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BY
WILLIAM H. COUNCELL,
EDITOR AND PROPRIETOR.

TERMS.

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The Easton Gazette.

VOL. XLIV. EASTON, MD., SATURDAY, JUNE 15, 1861. No. 29.

ADVERTISEMENTS,

Of one square (10 lines,) inserted ONE OF THREE TIMES for ONE DOLLAR AND TWENTY-FIVE cents for each subsequent insertion. Longer ones in proportion. A liberal deduction to yearly advertisers. Advertisements not marked the number of insertions desired, will be continued until forbid, and charged accordingly.

Merchants and others who advertise by the year, will in no case be allowed to insert any advertisement not connected with their regular business, without an additional charge.

All orders addressed to the editor, post-paid, will receive prompt attention.

INDIVIDUAL ENTERPRISE LINE. Change of Routes of the Eastern and Western Shore Steamboats.

On and after Monday, April 22d, 1861, the Steamer Kent, Capt. John H. Kirwan, and Steamer Pioneer, Capt. Wm. R. Norman, will run their routes as follows, leaving Baltimore at 7 o'clock, A. M.:

"KENT."—For Cambridge, Denton and Landings on Choptank River, every *Wednesday*, and *Saturday*, returning every *Thursday* and *Monday*. For Annapolis and West River, every *Tuesday* and Return.

"PIONEER."—For St. Michael's and Easton, via Miles River Ferry and return every *Wednesday*. For Annapolis, West River, Cambridge, Oxford and Easton Point, every *Thursday*, returning by same route on *Friday*. Every *Saturday* for Annapolis, West River, St. Michael's Easton, via Miles River Ferry, returning every *Monday*.

Fare to Cambridge, Denton, Oxford and Easton Potnt,	$1 50
Fare to St. Michaels and Miles River, (round trip $1,)	1 00
Fare to West River (round trip $1)	1 00
Fare to Annapolis (round trip 75 cents)	75

Meals extra.

☞ Freight received by express steamers and forwarded free of charge; other freights must be prepaid.

Wharf and Office, Light st., foot of Camden.
apr 20-tf C. K. CANNON.

JUST HOME
ALREADY FOR THE PRESENT
AND APPROACHING
SEASONS.

THE subscriber again begs leave to inform the citizens of Easton and the county, that he has just returned from the city and has now open a *NEW STOCK OF BOOTS, SHOES AND GAITERS.* His stock is (cheaper for the styles and quality than any he has) had heretofore. He can sell Men's Shoes from 75 cents up to $3; Ladies Shoes from 50 cents up to $2.75; Misses Shoes from $1 up to $1.62; Youths' Shoes from 87 cents up to $1.25; Gentlemen's Gaiters from $2 up to $5; Ladies' Gaiters from $1.25 up to $2.75.

In addition to these he has shoes (of different styles and quality,) to fit children of all sizes from the largest to the smallest; and from thence up to the grown man he has from the neatest Dress Boot, for the Gentlemen, to the most durable Brogan for the Servant—all at prices to suit the times.

SHOP MADE WORK.

He also desires to remind those who prefer Home Made Work that he has laid in a large stock of Superior Material, which he will make up to order in the modern styles, and guaranteed to fit. MENDING will also be done with the same neatness and promptness as heretofore.

Being thankful for past favors from a generous public, he feels determined, by a strict attention to business and a determination to please, to merit a continuance of their favor.

apr 6 COLUMBUS ELLIOTT.

CALL AT THE
CHEAP SHOE STORE.

THE subscriber has just returned from the city with a large lot of



BOOTS, SHOES, &c., of every description, to an inspection of which I invite the attention of my friends and the public generally, feeling confident I can offer as great inducements as any other establishment on the shore. My intention is to keep a stock that will recommend itself. Having had a long experience in buying goods in the Boot and Shoe line, I think I have that which will suit this market.

I will name in part, Gentlemens' Boots, Gaiters and Oxford Ties; Ladies' Gaiters, Morocco Boots and Slippers; Misses Gaiters and Morocco Boots; also Misses and Childrens' Copper toed boots, and every description of work in my line.

MANUFACTURING.—I am also prepared to make to order, all kinds of *Boots, Shoes and Gaiters*, that cannot be surpassed on the Shore for neatness and durability. So Ladies and Gentlemen, Boys and Girls, can have a neat fit in a few days by leaving their measures at my store, next to the Post Office.

