Richmond Dispatch.

THE DISPATCH is published DAILY, Sundays excepted. Price for mailing copies, $5 for six months, and one for $3; one month $1, in advance.

THE CHEAP WEEKLY DISPATCH is issued every TUESDAY and FRIDAY at $6, in advance.

THE WEEKLY DISPATCH is issued every FRIDAY, and mailed to subscribers at $3 per annum.

SATURDAY MORNING.....JAN. 24, 1863.

DAILY DISPATCH.

VOL. XXIV. RICHMOND, VA., SATURDAY MORNING, JANUARY 24, 1863. No. [illegible]

Richmond Dispatch.

THE INTERCEPTED DISPATCHES.

We give to-day the remainder of the intercepted dispatches captured on the person of Major Sanders, who sailed from the port of Charleston a few days since on a schooner.—The attempted explanations and conjectures are from the *National Intelligencer*. The vessel fell into the enemy's hands, of course, but why the correspondence was not thrown overboard we are at a loss to imagine:

Mr. Mallory to Mr. Mason.

[Duplicate.]

CONFEDERATE STATES OF AMERICA,
NAVY DEPARTMENT, Richmond,
October 20, 1862.

SIR—Your letter of the 18th ultimo reached me a few days ago. Without your advice and effectual assistance the enterprise for which Lieut Sinclair has been selected must have been indefinitely deferred, and you have my cordial thanks for your action therein. Your stipulations in behalf of this department are fully endorsed, and will be promptly fulfilled.

The Treasury has under consideration your suggestions as to cotton bonds, and Mr. Benjamin will advise you of the modifications of the fund transmitted by you which Mr. Memminger deems necessary.

The speedy completion and departure of Mr. Sinclair's work I regard of so much importance that I must invoke your further aid, should he require it, to enable him to raise funds for the purpose which I have advised him, and the repetition of which here I deem inexpedient.

The courier who brought your dispatches found a means of communication whose safety justifies their further use, and Mr. Benjamin will probably advise you thereof. The completion of the contract of this gentleman will place a peculiar class of ships, never before constructed, upon the sea in our service, and I shall regret if the Treasury Department shall fail to make such arrangements as will enable him to accomplish this important enterprise.

I have the honor to be, very respectfully, your obedient servant, S. R. MALLORY, Secretary of the Navy.

Hon. *James M. Mason*, Commissioner, &c., No. 34 Devonshire street, Portland Place, London.

It seems that previous to the departure of Mr. George N. Sanders for Europe, certain legislation of the Confederate Congress which had been proposed in the matter of contracting for the construction of iron-clad ships in Europe encountered the opposition of that gentleman. The following memorandum from him on the subject is found among the intercepted papers. Addressed to "Reid Sanders," it was probably placed by the latter in the hands of Mr. Memminger or Mr. Mallory, respectively, the Secretaries of the Confederate Treasury and Navy:

RICHMOND, Aug. 5, 1862.—Any legislation in regard to the construction of iron clad steamers until time is given me to get mine under way will be very unjust. My detention here was necessary to the perfection of the contracts, which took much time and reflection. The final instructions of the Navy Department have been issued but a few days. Builders entering the European market might endanger the entire scheme. Great skill and diplomacy must be exercised to avoid the interference of European Governments.

No one is entitled to my suggestions until full time is given me to carry them out.

GEORGE N. SANDERS.

To *Reid Sanders.*

To this is added by Sanders the following list of names, consisting of persons connected with the Confederate Administration and Congress. Several of the names, it will be seen, have a cross prefixed to them, intimating, probably, that they already favored his views, or needed to be still further approached on the subject. The list is as follows, in G. N. Sanders's handwriting:

President Davis	Secretary Mallory,	
Vice president Stevens	P. M. G. Regan,	
Clingman,	Hawkins,	Boyce,
Barnwell,	Foster,	Lamar,
Memminger,	Elliott,	Miles,
Perry,	Conrad,	Wright, Tenn.,
Brown, Miss.,	Gilmer,	Hamlin,
Orr,	Bruce,	Lyons,
Johnson,	Clarke,	Foote,
Wigfall,	Chilton,	Pugh.

The following unsigned letter is also found among the captured papers:

The Hon. S. R. Mallory, Secretary of the Navy:

SIR—As I contemplate leaving here, without loss of time, for Europe, for the purpose of rendering important and valuable service to the Confederacy, I deem it proper to recommend to you the necessity of my having the co-operation of Commodore Forrest in the plans which have been suggested to you. He is an officer of experience, and well qualified to lend important assistance, which may result in the complete realization of my hopes and expectations. Indeed, if Commander Sinclair could also accompany me, or be sent out to give his attention to matters connected with the plans I have in contemplation, I am satisfied that, with the professional knowledge of these gentlemen, we cannot fail to subserve our interests and render high and important service to our cause, both in superintending and constructing the vessels built to cut up the enemy's commerce. I have the honor.

