facilities for running the blockade. Mr. Howell is much exercised about the obtaining of hardwood timber, capable of squaring fourteen inches, and of resisting the ravages of the worms in salt water.

NEWS FROM JAMAICA.

Our Kingston Correspondence.

KINGSTON, JA., June 5, 1863.

Trip from Nassau to Port Royal—Call at Inagua and Visit to the United States Consul—The British War Ships in Port Royal Harbor—Stringent Orders from England—The Port to be Fortified and an Immense Depot of War Material Formed—White and Negro Troops—Public Feeling in Favor of the Rebellion—What the Negroes Hear of the Rebels—Blockade Breaking—Captain Semmes' Late Reception, &c., &c.

RUN FROM NASSAU.

I was no less time than seventeen days reaching this place from Nassau. I took passage from the latter place on the little schooner Delaware. We were detained three days in Grand Harbor, Long Island, where we had put in for ballast, as none could be had in Nassau. While there it came on to blow, which compelled us to remain in port till the weather moderated, and after leaving we had a constant succession of calms and head winds till we reached Inagua.

AT INAGUA.

On nearing the port I was struck with the appearance of several heaps of some white stuff, in form like cones and color like snow. Of course it would have been absurd to suppose these heaps to be snow; but I was a little ashamed to display my ignorance by asking what they were. At last, however, I made the inquiry, when, to my surprise, I learned that they were composed of salt.

We remained thirty-six hours at Inagua, taking in a cargo of salt, fish and tobacco—the two latter articles having been taken out of a wrecked vessel. During my stay at Inagua I partook of the hospitality of Mr. Sarjent (I hope the gentleman will pardon me if I have misspelt his name) and his amiable wife. Mr. Sarjent is the United States Consul at Inagua, has long been a resident there, and owns considerable property in the extensive salt ponds of the place. During the day he took me out in his buggy to the salt works, and pointed out to me several improvements he had introduced. On inquiring whether he expected a good crop this season, he said he did not; that he had commenced raking only that morning, and that the war had completely spoilt the business, cutting off the trade not only with the South but with New York and Nova Scotia, in consequence of the difficulty of obtaining vessels, few under United States colors being willing to run the risk of capture.

THE ENGLISH FLEET AT PORT ROYAL.

On entering the harbor of Port Royal the first thing that struck me was the old seventy-four gun ship Imaum, formerly the guardship of the port, being broken up. In her stead is the powerful three-decker screw propeller line-of-battle ship Aboukir. This monster has not been in Port Royal long. On her arrival she was dismantled, and nearly all her guns taken out and placed in the dock yard. They have since been taken on board again, and her spars and rigging so disposed as to make ready for sea, even as a sailing vessel, in twenty-four hours. More than that, three hundred tons of coal have been placed on board to meet the emergency of her having to go to sea without her proper rigging.

In company with her is the fine steam sloop-of-war Ariadne, carrying twenty-four smooth bore eighty four-pounders on her broadsides, and two one hundred and twenty-pounder Armstrongs as pivot guns. I have just learned of the arrival of two or three more vessels of war, which I will name at the conclusion of this letter on the receipt of accurate information.

Furthermore, orders have been received from the Admiralty that never at any time must there be fewer than two vessels of war in Port Royal.

Still more, the British government is about to fortify Port Royal at an expense of half a million pounds sterling.

Nor is this all. A number of heavy Armstrong guns have been already mounted at Port Royal, and such an enormous amount of shot, shell and other ammunition has been poured into the same place that the Apostles' battery opposite Port Henderson, Fort Augusta, the ordnance wharf at Kingston, Stoney Hill barracks, up Park camp and other places, as has not been known in the history of the island.

STRENGTH OF THE POSITION

Port Royal, properly fortified, can, in my opinion, defy all the armies and navies of the world, and this secures the safety of Kingston. Before you enter Port Royal you pass several quays, on each side of which formidable batteries can be placed. Between Port Royal itself and the Apostles' battery is a distance of four miles—good shelling distance on both sides. But the great danger is opposite Fort Augusta, even supposing a hostile fleet can pass Port Royal. There you must run under the very muzzles of the guns or ground on a dangerous shoal opposite. Then you cannot shell Kingston from the sea across the Palisadoes, as the distance is too great; besides which, a battery is to be erected near Plumb Point lighthouse, on these same Palisadoes; and perhaps all along the same spit of land to Harbor Head fortifications will be erected.

The expenditure of such a large amount of money as nearly two and a half millions of dollars cannot but have the effect of benefitting the masses, if only for a time, and there are consultations already going on in regard to who are likely to reap the richest portion of the harvest.

THE VOLUNTEERS.

In connection with all this warlike news it would be unpardonable in me were I to omit mention of the volunteers. In Kingston there are two infantry companies and one of cavalry. I attended an inspection of the small force on Saturday evening, at the race course near this city. The inspector was Colonel Reynolds, adjutant general to the Major General commanding the troops in this island. The several companies went through their drill in the most creditable manner, so much so as to elicit great commendation from Colonel Reynolds for their proficiency.