REPAIRING.—Particular attention paid to repairing, and persons can have their shoes repaired by leaving them with me a few hours.

Hats, Caps, &c.—I have on hand a lot of Hats, Caps, Harness, &c., which I will sell *at cost* to make room for other goods. Persons in want of such goods will find it to their interest to give me a call.

Feeling thankful for past favors I still solicit a continuance of the same.

The public's ob't servant,
apr 6. JESSE HUGHES.

CIVIL WAR DECLARED!!
AGAINST HIGH PRICES.

Ye men of fancy—
And ye men of taste—
Lovers of Yancey—
Haters of Chase—
Friends of the Union—
Good men and bad—(if any.)
Soldiers who'v'r battles won
Singly or in company—
Give a call,
One and all,
At the great emporium
Of "Long & Tannebaum."

Where you will find
A-*gent* the counter behind,
And a man—Sackerman—
All ready at hand,
Active and quick to show
Rich goods in many a row,
With smile of light
And words polite.

Would you have a Coat,
Nice as was ever bought,
Frock Coat or "Sack" Coat;
There't may be sought,
With Pants as fine as ever made,
And Vests of colors variegate,
The taste to please,
The purse to suit,
Sack—with ease
He's sure to do't.

Hats and Caps of every size,
And Port Monaes to keep the cash,
Whate'er he sells will prove a prize—
(In saying this he is not rash,)
All kinds of sweetest Perfumery,
All articles of Gent's Costumery,
And best of all
For great and small,
No where in town.
Is such cheapness found
As at the stand
Of L. SACKERMAN.

apr 20

A Mother's Prayer Amid these "Fierce Calamities."

BY MRS. MARGARET PIGGOT.

God of nations, God of might,
In the stillness of the night;
At thy footstool low I bow,
Hear me, hear me, hear me now.

All without is wild and drear,
All within is doubt and fear;
Where can I for refuge flee,
God of hosts, if not to thee?

What fierce scourging Judge of all
Must upon my country fall.
Must we, o'er this land so fair,
Witness carnage and despair;
All withdraw thy favoring light,
All our noonday changed to night.

We have sinned, oh God of might,
Sinned, rebellious in Thy sight;
Pride and wrath are o'er the land,
But Avenger, stay Thine hand!
For our children smiling here,
For our little ones so dear—
Stay thy judgement swift and sure,
Stay it, God, for these are pure.

By the child whose feeble cry,
From the desert rose on high—
Bringing to the mother there,
Angel cheer in her despair;
By the babe that Thou didst save,
From the Nile's engulfing wave;
By the children He did press,
To his heart in fond caress,
And the loud Hosannah song,
Rising from the infant throng—
Save us, save us, spare thine hand,
For the children, save the land.

Dark, still dark, no light I trace,
Hast Thou turned away Thy face?
Must we take this fiery path,
Scowl'd upon by direful wrath?
Must we to the dust go down,
Blasted by Thy hopeless frown?
If so Father we obey,
But for these I still would pray.

For the young I make my moan,
Such as this, my own, my own!
These, my boys, in rosy rest,
This, the babe upon my breast,
Little dreaming as they sleep,
Why their mother wakes to weep;
Oh let me but feel the rod,
Spare them, spare them, oh my God!

And for all, so passion tossed,
All this people ruined, lost.
Forgetting now their ancient trust,
Trampling all they loved in dust.
Still I say, for only Thou
Can'st control, and save them now!

By the mercy Thou didst show
To thy people long ago;
When by Thee released, restored,
They, like us, forgot Thee, Lord.
By the prayer of Him who died,
By His love, the Crucified;
And the tears He wept o'er them,
Wept o'er doom'd Jerusalem;
Oh forgive, forgive us, Lord,
Let thy pity be restored;
Say again, if 'tis Thy will,
To *these* billows, PEACE BE STILL.

STEER N. W.
THE FIRST OFFICER'S STORY.

About two years ago I left the service. I was tired of it; and as I wanted some more exciting employment, I joined a whaler. We were unlucky—somehow, I bring no luck anywhere—and we were nearly empty. We were cruising up here to the north, and thinking of making for home, as the weather had changed; and the ice forms precious quick in these latitudes when it once begins. The captain naturally wanted to hang on to the last for the chance of another haul.