The following memorandum appears to be in the same handwriting with the above letter, though much disguised or very carelessly written:

Galbraith & Co., of Scotland, and W. S. Lindsay & Co., of London, are the houses with whom I had the negotiation about the steamers. I request Captain Sinclair, of the Confederate Navy, to make all preliminary arrangements for the contract by my return. See him first. He will meet you in London.

Geo. Thompson & Co., Glasgow, will make proposals for the construction of at least one steamer. They have the drawing and estimates complete.

Lindsay & Co. will negotiate the naval store bonds.

B. Rice & Co. may undertake enough to fill one vessel. (Nova Scotia) with shoes and clothing under the North Carolina contract.—Turpentine 100 should bring per gallon $2; rosin should bring $5.

C. S. NAVY DEPARTMENT, Richmond, Oct. 27th, 1862.

Hon. C. G. Memminger, Secretary of the Treasury:

SIR—I have the honor to call your attention to the copy of the secret joint resolution of Congress, which was sent you on Saturday, and to so much of my recommendation to Congress upon the subject of the act as shows the basis upon which it was passed, a copy of which was also sent you on Saturday.

Under this authority, contracts have been made with Mr. Geo. N. Sanders, by this Department, for six ships, to be paid for in cotton, a copy of which contract is herewith enclosed.

Mr. Sanders informs me that if the Government will fix the price of the cotton to be delivered, he can execute his contract, and not otherwise, and deeming the ships important to the public interest, I suggest to your consideration the expediency of so fixing the price, and of pursuing, with reference to payment in cotton for these ships, the course you have adopted with regard to the cotton bonds. I am, respectfully, your obedient servant,

S. R. MALLORY, Sec'y of the Navy.

Mr. Memminger to Mr. Mallory.

CONFEDERATE STATES OF AMERICA,
TREASURY DEPARTMENT,
Richmond, Oct. 30, 1862.

SIR—I approve the suggestion made by you of making your contract for building iron clad vessels in Europe conform to the arrangements of the cotton certificates sent to the Hon. J. M. Mason. I enclose a form of each of these certificates. Upon the meeting of Congress an appropriation must be made to meet your contracts, and the terms can then be altered so as to conform the mode of payment to the cotton certificates, fixing a price for the cotton, and providing for the delivery at any port upon adding the charges of transportation.—The only limit of these combined operations will be the quantity of cotton which the Government can purchase, which I hope will be found ample.

Respectfully, your obedient servant,

C. G. MEMMINGER, Secretary of the Treasury.

Mr Mallory to Mr. Mason.

CONFEDERATE STATES OF AMERICA,
NAVY DEPARTMENT,
Richmond, Oct. 30, 1862.

Hon. James M. Mason, Commissioner of the Confederate States to Great Britain, London.

SIR—Mr. Sanders has, as you are aware, contracted with this Department for the construction in England of six iron-clad steamers, combining the capacities of the freighting and fighting ships in a manner which will enable them to force the blockade of our ports.

The interest of the country will be much benefitted by the prompt construction of these vessels; and I beg leave to invoke your interest not only in behalf of our enterprises already in progress, but in behalf of this also.

The Secretary of the Treasury has this day addressed to me a note upon the subject of the cotton to be delivered in liquidation of these contracts, and I enclose herewith a copy.

I have the honor to be, very respectfully, your obdt serv't, S. R. MALLORY, Secretary of the Navy.

[Duplicate.]

TREASURY DEPARTMENT, C. S. A.,
Richmond, Oct 21, 1862.

Messrs. Fraser, Trenholm & Co., Liverpool, Great Britain:

Gentlemen—The enclosed letter to Mr. Jas. Spence is sent to you for your guidance and consideration. Resp'y, your obd't serv't, C. G. MEMMINGER, Secretary of the Treasury.

Mr. Memminger to Mr. Spence.

[Duplicate]

CONFEDERATE STATES OF AMERICA,
TREASURY DEPARTMENT,
Richmond, October 21st, 1862.

James Spence, Esq., Liverpool, G B:

SIR—As you have been appointed financial agent for the Confederate States, and Messrs. Fraser, Trenholm & Co. are its depositaries under our law, I desire that you would confer together on the matter submitted by this letter.

I have on hand gold and silver coin, (chiefly the former,) two and a half millions of which I desire to apply in payment of articles purchased in England by our agents for the use of the Confederate Government. We find it impossible to purchase a sufficient amount of exchange for these purposes, and the small amount to be had is at such high rates that it would be desirable to furnish a substitute. I propose to make payment for purchases by a transfer to the creditor of so much of this coin as may be requisite. I presume that when the coin thus becomes bona fide the property of a British subject, that the British Government would, at his instance, permit any of its vessels to bring over the same for him. If this expectation be realized the coin here would be as valuable as exchange, and in England would probably realize its mint value, less freight and insurance.

To enable you to carry out any arrangements you may deem advisable, Messrs. Fraser, Trenholm & Co. are authorized to make an absolute transfer of the coin, or to draw bills for the same on E. C. Elmore, Esq., Treasurer, payable here, and a copy of this letter is sent to each of you, that you may act in concert, and give us the benefit of your united council.

