkey and Egypt, backed by England, will no doubt put an immediate stop to the works, unless, indeed, the idea is so to seize upon the canal, now that it is so nearly completed, even at the risk of a war with France. Were Napoleon to submit to the demands made by the Sultan his loss of prestige would be enormous. Still he may do this, and allow the great Powers to pronounce the neutrality of the canal, rather than make any resistance, and see it, if he failed, fall into the hands of England, which Power would surely manage somehow to obtain possession of the canal. The tolls are decidedly closing around the man of destiny. He finds all his movements slowly but surely undermined by English intrigue, and ere long he will see formed against him that alliance or coalition which destroyed the great Napoleon. We have pointed out to the Emperor of the French an escape from the machinations of England, and we predict his speedy ruin unless he follow our advice and obtain an alliance with the government of the United States. We could and would easily rid him of the deadly enemy of England, which is constantly undermining his power and accomplishing his ruin. Let him throw her alliance to the dogs, and make her openly show her hostility, which now she covers up under the cloak of an entente cordiale.

SEA SIGNALS OFF CAPE RACE.—ENGLISH JEALOUSY OF AMERICAN ENTERPRISE.—The discussion which took place in the House of Commons on the causes that led to the loss of the Anglo-Saxon steamship offers another curious illustration of the narrow minded jealousy of which the men at the head of affairs in England are animated towards this country. In reply to a question from Mr. Dawson as to whether the government had ever refused permission for the use of Dahab's fog trumpet at Cape Race, Mr. Milner Gibson admitted that the newspaper press of New York had made a proposal to erect the trumpet, but "it was not thought desirable that a foreign company should occupy a site within British territory." Now, the fact is that Englishmen were as much interested in the project as Americans. Fore seeing the objections that would be raised to it, the New York press applied to the Cunard, the Liverpool and New York and the Montreal and Liverpool steam companies, as well as to the various boards of underwriters, for their concurrence in the undertaking, and all subscribed liberally to it. So far, therefore, as nationality of interests was concerned, neither in the composition of the subscription lists nor in the objects sought to be accomplished could anything be fairly alleged against it on this score. But, even if the undertaking had been confined to the New York press, the objections urged against it by Mr. Gibson are not the less ill-placed and ungrateful. The press of this city is not a commercial company seeking to make profits out of the enterprise. And seeing what it so recently did for the Anglo-Saxon, by sending its boats to take off her passengers, it deserved something more than this curt and ungracious notice at the hands of the President of the English Board of Trade. There is another statement of his which we cannot allow to pass without reply. He says that there is no certainty that the fog signal in question is of a good description and likely to answer the objects proposed. This is not so. It has been employed for years at New London, and has never been found unequal to its task. To guard, however, against all possibility of an accident interrupting its efficiency at Cape Race, it was the intention of the press to have two electric engines constructed for it, so that in case of one getting out of order the other would be in readiness to work it. We see by the Liverpool Mercury that another signal plan has been started, under the title of the Cape Race Electric Telegraph and Light Company. The object is stated to be to build and station a lightship near Cape Race to intercept the American mail steamers, and to get their news by a submarine electric cable stretched from the ship to the land. This is a purely commercial speculation, and we do not exactly see how it is going to pay. In any case

