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The Memphis Appeal.

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JOHN S. ROWLAND, Superintendent.

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Leaves Atlanta at.....	8.00 P. M.
Arrives at Chattanooga at.....	7.32 A. M.

Down Night Mail and Passenger Train

Leaves Chattanooga at.....	4.30 P. M.
Arrives at Atlanta at.....	4.02 A. M.

Up Express Freight and Passenger Train

Leaves Atlanta at.....	7.38 A. M.
Arrives at Chattanooga at.....	7.05 P. M.

Down Express Freight and Passenger Train

Leaves Chattanooga at.....	3.45 A. M.
Arrives at Atlanta at.....	3.12 P. M.

Accommodation Passenger Train

Leaves Atlanta at.....	7.00 P. M.
Arrives at Kingston at.....	7.58 P. M.
Leaves Kingston at.....	7.30 A. M.
Arrives at Atlanta at.....	8.40 A. M.

This train connects at Kingston only with the Rome Branch Train leaving Rome at 7.00 P. M. Train from Atlanta connects with the East Tennessee and Georgia Railroad at Dalton, and the Nashville and Chattanooga Railroad at Chattanooga. JAS. DUN, Ticket Agent.

Atlanta and West Point Railroad.

ATLANTA TO WEST POINT.....27 MILES.....FARE $1.25.

GEORGE G. DULL, Superintendent.

Morning Passenger Train

Leaves Atlanta at.....	7.45 A. M.
Arrives at West Point at.....	1.20 P. M.
Leaves West Point at.....	6.45 A. M.
Arrives at Atlanta at.....	5.20 P. M.

Evening Passenger Train

Leaves Atlanta at.....	3.15 P. M.
Arrives at West Point at.....	9.20 A. M.
Leaves West Point at.....	3.15 P. M.
Arrives at Atlanta at.....	9.20 A. M.

Georgia Railroad and Banking Company.

AUGUSTA TO ATLANTA.....171 MILES.....FARE $6.00.

GEORGE TODDE, Superintendent.

Night Passenger and Mail Train

Leaves Atlanta at.....	4.15 P. M.
Arrives at Augusta at.....	4.21 A. M.
Leaves Augusta at.....	6.30 P. M.
Arrives at Atlanta at.....	6.51 A. M.

Day Accommodation Passenger Train

Leaves Atlanta at.....	4.50 A. M.
Arrives at Augusta at.....	4.21 A. M.
Leaves Augusta at.....	7.00 A. M.
Arrives at Atlanta at.....	7.02 P. M.

Macon and Western Railroad.

MACON TO ATLANTA.....101 MILES.....FARE $6.00.

ALFRED L. TYLER, Superintendent.

Passenger Train

Leaves Atlanta at.....	6.30 A. M.
Arrives at Macon at.....	10.40 P. M.
Leaves Macon at.....	9.00 A. M.
Arrives at Atlanta at.....	4.00 P. M.

This road connects at Macon with the Central road for Savannah and Gillsbyville, and the Southwestern Railroad for Albany, Fort Gaines, Eufaula, Ala., and Richland, Ga. J. R. CROW, Ticket Agent.

Montgomery and West Point Railroad.

MONTGOMERY TO MONTGOMERY.....57 MILES.

WM. H. CRAIG, Superintendent.

Day Passenger Train

Leaves West Point at.....	1.00 P. M.
Arrives at Montgomery.....	7.00 P. M.
Arrives at Columbus at.....	4.40 P. M.
Leaves Montgomery at.....	8.30 A. M.
Arrives at West Point at.....	1.30 P. M.
Arrives at Columbus at.....	12.40 P. M.

Night Passenger Train

Leaves West Point at.....	12.40 A. M.
Arrives at Montgomery at.....	4 A. M.
Leaves Montgomery at.....	8.00 P. M.
Arrives at West Point at.....	11.35 P. M.

Arrival and Closing of the C. S. Mails.

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Due daily at 12 M.	Close daily at 8 P. M.

BY ATLANTA AND WEST POINT RAILROAD.

Due daily at 3.30 P. M.	Close daily at 5 P. M.

BY MACON AND WESTERN RAILROAD.

Due daily at 4 P. M.	Close daily at 8 P. M.

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SUNDAY.

Open at 8 A. M. and close at 9 A. M. Open at 4 P. M. and close at 6 P. M.

On the arrival of each mail the office will be closed until it has been distributed and ready for delivery.

THOS. C. HOWARD, Postmaster.

November 14, 1863.

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Daily Appeal.

[FROM THE ARMY EDITION.]

Memphis Items.