I am remitting, by opportunities as they occur, the bonds of the Confederate States, the proceeds of which, when sold, are intended to be applied to the contracts of which you have been advised.

Respectfully, your obedient servant,

C. G. MEMMINGER, Secretary of the Treasury.

Mr. Memminger to Messrs. Fraser, Trenholm & Co.

[Duplicate.]

TREASURY DEPARTMENT, C. S. A.,
Richmond, Oct. 21, 1862.

Messrs. Fraser, Trenholm & Co., Liverpool, G. B.:

Dear Sirs—Your letter of July 21st is just received, advising sales per Economist, and balances to the credit of the Confederate States of £7,121 19s. 11d., and £322 8s. 5d. All these credits, with all other remittances from this Department, you will place to the credit of the Treasurer of the Confederate States, subject to his draft. The course of business at the Treasury is to draw on the depositaries in favor of third parties. When these parties are creditors, the payment of them being vouched, ends the matter. When the third party is merely a disbursing officer of the Government, the effect of the Treasurer's draft on the depositary is to transfer the amount to the credit of the disbursing officer, on which he may check at pleasure, he having to account at the Treasury for the whole amount.

So, too, when bills of exchange, or any other remittances, are forwarded to you by the Secretary of the Navy or of War, they are not to be credited to the Treasurer, but to the officers directed to such Secretaries, and your account must be rendered to them, and not to this Department.

At the suggestion of our Minister in England I propose to issue cotton certificates, of which I send you a specimen. When countersigned by him he will deliver them to you to receive the money to be paid for them. You will take care that the date in the endorsement corresponds with the date of receiving the money. The proceeds will be deposited to the credit of the Treasurer, and it is important that I should be advised of any sales as promptly as possible.

In regard to the payment of the £60,000 mentioned in your letter of July 21st, to Captain Caleb Huse, I am unable to speak definitely until I can get sundry details, of which I will advise you in another letter.

Respectfully, your ob't serv't, C. G. MEMMINGER, Secretary of the Treasury.

Mr. Memminger to Messrs. Fraser, Trenholm & Co.

TREASURY DEPARTMENT, C. S. A.,
Richmond, Oct. 21, 1862.

Messrs. Fraser, Trenholm & Co., Liverpool, G. B.:

Dear Sirs—You will please extend a credit to Major J. B. Ferguson to the extent of five hundred thousand dollars, and give him any assistance in your power to make his purchases for the Confederate States.

I have already informed you and Mr. Spence that I have on hand two and a half millions of dollars in coin, upon which drafts can be made, or which you are authorized to transfer to any parties who may furnish the means to make our purchases. This fund, or any amounts which may be realized upon our bonds, will, I trust, enable you to meet the credit herein extended to Major Ferguson, in addition to that heretofore given. Respectfully, your obd't serv't, C. G. MEMMINGER, Secretary of the Treasury.

Mr. St. John to Mr. Smith.

CONFEDERATE STATES OF AMERICA,
War Dep't, Nitre and Mining Bureau,
Richmond, Oct. 28, 1862.

SIR—The undersigned, for and on behalf of the Confederate States of America, will receive from you shipments of nitre, to be delivered within the limits of the said Confederate States, and not to exceed one thousand tons, upon the following terms and rates of payment:

1st. For nitre delivered at any Confederate port east of the Mississippi river seventy-five (75) cents per pound, of ninety per cent. purity, if delivered on or before March the 1st, 1863.

2d. For nitre delivered as above, but after March the 1st, 1863, sixty cents per pound, of ninety per cent. purity.

3d. For nitre delivered as above, at Confederate ports between the Mississippi and Rio Grande rivers, fifty cents per pound, of ninety per cent. purity.

It is to be distinctly understood, in connection with the above stipulation, that all payments thus due are to be made and received in the Treasury notes of the Confederate States, or, if preferred, in their bonds; and that the inspection of a duly accredited officer from this Bureau shall be final as the quality of the nitre received, and that inferior qualities under ninety per cent. purity shall be paid for at a pro rata valuation. J. M. ST. JOHN, Major and Sup. C. S. Nitre and Mining Bureau.

Approved: *J. Gorgas*, Colonel and Chief Ordnance.

Mr. Wm. K. Smith, London, England.

[With the above letter were enclosed clippings from the Richmond papers, relating to the war.]

The new U. S. gunboat Alabama was spoken on the 6th inst., in lat. 8 deg., long 40 deg., in search of the Confederate cruiser Alabama.

INTERESTING HISTORY OF THE OPENING OF THE ALABAMA'S CAREER.