One bright afternoon, just after eight bells, I made up the log, and took it to the captain's cabin. I knocked at the door, and as nobody answered I walked in. I thought it odd the captain had'nt answered me, for there he was, sitting at his desk, with his back to me, writing.—Seeing he was employed, I told him I had brought the log, laid it down on the table behind him, and as he made no answer, I walked out. I went on deck, and the first person I met was the captain. I was puzzled—I could not make out how he had got there before me.

"How did you get up here?" I said, "I just left you writing in your cabin."

"I have not been in my cabin for the last half hour," the captain answered; but I thought he was chaffing, and I didn't like it.

"There was some one writing at your desk just now," I said; "if it wasn't you, you had better go and see who it was. The log is made up. I have left it in your cabin, sir," and with that I walked sulkily away. I had no idea of being chaffed by the captain, to whom I had taken a dislike.

"Mr. Brown," said the captain, who saw I was nettled, "you must have been mistaken, my desk is locked. But come—we'll go down and see about it."

I followed the captain into the cabin. The log was on the table, the desk was closed, and the cabin was empty. The captain tried the desk—it was locked.

"You see, Mr. Brown," he said, laughing, "you must have been mistaken, the desk is locked."

I was positive.

"Somebody may have picked the lock," I said.

"But they couldn't have closed it again," the captain suggested; "but, to satisfy you, I will open it and see if the contents are safe, though there is not much here to tempt a thief."

He opened the desk, and there—stretched right across it—was a sheet of paper, with the words "Steer N. W." written in an odd cramped hand.

The captain looked at the paper, and then handed it to me.

"You are right, Mr. Brown; somebody has been here. This is some hoax."

We sat there some time talking, and trying to guess what could be the subject of such a joke—if joke it was meant to be. I tried to identify the back of the man I had seen at the desk with that of any of the crew. I could not do it. It is true I had at first taken the man for the captain, but now points of difference suggested themselves. I had not looked very attentively at the figure, but still I was under the impression that the coat it had on was brown, and the hair, which appeared under the cap, seemed, as I remembered, to have been longer and whiter than the captain's. There was only one man on board who resembled in the least the figure I had seen. I suggested to the captain that it might have been old Shiel, the bobtswain. He did not like to suspect the old man, who was a great favorite; besides, what motive could be, or indeed any one else, have had in trying to change the course of the vessel?

Not to appear to suspect any one in particular, the captain determined to have up all the crew. We had them up, one by one. We examined them, and made all those who could write, write "Steer N. W.," but we gained no clue. One thing was very clear—it could not have been old Shiel, who was proved to have been forward at the time I was in the captain's cabin. The mystery remained unsolved.

That evening I sat drinking my grog with the captain in his cabin. We were neither of us inclined to be talkative. I tried to think of home, and the pleasure it would be to see old England again, but still my thoughts always wandered back to that mysterious writing. I tried to read, but I caught myself furtively peeping at the desk expecting to see the figure sitting there.

The captain had not spoken for some time, and was sitting with his face buried in his hands. At last he suddenly looked up and said:

"Suppose we alter her course to northwest, Mr. Brown?"

I don't know what it was; I cannot hope to make you understand the feeling in my mind that followed those words; it was a sense of relief from a horrible nightmare. I was ashamed of the childish pleasure I felt, but I could not help answering, eagerly, "Certainly; shall I give the order?"

I waited no longer, but hurried on deck and altered the course of the vessel.

It was a clear frosty night, and as I looked at the compass before going below, I felt strangely pleased, and caught myself chuckling and rubbing my hands—at what, I cannot say—I didn't know then, but a great weight had been taken off my mind.

I went down to the cabin, and found the captain pacing up and down the small space. He stopped as I came in, and looking up, said abruptly—

"It can do no harm, Mr. Brown."

"If this breeze continues," I answered, "we can hold on for thirty hours or so, but then, I should think ——"

"But then—we shall find ice. How's the wind?"

"Steady, north by east."