NEGRO TROOPS.

While on the subject of military matters I may as well speak of the Fourth West India regiment—a new regiment of blacks nearly completed here. The men are composed entirely of West Indian negroes, and the very best of them are selected. The men seem to me to be very strong and able bodied. A very judicious course followed by the military authorities in the training of these men is to institute courses of illustrated lectures, at which the men are instructed in what have been not inappropriately called common things. The regiment has been partially formed but more than four months, and already are the soldiers not only very proficient in drill, but the improvement of the band has been wonderful. The discipline is very rigid. For instance, a company at an evening drill committed a glaring error. When the drill was over, and the rest of the regiment were going to the barracks, the unfortunates were ordered to remain behind, and were not only put through a rather disagreeable "course of sprouts" for that afternoon, but for a week after they had to undergo the delights of heavy knapsack drill for two hours. By this course of treatment a very awkward negro is soon disciplined into a bright soldier. Cannot some of the generals of the United States take the hint if they will have black soldiers?

PUBLIC FEELING ON THE WAR.

On my arrival here my first inquiries were directed towards ascertaining the current of popular opinion relative to the rebellion. To my surprise, not to say disgust, I found it ran strongly in favor of the South. Since then I have conversed with men of all shades of complexion, and among them I have met very few indeed who have not expressed in the strongest manner their sympathies towards the South. All this greatly surprised me.

As a matter of course I was prepared for a few of the white inhabitants being in favor of the rebellion; but this feeling on the part of colored men took me quite aback. I soon learned, however, that they were quite uninformed in respect to the objects of the Southerners in the war they have waged. They have been taught that the Southern rebels will liberate all their slaves as soon as they have achieved their object—separation from the North. And this solution of the difficulty they firmly believe to be in the course of rapid consummation. Indeed, so nearly universal is this belief that I cannot resist the impression that, even in this unprejudiced community, secret emissaries from the South are at work diffusing false information and inducing the belief that the rebels are successful in every engagement. One individual actually challenged me to point out a single battle in which the loyal troops have been victorious, or a single place they have captured.

I timidly ventured to suggest New Orleans; but I was met with a laugh of derision, and a declaration that no battle had been fought there. On urging the fact that, though the battle was not exactly fought in front of New Orleans, because the rebel General Lovel would not remain to fight, but that a pretty stiff battle, lasting six days, was fought seventy miles below, in passing the forts. This fact was actually stoutly denied. What could I do in the way of argument with such people?

My only course was to quit their company, but not before I administered a rebuke to one of the lot, who had the impertinence to tell me that I must not come here with any of my Northern proclivities. In answer, I made him distinctly understand that I had as much right on this soil as himself, and that if I chose I would come here with Hottentot proclivities, and openly proclaim them.

In mentioning these facts I do so with great reluctance. I cannot pass over in silence the melancholy fact that persons whose parents were slaves a quarter of a century ago should now be advocating the formation of a republic or an empire based on the corner stone of slavery. Still less can I understand upon what principle Jamaicans can sympathize with the founders of that republic or empire who have boldly proclaimed their intention of making their frontiers extend from the Potomac to the Orinoco, embracing all the West Indian Islands, as slave States. Tell them that and with a laugh of derision they will answer that it cannot be done.

BLOCKADE BREAKING.

Of course a people who sympathize with the South, as the Jamaicans do, think running the blockade rather fine fun if anything is to be made out of it; and though this island is far out of the track, several cargoes of cotton have arrived here from blockaded ports, and have been transshipped to Liverpool.

The principal man in this business is a Southerner named Sanderson. The firm of Davidson, Colthirst & Co. is also largely implicated. It is one of the largest and most respectable houses in Kingston. Mr. James Davidson, the principal, was for many years an influential member of the House of Assembly. Mr. Henry F. Colthirst has always borne the character of a modest, unassuming man. He was, however, a principal party in the reception given to the pirate Semmes, at the Exchange.

CAPTAIN SEMMES' RECEPTION.

Speaking of this reception, I have found it absolutely impossible to ascertain the truth in regard to what Semmes really said on the occasion. The majority, who favor the South, and who were present on the occasion, roundly assert that he never uttered a word that, with the most illiberal construction, a colored man ought to take offence at. On the other hand, others, who say they, too, were present, and who sympathise with the North, asseverate that Semmes lauded slavery to the echo, and that he was loudly cheered therefor by men as black as a coal.

Semmes is regarded here as quite a hero. It is in vain to challenge a single act of heroism he has ever performed. The burning of harmless merchant vessels at sea is considered sufficient to entitle him to rank with the Blakes, the Rodneys, the Nelsons and the Collingwoods of British naval history.

WOOD FROM THE ALABAMA.