The London papers all publish the following statement from the late boatswain of the rebel steamer Alabama, now second officer of the British steamer Thistle:

* * * On leaving England, the 290 had a crew of 93 man, for the most part belonging to the English Naval Reserve, all being trained gunners, and the majority old men-of-war's men. She was temporarily commanded by Captain Bullock, who had under him the proper complement of commissioned and petty officers. Captain Bullock having learned that a Federal man-of-war (the Tuscarora) lay in wait for him in St George's Channel, took his departure by what is known as the North Channel, thus eluding the Federal enemy; though even had he been intercepted, the Northerner would have found himself in a dilemma, as the 290 had a set of English papers and other presumptive proofs of her neutrality, in the face of which it might have been difficult for her captor to have acted.—The 290 at the time carried no guns or other warlike stores, but consisted merely of the hull, spars and engines, excepting, of course, coal and other requisites to enable her to reach her destination, which was Tarissa, one of the Azores or Western Islands, belonging to Portugal. This destination the 290 duly reached, after a fine run of eight days, and came to an anchor in Tarissa Roads, nothing of any moment having occurred to break the usual monotony of a sea voyage.

Sometime before the departure of the 290 from the Mersey, a large bark left the Thames (cleared for Demerara, West Indies,) to meet the 290 at Tarissa, and there transfer to the latter vessel the guns and stores destined for her, and which formed the cargo of the bark. Some reason required to be assigned to the Portuguese authorities for the 290 having anchored in the bay, and accordingly the excuse furnished to them was that her engines had broken down. This plea was accepted as a valid one, and during the week that intervened between the arrival at Tarissa of the 290 and the bark, the crew of the former vessel were engaged ostensibly in repairing her engines, but really in preparing her to receive her guns, &c. During this interval, large parties of the inhabitants of Tarissa made daily visits to the 290, their curiosity evidently excited by the warlike appearance of what laid claim to be an English merchant vessel. Many pertinent questions were asked by the Portuguese, and were as ingeniously evaded or met by the officers of the 290.—Among other things, the Portuguese wanted to know why the vessel had so many ports, and were told that, as she was bound to a warm climate, they were necessary for ventilation; and when they asked why there was such a numerous crew, the reply was, that she was going on a surveying expedition she required to be well manned. Many similar questions were put, and in like manner answered; but it was all in vain to attempt to undeceive the Portuguese, and they would persist in calling her a "fligata Inglesi."

About the lapse of a week from the arrival of the 290 the bark above mentioned sailed in and anchored, her Captain alleging as a reason to the Portuguese officials that his vessel had sprunk a leak, which would require to be repaired ere she could resume her voyage; and on this understanding the Portuguese at once placed her in quarantine, (which in the Azores lasts three days.) On the day after the bark's arrival Captain Bullock, of the 290, being anxious to get his guns on board, hauled alongside the bark, and erected a pair of large shears to effect the transfer of her cargo from the bark's hold to the 290's deck. This brought off the Portuguese in a fury that their rules should have been broken by the 290 having dared to communicate with a vessel that had still two days' quarantine to run, and they angrily demanded to know the reason why their regulations had been infringed. They were told that the bark was in a sinking condition, and the erection of the shears was accounted for by urging the necessity of an immediate temporary transfer of her cargo, that the leak might be reached and stopped, and Captain Bullock finally succeeded in bearing down all opposition by feigning to get in a passion, saying he was doing no more for the bark than any Englishman would do for a countryman in distress. The Portuguese left the vessel, and the transhipment proceeded without further hindrance from those on shore.

About the afternoon of the second day, and when the transfer was nearly complete, the British screw steamer Bahama came in, having on board Captain Semmes and the other late officers of the Sumter, besides the remainder of the 290's armament and an addition of twenty odd men to her crew. On the Bahama's arrival and anchorage on a somewhat similar pretext to those given to her two predecessors, the Portuguese fairly lost all patience, and peremptorily insisted on the instant departure of all three vessels. The Bahama at once communicated with the 290, and having hauled over to the latter vessel everything destined for her, got up steam and left, followed by the 290, towing the now empty bark. All three went, not to sea, as they had been ordered to do, but to Angra Bay, (a bay in the same island, and only a few leagues distant from Tarissa Roads.) Here they remained unmolested until noon the following day, (a Sunday,) when, for the second time, all three vessels were ordered out of the Portuguese waters. All the 290's guns being now mounted, and the vessel otherwise ready for a cruise, the order was obeyed, and all took their departure, the bark, as before, in tow of the 290, which having conveyed her well out to sea, cast her off, and, with a favoring breeze, she steered for Cardiff to bring out a further supply of coal for the 290's use.

The 290 and the Bahama now steamed round the island, and Capt Semmes, coming out of his cabin, ordered the First Lieutenant to muster the crew aft. This having been done, and all the officers assembled on the poop in their full uniform—i. e., Confederate gray frock coat and trousers—Capt Semmes ordained silence, and read his commission as Post Captain in the Confederate navy. It was a document duly attested at Richmond, and bore the signature of "Jefferson Davis, President Confederate States of America." He then opened and read his sealed orders from the President, directing him to assume command of the Confederate sloop-of-war Alabama, hitherto known as the 290, in which, having been duly commissioned, he was to hoist the Confederate ensign and pendant, and "sink, burn, and destroy everything which flew the ensign of the so-called United States of America." Captain Semmes then ordered the First Lieutenant to fire a gun and run up the Confederate flag and pendant.