We sat down and finished our grog. I had the morning watch to keep next day. I was too restless to sleep after it, so I kept on deck the whole of the day. Even that did not satisfy me. I was continually running into the tops with my glass, but every time I came down disappointed. The captain was as unquiet as myself. Something we expected to happen, but what it was to be we could form no idea. The second officer, I believe, thought us both crazy; indeed, I often wondered, myself, at the state I was in. Evening came, and nothing had turned up. The night was bright, and the captain determined to carry on under easy sail till morning.

Morning came; and with the first grey light I was on deck. It was bitterly cold. Those only who have seen them can form an idea of the delicate tints of the morning sky in those northern seas. But I was in no humor to appreciate the beauties of nature. There was a mist low down on the horizon. I waited impatiently for it to lift. It lifted soon, and I could not be mistaken—beyond it I could see the skimmer of ice. I sent down to tell the captain, who came on deck directly.

"It is no use, Mr. Brown," he said; "you must put her about."

"Wait one moment," I said; "wait one moment, the mist is lifting more; it will be quite clear directly."

The mist was indeed lifting rapidly. Far to the north and west we could see the ice stretching away in one unbroken field. I was trying to see whether there appeared any break in the ice towards the west, when the captain, seizing my arm with one hand, and pointing straight ahead with the other, exclaimed:

"My God! there is a ship there."

The mist had risen like a curtain, and there, sure enough, about three miles ahead, was a ship seemingly firmly packed in the ice. We stood looking at it in silence. There was some meaning after all in that mysterious warning, was the first thought that suggested itself to me."

"She's nipped hard, sir," said old Sheil, who with the rest of the crew, was anxiously watching our new discovery. I was trying to make her out with the glass, when the flash of a gun, quickly followed by the report, proved that she had seen us. Up went the flag, Union downwards. We needed no signal to know her distress. The captain ordered the second officer off into the boat. I watched him as he made his way over the ice with a few of the men towards the ship. They soon returned with eight of the ship's crew. It was a dismal account they gave of their situation. They might have sawed their way out of the ice, but the ship was so injured that she could not have floated an hour. The largest of their boats were stove in, the others were hardly seaworthy. They were preparing however, to take to them as a last resource, when our welcome arrival put an end to their fears. Another detachment was soon brought off, and the captain with the remainder of his crew was to follow immediately.

I went down to my cabin, and tried to think over the singular fate which had made us the preservers of this ship's crew. I could not divest myself of the idea that some supernatural agency was connected with that paper in the desk, and I trembled at the thought of what might have been the consequences if we had neglected the warning. The boat coming alongside interrupted my reverie. In a few seconds I was on deck.

I found the captain talking to a fine old sailor like looking man, whom he introduced to me as Captain Squires. Captain Squires shook hands with me, and we remained talking some time.—I could not keep my eyes off his face; I had a conviction that I had seen him somewhere, where I could not tell. Every now and then I seemed to catch at some clue, which vanished as soon as touched. At last he turned to speak to some of his men, I could not be mistaken—there was the long white hair, the brown coat. He was the man I had seen writing in the captain's cabin!

That evening I and the captain told the story of the paper to Captain Squires, who gravely and in silence listened to our conjectures. He was too thankful for his escape out of such imminent peril to question the means by which it had been brought about. At the captain's request he wrote "Steer N. W.;" we compaired it with the original writing. There could be no doubt of it. It was in the same odd, cramped hand.

Can any one solve the mystery!

Singing and Giving.

Old Aunt Dinrh was a shouting colored saint, who would sing at the top of her voice and cry *Glory!* above all the rest. It was common at the missionary prayer meeting of the colored people to take up a collection while singing the hymn,

"Fly abroad, thou mighty Gospel!"

In the midst of which Aunt Dinae always threw her head back, shut up her eyes, and sang away lustily *till the plate had gone by.* The sable collector observed her habit, and, one night, stopped when he came to her, and said bluntly, "Look a'hea, Aunt Dinah! you needn't be singin' 'Fly abroad, thou mighty Gospel,' if you doesn't give nothin' to make it fly!"—*C. Presbyterian.*

It is no more necessary that a man should remember the different dinners and suppers which have made healthy, than the different books which have made him wise. Let us see the result of good food in a strong body, and the result of great reading in a full and powerful mind.

A Union meeting, in which forty-eight citizens took part, was held in Alexandria yesterday. Delegates were nominated to the Wheeling Convention.

Organization and Parts of the Army.