We have before us the Memphis *Argus* of the 6th inst. The following are the only local items of interest we find in its columns:

THE RECORDER'S COURT.—There was an unusually long docket tried at this court yesterday—twenty-five cases, including a number of business men, on charge of transacting business without license, and four respectable looking men for being disorderly.

FROM NATCHEZ.—We have received Natchez (Miss.) papers of the 2d inst. They are the latest, but contain not a single item of news worth reproducing here. Everything seems to be remarkably quiet from Vicksburg down.

CONSCRIPTING IN TIPTON COUNTY.—We learn that during the present week guerrilla conscripting squads have been carrying on their work in some portions of Tipton county, near the river.

GUERRILLA WORK IN ARKANSAS.—Parties who arrived from below on steamers yesterday, bring reports of fighting with guerrilla forces back of Helena, and outnumbering. How much truth they contain we could not ascertain, and do not deem it proper to go into details on such slight evidence. Guerrilla skirmishes are by no means unfrequent in that region, and have no particular significance at any time. We doubt the report that there is any considerable Confederate force anywhere between Pine Bluff and Helena.

COTTON.—Was dull yesterday. There were few transactions, owing to the fact that buyers will not meet the views of holders, who contend for the prices of Wednesday. The receipts to-day were light—stock in hand pretty fair for the times and shipments heavy. We now quote the ruling rates as follows:

Good Middling.....	75c.
Strict Middling.....	71c.
Middling.....	65c. 66c.
Ordinary.....	57c.
Low Ordinary.....	50c.

Affairs in Tennessee.

Private accounts from East Tennessee encourage the hope that the Yankees are destined to an awful waking up in the course of a very few days. That Knoxville will be re-occupied we have but little doubt, nor shall we be surprised if the pressure should turn out to be so great as to compel Grant to evacuate Chattanooga and seek safety for the old army of Rosecrans.

We have now two heavy columns in East Tennessee, marching from opposite directions, and they will probably close in around Burnside before he is aware of it. There is also a prospect that he will find the gaps in the Cumberland mountains closed should he attempt an escape in that direction.

Burnside driven to the wall, the army of Rosecrans, now commanded by Sherman will have its hands full with the two columns referred to united on one side of him and Bragg on the other, while Wheeler with his fifteen thousand cavalry, will distress them no little by operations on their line of communication with Murfreesboro and Nashville.

Upon the whole the prospect is cheering for a brilliant campaign in Tennessee. It only needs now a few dashes of the Stonewall order to make the State too hot for the Yankees to subsist in and compel a hasty retreat. Shall we have those? Shall we see at Jackson's spirits like with him? We hope not. If any be left, it has now a glorious opportunity for display, and the man who wins the mantle of the dead hero is immortal.—*Savannah Republican.*

From the Front and East Tennessee.

The Marietta *Confederate* of Saturday says:

A surgeon, who arrived from the front this morning, reports all quiet. The removal from Sweetwater to the rear, of the sick and disabled seems to be in progress. This may be due to two causes—an intention to advance to Knoxville, or the relaxation of business on the railroads giving a good opportunity for transportation to be spared for such purposes. Either or both causes may have induced this removal. We are but in our guess.

Advices from East Tennessee, by an arrival on this morning's train, are that Burnside had retreated from Knoxville towards Sean's station, his ultimate destination being supposed to be Big Creek and Cumberland Gap. At last accounts his forces were about fifteen miles north of Knoxville. It is not deemed prudent to disclose the whereabouts of Longstreet.

The cities, almost every night, tear up the track of the East Tennessee and Georgia road.

The Affair at Rogersville.

From members of the guard, who brought down the prisoners captured in East Tennessee, on Friday last, we have some particulars of the affair, which will be read with interest.

It seems that Gen. Wm. E. Jones, who commanded the expedition, learning that a force of the enemy was at Rogersville, determined to effect their capture, and with this purpose, advanced upon the place with his own and a brigade commanded by Col. Giltner. Upon getting within a few miles of the town, he sent on a small portion of his command to make the attack and concealed his main body in the woods. The attacking party, which the Federals greatly outnumbered, were ordered to bring on a fight and then to retreat, as though they had only, after the commencement of the engagement, found that they were outnumbered. The ruse succeeded—admirably, our small force retiring and being pursued by the enemy until they got past the place of concealment of our main body, who suddenly, and as if by magic, closed in upon their rear, while those who were retreating, stopped their apparently hurried flight and the fight commenced. The contest was soon over, for, surrounded on all sides and attacked simultaneously in front and rear and on both flanks, no course was left the enemy but to surrender unconditionally, which they did.