I send you some specimens of the Alabama's wood, taken from the wound in her stern. I have had a portion made into two crosses, which you will receive by the Plantagenet. The other portion I send just as I received it. You will perceive that a part has been torn into shreds, showing the immense momentum of the shot that perpetrated the mischief.

THE KEY WEST PRIZE CASES.

THE LATE DECISIONS OF THE COURT.

One Hundred and Sixty-six Vessels Condemned.

The Proceeds of Cargoes and Vessels.

The Activity of Our Blockaders Demonstrated.

The Loss of the United States Bark Amanda.

NAVAL NEWS IN THE GULF, &c., &c., &c.

Our Key West Correspondence.

KEY WEST, June 6, 1863.

The United States gunboat Sonoma, Commander T. H. Stevens, leaves this port to-day for New York, going North for the double purpose of repairing her boiler and machinery (damaged and deranged during her famous thirty-eight hours' chase of the rebel vessel Florida) and convoying the ship S. R. Mallory, with a valuable cargo of prize goods, as far as the Martinelli reef, in the vicinity of our blockaders.

The S. R. Mallory (built at Key West, and named after the rebel Secretary of the Navy) has been chartered to take the cargoes of forty four prize vessels to New York, and she has a most miscellaneous assortment of goods, just the kind they most want in Dixie land. The Marshal of this district goes on in the Sonoma to superintend the sale of this property, which, under the new prize law, must be sold by auctioneers appointed by the Secretary of the Navy and under the direction of the Marshal. We understand the cargo is appraised at the sum of $300,000. Some two hundred and fifty bales of cotton, sent on in the steam transport McClellan, will be added to this cargo, and all sold together. The squadrons in the Gulf—Wilkes', Bailey's and Farragut's—have lately been doing a damaging business to the Confederacy. They have swept the Gulf of nearly every rebel craft that has dared to attempt to evade the blockade. The arrivals at Key West in May were as many as one a day—from steamers with valuable cargoes down to boats of ten tons—all full of cotton, turpentine, dry goods, salt, sugar, munitions of war and every conceivable article that the rebels anxiously desire for their exhausted markets. On one day in the latter part of May no less than eight prizes entered our harbor, five of them captured by one steamer—the De Soto. The capture of so many vessels must be very damaging to the rebels.

The sale of vessels at Havana—such vessels as are suitable for blockade running purposes—has almost entirely ceased. Enormous prices were paid for light draught schooners, and quite a trade sprang up between this port and Havana, the Marshal selling vessels of all descriptions to parties here at public sale, taking Treasury notes in payment, and the purchaser sending them across to Cuba, where they were resold at great advances for gold, realizing in many cases, with the exchange, full 100 per cent profit. But the capture of late of so many vessels has brought this traffic to a dead lock, and sales cannot now be made except at a loss. The contraband trade is a losing business. Over forty vessels have been taken by our cruisers in as many days, and the demand at Havana for blockade runners has suddenly ceased.

The ship S. R. Mallory has on board the cargoes of the following prize vessels, all condemned at this court by Judge Marvine. Among them is the cargo of the famous steamer Dolphin, a prize to the Wachusett, of Wilkes' squadron. When her hatches were taken off by the officers appointed by the Court to examine her cargo the first case hoisted upon the deck contained Enfield rifles, of which over forty boxes were afterwards found. Among other cargo on board were twenty-two cases containing each two hundred cavalry cutlasses; and the owner of this cargo writes to the London *Times* that his vessel was loaded with a lawful cargo. Full one half of the available space of his vessel was devoted to munitions of war. So much for the neutral nature of the Dolphin's cargo. The cargo of the schooner John Williams, loaded at Nassau ostensibly for Beaufort, N. C., was placed on board the Mallory. She was bound from a neutral port to one of our own; but an examination of her cargo brought to light a ground tier of steel plates, sixteen feet in length, sixteen inches in width and two inches in thickness. Her fortunate capture by the gunboat Octorara changed the destination of this neutral property from Charleston or Wilmington to New York.

The goods on board the Mallory are from the following prizes:—

Schooner Royal Yacht, 100 bales cotton, appraised at $32,569 55.

Schooner Five Brothers, 24 bales of cotton, appraised at $3,000.

Schooner Justina, four bales of Sea Island cotton, value $1,350.

The cargo of steamer Dolphin consists of cars, muskets, machinery, hardware, medicine, books, shoes, leggings for rebel soldiers, engineer tools and implements, spades, picks, shovels, salt, tea, soap, quicksilver, brandy, cotton cards, &c., valued at $26,000.

Schooner Superior, captured by the gunboat Huntsville, 67 bales Sea Island cotton, 18 bales middling, valued at $35,022.

Captured by the gunboat Port Royal at Apalachicola, 14 bales middling cotton and a quantity of copper, valued at $2,100.

Schooner Minnie, 16 packages Sea Island cotton, valued at $4,664.