So many persons, unacquainted with the organization of an army, are making inquires upon that subject, that we copy from the Cincinnati *Gazette*, the following outline of its elements, are recognized in the French school and in our own, so far as we have had armies:

A company is the unit of an army, and is supposed to average, on the war basis, one hundred men, officers included. The general rule for the organization of such a company gives one captain, two lieutenants, five sergeants and four corporals and eighty-five men. Formerly each company had an ensign, who carried the flag; but his place is now supplied by the color sergeant. There is one more sergeant than corporal, the first sergeant being called the orderly sergeant, and is, next to the captain, the most important man the company—carrying the books of the company, and calling the roll morning and evening. The company is formed, when in column, into two platoons and four sections, each platoon commanded by a lieutenant, and each section by a sergeant.

A regiment is regularly composed of ten companies, or two battalions; a battalion being half a regiment, composed of five companies—one of them called a light or rout company, intended in regular service to operate outside of the heavy columns as flanking parties, guards, etc.

The officers of a regiment, independent of company officers, are a colonel, lieut. colonel, two majors, adjutant, quartermaster, and commissary. Each separate body of troops must have a commissary and quartermaster, but in a large army they are apportioned to regiments or brigades.—A regiment, when constituted, will be formed thus: 1 colonel, 1 lieut. ditto, 1 adjutant, 1 quartermaster, 1 commissary. 2 majors, 10 captains, 20 lieutenants, 50 sergeants, 40 corporals, and 850 private men—making 975, but in reality there are some others; each company has regularly a drummer and fifer, which make a regimental band of 20, besides the drum major.—Then the regiment, when full, is made up regularly of 1,000 men.

A brigade should be composed of two regiments, a squadron of cavalry and a corps of field artillery. If these were all full, a complete brigade operating alone, would, in our service, or in the French, make 2,400 men.

A division is composed of two brigades, with additional corps of cavalry and artillery, making in our army, including the whole staff and music, about 5,000 men. This is the highest *element* of organization in our service; but in France, as they organize, immense armies, there is one other.

The corps is composed of two or more divisions, frequently of four or five. The corps is, in the French service, properly commanded by a field marshall—an officer unknown to our country—and the corps is properly a *complete army in itself.*

In Napoleon's march on Russia, he had eight or ten of these corps in active service—making a field army of from 250,000 to 300,000 men.—From the *elements* we have given, it will be seen that however large the army may be, it is so organized as to be perfect in all its parts, and moves with exact order and discipline. In the field all orders and operations are carried on through the staff of the army, and when we come to active service, the staff is the most important part of the army; for, his being a vast machine, of which each part is perfectly obedient to and directed by the head, it is evident that all must depend on the skill, ability and discernment of the staff through which it acts. It is in vain that Scott, or any great general commands, if the staff officers are incompetent.

The staff consists of the aids, the adjutant general, the engineer, the quartermaster, and commissary generals. Through the adjutant general all orders are conveyed to each particular part. By the quartermaster general all transportations, and vehicles, and horses, are furnished; by the company all supplies; by the engineer the topography of the country is thoroughly examined, the practicability of passes determined, fortifications built or attached. Then the staff of an army becomes its eyes, and all its faculties, the general simply deciding the movements of the army on the facts and elements thus furnished. In the grand French armies there was a chief-of-the-staff, or head of the active military bureau. In Napoleon's time, this chief-of-the staff was Marshal Berthier, deemed one of the ablest of officers of the French army. Napoleon knew the value of a good staff, and had abler men in it than were at the head of the divisions.

The Coming Conflict.

If the reader will pause for an instant and survey the world, he will see it shaken and convulsed, as it probably never was before since the creation, by wars and rumors of wars, and by famine. It would seem as if the apocalyptic vials of the Revelations were opened, and discord and blood were rained upon the generation. History does not present such a general tumult of nations as we now see. What the issue of all the threatening entanglements is to be, events only will disclose; but it would appear as if the entire civilized world was on the eve of joining in a universal war.. Within a very few years, we have seen magnificently dreadful wars, conquests, Indian revolts, Syrian massacres, and the commingling of national interests in the various aspects the questions have presented, and the method of their disposition. No nation can stand aloof and reticent. Each has some special interest in the other, and each will jealously guard that its interest is neither impaired nor destroyed. Europe is convulsed from center to circumference. Poland and Hungary are ripe for revolt. Russia has emancipated her serfs, and lately annexed a vast territory derived from China, whose shores are still guarded by French and English fleets. Sardinia demands Venitia and Rome, and Austria and Germany resist her. France holds Syria in trust for the Sultan, only to pocket it as soon as the astute Emperor thinks prudent. England and France are fitting out naval squadrons for the United States coast.—Spain has seized upon and annexed San Domingo, and threatens Hayti and Mexico, and the latter, it would appear, considers the conquest of Texas feasible and proper.

