

RA' EIGH, July 16.

We are obliged to Governor Alexander for a copy of the following important letter to him from the Secretary of War
WAR DEPARTMENT, July 6, 1867.
His Excellency the Governor of the State of North-Carolina:

SIR,

The President of the United States, has directed me to call upon the Executives of the several States to take effectual measures to organize, arm and equip according to law and hold in readiness to march at a moment's warning, their respective proportion of one hundred thousand Militia, Officers included, by virtue of an act of Congress passed on the 18th day of April, 1866, entitled "an act authorizing a detachment from the militia of the United States." This therefore is to require of your Excellency to take effectual measures for having seven thousand and three of the militia of North-Carolina (being her quota) detached and duly organized in Companies, Battalions, Regiments, Brigades and Divisions, within the shortest period that circumstances will permit, and as nearly as practicable in the following proportions of Artillery, Cavalry and Infantry, viz. one twentieth part Artillery, one tenth Cavalry, and the residue Infantry. There will however be no objection on the part of the President of the United States, to the admission of a proportion of Riflemen, duly organized in distinct corps, and not exceeding one tenth part of the whole quota of the States respectively. Each Corps should be properly armed and equipped for service.

Any Companies of Volunteers, who, previous to orders for taking the field, may render their services conformably to the second section of the aforesaid act, or to an act of Congress (a copy of which is enclosed) passed on the 24th day of February 1867, entitled "an act authorizing the President of the United States to accept the services of a number of Volunteer Companies, not exceeding thirty thousand men," will be considered a part of the aforesaid quota of seven thousand and three, according to their numbers—and from the well known patriotism of our fellow-citizens, it must be presumed that under the existing circumstances of our country, a large proportion of the quotas of the several States will be composed of such volunteer corps, especially as they will undoubtedly meet with every encouragement from your Excellency, and from all other patriotic influential characters.

When the detachment and organization, shall have been effected, the respective corps will be exercised under the officers set over them, but will not remain embodied or be considered in actual service until by subsequent orders they shall be directed to take the field. Your Excellency will please to direct that correct muster rolls and inspection returns be made of the several corps, and that copies thereof be transmitted to this department as early as possible.

I have the honor to be very respectfully,
Your Excellency's obedient servant,
H. DEARBORN.

We trust that Governor Alexander will have the pleasure of receiving offers from spirited young men in every county in this State, of their services in case the country should need them, and that he will not be under the disagreeable necessity of making a draft of the militia to furnish the quota of this State.—Those too, who make a tender of their services to the President, should do so through the Executive of this State, else the latter will not know officially, the number of volunteers; which volunteers are to be included in the quota of 2003, and may therefore form a part of the Governors return to the War Department.

It is with satisfaction we inform our readers that the dispute with Georgia for jurisdiction over a certain portion of territory, is happily adjusted.—The report of our Commissioners is inserted in this day's paper—the correspondence and other documents alluded to in this report, shall be published in our next. In the convention formed, the Commissioners of Georgia acknowledge that they have "no claim to the soil or jurisdiction north or west of the ridge of mountains which divide the Eageerri from the Western waters, commonly called the Blue Ridge, and East or South of the present temporary boundary line between the white people and the Indians." Consequently that portion of territory named Walton county will be attached to the county of Buncombe.

The choice of the officers to command the hundred thousand militia, lately ordered in readiness by the President, being left with the executives of the several States, we learn that Governor Alexander has nominated Major General Thomas Brown, of Bladen, to take the command with Brigadiers General Benjamin Smith of Brunswick, and John Hamilton of Guilford, of the quota to be raised by this State.

WILMINGTON.

TUESDAY, JULY 23, 1867.

The merchants of Alexandria have resolved to suspend the commerce of the Potomac, and to detain every vessel in harbor during the continuance of the British squadron in our waters.—The same regulation has been adopted in Baltimore.

BALTIMORE, July 11.

A perusal of the correspondence between Commodore Douglas and Mr. Lee, the mayor of Norfolk, will make every American bosom glow with pride. The letter of the former is truly characteristic of British officers on the American station, rude and insolent; whilst that of the latter is fraught with all the fortitude of true courage and all the urbanity of politeness. The letter of the mayor of Norfolk in fact, portrays the sentiments of a gentleman, whilst that of Douglas betrays the bully.