Sloop Enterprise, 1,253 pounds Sea Island cotton, valued at $1,000.

Schooner Charm, 24 bales Sea Island cotton, valued at $9,450.

The schooner Alabama, captured by the Susquehanna: cargo soda ash, liquors, soda, oil, salts, tea, coffee, pepper, segars, &c., valued at $4,749.

Schooner Hortense, with aguadiente, claret, soap, pins, thread, gin, shot, leather, shoes and lead, valued at $1,911.

Schooner Florence Nightingale, captured by the Octorara, 54 bales middling cotton, valued at $17,390.

Schooner Anna, soda ash, cards, coffee, dry goods, soap, &c., valued at $1,304.

Sloop Rorolic, thread, shoes, medicines, coffee, &c., valued at $4,078.

Schooner Mattie, shot, aguadiente, soap, coffee, gin, &c., valued at $3,444.

Schooner Annie B., 20 bales cotton, valued at $5,440.

Schooner Ascension, cordials, coffee, wines, starch, linens, segars, &c., valued at $2,946.

Schooner New Year, 40 bales middling and 14 bales Sea Island cotton, valued at $16,106.

Schooner General Prim, 57 bales middling cotton, valued at $16,046.

Schooner Rapid, 27 bales middling cotton, valued at $7,546.

Steamer Eugenie, rifles, coffee, tea, shoes, &c., valued at $7,672.

Schooner Jane Adelaide, a prize to the De Soto, 28 bales cotton, valued at $4,360.

Spanish sloop Relampago, with coffee, dry goods, aguadiente, claret, shoes, medicines, &c.; value $1,115.

A lot of cotton, captured at Indian River by the Sagamore, and a lot at St. Lucie by the same boat, value $1,500.

Schooner Ida (24), cargo of brandy, gin, assorted merchandise, &c., liquors, valued at $756.

Boat Alligator, cargo of liquors and salt.

Schooner Maggie Fulton, cargo of soap, tea, shoes, pepper, coffee, &c.; value $709.

Sloop Bright, captured by the De Soto off Mobile, cargo 22 bales cotton; value $4,875.

Schooner Clara (pilot boat), cargo aguadiente, soda ash, copperas, calico, pins, tin, coffee, brogans, cotton cards, medicines, &c.; value $2,485.

Pilot boat Joe Hanner, cargo of shovels, cotton cards, olive oil, cognac, medicines, gin, soap, candles, coffee, leather, dry goods, paper, thread, soda ash, hardware, segars, lead, wines, &c.; value $10,000.

Schooner Theresa, cargo of champagne, brandy, merchandise, coffee, leather, nails, rum, tea, thread, cotton cards, &c.; value at $10,600.

Sloop L. Pudley, cargo soda ash, coffee, tea, gin, thread, linen and cotton goods, &c.; value, $23,118.

Sloop E. Beck with cargo calfskins, coffee, pepper, aguadiente, soda ash, gin, salts, alum, copperas, saltpetre, &c.; value $640.

Schooner John Williams, cargo shovels, bar iron, hardware, copperas, salts, brushes, pails, brooms, spades, caustic, saltpetre and nails, value $9,000.

Schooner Sea Lion, 68 bales cotton; value $8,840.

Schooner Ripple, 28 bales cotton; value $4,000.

Schooner Juniper, soap, dry goods, cards, brandy, candles, coffee, iron, &c.; value $2,000.

Schooner Handy, carbonate soda; value $240.

Schooner Five Brothers, cotton; value $1,000.

Schooner New Year, 11 bales cotton; value $1,560, eight chronometers, $1,000.

Schooner Fashion, 49 bales cotton (Sea Island); value $12,250.

The entire cargo is valued at $300,000. It will be sold in New York as soon as it can be arranged after the arrival of the ship.

The vessels in which these cargoes were brought to Key West have been sold in most cases. The John Williams will take a cargo of cotton from other prize vessels, and be sent to New York.

In addition to these prizes there are now in the harbor of Key West—

The prize steamer Fagle (British), captured by the Octorara while on a voyage from Nassau to Charleston. Sixteen shots had to be fired at her before she would come to. She has a small but valuable cargo. She cannot escape condemnation.

The prize steamer Victor, captured by the United States steamer Juniata a few miles outside of Havana, bound ostensibly to Malanzas, but without doubt destined to run the blockade of Mobile. Cargo segars, sugar, coffee, &c.

The prize steamer Union, prize to the gunboat Huntsville, Capt. Rogers, for Havana, and taken off Mobile with a valuable cargo of Havana goods.

The schooner O. S. Breese, cargo assorted from Havana for Mobile.

The schooner Sea Bird, cargo assorted, from Nassau for Dixie.

Schooner Clyde, cargo 100 bales cotton; vessel restored, but cargo, being Confederate, will be condemned; captured by the Sonoma, Capt. Stewart.

Schooner A. J. Hodge, Havana, cargo assorted, captured by the Kanawha.