It will not be without opposition; for if it is carried out the New York press will immediately put on new and more powerful boats, which will beat down all competition of the kind. THE REBEL PRIVATEERS HUNTING IN COULES.—THEIR TERRIBLE DEPREDACTIONS.—By intelligence which we publish in another column, it will be perceived that Captain Potter, of the ship Onida, a passenger in the Wm. M. Dodge, from Pernambuco on the 3d instant, arriving at Philadelphia yesterday, reports nine vessels, including his own, destroyed by the Alabama and the Florida. Their last exploit was on the 29th of April, beyond the Line—namely, latitude 1 40 south, longitude 29 west. A short time ago we published a map of the ocean, with the latitude and longitude, exhibiting the tracks of the Alabama and the Florida from the time they left Liverpool till their last appearance. At that time these vessels were looking for each other among the West Indies, so as to form a junction and prowl in company, in order to render them the more efficient in destructiveness and the better able to resist the attack of a single federal cruiser. By the intelligence which we publish to-day, it seems that they are now together and making numerous victims. By a single arrival we learn that they captured and destroyed the following vessels:—The Onida, Henrietta, Louisa Hatch, Nora, Commonwealth, Charles Hill, Lafayette, Kate Cory and Kingfisher. The list we lately published contained the names of more than a hundred merchant vessels destroyed by various privateers since the beginning of the war. The whole number now ascertained, besides those of which we have as yet heard nothing, is one hundred and fourteen. The value of the property so destroyed, without enriching the enemy, cannot fall short of twelve millions of dollars. Nor is the direct loss the greatest injury that is done to the American shipping interest. The high rates of insurance upon American bottoms and cargoes are fast driving our commerce from the ocean. If it were difficult to capture one of these privateers before, it is more difficult now, when both prey on our merchant marine together. Admiral Wilkes, with the fast sailing Vanderbilt and the rest of his squadron, has been very unsuccessful; nor is it likely that he will be more successful hereafter. It was recently announced by the Southern journals that in future the various rebel corsairs would form a fleet, so as to be irresistible. But the probability is that several squadrons of them will be formed. The Alabama and Florida are the nucleus of the first, and we may expect soon to hear from them again. The President cannot fail to see what destruction has been dealt to our commerce, and that further destruction awaits it, while the Secretary of the Navy has done nothing effectual to arrest the career of the destroyers. If Mr. Lincoln is unwilling to remove Mr. Welles, and put in his place a younger and more energetic man, equal to the emergency, he ought at least to appoint an active assistant who would properly attend to the business of the department, and by his success in sweeping the privateers from the ocean enable the venerable Rip Van Winkle complacently to stroke his long white beard wherever he goes. Something is necessary to be done soon, not only to protect our commerce, but to redeem our naval power from disgrace in permitting such depredations.

UNGRATEFUL.—The six hundred soldiers who were sent to the Loyal League Convention at Utica here, we understand, cost the republican managers a heavy sum. Between railroad fares and hotel expenses a good many thousands were expended upon them. And for all this what was the return? Tumultuous demonstrations on the part of these brave fellows in honor of their old commander—McClellan. CHOICE READING FOR THE REV. DR. BELLOWES.—The report of the Jordan-Boudica case in London, which we publish in another column this morning. THE DEPARTMENT OF NORTH CAROLINA.—By inadvertence some paragraphs from the correspondent of the Associated Press in Newbern, N. C., were attached to the letter from our special correspondent at the same place, published in yesterday's HERALD. The paragraphs referred to were at the end of the report, and came under the head of "General News." While our special correspondents are ready to assume the responsibility of their own statements, we do not wish them, nor should they be, held responsible for the statements of others, whether made from praiseworthy or malicious motives. Heavy Forgery of Drafts. Several forged drafts, signed F. G. Adams, of Chicago, and drawn on Thompson Brothers, of New York, were detected yesterday, including one for \$4,300 received from Washington. Messrs. Thompson state that they have seen \$20,000 of the forged drafts thus far, coming from Philadelphia, Baltimore and Washington. They suppose the rogues are now at work elsewhere. ARREST OF THE ALLEGED