We cannot but admire the sarcastic allusion of Mr. Lee to the Fourth of July. If Douglas has any sensibility at all, he must have felt it severely.

The contradiction, too, in which Douglas is detected, with respect to referring the question to his government or superior officer, whilst he presumes to act on his own responsibility, makes the British Commodore appear quite ridiculous.

In short, the American character never appeared to more advantage than it does when contrasted with that of the British as represented by Commodore Douglas.

His excellency governor Tompkins has received direction, by this morning's southern mail, to call on 12,000 of the New-York militia into the service of the United States.—The orders to the major-general it is expected, will be issued this morning.

The governor of the state of Pennsylvania has received a requisition for 15,000 men, as the quota from that state, to be embodied immediately.

Extract of a letter from Mr. G. Pindell, to the editor of the Federal Gazette, dated Pig Point, (Ann Arundel county,) June 3. S.R.

I have seen in your paper on the 30th June a copy of a letter signed by a number of Americans on board the British ship of war Bellona, to Commodore Barron, late commander of the United States frigate Chesapeake, requesting his assistance to have them released. The name of Stephen Pindell is misspelled (Pindell); he is my son: I enclose a letter from him, which, if you think proper, you may insert in your useful paper. He served his apprenticeship to capt. Tenant, of Fell's point, Baltimore.

"Mr. Gassaway Pindell, Inspector, at Pig Point Warehouse, Maryland.

"On board the Bellona, June 15, 1867.

"Honored Father,
"This is to inform you, that the schooner in which I shipped, at capt. Tenant's request, was captured a few hours after the pilot left her. The schooner was sent to Halifax, and all of her crew put on board the Melampus frigate; in about a month after which, we were sent on board the Bellona, 74. I despair of getting clear, unless you can come down. Dear Father! you must contrive to come to my relief: I cannot consent to remain in such a service. Pray come down; I would indeed sooner drown myself than continue where I am, and where I will not grieve much longer!

"I am,
"Your dutiful Son,
"STEPHEN PINDELL.

Extract of a letter from captain Clarke, of the ship Walker, to his owners in New-York, dated Halifax, May 30.

"This will inform you of my unfortunate situation. I left the Downs on the 17th of April, and had a very flattering passage until the 28th, when being in lat. 49, 6, long. 37, 10, I was taken by a French privateer of 14 guns, from Bayonne, who plundered the ship of fifty packages of the most valuable goods, and all the ships stores and long boat. They took out my mate, five seamen, and three passengers, and put on board a prize master and 8 men and ordered the ship for a port in France or Spain. In the morning of the first of May I rose on the prize master and crew, confined them, took charge of the vessel, and hauled her on a wind to the N. N. W. to make the best of my way for New-York. At 9 o'clock the man at the mast head saw a sail to N. W. by W. and she appearing to be a very superior sailer I bore up to the N. N. E. to avoid falling in with her. The wind blowing hard, and the weather thick and squally. I lost sight of her at 1 o'clock. At half past two I found myself in the midst of a British fleet of merchantmen, under convoy of the Crocodile, from whom I was boarded, had my second mate taken out and the two remaining passengers, a prize master and 15 men put on board me, and the ship ordered for Halifax, where we arrived on the 28th instant. What is the pretence for capture, or what they intend to do with her, God only knows."

Extract of a letter from Philadelphia dated July 7, 1867.

"The following is just placed on the Marine Book, here.
"Arrived, sloop Hope, capt. Hooper from

Norfolk. On Saturday last passed the British fleet at anchor in Hampton Roads, (they were before at the Capes of Lynhaven Bay.) The U. S. frigate Chesapeake & the French frigate, lay at Craney Island, eight miles farther up, with springs on their cables, and the gun-boats lay in readiness at Fort Nelson.—Capt. H. says that the beach was well lined with artillery, volunteers, &c.

PHILADELPHIA, July 14.