The gun was fired by the second Lieutenant, (Armstrong, a relation of the famous inventor,) and ere its smoke had cleared away the Stars and Bars of the young Confederacy were floating on the breeze, and the ceremony was complete, Captain Semmes declaring the vessel henceforth to be known as the Alabama to have been duly commissioned. The next step was formally to engage the crew to serve and fight under the Confederate flag, which having been done, the men were addressed by their Captain in an eloquent and stirring speech, in the course of which he said there were only four vessels in the United States Navy that were more than a match for the Alabama; but he said that in an English built heart of oak, as she was, and surrounded, as he then saw himself, by British hearts of oak, he wouldn't strike his newly-hoisted flag for any one of the four.

Of course this elicited a hearty burst of cheering for President, State, and Captain, and when it had subsided Captain Semmes said the Bahama was on the point of leaving for England, and intimated that if any of his crew repented of the step they had taken they were free to return in her. This alternative none would accept, and Captain Bullock and a few of the other officers who had taken the 290 from England to the Azores, finding their occupation gone through the arrival of those who had held similar appointments in the Sumter, having gone on board the Bahama, that vessel and the Alabama, amidst hearty cheering from the crews of both, passed company, the former pursuing her course back to England, the latter in quest of a Yankee whaler, which she captured and burned. This was her first prize, and her subsequent career is now so famous as to render a single remark thereon superfluous.

The Alabama's crew receive from the Confederate Government half the value of every Federal ship and cargo they destroy, and each of her crew is now worth several hundred pounds. All obligations have hitherto been faithfully discharged in gold. The Alabama is supplied with coal from prizes by three sailing vessels thus constantly employed. The boatswain of the 290, to whom I referred above, having been superseded by the late boatswain of the Sumter, returned to England in the Bahama.

FRESH BOOKS.

A correspondent of the Charleston *Courier*, who has run the blockade and arrived safely at Nassau, N. P., is revelling in the fresh fields of literature, from which the South has been so long cut off. He gives a resume of the new publications in England and the United States, which will interest those of our readers who were wont of old to watch the list of forthcoming publications with as much expectancy. We make some extracts from it.

The second volume of Buckle's extraordinary "History of Civilization in England" has been issued. The author died suddenly about six months ago, while on a visit to the Continent. It is not known in what condition he has left the materials for the remainder of the work. Carlyle has published the third volume of his "Frederick the Great." The twentieth volume of Thiers's "History of the Consulate and Empire," treating of the "Hundred Days," is published. Another work from the pen of his friend Guizot, "An Embassy to the Court of St. James in 1840," which is elaborately noticed in all the Reviews.

The muse of Poetry has been remarkably silent. Nothing of importance has appeared since Tennyson's "Idyls." In poetic criticism I notice a "History of Scottish Poetry," by David Irving, LL. D., and "The Roman Poets of the Republic," by Professor Seller, of Oxford. Too most noticeable poems are "Elwin of Deira," by Alexander Smith; "Ancient Poetry and Some Fresher," by the veteran Walter Savage Lander; "Victories of Love," by Coventry Palmore; "The Lady of La Grange," by the Honorable Mrs. Norton, grand daughter of Sheridan; "Poems," by Adelaide Proctor, daughter of "Barry Cornwall," some additional pieces of Shelley's, edited by Richard Garnett, and "Ballads from Scottish History," by Norval Cline. "The Remains, in Verse and Prose," of Arthur Hallam, the subject of Tennyson's "In Memoriam," is published by Murray.

In politics, international law, and political economy, have appeared John Stuart Mill's work on "Representative Government," which is anti-slavery in sentiment; Mr. Spence's admirable essay on the American Question; a work on International Law, by Travers Twiss, D. C. L., said to be the best since Wheaton; "Jefferson and the American Democracy, a Study, translated from the Dutch of Cornelius De Witt; "The Duties of Man," by Joseph Mazzini, the crazy Italian reformer, and something from John Ruskin, the Arts Critic, entitled "Unto This Last," four essays on the first principles of economy.

"The Roundabout Papers" is a series of essays by Thackeray, republished from the Cornhill Magazine. A readable trifle is "A Book about Doctors," by J. C. Jeaffreson, who gives all the gossip and scandal about the fraternity.

A learned controversy upon the proper style of translating Homer is raging between Matthew Arnold, Professor of Poetry at Oxford, and Francis W. Newman, Professor of Classics in University College, London. Each disputant has issued a brace of books, and the Reviews have ranged themselves on either side.