Eight of their dead were found on the field and about thirty wounded, the number surrendering being 864, of whom about one hundred are said to have escaped, while on the march to Bristol.

A fine battery of four pieces of artillery, six hundred horses, nine hundred mules, and fifty-eight wagons, with a quantity of ammunition and quartermaster and commissary stores, were the fruits of this admirably planned and brilliantly executed affair, all effected with the loss of two men killed, ten wounded, and none missing.

Thirty-three commissioned officers, the highest in rank among them being Major Carpenter, of the 2d Tennessee cavalry, and seven hundred and two privates, of the 2d Tennessee and 7th Ohio, the prisoners taken at the time, were sent from here yesterday to Richmond.—*Lynchburg Republican*, 12th.

☞ The Salisbury *Watchman* of the 9th inst. says: "Some of eight persons in Rowan county, North Carolina, who have had patriotism enough and sense enough left to sell to the government their surplus corn, flour and corn at Government prices, deserve to be published to the world as follows: The *Watchman* gives their names as follows: John B. Craig sold his whole crop of wheat to the Government at the Government price. John H. Craig, 1000; Jacob Kerr, all the wheat he had to spare; F. W. Hairston, 400 bushels flour; James Kerr, Capt. Wm. McNeely, Lindsay Henderson and Jos. Dr. J. W. Hall (flour), Jos. Beckwell.

The *Watchman* adds: As this, we believe, is the entire list—what a would call a beggarly showing of empty bags, the names should be multiplied by least for Rowan alone. And what is true of Rowan, is also true of the adjoining counties. Our soldiers cannot live and fight on air. They must have provisions. Will the people at home supply them cheerfully and of their own free will, or will they compel the Government to resort to impressment to supply the army? Our *Journal*, or the other they must do.—*Wilmington Journal.*

☞ Somebody wants to know the tune which was "played upon the fife and also if the "cup of sorrow" has a sense inquisitive would like to know what light of other days" was gas or electricity, if the girl who "clung to hope" had no slippery hold, and if people do not get fatigued by "the exercise of forbearance!"

CRUISE OF THE ALABAMA.

Narrated by her Officers.

Capture of Fifty-Six Ships—Destruction of Four Million Dollars of Property—Capt. Semmes' Decisions as to Neutral Property.

From the Cape Town (Africa) Advertiser.]

We are indebted to the commander and officers of the Alabama for the following detailed and interesting narrative of her proceedings, from the time she was commissioned, twelve months ago, until now:

It was the 19th of August, 1862, that we left Liverpool in the chartered steamer Bahama, in the Western Isles, where we were to meet the Alabama, which had gone out before us to receive her armament, officers, and crew, for service. Our party consisted chiefly of the former officers of the Sumter—the gallant little vessel which created so much terror among the Yankee bottoms on the American coast and although pursued by all the Federal fleet, crossed the Atlantic in the winter with safety, and found a harbor of refuge under the guns of Gibraltar. There, however, she was blockaded, and she was sold on account of the Confederate States Government. She was repurchased privately, and her hull was taken over to England, where she was to be refitted, and is now no doubt afloat again under another name, but still bearing proudly the Southern flag. Her officers followed their captain, ready to obey his orders, for all admired him as a skillful seaman, a good tactician, an excellent diplomatist, and a brave man. They spent a short time in England, when the Alabama or 290, as she was then named, was purchased, and Capt. Semmes at once prepared to take command of her, under commission from President Davis, with the object of doing as much damage as possible to the enemy's commerce on the sea.

THE SHIP AND HER CREW.

At Porta Praya, in the Island of Terceira (Azores,) we found our ship taking in guns, ammunition, etc., which had been brought to this place by chartered vessels. The Alabama pleased us all. She is a fine ship of 1040 tons; the length of keel, 210 feet; breadth of beam, 32 feet; depth of hold, 17 feet 3 inches; her two engines combined of 300 horse power, and three furnaces, each below the water line; the diameter of her propeller is 14 feet, with two blades 3 feet in width and 21 feet pitch; and is capable of running 14 knots. She mounts eight guns—one rifled 7-inch Blakeley's patent, and one 8-inch shell or solid shot gun, (pivots,) and six 32-pounders of forty-two hundred weight (broadsides.) Her motto is: *Aide toi et Dieu t'aidera.* The officers numbered twenty, and the crew at this time only eighty—and the terms which the latter insisted upon on engaging called forth the remark from Captain Semmes, that the modern sailor has greatly changed in character: for he flew stickles for pay like a sharper, and seems to have lost his former love of adventure and recklessness. The ordinary seamen got as much as £4 10 per month; petty officers, £6 to £6; firemen, £7. All the officers held commissions from the Confederate States Government, and received pay according to the regular scale, varying from £150 to £800 per annum.