The United States are disrupted and on the brink of civil war, while the Federal Government has a war on its hands with Peru, which country is at loggerheads with her neighbors of Equador. Texas, while menaced by General Ampudia, looks to the acquisition of the Northern provinces of Mexico, and the Southern Confederacy to the ultimate absorption of that entire country.

Buenos Ayres and Paraguay, in South America, are at sword's points and arming for strife, while revolution divides and distracts more than one of the South American States. In India, famine follows a dreadful revolt, and reaches up into Persia and China. We have seen the foundation of the Italian Kingdom, and the temporal power of the Pope topples; while Austria grudgingly grants concessions to a people that only want their independence. A powerful party in Ireland is demanding the restoration of the order of things before the union of '98.

Statesmen waver and are uncertain, unable to see the end to all these complications and impending dangers.

The world seems as if upon the eve of a general war, and only needs a first blow to be struck to be involved in a general conflict, in which ties of consanguinity and interest are lost sight of in working out the mysterious problem that seems only soluble in blood.—*Missouri Babtist.*

The Laws of War.

The prospect of hostilities between the United States Government and the Confederate States renders some inquiry into the law of nations on this subject appropriate and interesting. What are the legal consequences, and what the practical bearing, of a state of war upon the individual rights of citizens of the two Confederacies having dealings with each other, are questions which should be clearly understood. As a contribution from a standard authority to the general stock of knowledge on the subject, we quote some extracts from Kent's Commentaries, as found in Lecture 3d, on the Law of Nations, vol. 1:

INTERDICTION OF COMMERCIAL INTERCOURSE.

One of the immediate and important consequences of the declaration of war is the absolute interruption and interdiction of all commercial correspondence, intercourse, and dealing between the subjects of the two countries. The idea that any commercial intercourse or pacific dealing can lawfully subsist between the people of the Powers of war, except under the clear and express sanction of the Government, and without a special license, is utterly inconsistent with the new class of duties growing out of a state of war. The interdiction flows, necessarily, from the principle already stated, that a state of war puts all the members of the two nations respectively in hostility to each other; and to suffer individuals to carry on a friendly or commercial intercourse while the two Governments were at war, would be placing the acts of Government and the acts of individuals in contradiction to each other. It would counteract the operations of war, and throw obstacles in the way of the public efforts, and lead to disorder, imbecility, and treason. Trading supposes the existence of civil contracts and relations, and a reference to courts of justice; and it is, therefore, necessarily contradictory in a state of war. It affords aid to an enemy in an effectual manner, by enabling the merchants of the enemy's country to support the merchants of the enemy's country to support their Government, and it facilitates the means of conveying intelligence and carrying on a traitorious correspondence with the enemy.

These considerations apply with peculiar force to maritime States, where the principal object is to destroy the marine and commerce of the enemy in order to force them to peace. It is a well settled doctrine in the English courts and with the English jurists that there cannot exist, at the same time, a war for arms and a peace for commerce. The war puts an end at once to all dealing and all communication with each other, and places every individual of the respective Governments, as well as the Governments themselves, in a state of hostility. This is equally the doctrine of all the authoritative writers on the law of nations, and of the maritime ordinances of all the great Powers of Europe. It is equally the received law of this country, and was so decided frequently by the Congress of the United States during the Revolutionary war, and again by the Supreme Court of the United States, during the last war; and it is difficult to conceive of a point of doctrine more deeply or extensively rooted in the general maritime law of Europe, and in the universal and immemorial usage of the whole community of the civilized world.