No department has been more prolific than that of fiction. At least two-thirds of the publications named in the book lists are of this character. At the head, in popularity, stands Victor Hugo's remarkable political romance of "Les Miserables." It has had an enormous sale in France, and has been translated by a dozen hands into the English language. Numerous editions have been issued in London and New York. It might be a profitable enterprise if one of our Richmond or Richmond publishers would print it. Thackeray's "Philip" has been lately issued in complete form. The critics think it hardly equal to its predecessors, but it exhibits the same wonderful photography of character and manners so characteristic of the style of the greatest of English novelists. "East Lynne," by Mrs Wood, has been exceedingly popular.—"Lady Audley's Secret," by Miss Braddon, is described as a "sensation novel," and has had an immense sale. Among the favorite novelists of the time, Bulwer has published his "Strange Story;" Wilkie Collins (author of the "Woman in White") his "After Dark;" G. A. Sala, "The Seven Sons of Mammon;" the authoress of "John Halifax," a domestic story called "Mistress and Maid;" and the authoress of "Adam Bede," another contribution to the *inlese* school of romance, entitled "Silas Marner, the Weaver of Raveloe." The cruelties of the King of Dahomey are made the subject of "The Negro Prince," by a Captain Livingstone who takes his hero to the cotton fields of the Confederate States, and, perhaps rather strangely, says a good word for the "slaveholders." Mrs. Stowe, the author of "Uncle Tom's Cabin," has published two stories—"The Pearl of Orr's Island" and "Agnes of Sorrento," the scene of the first being in New England and the last in Italy. The critics pronounce them inferior, and hid her stick to the "nigger" if she wants to keep alive her popularity. The posthumous publications of Major Theodore Winthrop, who was killed at the battle of Great Bethel, "Cecil Dreeme" and "John Brent," are noticed in the Northern papers. Among the other popular novels are "Chronicles of Carlingford," by Mrs. Oliphant; "The Prodigal Son," by Dutton Cook; "Abel Drake's Wife," by John Saunders; "Can Wrong be Right?" by Mrs. S C Hall; "Marietta," by Anthony Trollope; and "Barren Honors," by the author of "Guy Livingstone."

In "All the Year Round" Wilkie Collins is publishing a mysterious story entitled "No Name." Ainsworth is writing a serial called "Cardinal Pole," for Bentley's Miscellany, and the authoress of "Adam Bede" another; "Romola," for the Cornhill *Magazine*. Bulwer is contributing some miscellanea for Blackwood, under the title of "Caxtoniana."

Quite a number of pamphlets on "Cotton Cultivation," as well as upon the American war, are appearing in England. The "rebellion" is a fruitful provocative of pamphleteering at the North. Some of the titles are amusing—for instance, "The Present Attempt to Dissolve the Union a British Aristocratic Plot," "Patriotism and the Slaveholders' Rebellion," "The Drift of the War," "Cheap Cotton by Free Labor," etc., etc.

The American civil war has brought forth a "History of Federal Government from the foundation of the Achaian League to the Disruption of the United States," a bulky work, by Edward A Freeman, of Oxford University; and "Eighty Years of Progress in the United States," a Yankee glorification affair.

The Westminster Review notices a German work devoted to biographies of German heroes in America. Stuben and De Kalb form the subjects of the first two volumes, and the third is devoted to the notorious Sigel, who is dubbed "the hero of Carthage and Pea Ridge."

"The Washingtons," by J. N. Simpkinson, an English clergyman—an attempt to trace the ancestry of the "Pater Patriæ" in England.—[According to the author, Washington had a right to the title of baronet, which his emigrating ancestry received from James the First; but abandoned upon going to America.]

Besides Anthony Trollope's book, the American Continent is the subject of "Ten Years in the United States," by D. W. Mitchell, and "Down South," by Samuel Phillips Day, correspondent of the London *Herald*, who is intensely Southern in his sympathies. There are two works on the Mormons, "A Journey to the Salt Lake City," by Jules Remy, a Frenchman, in two volumes, and "The City of the Saints," by R. F. Burton.

The Harpers, of New York, are publishing in numbers a "History of the Great Rebellion," "The Life and Writings of General Nathaniel Lyon," who was killed at Carthage, is the title of a book from the New York press.

PRENTICE'S IDEA OF "A PATRIOTIC LETTER."—The Louisville *Journal* publishes a communication from Hon. John H. McHenry to his son, Col. McHenry, of the [illegible] Kentucky regiment, which he calls a patriotic letter. The following sentence will give our readers an idea of its enlarged patriotism:—"The President is not the country. At one time I thought him an honest man, but I have been compelled to change that opinion. He is a miserable drivelling, plotting to sacrifice everyone when it tends to vind abolitionism, but pretending to stand gather when it tends to [illegible] secession.