FORGER IN PHILADELPHIA. Philadelphia, May 28, 1863. A man calling himself Charles G. Norton, was arrested to-day, charged with forging drafts of F. Granger Adams, of Chicago, amounting to \$40,000, and attempting to get them cashed by Jay Cooke and Riggs & Co., of Washington, and the different banks of Baltimore. Upon his person was found a genuine check for nearly \$1,500, drawn by Taylor Brothers, of New York, on the Marine Bank, in favor of Lindsay, Claitick & Co. The endorsement was forged. The prisoner was formerly a clerk of Harrod, Williams & Co., of this city. Miscellaneous. NIBLO'S GARDEN. Mrs. Esteman, who has been playing GoralMee to crowded houses for the past two evenings, appears to-night as Bianca in "The Italian Wife." To-morrow night she takes her farewell benefit, and leaves next week for Europe. Her admirers have, therefore, but two nights left to show their appreciation of her talents. LAURA KEENE'S. Mrs. English has added a fancy company to her attractions, and now gives a farce, two pantomimes, tight rope performances and a variety of miscellaneous entertainments every evening. There is certainly no place in the city, except perhaps Barnum's, where the amusement-seeker can obtain as much for his money as at this theatre. All of the performances improve with repetition, and the establishment is very well conducted. BOWERY THEATRE. Mrs. P. P. Bowen is playing Lady Audley and Aurora Floyd in the dramatizations of Miss Braddon's novels. The London papers praise her very highly, one of them declaring that she has "the face, the figure, the voice, the bearing of an eminent actress." We suppose that this is intended to be very complimentary. Mrs. Bowen will appear in New York before many months, and the increased reputation she brings with her from England will give her the success of curiosity at least. Her talent must do the rest. FOREIGN. Mr. and Mrs. Charles Keen are performing at the Princess, London. Nothing further is said of their visit to this country. A little comedy, called "The Wooden Spoonmaker," by Messrs. Brown and Halliday, has been successfully produced at the Adelphi, with Mr. Webster in the principal character. "The Justice's Motto" has been produced at the Adelphi, through the agency of Tom Taylor, called "The Broken Ice," is in rehearsal at the Olympic. Mr. Southern has completed his engagement at the Adelphi, and is returning to London, on the 20th of December next, and his engagements are fully arranged up to that date.

WASHINGTON, May 28, 1863. IMPORTANT REPORT OF THE CHIEF OF THE COAST SURVEY.—THE LINE OF THE SEA COAST BLOCKADED BY THE UNION FLEETS. The following report from the Superintendent of the Coast Survey will show more fully than has heretofore been done the great extent of coast which is required to be blockaded, and the large number of harbors and inlets that have to be watched by the blockading squadrons. Of late the rebels have resorted extensively to the employment of small vessels, drawing less than six feet, with which they can run into shoal inlets, where it is very difficult for the blockading vessels to follow them. Under all the circumstances the comparatively small quantity of goods that pass through the blockade is rather a cause of surprise than of gratification. CHIEF SURVEY OFFICER, MAY 28, 1863. ADMIRAL—I have the honor to send herewith, in compliance with your letter of April 3, 1863, the following statement, prepared in this office, appended to the inquiries contained in that letter:—First—The length of the coast of the United States now under blockade by our naval forces, beginning at the city of Alexandria, Va., and going down the Potomac river and Chesapeake Bay to Cape Henry, and thence continuing along the outer line of the southeast around the peninsula of Florida as far as the line to Grand Staircase, the rivers and harbors in the direction of the coast. The line thus measured is thirty-five hundred and forty-nine miles long. Second—The number of openings in this line of coast, whether rivers, bays, harbors, inlets, sounds, passes or other. There are one hundred and eighty-nine openings in this line of coast, six inches or more in width, and the number of openings under six feet in depth is forty-five; between six feet and twelve feet in depth, seventy-two; over twelve feet and eighteen feet in depth, forty-two; over eighteen feet in depth, thirty-two. Very respectfully, yours, A. D. BACHE, Superintendent U. S. Coast & Survey. To Rear Admiral DAVIS, U. S. N., Chief