THE CRUIZE.

On the 24th of August, the command of the Alabama was formally handed over by Captain Bullock (who had brought her out from Liverpool) to Capt. Semmes; and the "stars and bars" were flung to the wind amid the cheers of all hands. The captain called all the crew and explained to them the risks and dangers they would have to undergo, and the inducement of prize money; furthermore, he said he did not intend to run headlong into battle with the whole fleet of the enemy, but that he did not intend to run away if he met with any, and that he would give battle to the last, so that he expected every man to do his duty. He did not wish to deceive or entice any one to go, and they were free to judge for themselves, either to stay in the Alabama or return with the Bahama to Liverpool. This speech had a good effect, and was loudly cheered, and very few left with the Bahama, which then parted company with us.

After leaving Terceira, several days were devoted to putting our ship in order and drilling the crew, who were nearly good seamen, but unacquainted with naval discipline. On the 5th September we caught our first prize, the Ocmulgee, off the Azores, and continued to cruise in that vicinity for about ten days, capturing and destroying several ships of the enemy. From the Azores we proceeded to the Banks of Newfoundland, and cruised thence in the direction of New York, capturing and destroying several other valuable ships. Among our captures were the Starlight, on board of which we found some dispatches for Secretary Seward; the Tonawanda, bound from New York to Liverpool, with seventy-five passengers, forty of whom were women; and the T. B. Wales, from Calcutta, with no American consul and his lady on board. We provided for them as well as possible—two of the ward room officers giving up their rooms for them. The consul, however, got as troublesome and intermeddling that Capt. Semmes had to tell him that he was only tolerated there on account of his lady; but if he again spoke to the men or his crew, he would be put in double irons and tied to the gun rack—which threat had the intended effect on the Yankee. The fate of the vessels captured was to be destroyed by fire, and the night effect of this spectacle at sea was sometimes very striking. One of the doomed vessels, the Levi Starbuck, was set fire at six o'clock in the evening, and was one of the grandest sights ever witnessed by us. After the decks took fire, the flames sprang to the rigging, running from yard to yard, mast, till it reached the royal truck, leaving the sea-washed hurst aswy, and forming one mass of glittering stars; in a few minutes afterward the powder charges exploded, tearing the vessel into a thousand pieces.

When within about 250 miles of New York, finding we had but four days' coal on board, Capt. Semmes bore off for the island of Martinique, where he had ordered a coal ship to rendezvous. On the way we captured and destroyed two very valuable ships. We reached Martinique on the 18th November, where we were received with enthusiasm by the inhabitants; but finding that our coal ship had been there a week or ten days, and that the object of her visit was well known, Capt. Semmes sent her out to sea again, appointing a new rendezvous. It was well that he did so, for she had not been gone twenty-four hours when the United States frigate San Jacinto arrived. Immediately she was seen, all our hands were called to quarters, ready for action, thinking the enemy would put his threat into force of running into us whenever he found us; but, as usual, it turned out to be their mode of gaining a victory. The San Jacinto kept moving in and out so long that the governor of the island boarded her, and ordered her either to come to anchor or proceed to sea, three miles clear of the land, which she obeyed, and lay to, blockading the port. Capt. Semmes determined to go out and fight her; but was advised against this by the French officer who came on board of us, who said she was too heavy, as she carried twelve 8 inch side guns, and two 11-inch pivots, with a crew of 250 men. The governor said that if we desired to take in coals, we must get under the guns of his fort, and he would protect us against Admiral Wilkes and his fleet; but as the bark with coals was sent off the day before, we concluded it was best to go to sea—so at 8 o'clock that night we got ready for action, and steamed out of harbor, without any molestation from the enemy, who was keeping watch and ward a marine league off. We coaled at the island of Blanquille, on the coast of Venezuela, the new rendezvous appointed; and here we found a United States whaling schooner, but forebore to capture her, because of the claim of Venezuela to the barren little island—a claim as barren as the island, for there was no settled population on it, and of course no vestige of government. There were only two or three fishermen's huts on the place; and we put ashore, with the brand of infamy, a seaman named Forest, who had deserted from the Sumter, and was captured on board one of our prizes; he was found guilty of inciting to mutiny.