The New York Commercial Bulletin, From the Treasury correspondence (January 14) of the New York *Herald*, we copy the following:

The nomination of Colonel Wall as United States Senator for the short term, has changed the whole programme for the long term. He was a candidate for that and not for the short term. But his friends began to doubt their ability to carry him against the combination and perfect organization of the other candidates. Mr. Wall himself had taken no pains to secure his nomination. He had said that his friends were at liberty to use his name for the six-year term, but that he should make no personal exertions to obtain it. His health has been very much impaired by confinement in Fort Lafayette, so much so that until yesterday he had not been out of his own house but a few times in three months. On Monday afternoon he was telegraphed from this city to know if he would accept the short term. His answer was short and characteristic—"No, never." Yesterday his friends were telegraphing him all day that he "must accept," and he sending back the uniform answer to every dispatch, "I will not under any circumstances." Finding his friends were determined to use his name before the caucus last evening, he came up on a late train in the afternoon to personally forbid it. But his presence only added enthusiasm to the determination of his friends. His pale visage, with his left arm in a sling—[illegible] from exposure while in Fort Lafayette—did the business both for himself and all the other candidates. He was still inexorable that he would not have the short term. His friends were equally resolved that he should. A member of the Legislature who had been pledged to another candidate, on seeing Col. Wall in this condition, exclaim'd, "Yes, by ——, we will send him down to the United States Senate with that Lincoln rheumatism in a sling, where the necks of the infernal tyrants and scoundrels ought to be."—This brought out the wildest demonstrations from the crowd. Still Wall was protesting, in language rather strong, that he would not have the short term, and kept up his protest until he was so entirely exhausted that he had to retire and go to bed at a private house before the hour for the caucus had arrived.

The friends of Gen. Cook—the most prominent candidate for the short term—were taken entirely by surprise by the *coup d'etat* of presenting Wall as his competitor. Gen. Cook is the Chief Engineer of the Camden and Amboy Railroad, and is personally a gentleman of no inconsiderable popularity in this State. Had he not been considered a little too much of a war Democrat, he would probably have received the nomination for the short term unanimously.

They have a new name here for those Democrats who are still inclined to be a little merciful to Mr. Lincoln's Administration, which is "Mulatto Democrats." This decided hit originated with Mr. Lilly, of Lambertsville, late United States Consul to Calcutta. But there are not probably half a dozen Democrats of that complexion in the Legislature.

Dr. Silliey, Senator from Amatie county, presented the following petition this morning, numerously signed by his constituents:

"In view of the large influx of the colored race among us, and their probably increasing migration into free States, caused by the emancipation policy of the present Administration, we, the undersigned, citizens of the First Congressional District, respectfully represent to your honorable bodies that the presence in our midst of this unprofitable and demoralizing class of people tends greatly to our injury, filling our alms houses and jails, hindering our Courts, increasing our taxes, (already oppressive,) and reducing the wages of our working classes." The same petition was presented in the lower House. There will be a bushel of such before the session is over.

Half-past Three o'clock.

On joint ballot Colonel Wall has been elected by vote of 53 to 25, all of the Democratic members voting for him. The Abolitionists—what there are in both Houses—literally gnash their teeth. A member of the lower House from Camden, in a few bitter remarks denounced him as "a Union patriot of the Confederate States." The remark awakened hisses from the crowd of spectators, and one voice exclaimed, "O, you are only Forney's dog"—Not much of interest will transpire here until next Tuesday, when the Governor elect will be inaugurated.

IMPORTANT ARRIVAL—ALBERT SCHAAP'S, 205 Broad st., bet 4th and 5th:
175 dozen Tumblers and Goblets;
50 dozen Cut and Stamped Tumblers;
25 Toilet Sets;
75 Gazen Bowl;
Splendid assortment of rich Vases and other Parlor Ornaments;
Fenders, Coal Hods, Shovels, and Tongs;
Ash Shovels, Meat Cutters, Pouliner;
Tea Trays, Tubs, Buckets;
Ivory and Horn-handle Table Cutlery;
Silver plated Ware, of various descriptions;
Batchelor's Coffee and Tea Pots;
Musical Instruments, Violin Strings;
Looking Glasses, Chandeliers;
Bed Pans, Bin bes and a heavy stock of Fancy Soaps, Wallets, Combs, Tooth Brushes, and other Sutlers Supplies.
Call at SCHAAP'S Store,
ja 22-2t* 205 Broad st., bet 4 h and 5th

GRAHAM AND MEDIAPPLE ONIONS AC—30 bbls superior Mead s; peas in excellent order; 6 bbls superior Dried apples;
4 " " Blackberries;
2 " " Onions;
100 " " Extra and Superfine Flour;
4 bales Cotton Yarns, No 6 to 11;
400 boxes and caddies Manil'a Tobacco medium to fine; 40 000 Domestic and Havana Cigars, part very superior, bulk supplies Whale Oil; 20 bags Virginia Salt; 200 bags Orchard Grass and Timothy Seed; 1 000 lbs Scrap Sole Leather, for heel nailing and heeling; 10 kegs Nails, 3 to 12 penny; 1 000 lbs superior Wool, 100 pairs Boys' Brogans and Women's shoes, in store for sale by
E. R. ROBERTS,
ja 21—3t* Corner Cary and 15th sts

TO FARMERS.—The undersigned having had long experience in the management of land and negroes in the neighborhood of Richmond, offers his services to look at Farms which may be for sale, and report to any who may wish to buy and who would not like to visit them in person; and also to purchase Slaves in this market, for their own use at a small percentage. The order for the purchase of slaves must in every case be accompanied with the cash, and a full description of the kind wanted, the age, and the business they are to pursue. Address
WM WINSTON JONES,
ja 23—d3t*aw3* Richmond, Va.