of Bureau of Navigation. ARMY PROMOTION. Captain Stephen H. Wood is to be made a brigadier general for his services in the battle of the "Wilderness." Though only a captain he commanded sixty pieces of artillery on that occasion. He is considered one of the very best officers in the army. NAVAL ORDERS. Captain Daniel B. Ridgely is ordered to the command of the steam sloop Shenandoah. Captain Theodore P. Green has been detached from the command of the Shenandoah and ordered to the command of the steamer Santiago de Cuba, to relieve Commander Robert H. Wynms. Lieutenant Commander Thomas G. Harris is ordered to the command of the Penguin, to relieve Commander J. C. Williamson. Lieutenant J. H. Rowland, Acting Master John W. Bentley and Acting Assistant Paymaster C. M. Guild are ordered to the steam sloop Shenandoah. EXAMINATION OF OFFICERS OF NEGRO REGIMENTS. The Board appointed to examine officers desiring to be appointed to colored troops is composed as follows:—Major General Casey, United States Volunteers; Colonel J. H. Holman, First United States Cavalry; Lieutenant J. H. Lathrop, Assistant Inspector General; Captain J. B. Campbell and Captain R. T. Achmuty. THE THIRTIETH NEW YORK GOING HOME. The Thirtieth New York regiment, organized through this city to day, en route for Troy, N. Y., to be mustered out, their term of service having expired. It has participated in many of the engagements of the last two years, and has suffered severely, having had six officers, and ninety-four men killed, and twelve officers and two hundred and nineteen men wounded and action. BUREAU FOR THE ORGANIZATION AND OFFICING OF COLORED TROOPS. An order was officially promulgated to-day for the establishment of a bureau in the War Department especially to attend to the organization and officing, &c., of colored troops. LEFT FOR EUROPE. The clergyman who left Alexandria for Europe is the Rev. Mr. Stewart. He is the same gentleman who was arrested about a year ago, while officiating in St. Paul's church, by Col. Farnsworth, and about whom much was said in the newspapers at that time. THE DEMOCRATIC STATE COMMITTEE. Meeting of the Committee at Albany—Resolutions on the War, Peace and Arbitrary Arrests—How the Political Campaign is to be Carried On, &c. ALBANY, May 28, 1863. The Democratic State Central Committee met at the Feltman House to-day for the purpose of marking out their course for the coming campaign. There were quite a number of outsiders present to help run the machine. The committee assembled at one o'clock, and after a short consultation, appointed a sub-committee on resolutions and business to be brought before them, and then adjourned. It is understood that they will not say anything about Vallandigham, but adopt a resolution condemning the system of military arrests in States where war is not raging as an unsafe and dangerous precedent. They will probably decide upon the organization of constitutional clubs throughout the State, as an offset to the Leagues of the republicans. The committee finally adopted a series of resolutions, nearly as reported by the sub-committee, by a unanimous vote. They reaffirm the resolution adopted last fall by the State Convention, declaring that they will sustain the government with men and means in the prosecution of the war by all constitutional means, believing that instrument furnishes sufficient power for that purpose; second, that while they are anxious that peace shall again be restored to the country, they are opposed to a settlement on any basis that does not restore the whole country under the constitution as it is, and denounce all and any attempts to bring about a settlement on the dissolution of the Union; and ability of the present administration to bring about a peace beneficial to the whole country than expedition has shown that they have no objection to a successful war, oppose the peace movement, fearing that the party in power would take advantage of such a movement as a pretext for a retrograde course; they denounce the system of arbitrary arrests, on the ground that it establishes an unsafe and dangerous precedent; and that it will be ruinous to the country. They also endorse Governor Seymour's late letter. The above points cover the subject of the resolutions. They further recommend the organization of constitutional clubs throughout the State, instead of their usual plan of conducting the campaign. The proceedings were perfectly harmonious throughout, and all appeared to retain the same opinion in