It follows, as a necessary consequence of the doctrine of the illegality of all intercourse or traffic, without express permission, that all contracts with the enemy made during war are utterly void. The insurance of enemy's property is an illegal contract because it is a species of trade and intercourse with the enemy. The drawing of a bill of exchange, by an alien enemy, on a subject of the adverse country, is an illegal and void contract, because it is a communication and contract. The purchase of bills on the enemy's country, or the remission and deposit of funds there, is a dangerous and illegal act, because it may be cherishing the resources and relieving the wants of the enemy. The remission of funds, in money, or bills, to subjects of the enemy is unlawful. The inhibition reaches to every communication, direct or circuitous. All endeavors to trade with the enemy, by the intervention of third persons, or by partnerships, have equally failed, and no artifice has succeeded to legalize the trade without the express permission of the Government. Every relaxation of the rule tends to corrupt the allegiance of the subject, and prevents the war from fulfilling its end.

The only exception to this strict and rigorous rule of international jurisprudence is the case of ransom bills, and they are contracts of necessity, founded on a state of war, and engendered by its violence. It is also a further consequence of the inability of the subjects of the two States to commune or carry on any correspondence or business together that all commercial partnerships, existing between the subjects of the two parties prior to the war, are dissolved by the mere force and act of the war itself; though other contracts, existing prior to the war, are not extinguished, but the remedy is only suspended, and is from the inability of an alien enemy to sue or to sustain, in the language of the civilians, a *per sona standi in judicio.* The whole of this doctrine respecting the illegality of any commercial intercourse between the inhabitants of two nations at war was extensively reviewed, and the principal authorities, ancient and modern, foreign and domestic, were accurately examined, and the positions which have been laid down established, in the case of Griswold vs. Waddington, decided in the Supreme Court of this State, and afterwards affirmed on error.

Meat and Drink Used by One Man.

Some genius has perpetrated the following calculation:

I have been married 32 years, during which time I have received from the hands of my wife three cups of coffee each day, two in the morning and one at night, making about 35,041 cups of half pint each, nearly 70 barrels 30 gallons each, weighing 17,529 pounds, or nearly nine tons. Yet in that period I have rarely varied in weight myself from 160 pounds. It will be seen, therefore, that I have drank, in coffee alone, 218 times my own weight. I am not much of an eater, yet I presume I have consumed about 18 ounces a day, which makes 5,806 pounds, or 10 oxen. Of flour, I have consumed in 32 years about 50 barrels. For twenty years of this time I drank two wine-glasses of brandy each day, making 900 quarts. The Port wine, Madeira, whiskey punch, &c., I am not able to count, but they are not large. When we take into consideration all the vegetables in addition, such as potatoes, peas, asparagus, strawberries, cherries, pears, peaches, raisins, etc., the amount consumed by an individual is enormous. Now, my body has been renewed more than four times in 32 years; and taking it for granted that the water, of which I have drank more, acts merely as a dilutant, yet taken together, I conclude I have consumed, in 32 years, about the weight of 1,108 men, of 190 pounds each.

A despatch from Norfolk, received via Louisville, states that the steam frigate Merrimac has been raised, and that she will soon be ready for sea. That is doubtful. The Merrimac was burnt to the water's edge as well as sunk.

Spiking Cannon.

The process by which it is sought to render cannon immediately unserviceable has by recent events been brought prominently before the public attention. It is an operation which may be done quickly. The officer in command of a battery, perceiving that he will be driven off without being able to bring away his guns, spikes them, so as to render them useless to captors, as well as to prevent them from being turned against him while retreating, or on the line on which he intends to fall back. The commander of a fort, on abandoning it, as in the instance of Anderson at Moultrie, adopts the same measure. Frequent cases are on record of an attacking party capturing a battery and being in turn driven from it, though not without first spiking the guns. When Paul Jones undertook the destruction of the English shipping at Whitehaven his first movement on landing was to seize the forts, and render the guns useless in the same way. The only defences of the harbor thus rendered harmless by a stroke of daring which required but a few minutes to accomplish, he could proceed unmolested to the work of destruction. The great point achieved by spiking a gun is to make it unserviceable for the time being. Even a temporary interruption of its fire is of the utmost importance. But no spiking yet invented has been able to do more than temporarily disable the gun, though various contrivances have been suggested, some, however, making its restoration to service more difficult than others.