Desirous to strike a blow at the enemy, the Alabama, after coaling, steamed for the east end of Cuba, in the track of the Havana steamers. On our way we captured and destroyed a bark from Boston for Aux Cayes; on the 7th November, after lying off Cape Maise for several days, we captured the United States steamer Ariel—unfortunately outward instead of homeward bound. She was brought to by a shot which struck her mizen mast. She had on board $8,000 in United States treasury notes, and $1,500 in silver, and as there was no certificate or other papers on board claiming it as neutral property it was taken possession of as prize of war. There were one hundred and forty marines on board, with six officers, all of whom were disarmed and paroled, as was also Commander Sexton, U. S. A., who was on board. As this ship had some seven hundred passengers and crew, many of whom were women and children, and it was alike impossible to take her into a neutral port, or to receive the passengers in the Alabama, there was no alternative but to release her under a ransom bond of $250,000; and as we parted company the passengers gave three cheers for Capt. Semmes.

After this, the Alabama hove to on the north side of Jamaica, to repair some damage which had happened to one of our engines, and then set out for the Arcas Islands, Gulf of Mexico, where we refilled with coal, and caulked and repaired ship. Here some of our men erected on the island an epitaph in black, "To the memory of Abe Lincoln, who died January, 1861, of negro fever of the head," with a card, on which was written in Spanish, instructions to the nearest United States consul.

LOOKS OUT FOR GEN. BANKS AND FIGHTS THE "HATTERAS."

On board the Ariel we found some New York papers containing accounts of an intended expedition by Gen. Banks, which we concluded was destined for Texas, and we presumed would rendezvous at Galveston. As it was said that the expedition was to consist of twenty thousand men, we knew a large number of transports would be required; many of these vessels would have to lay outside the bar, and we determined upon making a night attack upon forty or fifty of them laden with troops, sink and set on fire many of them, and escape before our vessel could be pursued by a superior force. As it afterwards turn out, we found the expedition of Gen. Banks took another direction and landed at New Orleans.

After coaling at Arcas, however, the Alabama set sail for Galveston, and arrived there on the 11th January, and before nightfall made out the enemy's fleet lying off the bar, consisting of five ships of war. One of their steamers we observed to get under weigh and come in our direction. Capt. Semmes ordered steam to be got up, but kept sail on our vessel as a decoy to entice the enemy's ship sufficiently far from the fleet to give battle. We wore ship and stood away from the bar, permitting the enemy to approach by slow degrees. When she was sufficiently near we took in all sail, and, wearing short round, ran up within hail. It was now dark, about nine o'clock. The enemy hailed: "What ship is that?" "Her Majesty's steamer Petrel." The reply was, "I'll send a boat on board."

We now hailed in turn to know what the enemy was, and when we received the reply that she was the United States steamer Hatteras, we again hailed and informed him that we were the Confederate steamer Alabama; and at the same time Capt. Semmes directed the first lieutenant to open fire on him. This fire was promptly returned, and a brisk action ensued, which lasted, however, only thirteen minutes, as at the end of that time the enemy fired an ensign and showed a light; and on being hailed to know if he surrendered, he said he did, and was in a sinking condition. We immediately dispatched boats to his assistance, and had just time to rescue the crew, when the ship went down. The casualties were slight on both sides, although the action was fought at a distance of one hundred to four hundred yards. Our shot all told on his hull, about the waterline, and hence the small number of killed and wounded on the part of the enemy—two of the former and three of the latter. We had none killed, and only one wounded, although the Alabama received several shot-holes, doing no material damage. The Hatteras mounted eight guns, and had a crew of eighteen officers and one hundred and eight men. The Alabama had also eight guns, with a small captured piece, (a twenty-four pounder, too light to be of any service,) and a crew of one hundred and ten men, including officers. Four of the Hatteras' guns were thirty-two pounders, the same caliber as our broadside guns, but our pivot-guns were heavier than theirs—this was the only disparity between the two ships. The United States frigate Brooklyn and another steamer came out in pursuit soon after the action commenced, but missed us in the darkness of the night. The Alabama then proceeded to Kingston, Jamaica, where the prisoners were landed on the 20th of January, and we repaired damages and coaled, and on the 25th proceeded again to sea.

DIFFICULTIES AT BAHIA.