regard to their duties at the present time. It was expected that something would be done in favor of the Wood peace movement of next week, but they put their face against it. It is understood that the Governor has signed all the bills that he intends to. Among those left unacted upon by the New York Cross Town Railroad and the Gold Bill. Naval Operations in North Carolina Waters. WASHINGTON, May 28, 1863. The following report from Admiral Lee was received at the Navy Department to-day:—UNITED STATES FLAGSHIP MINNETOTA. On NEWPORT'S NEWS, Va., May 28, 1863. Sir—A report from Lieutenant Commander Plummer, in Alabama's Sound and its tributary streams. Acting Volunteer Lieutenant French, who was sent with the Whitehead to cruise about the eastern end of the Sound to break up the contraband trade there, under date of the 6th instant reported to Lieutenant Commander Plummer that on the 28th ultimo he captured a large two masted boat, without deck, containing some 500 pounds of tobacco, sailed and owned by Mr. S. S. Swann, of Edenton, who acknowledged himself a rebel. He was bound to Newport's Head after dark. In the Allegator river he reports that he captured or destroyed several barks which were engaged in illicit traffic, and seized on shore in different places, barrels, boxes, leather, tobacco, bagging, lard and oil belonging to persons directly engaged in supplying the rebels, as proved by perfectly reliable men. Their houses are said to be used as depots for rebel supplies. The Valley City was sent up the Chowan river on the 18th instant. Her commander reports the capture or destruction of several boats, the dispersion of rebel pickets and capture of their arms. He succeeded as far as the State. On the 20th he sent Acting Ensign J. Callahan on shore with an armed boat's crew and burned the grist mill of J. B. Harr, which he learned from papers found on the premises, was grinding corn for the rebel cavalry. While proceeding down the river the rebel opened fire on the Valley City. Acting Ensign Callahan received a wound, though not fatal, around the groin by a rifle ball. The Valley City replied promptly with musketry, shell, grape and canister, and killed and wounded, it is supposed, about thirty of the rebels. Lieutenant Commander Plummer reports that lately, at Harford, on Perquimans river, the rebels were gathering in provisions for their army. Callahan, with soldiers and sailors, and captured a cavalry picket of four men, with their arms, in which affair Mr. Benson, of the Commodore Perry, was severely, though not dangerously, wounded by a rifle ball through the right shoulder. R. P. LEE, Acting Rear Admiral, Commanding the Atlantic Blockading Squadron. Hon. George W. Wagner, Secretary of the Navy, Washington, D. C.

THE REBEL PRIVATEERS.—The Alabama and Florida Again at Work. Five Ships, Two Barks, One Brig and a Schooner Destroyed. The Ships Onida, Louisa Hatch, Nora, Charles Hill and Commonwealth; Barks Henrietta and Lafayette; Brig Kate Cory and Schooner Kingfisher Burned at Sea. PHILADELPHIA, May 28, 1863. The brig Wm. M. Dodge, from Pernambuco on the 3d inst., has arrived here. Captain Potter, of the ship Onida, is a passenger, and reports that the Onida was destroyed by the Florida. From Captain Potter we learn that the Onida was bound from Shanghai for New York, and was captured and destroyed by the Florida on the 29th ult., in latitude 1 40 south, longitude 29 west. At the same time he saw on the bark Henrietta, from Baltimore for Rio Janeiro, likewise the work of the Florida. Captain Potter ascertained that a few days prior to his capture the Alabama had, in company with the Florida, captured and destroyed the following vessels:—Ship Louisa Hatch, Captain Grant, from Cardiff for Singapore. Ship Nora, Captain Adams, from Liverpool, February 14, for Calcutta. Ship Charles Hill, Captain Percival, from Liverpool for Montevideo. In addition to these they had jointly captured and destroyed the following whalers:—Bark Lafayette, of New Bedford, Captain Lewis. Brig Kate Cory, of Westport, Captain Flinders. Schooner Kingfisher, of Fairhaven. The Ship Commonwealth Captured by the Alabama. The ship Commonwealth, of New York, Captain McCallan, from New York March 19, for San Francisco, was captured by the Alabama previous to the 24th ult. How the Crews of the Captured Ships Were Disposed of. The Onida and Henrietta were taken by the Florida, and their crews transferred to the French bark Brumantie, which vessel landed them at Pernambuco on the 