Capt. Ezra Bowen, of the ship Helvetius, arrived at the Lazaretto, informs, that he left Canton the 7th of March; ten days previous to her departure from thence, a fray between some Chinese and some of the crews of the English East India Company's ships, had taken place, during which the latter un- luckily killed a Chinese, for whom the Mandarins demanded a man, which being refused, the loading of the Company's ships was stopped; the chief of the English factory had the Mandarins made acquainted, that unless they permitted to proceed with the loading of their ships, he would, on account of the approach of the south west monsoon, dispatch them as they were, and render the Chinese responsible for the loss that would occur thereon.

Captain Rolls of his majesty's ship, Lion of 64 guns demanded at the same time, that an officer and 6 men, who had been taken by the Ladrone about one month since when attempting to land at Macao to procure provisions, should be restored; that if they were not, he would proceed to obtain redress.

The Chinese Mandarins gave three days notice to the English factory, that should they obstinately persist in not giving them a man, their supply of provisions should be stopped; the English had prepared themselves in case of any further disturbances, as the ship Lion of 64 guns, a brig, and a discovery ship then at Macao, were held in readiness to proceed, at a moment's notice up the river; the Chinese had scaled the guns in their forts, and some very severe consequences were apprehended by the gentlemen of the East India Company.

SAVANNAH, July 14.

Report says, that two of our Pilots came up from the Light-House last evening, and mention that they were robbed of their Water, in 6 1-2 fathom, by a British ship of War, which one of the officers told them was the Penelope, but they suppose her to be the Indian—she had the American Ensign hoisted, and one of the officers had on an American Uniform—they were particularly inquisitive as to the minds of the people in town, whether they were preparing for War, or whether they consider themselves at War, with his Britannic Majesty, &c.

Arrived on the 12th inst. the schooner Mary-Ann, capt. A. I. Hinton, in 14 days from St. Thomas'. Capt. H. informs, that on the 28th ult. he was spoke from a British sloop cutter, and ordered to hoist out his boat and come on board with his papers, and while in the act of launching her, several guns were fired at his vessel from the Cutter; after which, he boarded the cutter, where he was detained an hour, and then he was ordered to proceed on his voyage. Same night was fired into by the sloop of war Pearl, capt. Campbell, who ordered him to come on board with his papers, which was complied with. Capt. C. detained capt. H. and two of his men on board the Pearl, and sent three of his men on board the schooner, with instructions to proceed to Tortola; but owing to the mismanagement of the crew, the schooner was thrown on her beam ends, which shifted the cargo, and injured it materially—finding it impossible to work the vessel in such a condition, the Englishman sent capt. H. and his men on board of his vessel, and took his own on board the Pearl—when capt. H. was permitted to prosecute his voyage as well as he could.

Capt. H. on the 11th inst. about twelve miles to the northward of Tybee, was boarded by an officer, from a tender to a British sloop of war, and was carried on board the sloop in the tender's boat. The conduct of the officer from the tender, to capt. H. was extremely abusive—damning him for an American and a Yankee, and the colours under which he sailed, and for not hoisting them when he saw one of his Majesty's vessels of war; and asking him, with a sneer, whether he did not know that war was declared between Great-Britain and America!

Should this question prove to be a truth, these "loyal subjects" may smell the bilge water in old Charon's boat, before they wish it.

Nonfort, July 7.

BRITISH AMITY!

The following is copied verbatim, from a paper lodged in the Collector's-Office last evening.

July 6.

"The schooner Cynthia Ann, from Polly-Landing, captain Harrison, was fired at in Hampton Roads, by a boat belonging to the British squadron: but not thinking proper to stop, continued his way up to Norfolk; they continued firing from the boat to the number of 14 or 16 guns. But, of a sudden, found he was fired at from the tender just ahead of him. He immediately rounded too; was boarded and asked why a damned rascal, he did not have too for the boat? to which he answered, that he did not know why he was to be stopt in his own harbour. The boat then came up, and the crew on board of her also abused him, and said they wished they had sunk him, and that they aimed to hit him, which he thinks they did, as their shot seemed very well aimed. They ordered him to tow them back, which he did, and was dismissed."