Schooner Crazy Jane, cotton and turpentine, a good prize.

Schooner Sea Lion, 235 bales cotton, part on the Mallory, a Confederate vessel and cargo.

Schooner Ripple, 100 bales cotton, part on the Mallory, a Confederate vessel and cargo, good prize.

Schooner Echo (British), 150 bales cotton, part of cargo Confederate, and will be condemned.

Brig Comet, from Havana, captured off Mobile, good prize, cargo segars, sugar, coffee, &c.; Confederate cargo.

Schooner Mississippian, captured by De Soto, 175 bales cotton.

Steamer Cuba, vessel burned, crew taken prisoners, vessel chased by the Huntsville and De Soto, $1,000 in specie secured.

Also schooner Diana, assorted cargo, from Havana.

Sloop Richard, assorted cargo, from Havana.

Schooner Anna Amelia, assorted cargo, from Havana.

Schooner Part, No. 2, assorted cargo, from Havana.

Schooner Brothers, assorted cargo, from Nassau.

Schooner W. T. Leitch, assorted cargo, from Nassau.

Schooner Linnett, assorted cargo, from Havana.

Steamer Pearl, condemned.

Steamer Dolphin, condemned.

NAVAL VESSELS IN PORT.

United States steamer Magnolia, flagship of Admiral Bailey.

United States steamer Juniata, Captain Citts.

United States steamer Octorara, Captain Collins.

United States steamer Tioga, Captain Clary.

United States steamer Huntsville, Captain Rogers.

United States steamer De Soto, Captain Walker.

Steam schooner Hendrick Hudson, Captain Cate.

Schooner Chambers (three masted).

By the Hendrick Hudson, Captain Cate, from Apalachicola, we learn of the total loss of the United states bark Amanda in a terrific hurricane at Dog Island, near Apalachicola, on the 28th of May. The Hendrick Hudson saved the rigging, sails, &c., of the wreck. The vessel, being driven high up, was abandoned and subsequently destroyed. The guns, save the howitzers, were all lost. No lives lost. The officers and crew arrived at Key West on the 5th in the Hendrick Hudson.

The Hendrick Hudson brought to Key West forty-nine bales Sea Island cotton, captured forty miles up the Chattahoochie by an expedition fitted out from the Port Royal. The cotton was on board the schooner Fashion, and concealed in a dark lagoon. The captain was taken with the vessel and cargo. The Fashion is now used as a tender to the Port Royal.

The Circuit Court of the United States for the Southern district of Florida, at a late session, convicted the following persons of revolt and mutiny on board the ship Searight's Sea when she was at anchor on the Florida reef. They were sentenced to the penitentiary in the District of Columbia for two years at hard labor. Their names are George Flower, Thomas Gilbert, Nicholas Martin, James Thompson, Antonio Germinowick, Thomas Hattray and James Perkins. The prisoners are on board the steamer Sonoma, in charge of the Marshal of Florida.

GREEN AMOUNT OF SALES OF PRIZE VESSELS AND CARGOES CONDEMNED BY THE PRIZE COURT AND SOLD AT KEY WEST AND NEW YORK SINCE THE LAST STATEMENT, PUBLISHED IN OCTOBER, 1862.

	Vessel	Cargo.	Total
Steamer Adela	$58,000	2,000	60,000
Schooner Agnes	425	No cargo.	425
Schooner Ariel	1,450	7,083	8,533
Schooner Adventure	875	1,271	2,146
Schooner Alicia	340	5,929	6,270
Schooner Avenger	220	4 / 944	1,164
		25	
Boat Alligator	50	—	50
Sloop Brave	597	295	992
Sloop Breckenboro	900	11,238	12,138
Sch'nr By George	200	312	512
Schooner Chase	1,376	4,476	5,852
Schooner Carmita	550	1,876	2,426
Schooner Courier	1,850	1,797	3,647
Sloop W. E. Chester	1,553	21,423	22,976
Ketch Comet	1,845	3,615	5,461
Sloop Flying Fish	505	122	627
Schooner Dart	1,530	860	2,390
Schooner [illegible]	225	No cargo.	225
Schooner Francis	450	768	1,208
Sloop Silas Henry	75	3,138	3,213
Schooner Hermosa	3,530	24,091	27,621
Sloop Julia	375	196	571
Schooner Julia	256	17,091	17,347
Schooner Isabel (No. 2)	1,815	44,613	46,428
Schooner Kate	2,630	1,508	4,138
Schooner Lucy	504	3,629	4,133
Schooner Lilly	3,430	1,759	5,189
Schooner Maria	1,880	2,969	4,849
Schooner Magnolia	255	41,476	41,731
Schooner Orion	651	7,249	7,900
Boat Prize	40	797	837
Schooner Elisa Reed	415	21,356	21,771
Schooner Stonewall	1,200	No cargo.	1,200
Schooner Sarah O. Kile	40	No vessel.	606	606
Schooner Trier	1,195	202	1,397
Schooner Theresa	1,858	1,192	2,950
Schooner Two Sisters	1,200	2,498	3,698
Boat, name unknown	30	No cargo.	30
Schooner Velocity	No vessel.	621	621
Steamship Virginia	47,000	10,935	57,935
Schooner William	1,875	93,449	95,324

In the above cases the Court are at present occupied in taxing the bills of costs, and the net proceeds will soon be ready for distribution. The vast amount of business thrown upon the Court has alone prevented an earlier settlement.