1st instant. Previous to the 28th ultimo the Brazilian schooner Sergilross, from the island of Fernando de Noronha—a Brazilian penal colony—arrived at Pernambuco, bringing about sixty men, the crew of the other vessel, who had been deposited on the island by the Alabama, to whom, it appears, the credit is due for the capture of them all. The majority of the officers of the captured vessels departed for the United States by the way of England. Particulars of the Vessels, &c. The following are the particulars of the vessels and their cargoes:—SHIP ONIDA. The Onida was a very old vessel, having been built in New Bedford in 1832, was 420 tons register, rated 413, and was owned by F. Hathaway, of this city. She was many years employed in the trade between this city and Calcutta, and was subsequently engaged in the whaling business for a number of years, since when she was fully refitted for the merchant service. She sailed from Shanghai on the 22d of January for New York, and had a cargo of 314,830 pounds of young hyeon, 10,735 pounds of hyeon, 50,586 pounds of tallow, 33,406 pounds of imperial, and 63,302 pounds of gunpowder, making a total of 422,909 pounds of green ton on board. The consignees were Bucklin & Crane, Aymar & Co., Baring Brothers & Co., Duncan, Sherman & Co., and others. The vessel and cargo were valued at about half a million dollars, which was fully covered by insurance. SHIP LOUISA HATCH. The ship Louisa Hatch sailed from Cardiff on the 3d of March for Singapore, and was spoken on the 27th of that month in latitude 4 20 north, longitude 26 west, and was probably shortly afterwards captured. She was 851 tons register, rated 413, and was owned by G. W. McClellan, of Rockland, where she was built in 1855. SHIP NORA. The Nora was a fine schooner having been built last year in Bangor, where she was owned. She was 925 tons register, and rated 411. SHIP CHARLES HILL. The Charles Hill sailed from Liverpool February 3 for Montevideo. She was owned in Newburyport, where she was built in 1849, was 696 tons register, and rated 42. The Charles Hill had sail in her hold and an assorted cargo between decks. There was no insurance on the ship, as the owners considered that her having an English cargo would protect her. SHIP COMMONWEALTH. The ship Commonwealth, Captain McCallan, sailed from New York March 19 for San Francisco, with a full cargo of general merchandise, which, with the vessel, was worth about \$300,000, and was fully insured. The ship was owned by Messrs. Dunbar & Co., of this city, who recently bought her. She was built at Newburyport in 1854, was 1,345 tons register, and rated 413. BARK HENRIETTA. The bark Henrietta, Captain Brown, sailed from Baltimore on the 20th of March for Rio Janeiro, and was burned on the 29th of April. She probably had a cargo of four principally. The Henrietta was built at Baltimore in 1856, where she was owned by T. Whitridge, was 437 tons register, and rated 41. BARK LAFAYETTE. The Lafayette, Captain Lewis, sailed from New Bedford on the 25th of May, 1862, to cruise in the Atlantic for whales, and since that time had taken 400 barrels of sperm oil, but, unfortunately, had only 170 barrels on board when destroyed. She was spoken on the 12th of April, in latitude 10 south, longitude 39 west, with oil, as before reported, by a vessel which arrived at New Bedford 27th inst. The Lafayette was 357 tons register, and owned in New Bedford. BRIG KATE CORY. Brig Kate Cory, Captain Flinders, sailed from Westport on the 28th of June, 1862, and had taken 260 barrels of sperm oil, of which 155 barrels were on board when she was burned. She was in company with the above bark Lafayette when spoken on the 12th of April, and no doubt both were captured at the same time. The Kate Cory was 132 tons register. SCHOONER KINGFISHER. The schooner Kingfisher, Captain Lambert, sailed from Fairhaven on the 30th of July, 1861, and was at the island of Ascension on the 9th of March last, at which time she had 170 barrels of sperm and ten barrels of whale oil on board. She was 120 tons register, and owned in Fairhaven. News from the South. THE CAPTURED CREW OF THE SCHOONER REARER. GOLDENROD, N. C., May 28, 1863. A number of abolition prisoners arrived here this evening from Kingston, seven being the captain and crew of the schooner Rearer, captured last Thursday twenty miles below Wilkinson's Point, on the Neuse, and forty below Newbern, by six men of Captain Hurlington's company of McLeod's battalion. The schooner and her government