We touched at the Island of St. Domingo, on the 28th, to land two enemy's crews we had captured; sailed again next day for the Equator, and remained for some days at the Island of Fernando de Noronha. From thence we put into Bahia, where we landed more prisoners. The Government at this place demanded explanations of our proceedings at Fernando de Noronha, as the American consul represented that we had made captures there in Brazilian waters; but as we clearly showed that no vessel had been taken within a prescribed distance from the island, the authorities were satisfied, and we were allowed to remain ten days, refitting. Meanwhile, the Castor, a coal ship, ostensibly bound for Shanghai, entered the port, and we commenced coaling from her. The American consul again protested, and wrote to the President of Bahia, stating that the Castor had on board guns and sailors for the Confederates. The President next day forwarded this complaint to the British consul at Bahia, inviting him to accompany the custom-house officers on board the Castor, to see whether the complaint had any foundation. The English consul returned the following reply:

"The denunciation of the American consul is devoid of foundation. The facts he has put forward are quite inexact. The captain he expresses is entirely illusive. The English consul has been on board the Castor, has ascertained that she does not carry arms; that her crew consists only of the man upon the ship's books; and that the only real fact of those alleged is her delivery of coal—a proceeding which it is the sole aim of the American consul to prevent. The consul is ready to be present at the visit proposed by the President. The captain of the Castor is perfectly willing to permit such visit, but the consul in any case protests against every act assuming the character of the right of search or of requisition by the consul of the United States. He (the English consul) entertained grave doubts of the American consul's right, owing to the mere supply of coal, to raise any claim against an English ship, belonging to a neutral port. The neutrality resulting from the independent exercise of its right by a State, cannot obstruct commercial relations, and a belligerent power is not entitled to demand their cessation in a neutral port between its opponent and the subjects of a neutral nation. Toleration by the President of the province of the supply of coal by an English ship to the Confederate cruisers in this port cannot (without infringing common sense and international law) be considered a hostile act contrary to the strict neutrality of Brazil."

The proposed visit on board the Castor took place, accompanied by interrogation of captain and crew. The result showed no proof whatever of the allegations, although it seemed pretty clear that the cargo of a vessel so other original destination than the Confederate privateers. The captain of the Alabama, indeed, admitted the fact, plainly declaring that he had a perfect right to purchase coal in England, and to provide for its discharge taking place out of a neutral ship within a neutral port. Captain Semmes at the same time requested the President's authorization to continue taking in his coal. The President replied that the coal must be put on shore and sent to the market, where Captain Semmes could buy as much as he pleased. He added that his instructions forbade him to allow the delivery of any kind of goods coming direct from another country, where the sale had taken place. Under these circumstances, Capt. Semmes directed the coal ship to meet him at Saldanha bay, Cape of Good Hope, and we left Bahia. On our passage to the cape, we captured the S. Gildersleeve, the Justina, Jabez Snow, Amazonian, Talisman, Conrad, A. F. Schmidt, and Express—all valuable prizes, except the Justina, which, being a Baltimore ship, was ransomed, and a number of the crews of the other vessels were transferred to her. The Amazonian attempted to elude us, but we gave chase, and while five miles distant from her, fired our rifled gun, with a reduced charge of seven pounds of powder and a 100 pound shot, at an extreme elevation, which crossed her bows, and she soon closed her consort. We captured, was a fine ship, and we fitted her out as a tender to the Alabama. The vessel was named the Tuscaloosa, and commissioned as such on the 21st June. The command was given to Lieut. Lowe, an ex-collect officer, with fifteen men; she was provided with two brass rifled 12-pounders, pistols, rifles, and ammunition, and, having provisions for three months, was ordered to cruise in the direction of the Cape. We then made for Saldanha bay, where we anchored and repaired ship, expecting to meet the coal vessel; but nothing could be seen of her, and we supposed she must have met with some mishap.*

From Saldanha bay we came round to Table bay, and spied the American bark Sea Bride standing into port, outside of all headlands, and at a distance from the mainland. As we approached her, our officers were directed by the captain to make observation of the distance, and they all agreed that the capture was made from two to three miles outside of the marine leagues.

The total number of our captures has been fifty-six ships, by which we estimate the damage to the enemy to be not less than four million dollars, to say nothing of the indirect results of the cruise in the way of loss of freights high war insurance, and numerous sales of enemy's ships to put them under neutral flags. In no instance, however, have we destroyed a ship where the proof was complete that the cargo was neutral—though there have been some awkward attempts on the part of unscrupulous merchants to cover property—but when such were destroyed the proof of the fraud was apparent on the papers.

CONDEMNATION OF PRIZES.

The following extracts from the proceeding of the admiralty court, held on board of the Alabama, (Capt. Semmes, presiding,) will show the principles upon which the prize vessels and their cargoes have been condemned:

THE "LAFAYETTE"—SHIP AND CARGO CONDEMNED.