A favorite mode of spiking is by driving a rattail file into the vent, and breaking it off. If the spike be an ordinary nail, made of soft iron, the drill will readily remove it; while the hard steel of the file will require far greater time and labor. The steel spike, rough and jagged, with a soft point is also used. If broken off even with the surface of the gun, and the point clinched inside by the rammer, removal is made more difficult. If the spike happens to be so small as to fit in loosely, it may be driven out by gunpowder; but if it be made of hardened steel, with an accurate fit to the vent, and is driven in with great force, neither drill nor powder will remove it. A patent spike was brought out in England during the Crimean war, which claimed to make a gun permanently unserviceable. It consisted of a rod of finely-tempered steel, turned to fit the vent, but to move freely in it, and terminating in a forked spring in the bore of the gun. It was contended that this spike could not be drilled out, because it would turn with the drill.—But though this were true, yet its inventer forgot the important fact that the forked points in the bore could be cut off by a single blow on a cold chisel. When a spike is so fixed as to render extraction very difficult, the remedy is to drill a new vent, which may be done without impairing the usefulness of the gun. To do this a competent machinist will require some three hours, or more or less according to the size of the gun. But all spiking at the vent is admitted to be only a temporary expedient to render artillery unserviceable at the moment.—Yet even this has often been found productive of the most important results.

When time is afforded, such as the deliberate abandonment of a military work, spiking at the muzzle is sometimes adopted, and when thoroughly done, far greater embarrassment to those who subsequently come into possession. A shot is driven into the bottom of the bore by wrapping it with felt, or using iron wedges, and employing an iron rammer to drive the ball home. When this is done to an iron gun, the only method of unspiking it is to bore a hole in the breech and drive the ball out, closing the hole with a screw. To do this, the gun, in most cases, must go back to the foundery. In brass guns, which usually have vent-pieces, these can be taken out and the ball expelled by wedges. Various modes for destroying cannou are adopted. Shells ate sometimes exploded in them, while heavy charges are put in others, over which sand or shot is rammed to the muzzle, and bursting follows. One piece is sometimes fired against another, muzzle to muggle, or the muzzle of one to the chase of the other.—In iron guns the trunnions are broken off, with brass ones, a fire is lighted under the chase, and when struck with a heavy sledge while heated, the gun is bent and disabled. Had time been allowed Colonel Anderson to destroy the cannon in Fort Moultrie before abandoning it, there can be litle doubt, from his long experience as an artillery officer, that he would have left to the rebels a legacy of crippled guns unfit for anything but the foundery.

A New Society.

Old men and young men, women and children, are admitted as members, if they possess the following qualifications:

1st. They must devote their whole attention to other people's business, and entirely neglect their own.

2d. When they hear a scandalous report about a neighbor or a friend, they must not eat, drink or sleep, until the chief officers of the society are informed of the same.

3d. No person shall become a member unless he or she is a person of leisure; and can loaf about town, or make seventeen calls a week, and watch the actions of the people generally; and be ready to report at head-quarters the slightest intimation of a report.

The following are some of the by-laws and regulations of this society:

1. This society shall be known as the Tattle and Gossipping Society. The principal and ruling officers shall be as follows:

One great liar and two lesser ones, three tattlers and four gossippers; any one of which will constitute a quorum, and shall have power to transact business at any time.

2. If any member of this society shall be found guilty of knowing more about his own business than that of his neighbor's he shall be expelled forthwith.

3. Any person belonging to this society who makes a practice of telling the truth two or three times shall be expelled without a hearing.

4. Any member who does not report regularly what his neighbors residing within three doors of him have for dinner every Sunday, and for tea every time they have company shall be cut off from the rights and privileges of this society.

3. If any member of this society shall see, hear tell of, or even suspect that a young man has waited on a lady twice, he must report them to be married soon, or already married, or he shall be looked upon as no tattler and shall be fined to the full extent of the law, for any such misdemeanor.

6. Any man or woman who shall neglect their own business to take the trouble to circulate about town scandalous reports which they know to be false, shall be deemed by all respectable citizens, as Commander-in-Chief of said society and shall be looked upon as such by all its mem, ers.

We see by some of the Virginia papers that the whole vote cast in the city of Richmond in favor of Secession was 2,400, against it 4. The vote of Richmond at the last Presidential election was 5,400; so that not a half vote was cast, and as the city is a military camp it is probable that the military vote is counted among the 2,400.

The loveliest faces are to be seen by the moonlight, when one sees half with the eye and half with the fancy.

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