cargo were burned. THE FIGHT AT GUN SWAMP, N. C. (From the Richmond Enquirer, May 28.) The Raleigh Progress' Kingston correspondent, under date of yesterday, says that three thousand Yankees attacked our force, consisting of three regiments, at Gun Swamp, surprise and routed them. We had several wounded, and from fifty to one hundred taken prisoner. We took eight prisoners. General Hill forced the enemy back to within eight miles of Newbern. The Colonel commanding the Yankees is reported to be killed. The enemy burnt the court house and other buildings at Trenton, Jones county, on Friday, and plundered the citizens as they went. HONORABLE MENTION TO THE REBELS. (From the Richmond Enquirer, May 28.) Dr. William W. Meyers, Assistant Surgeon United States Army, now confined in Libby prison, is held as a hostage for Dr. Green, of Potteryville, who is in Fort Norfolk as a hostage for the imprisoned traitor Dr. Bourke, whose trial is now pending before the County Court of Hottelott. For two officers recently murdered officially in Ohio, two others of equal rank, now in our hands, were sent through the operation of the law. This intelligence has been conveyed to Colonel Inglow, the Yankee commander, who heretofore has occupied the law of retaliation will be rigidly enforced.

WASHINGTON, May 28, 1863. THE REBEL PRIVATEERS HUNTING IN COULES.—THEIR TERRIBLE DEPREDACTIONS.—By intelligence which we publish in another column, it will be perceived that Captain Potter, of the ship Onida, a passenger in the Wm. M. Dodge, from Pernambuco on the 3d instant, arriving at Philadelphia yesterday, reports nine vessels, including his own, destroyed by the Alabama and the Florida. Their last exploit was on the 29th of April, beyond the Line—namely, latitude 1 40 south, longitude 29 west. A short time ago we published a map of the ocean, with the latitude and longitude, exhibiting the tracks of the Alabama and the Florida from the time they left Liverpool till their last appearance. At that time these vessels were looking for each other among the West Indies, so as to form a junction and prowl in company, in order to render them the more efficient in destructiveness and the better able to resist the attack of a single federal cruiser. By the intelligence which we publish to-day, it seems that they are now together and making numerous victims. By a single arrival we learn that they captured and destroyed the following vessels:—The Onida, Henrietta, Louisa Hatch, Nora, Commonwealth, Charles Hill, Lafayette, Kate Cory and Kingfisher. The list we lately published contained the names of more than a hundred merchant vessels destroyed by various privateers since the beginning of the war. The whole number now ascertained, besides those of which we have as yet heard nothing, is one hundred and fourteen. The value of the property so destroyed, without enriching the enemy, cannot fall short of twelve millions of dollars. Nor is the direct loss the greatest injury that is done to the American shipping interest. The high rates of insurance upon American bottoms and cargoes are fast driving our commerce from the ocean. If it were difficult to capture one of these privateers before, it is more difficult now, when both prey on our merchant marine together. Admiral Wilkes, with the fast sailing Vanderbilt and the rest of his squadron, has been very unsuccessful; nor is it likely that he will be more successful hereafter. It was recently announced by the Southern journals that in future the various rebel corsairs would form a fleet, so as to be irresistible. But the probability is that several squadrons of them will be formed. The Alabama and Florida are the nucleus of the first, and we may expect soon to hear from them again. The President cannot fail to see what destruction has been dealt to our commerce, and that further destruction awaits it, while the Secretary of the Navy has done nothing effectual to arrest the career of the destroyers. If Mr. Lincoln is unwilling to remove Mr. Welles, and put in his place a younger and more energetic man, equal to the emergency, he ought at least to appoint an active assistant who would properly attend to the business of the department, and by his success in sweeping the privateers from the ocean enable the venerable Rip Van Winkle complacently to stroke his long white beard wherever he goes. Something is necessary to be done soon, not only to protect our commerce, but to redeem our naval power from disgrace in permitting such depredations.