July 6.

The Pilot who took down the ship Victress reports, that on Monday at 11 o'clock abreast of the capes, they passed the British fleet consisting of two 74's, one 50 gunship and a frigate, and were boarded by an officer from the Leopard, who behaved with extreme politeness; enquired the state of the public mind at Baltimore; was anxious to obtain newspapers, which were given him. He observed it never was their intention to obstruct outward bound vessels. The officer requested the favor of putting the pilot on board any vessel which he desired to take up, and offered him accommodations for two or three days on board the Leopard.

[Vastly kind!]

July 20.

Our last noticed that a detachment of cavalry had been sent to Cape Henry and its vicinity, to prevent the boats from the British ships coming on shore.

On Thursday night about 9 o'clock, a boat came on shore near Lynhaven, where a party of militia under captain Reed was stationed. Upon the firing from the militia, the parsons left their boat and ran into the woods; in the morning they surrendered themselves to captain Shepherd of the cavalry, and consisted of a master's mate, a midshipman, and three seamen, belonging to the Triumph. They were informed that they were not considered as prisoners of war, but as offenders against the law.—They came on shore for water, and had only a musket and a fowling piece in the boat. We can say with confidence, that these persons have been treated with every mark of politeness and attention.—They are not yet disposed of, the orders of the government being thought necessary on that head.

On Saturday morning another boat was on shore with fifteen men, but put off at the moment that captain Taylor's cavalry appeared in sight.

Another boat has been, we understand on shore bearing a flag of truce; but as the officer who came had no written communication to prove the character he appeared in, he was ordered on board, without inquiring into the object of his mission, which we believe was to ascertain the fate of the persons who are detained.

Yesterday afternoon a detachment from the Battalion of Cavalry, under the command of Major McRae, set off for the Eastern Shore of Princess-Anne, where we are informed the squadron under the command of Commodore Douglas, rides snug at anchor close into the shore.—If these haughty veterans, Douglas, Hardy, Humphries, &c. are disposed to try the spirit of Virginia, they will have an opportunity, and we have no doubt but they will require all the victories they ever gained on the ocean, to wash away the disgrace they will meet with on the land from the energy of these patriotic Sons of VIRGINIA.

Extract from the Logbook of the Revenue Cutter Active.

Monday June 26th, 1867.—Cape Henry bearing South distant about two leagues.—At half past four, put the pilot on board a pilot-boat; about this time, a ship of the line (then about two leagues distant) fired a gun to bring us to, and at the same time manned one of her cutters, armed with a swivel, and gave chase for one hour, during which time they fired three times, but finding they could not come up, gave up the chase, being about a mile and three quarters distance from us. At 3 P. M. saw a ship or some other vessel which altered her course as we altered ours; supposed to be a frigate.

When Commodore Preble put into Gibraltar some years ago, with one or two of the American squadron, ten or twelve seamen deserted from the frigate Constitution, and entered on board a British ship of war in the same harbour.—Commodore Preble wrote a note to the commander of this ship, requesting him to have the seamen sent back, as a mark of friendship and good will. The British captain answered, that, although the seamen were Americans, he would not give them up; that they voluntarily entered the British service, and that the British flag should protect them.—The seamen were never given up.

Aurora.

A letter from Norfolk of the 9th instant, says: "It is a current report, that Douglas is lightening his ship for the purpose of approaching Norfolk, and probably firing on it; if this rash measure is adopted, we are sufficiently prepared to chastise this insolent slave of a tyrant."

Enquirer.

WASHINGTON, July 13.

Georgetown, D. C. July 7.

SIR,

In the present crisis of our affairs the Washington troop of Cavalry have determined to make you this tender of their services in support of the insulted rights of their country; and they hereby pledge themselves, their fortunes and their sacred honor to use every man in their power to maintain and preserve those rights, and to punish the aggressors of them; and further, that they will hold themselves in readiness to march at a moment's warning to wheresoever in your judgment their services can be most efficiently employed.

Signed by consent and at the request of the Troop,

JOHN COX, Capt.

To Thomas Jefferson, President of the U. S.