CLOVER SEED, TIMOTHY SEED
ORCHARD GRASS SEED, FIELD PEAS
And two second hand CARRIAGES,
For sale by
ja 22-4t* GEO WATT & CO.

TWENTY DOLLARS PER DAY!—A blockade runner has brought from the Fort a receipt for an indispensable article, commanding unenvy and incredible prices in the Confederacy. At reasonable prices $20 per day should be realized from the same. The above receipt will be sent to any one enclosing $1 to JARVIS TIFFANY.
ja 22—4t* Richmond P.O.

TO THE FREDERICKSBURG REFUGEES AND OTHERS.—A family desires to break up housekeeping, and will dispose of their FURNITURE in order for a family desiring the same—Also, two FOUNTS, two large and one small one. Boarding heat by—No 227 Broad street, between 3d and 4th. Call early and examine for yourself.
ja 21—3t* GROW BURNS.

NOTICE.—The firm of WEXSHELBAUM & LOWENBERG is this day dissolved by mutual agreement. Those persons indebted to the firm will please pay to the former, who is authorized to receipt for the same.
S. H. LOWENBERG, can be seen at the old place, No 85 Main st. ja 21—3t

NOTICE.—S. P. COCKE will inform his friends and former customers that he has returned to his Bank, between 8th and 9th streets, at Mr. J. F. Cottre's office, where he would be pleased to furnish them with good or sawed Hickory, Oak and Pine WOOD, at Bank Bank prices. Expect a boat next week with a fine lot of Green Hickory, first rate for smoking meats. His small notes taken in payment for wood, &c.
ja 17—eod5t* COCKE & COTTRELL

ICE! ICE! ICE!!!
Parties can be supplied with ICE daily, in quantities to suit, by applying to
THOS JOHNSTON,
ja 16—3t Of West & Johnston, 145 Main st.

POR SALE—Eight years old, thoroughly broken to the middle gentle, black and dapple-gray mare, and works well in single or double harness; suitable for a lady or child. Can be seen at Johnson's livery stable, on Franklin street, or by applying to R. C. HOWE
ja 17—6t* Governor street.

NOTICE.—Persons indebted to the late firm of [illegible] are earnestly requested to call at Mr. [illegible] Sale, on 7th street, near Main, and pay their respective accounts without further delay.
ja 16—3t* J. T. MILLER & CO.

LIST OF ARRESTS [illegible] Red'd
Arrests by Provost Guard, [illegible] 1863.
[illegible] the 4th Tennessee Regiment, from Camp Mank, Tenn. Cause.
Private Alfred Brown, Company [illegible]
" J O Fields, "
" H R Harris, "
" G J Kelly, "
" F R Mitchell, "
" D Pulliam, "
Corpl W W Waite, "
Private James Bruno, Company B.
" H W Cobb, "
" Geo W Harris, "
" U C Hayes, "
" E B Neal, "
Corpl Jas N Moore, "
Private Wm Newman, Company C.
" Louis Neville, "
" J Ross, Company D.
" G S Bird, Company E.
" D W Jones, "
" T W Berry, "
" J M Robertson, "
" G G Sowards, "
" J S P Wimberly, "
Sergt R D Seaborn, "
Corpl E A Smith, "
Private J R Bonwell, Company F.
" James Ayers, Company G.
Sergt Thos Davidson, "
" Joel Higgins, "
Private G J Ross, "
" L B Lack, "
" G H Ross, "
" [illegible] "
" A V Gooch, Company I.
" H G Norris, "
" D L Barrett, "
" D W Long, "
" Thos Murphy, "
" J A Sebastian, Company K.
" W E Gilton, "
" E T Stephens, "
Corpl C H Morgan, "
Private J M Brooks, Company L.
" Jas R Doss, "
" G W Williamson, "
Corpl J C Ingram, "
The commanding officers of the regiment are hereby ordered to report at once to this command in person or by sworn certificate, or they will be treated as deserters.
By order of Col. Wm Mulholland.
ja 22—6t* W E MOORE, Adj't.

HEADQ'RS 3D SOUTH'N BATTALION, Battery No. 5 near Mr. Berry's, January 17, 1863.

THIRTY DOLLARS REWARD—Will be paid for the apprehension and delivery (or lodgment in any military prison) of each or any of the following named deserters:

1. JAMES SHELTON (alias Brute)—6 feet high, fair complexion, light hair, says he is an Englishman, and has a very native voice.

2. C. B. RUFFIN—6 feet high, spare built, long dark hair, mustache and goatee, claims to be a Texan, and is about 27 years old.

3. JOHN LOUIS—Dark, and thick set, black curly hair, and about 3 years