The cargo was condemned notwithstanding there was deposition of the shippers that it had been purchased by them on neutral account. The *ex parte* statements are precisely such as very unscrupulous merchants would prepare to deceive his enemy and preserve his property from capture. There are two shipping houses in the place—that of Craig and Nichol, and Montgomery Brothers. Craig and Nichol say the grain shipped by them belongs to Messrs. Shaw and Findlay, and Messrs. Hamilton, McGanlt, and Thompson, all of Belfast, to which port the ship is bound; but the grain is not consigned to them, and they could not demand possession of it under the bill of lading—it being consigned "to order," thus leaving the control in the hands of the shippers.

The shippers, further, instead of sending this grain on freight as a general ship consigned to the owners, they paying the freight, charter the whole ship, and stipulate themselves for payment of the freight. If this possession had been hens fide the property of the parties in Belfast named in the depositions, it would undoubtedly have gone consigned to them under a bill of lading, authorizing them to demand possession of it; and the agreement with the ship would have been that the consignees and owners should pay the freight on delivery. Even if the property were purchased by Messrs. Craig and Nichol for the parties named, still that not consigning it to them, and their delivering it to proper bill of lading, passing the possession, left the property under the dominion of Messrs. Craig and Nichol—and, as such, liable to capture.

The property attempted to be covered by the Montgomery is shipped by Montgomery Brothers, of New York, and consigned to Montgomery Brothers, of Belfast; and the title of the property, as far as appears from the bill of lading, is the latter house, or in the branch house in New York. Further, the mere formal papers of a ship and cargo prove nothing unless properly verified; and in this case, the charter of the ship, although a part owner, and whose duty it was upon taking in cargo in time of war to be informed of all the circumstances attending it and connected with the cargo, neglected to verify except what has turned from the face of the papers. These certificates, therefore, were prompted a fraud, and the cargo and ship condemned.

As to first point (Craig & Nichel's) in Phillimore 3, pp. 610–12, as to goods consigned "to order." As to Montgomery, see Phillimore 3, p. 605, to the effect that if a person be a partner in a house or is trade in an enemy's country, he is, as to the concerns and trade of that house, deemed an enemy, and his share is liable to confiscation as such, notwithstanding his own residence in a neutral country. Further, the property consigned to Montgomery Brothers, even admitting the Belfast house not to be a partner in the New York house, is liable to confiscation as in the case of Craig & Nichol. Since, although the property is described as belonging to a party in Ships, there is no bill of lading among the papers entitling that party to demand possession.—see Phillimore 3, p. 590; "further proof" is always necessary when the charter cannot prove to ownership of property [as in this case;] and as I cannot send my prize in for adjudication, I must of necessity condemn in all cases where "further proof" is necessary—since the granting of "further proof" proceeds on the assumption that the neutrality of the cargo is not sufficiently established; and when the neutrality of the property does not fully appear from the ship's papers and the claimant's deposition, I have a right to act on the presumption of the enemy's property.

CAPTURE AGAINST THE SCHOONER "CRENSHAW"—SHIP AND CARGO CONDEMNED.

The vessel was captured under the North American flag, and had on board a North American register; there is, therefore, no question as to the ship. There has been an attempt to cover the cargo, but without success. The shippers are Francis McDonald & Co., of the State of New York, and Mr. James Hutchinson, also of New York, who deposes before the British consul "that the goods specified in the annexed bills of lading were shipped on board the schr. Crenshaw for and on account of subjects of her British Majesty; and that the said goods are wholly and *bona fide* the property of British subjects." No British subject is named in the deposition, and, therefore, no person is entitled to claim it. Therefore, even admitting the goods to have been purchased on British accounts, the shipper has not divested himself of the possession by a proper consignment and a proper bill of lading. The property is consigned to the order of the shipper, which leaves it entirely under his control, and it having left the port of New York as his property, the title cannot be changed while the property is *in transitu.*

As to the first point, is will, the failure to point out some particular British owner of the property, see 3d Phillimore, 506, is the following effect: "If in a ship's papers, property on a voyage from an enemy's port be described "for neutral account,' this is such a general mode as points to no designation whatever; and under such a description, no person can say what cargo, belongs to him or can entitle himself to the possession of it as his property," etc.