UNGRATEFUL.—The six hundred soldiers who were sent to the Loyal League Convention at Utica here, we understand, cost the republican managers a heavy sum. Between railroad fares and hotel expenses a good many thousands were expended upon them. And for all this what was the return? Tumultuous demonstrations on the part of these brave fellows in honor of their old commander—McClellan. CHOICE READING FOR THE REV. DR. BELLOWES.—The report of the Jordan-Boudica case in London, which we publish in another column this morning. THE DEPARTMENT OF NORTH CAROLINA.—By inadvertence some paragraphs from the correspondent of the Associated Press in Newbern, N. C., were attached to the letter from our special correspondent at the same place, published in yesterday's HERALD. The paragraphs referred to were at the end of the report, and came under the head of "General News." While our special correspondents are ready to assume the responsibility of their own statements, we do not wish them, nor should they be, held responsible for the statements of others, whether made from praiseworthy or malicious motives. Heavy Forgery of Drafts. Several forged drafts, signed F. G. Adams, of Chicago, and drawn on Thompson Brothers, of New York, were detected yesterday, including one for \$4,300 received from Washington. Messrs. Thompson state that they have seen \$20,000 of the forged drafts thus far, coming from Philadelphia, Baltimore and Washington. They suppose the rogues are now at work elsewhere. ARREST OF THE ALLEGED FORGER IN PHILADELPHIA. Philadelphia, May 28, 1863. A man calling himself Charles G. Norton, was arrested to-day, charged with forging drafts of F. Granger Adams, of Chicago, amounting to \$40,000, and attempting to get them cashed by Jay Cooke and Riggs & Co., of Washington, and the different banks of Baltimore. Upon his person was found a genuine check for nearly \$1,500, drawn by Taylor Brothers, of New York, on the Marine Bank, in favor of Lindsay, Claitick & Co. The endorsement was forged. The prisoner was formerly a clerk of Harrod, Williams & Co., of this city. Miscellaneous. NIBLO'S GARDEN. Mrs. Esteman, who has been playing GoralMee to crowded houses for the past two evenings, appears to-night as Bianca in "The Italian Wife." To-morrow night she takes her farewell benefit, and leaves next week for Europe. Her admirers have, therefore, but two nights left to show their appreciation of her talents. LAURA KEENE'S. Mrs. English has added a fancy company to her attractions, and now gives a farce, two pantomimes, tight rope performances and a variety of miscellaneous entertainments every evening. There is certainly no place in the city, except perhaps Barnum's, where the amusement-seeker can obtain as much for his money as at this theatre. All of the performances improve with repetition, and the establishment is very well conducted. BOWERY THEATRE. Mrs. P. P. Bowen is playing Lady Audley and Aurora Floyd in the dramatizations of Miss Braddon's novels. The London papers praise her very highly, one of them declaring that she has "the face, the figure, the voice, the bearing of an eminent actress." We suppose that this is intended to be very complimentary. Mrs. Bowen will appear in New York before many months, and the increased reputation she brings with her from England will give her the success of curiosity at least. Her talent must do the rest. FOREIGN. Mr. and Mrs. Charles Keen are performing at the Princess, London. Nothing further is said of their visit to this country. A little comedy, called "The Wooden Spoonmaker," by Messrs. Brown and Halliday, has been successfully produced at the Adelphi, with Mr. Webster in the principal character. "The Justice's Motto" has been produced at the Adelphi, through the agency of Tom Taylor, called "The Broken Ice," is in rehearsal at the Olympic. Mr. Southern has completed his