The Admiralty Court at Key West has adjudicated, or has in process of adjudication, since the blockade was established, one hundred and sixty-six prize cases.

Of this number sixteen were steamers, four barks, four brigs, one hundred and fourteen schooners, twenty sloops, four cargoes and no vessels.

The sales of prize property condemned at Key West, and sold by order of the Court at New York, amounts to the sum of $1,943,409. The expenses attending these New York sales, including freight and insurance, amount to $103,297, or about five per cent. The sales at Key West have amounted to the sum of $259,900. Total sales of prize property to June 1, $2,210,309 50.

ATTEMPTING TO WASH A BLACK MAN WHITE.—An amusing attempt has just been made to wash a black man white. A letter from Zurich says:—"In Lenzburg, Aargau, a travelling company of showmen, under the lead of an African, Janetti, who is now a French subject, made its appearance at the time of the annual fair for the purpose of giving representations. The police authorities of the place were astounded that a man whose papers and pass were quite correct, but who was quite black, should speak French with perfect fluency. Their suspicions were aroused to such an extreme that Janetti was summoned to the bureau. Water, soap and sponge were procured, Janetti reduced to a state of nature, and washed most vigorously by two of the subordinates. All in vain; the black, so far from disappearing, only comes out with greater lustre. The doubts of the police, however, are far from solved. An apothecary was sent for. Cyanide of potassium is by his advice next applied to the obstinate skin of Janetti. But a blackamoor is not to be washed white, and the ill-used actor had to be dismissed, after defying all the efforts of his persecutors. It is said he will lay a complaint on the subject before the Council of the Swiss Confederation."

ROSECRANS' ARMY.

The Hanging of the Two Rebel Spies.

THEIR POSITION IN THE REBEL ARMY.

The Son of Captain Williams, U. S. A., who Fell at Monterey, Begging His Life at Rosecrans' Hands—He is Hung.

Bragg's Position and Its Strategical Value.

THE AFFAIR AT FRANKLIN, &c., &c., &c.

Mr. W. F. G. Shank's Letters.

MURFREESBORO, June 4, 1863.

SKIRMISHES—ATTACK ON FRANKLIN.

After I had closed my letter of this morning I learned the particulars of a slight skirmish on the Shelbyville road, and subsequently I had information of similar engagements at Franklin and Triune. The rebels have grown excited and anxious over the change of our line at Franklin. Col. Heard, of the Eighty-fifth Indiana, has been left in command of the position, and garrisons the fort built there by General Granger's command. The column under General Granger had marched from Franklin to Triune. It was a movement difficult to make, and hence the rebels, fully aware of it, supposed Franklin had been entirely evacuated. On Wednesday night they dashed into the town and found themselves mistaken. Heard gave them a warm reception, and they retired to renew the attack this evening. The information of Granger's retirement appears to have been sent along the entire rebel front, and yesterday the rebels made determined reconnoissances along the whole line. The skirmishing at Franklin was continued the whole day. The rebels may have gained some information, but no advantage. Heavy firing was heard at Triune. Colonel McCook says he heard over one hundred guns in that direction. There has been no report from Triune, though Captain Kelly has a courier line and Captain Merrill a signal station connecting Triune with Murfreesboro.

ANOTHER ATTACK.

About six miles out, on the Shelbyville road, the enemy, with cavalry and artillery, made an attack on the Second Indiana cavalry, on picket duty, and were shelled by a section of artillery which was on duty with the cavalry. The rebels were so persistent in their reconnoissance that the Thirty-ninth Indiana, Colonel Thos. Harrison was sent to the assistance of the cavalry. About the same time a force appeared on the Middleton road attacking the Fourth United States cavalry. Cardin's brigade of the right wing was sent to the assistance of the two cavalry regiments on the Shelbyville and Middleton road, and in the afternoon Stokes' Chicago Board of Trade battery was sent to the front at double quick. The measures were merely precautionary, as little necessity existed for the reinforcements. The rebels were driven off without having inflicted or sustained serious injury.

A THIRD ATTACK.

On the left of our line, on the east fork of Stone river, an attack was also made yesterday. In fact, a general reconnoissance of our entire front was made by the rebels, doubtless to learn what was meant by Granger's retirement to Triune. They are puzzled to know if the contraction of the lines in consequence of it is being weakened by sending troops to Grant, or whether it is preparatory to an advance on Shelbyville.