As to the second point, to wit, the failure on the part of the shipper to divest himself of the title and control of the property by a proper bill at lading, see 3d Phillimore, p. p. 610–12, as follows: "In ordinary shipments of goods unaffected by the foregoing principles, the question of proprietory interest often turns on minute circumstances and distinctions, the general principle being that if they are going for account of the shipper, or subject to his order or control, the property is not divested *in transitu.*"

The following is a complete list of her captures:

Ockmulgee, Castelaire, Starlight, Palmetto, Ocean Rover, Golden Eagle, Alert, Olive Jane, Weatherguage, Washington, Altamaha, Bethe Thager, Benjamin Tucker, J. A. Parker, Courier, Punjaub, Virginia, Morning Star, Elisha Dunbar, King Fish, Brilliant, Charles Hill, Emily Farnum, Nora, Wave Crest, Louisa Hatch, Dunciblque, Lafayette, Manchester, Kate Corey, Tonawanda, Nye, Lamplighter, Dorcas Price, Lafayette, Lelah, Crenshaw, Union Jack, Lauretta, E. Gildensleeve, Baron De Carlisc, J Skow, Levi Starbuck, Justina, T. B Wales, Amazonian, Martha, Talisman, Union, Conrad, Ariel, mail steamer, A. F. Schmidt, U. S. mail steamer Hatteras, Express, Golden Rule, Sea Bride.

The Alabama has the usual quota of wits and fun-makers among her crew. An Irish fiddler on board is the life of the forecastle. When the men are off duty he sets them dancing to his lighter strains, or, dividing them into Northerners and Southerners, like a true Irishman, he gets up a sham fight to the spirit-stirring strains of a march, in which fight the Northerners are, of course, invariably beaten. Another sailor, Frank Townsend, is no mean poet, as will be seen from the verses which he subjoins. He has sung the exploits of their beloved ship to his messmates in rude but vigorous strains.

THE FIGHT OF THE HATTERAS AND ALABAMA.

Off Galveston the Yankee fleet secure at anchor lay,
Preparing for a heavy fight they were to have next day

Down came the Alabama, like an eagle o'er the wave,
And soon their gunboat Hatteras had found a watery grave.

"Twas in the month of January, the day was bright and clear,
The Alabama she bore down, no Yankee did we fear;
Their commodore he spied us, so take us long he turned,
So he sent the smartest boat he had, but she never back returned.

The sun had sunk far in the west, when down to us she came;
Our captain quickly hailed her, and asked them for her name;
Then spoke our first lieutenant, for her name had roused his ire,
"This is the Alabama—now Alabama's fire!"

Then flew a rattling broadside, that made her timbers shake;
And through the holes made in her side the angry waves did break;
We then blew up her engine, that she could steam no more—
They fired a gun to leeward, and to the fight was over.

Six thirteen minutes passed away before they gave in beat;
A boat had left the Yankee's side and pulled to their fleet
The rest we took on board of us, as prisoners to stay;
Then stopped and saw their ship go down, and then we bore away.

And now to give our foes their due, they fought with all their might;
But yet they could not conquer us, for God defends the right.
One at a time the ships they have to fight us they may come,
And rest assured that our good ship from them will never run.

THE "STARS AND BARS."

See yonder bright flag as it floats on the breeze,
It is feared by its foes, though young on the seas;
As a bird on the ocean, 'tis met all alone,
But a deed of dishonor it never has known.
In defending its rights, much blood has been shed;
As an emblem of this, see its borders all red.
Then look at the centre—the blue and the white,
An emblem our cause is true, just, and right
Oh! long may it float o'er the ocean's dark breast,
Till sun, moon, and stars sink forever to rest;
And its gallant defenders forever prove true
To the wish, flag of freedom, I'll bid the adieu!
With this wish, flag of freedom, I'll bid thee adieu!

THE SOUTH BOYS.

Hark, hark! there's a sound in the West,
That's wafted far o'er the sea;
'Tis the voice of the brave, though oppressed,
That are struggling hard to be free.
Basely wronged they have been by a brother,
Who sought to oppress in his might;
But the South boys, the South boys forever,
'Tis the cause that we all know is right.

To shake off the yoke of a tyrant,
Their forefathers fought side by side;
And are they could claim Freedom's Charter,
Many hundreds of brave men had died;
But the E gle that then soared so proudly,
Can now scarcely look on the light;
But the South boys, the South boys forever,
'Tis the cause that we all know is right.

* If the Castor was the vessel expected, it is very probable that some mishap occurred to her; for by late Rio papers we learn that after the Alabama left, the Federal steam frigate Mohican put in at Bahia, and a report prevailed that she intended to wait for the Castor. The captain of the English vessel attempted to leave the port without having complied with the forms required by the sine qua. He was brought to by a shot across her bows, and was detained in port through the accustomed formalities preparatory to setting sail anew. Before the Castor was outside the harbor, the Mohican got up steam and went in pursuit. Perceiving himself chased, the captain of the Castor determined not to leave the port, but to place himself under the protection of Brazilian ships until the arrival of the English man-of-war. The ships the Mohican left Bahia to look after the Confederate privateers.

NASSAU TO WILMINGTON.

*A Trip