I have before intimated that the plan of operations to be pursued by us depends for its success upon blinding the enemy for at least two days after we begin to move as to our intentions. Should he display as much energy and vigilance as he has done to-day this will be a duty, I fear, the cavalry will hardly be capable of doing. I do not know that I gave you in this morning's letter a clear idea of the plan which it is understood Rosecrans is going to work on; but I dare not repeat at this time for fear of interruption of the mails from guerillas. I am of the opinion that a few days must develop it.

CAPTAIN MERRILL.

Captain W. E. Merrill, Corps Topographical Engineers, United States Army, has succeeded Captain N. Michler as Chief of Topographical Corps in Gen. Rosecrans' staff. Capt. Michler and Major Weyss, his chief assistant, have gone to Washington to report for duty in some other military district. Captain Merrill has been with General Gordon Granger heretofore.

RETURN OF GENERAL WILLICH—HIS OPINION OF REBELLION.

General Willich, captured at Murfreesboro Dec 31, has returned to duty with General Johnson's division. His report of his trials and tribulations in Dixie you have already published. General Willich says he only found one man connected with the government at Washington who was at all interested in the suppression of the rebellion, and that was the President. General Willich called at the War Office, and after endeavoring to get a hearing from the different Cabinet officers, and thinking his information of sufficient importance to merit attention, he requested an interview with the President. It was immediately granted, and Gen W. found a patient, interested and attentive listener. He says, in his broken English, "dat de confederacie is a leetle bladder filled with very bad air; you prick him and he sink with a great stink." General W. came back determined to expose the familiar certain commanders, but found that they had turned over a new leaf, and he remains silent. He states, among other things, that Gen. Johnson's division, which was routed so early in the day, was falsely posted, according to orders, and that when the attack began he (Willich) was at headquarters protesting against the position which the troops held. He compares the government and the rebel confederacy to a great elephant kicking and striking at a dog biting at his feet. He thinks the war cannot end until "de elephant gets mad and drives de dog into a corner and tramples de life out of de dam beast."

MURFREESBORO, June 5, 1863.

THE REBEL ATTACKING FORCES.

Gen. Negley reports that two infantry brigades—Bushrod Johnston of Cleburne, and Brown's brigade of McCown's division—advanced during the rebel reconnoissance yesterday. This is information obtained from deserters who took advantage of the reconnoissance to escape to our lines. These brigades have held the advance positions at Beech Grove and Wartrace since the retirement of Breckinridge and McCown to Vicksburg.

MURFREESBORO, June 6, 1863.

Heavy rains have prevailed for several days, and the roads are becoming more formidable barriers to any activity on our part. I do not know but what my anticipations elaborately given in previous letters may prove false, and the topographical and meteorological difficulties postpone the execution of the plans and designs I have therein detailed. Tennessee roads are, with this army, proverbially good; but such rains as we have had for four or five days will soon destroy them. However, a few hours of sunshine restores the solidity and makes them passable.

A MILITARY EXECUTION FOR THE CRIME OF MURDER took place yesterday afternoon. The murderer has been arrested, tried and executed under peculiar circumstances. The murder was committed within the lines of the rebel army in our front on or about the 9th of March last. The murdered party was one Adam Weaver. Selkirk was one of a party of three who seized Weaver and put him to a lingering death in the effort to make him reveal where his money was concealed. The murder was committed in the presence of the daughter of Mr. Weaver. Selkirk was arrested by the rebels and confined in McMinnville. When Reynolds made a descent on McMinnville he found Selkirk in jail awaiting his trial—indefinitely postponed on account of the witnesses being within our lines—and brought here under guard. His trial took place immediately, and two-thirds of the court found him guilty. The sentence was carried into effect yesterday afternoon. The condemned man, in reply to a message from General Thomas, stated he had no use for the post chaplain. He confessed his guilt while in prison, but on the scaffold denied it. He said he was present, but not guilty. The daughter of the murdered man, who had witnessed his murder, stood under the gallows, and at this declaration, exclaimed audibly, "hear the old liar." Colonel Parkhurst, of the Ninth Michigan, who stood near her, says that as the drop fell and the man died she looked on with a smile on her countenance. One of Selkirk's accomplices is under arrest to be tried for the same crime. The parties are all rebels. A deserter is also to be shot on Monday.

THE NEWS FROM FRANKLIN.

As sent by telegraph last night, establishes beyond doubt that Colonel Beard is perfectly able to hold his position at that point. The telegram simply stated that he had repulsed the enemy, with a loss to them of about one hundred killed and wounded and two hundred prisoners. The position is one of the strongest on the line of our operations, and the works there are only surpassed in strength and beauty by the magnificent intrenched camp at this point.

A DESERTER'S STATEMENT.

A conscripted man came into the lines on the 4th, taking advantage of the rebel reconnoissance on that day to desert. He states that he enlisted in the rebel army at the beginning of the war, was taken at Fort Donelson and showed to go home, giving bond and taking the oath of allegiance. On the 15th of May last he was conscripted and taken to Shelbyville, and thence to Wartrace. He states that he was placed in the ranks of the Eighteenth Tennessee, of Brown's brigade, Johnston's division. He says this brigade formerly belonged to Breckinridge's division. (It is supposed that it was temporarily under the command of Brown, as there was no such brigade in Breckinridge's command.) He learned that the rest of the division (Breckinridge's) had gone to Mississippi. From Wartrace he was sent to Beech Grove, Brown's being thereby brigade encamped there on Saturday last, May 30. The regiment advanced towards Murfreesboro on the 4th from Hoover's Gap. About six miles out he "took to the cedars." Shortly after, encountering a body of Union troops, he gave himself up. He says Bragg's army will number between twenty and thirty thousand.

MURFREESBORO, June 6, 1863.

BRAGG PREPARING TO RETIRE.

A formation from below creates the opinion that Bragg is preparing to run the moment Rosecrans advances. His activity in his front and his preparations in his rear are considered conclusive of this. Bridges have been prepared across the Tennessee river at various points, both above and below Bridgeport, his natural line of retreat, and all his spare wagons have been sent to the rear. His activity in the front is for two purposes. One is that he may be early apprised of our movements and retire, and secondly, that he may have ample time to get away whatever rolling stock he may have at Shelbyville. The latter half of this sentence may not be fully understood if the reader does not know that the line of railroad which supplies Bragg runs first northeast from Shelbyville to Wartrace, and thence due south to Bridgeport. Wartrace is much nearer Murfreesboro than Shelbyville. Hence if Bragg is not apprised of our movements at an early hour he cannot get out whatever rolling stock he may have at Shelbyville, and will have to destroy it; and rolling stock and railroad material is growing to be a great consideration with the rebels, almost as important as men. Railroad iron stands between them and starvation. "Starving the rebels" may all be, and very likely it is, a wild idea, but deprive them of the means of transportation by railroads and they cannot possibly keep large bodies stationed for any length of time in any one district of country. We may be able to "starve them in spots." At any rate, were they deprived of railroads they could never concentrate their forces at strategic points and feed them conveniently.

ROSECRANS' GENERALS OPPOSED TO A MOVEMENT.

There is a singular apathy on the part of the principal officers in the army to a forward movement. All those who have any opinion on the subject express it freely. The projected movement is talked of everywhere and talked of unfavorably. General Thomas is reported to have said—and the authority is good—that we are doing the rebels more injury by lying where we are, sustaining well our fortified line, than we can possibly do by advancing. His looks upon any movement of our main force as impolitic at this time. It has long been conceded that the "long head of the Fourteenth army corps," as Thomas is called, has had much to do with keeping the Army of the Cumberland for the past five months in its "active state of inactivity." The other corps commanders—Crittenden and McCook—are eminently negative men, have no opinion on the subject, and wield little or no influence. I have not heard—and I have not made any particular inquiry—of a single division commander who approves of a forward movement. Singular as it may seem, the division commander who originated the plan I am assured is to be followed does not approve any action, and all those who recommended the plan counsel inaction on the part of the main army and the maintenance intact of its present admirable lines. They talk of the lines as at present established as admirable in the extreme, and say boldly that it is impenetrable to rebel cavalry or infantry. It has never been broken by outside pressure, but now comes the pressure from Washington. Old "Rosey" is forced to move—to disarrange his lines—do what the rebels have failed to do by embarking upon a campaign which promises uncertain results. The whipping or catching of Bragg is among the most uncertain of the many uncertain things under the sun.

MURFREESBORO, June 6—Midnight.

BRAGG REPORTED CHANGING HIS POSITION.

We have this evening some strange news from Bragg, which would indicate that he is not only prepared for an attack, but rather anxious for one. Within the last two days it is said he has strongly reinforced the forces at Beech Grove and Wartrace, moving himself from his quarters at Shelbyville to one of the two places named.

The movement, if it has actually been made, indicates that he anticipates an attack at Beech Grove. He assumes his only truly defensable position. Take the accompanying diagram and you will see it. Beech Grove, Manchester, Shelbyville and Tullahoma are the four points of the compass. Tullahoma (south) is the base of supplies, Duck river, from Shelbyville (the west) to Manchester (the east), is Bragg's line of operations. Beech Grove (the north), a little advanced, is midway between the two. If we move on Shelbyville (his left) he retires and fights us in his works there. His way is then open twenty-one miles to Tullahoma, his base. If we move on Manchester (his right) he retires from Beech Grove and fights us in his works at Manchester. His way is open, if defeated, to Tullahoma, twelve miles distant. If we move directly on Beech Grove he throws up rifle pits and fights us there. If defeated he retires to Tullahoma, distant about twenty six miles, by way of the roads running with the railroad, still holding control of his natural lines