

THE WAR.

FREMONT'S PROCLAMATION AND THE PRESIDENT.

We have already published in full General Fremont's proclamation declaring the slaves of the Missouri secessionists free men, and the President's order modifying this proclamation into conformity with the law of Congress. The following extract of a letter from the Hon. Joseph Holt, of Kentucky, shows how the action of General Fremont and the President is viewed by the leading loyal men of that great commonwealth:—

"The government has the same right to confiscate slaves engaged in digging trenches for mounting guns for the rebels that it has to confiscate their arms when captured during the progress of the war, but, having confiscated them, Congress goes no further. Upon this law the President stands firmly, and in doing so, and disavowing General Fremont's proclamation, he gives another of the ever-multiplying proofs that the war, which is one for national existence, does not seek to extinguish or interfere with slavery as established in the States. If this institution suffers detriment from the events or issues of the rebellion, the blow will come from those who, under the pretense of defending it, are striking at the life of a government under whose constitution it has enjoyed complete shelter and protection for three-quarters of a century."

THE SURRENDER OF COLONEL MULLIGAN.

The country is sick at heart at the intelligence of another unnecessary and disgraceful disaster to our arms. A force of some 3,500 men who were entrenched at Lexington, Mo., under the command of Colonel Mulligan, were attacked by a greatly superior force of secessionists under General Price, and after fighting several days and repelling numerous attacks, were finally compelled to surrender on Friday afternoon, Sept. 20th. Colonel Mulligan had unfortunately a large number of horses in his camp, which all fell a prey to the enemy.

Lexington is a very beautiful and flourishing town of about 7,000 inhabitants, on the south bank of the Missouri river, forty-five miles in a straight line from the west edge of the State. It is said to possess an unusual amount of wealth for a town of its size, and will prove a rich prize to its captors. At the time of the surrender reinforcements were hastening to the relief of the place, but they did not arrive in time to save it.

FIGHT AT BLUE MILLS.

One of those bodies which were marching to reinforce Col. Mulligan, a portion of the Third Iowa Regiment, 570 men under Lieut.-Colonel Scott, marching from the north, overtook a body of secessionists, stated at 4,500 in number, at a place called Blue Mills, on the Missouri river, above Lexington, on the afternoon of the 17th, and immediately attacked them. The fight lasted till dusk, and the next morning Lieut.-Col. Scott, having been joined by 1400 men under Col. Smith, advanced to renew the attack, when he found that the enemy had crossed the river, and marched to join Gen. Price before Lexington.

BEGINNING OF THE WAR IN KENTUCKY.

The armed organizations of the two parties in Kentucky are known by the same names as in Missouri—the secessionist troops being called the State Guard and the Union forces the Home Guard. Though the Unionists have a majority of about three to one in the State, the secessionists, with their usual audacity, are preparing for fight, and it seems certain that that noble Commonwealth is to be desolated by civil war. The first fighting took place on the evening of Sunday, Sept. 22. A large body of secessionist troops is stationed at Columbus, a small town on the Mississippi, twenty miles below the mouth of the Ohio. The pickets of the Iowa Seventh, at Elliott's Mills, Ky., eight miles above Columbus, were approached on Sunday evening by a body of rebel infantry numbering 50 or 60. The Iowa boys fired upon them, bringing down three or four. The enemy returned the fire without doing any damage.

THE Taunton (Mass.) Locomotive Manufacturing Company is engaged in rifling breech-loading carbines for cavalry use. An order to rifle one thousand has been nearly completed.

Six hundred thousand pairs of sewed shoes are now being manufactured in Massachusetts for the army.

"Sermons in Stones."

The following are the mottoes on two highly finished blocks of marble ordered by the Legislatures of their respective States, and now in Washington awaiting their places in the Washington Monument:

LOUISIANA.

Ever Faithful to the Constitution and the Union.

TENNESSEE.

The Federal Union—It Must be Preserved.

Could our Federal army desire any stronger motives to duty than those suggested by men who thus, untrammelled, expressed their sentiments before the arm of tyranny sealed their lips?

Enfield Arms.

The government armory for manufacturing rifles at Enfield Lock, England, covers an area of 30 acres, giving employment to about 1,700 persons. Many suppose that all the rifles for the army in England are made at Enfield. This is not the case; more rifles are made for the government by private makers in Birmingham than at Enfield, but all the patterns are furnished by the proper army officers. Great quantities of rifles are manufactured to foreign orders in Liege, Belgium, which city has long been famous for fabricating military arms.

THE NEW ORLEANS BATTERING RAM.—The Cincinnati *Enquirer* has been furnished with a description of the New Orleans battering ram. The steamer is the length of an ordinary steamboat, the roof being arched in shape, covered with railroad iron, so as to prevent balls from penetrating, and the balls in striking will immediately glance off without having any effect, let the position of the gun be what it may. At the bow of the boat is a ponderous cutter, made of the best steel, the object of which is to cut a vessel in two. This will require a very great power, which the projectors think they have attained in the way of two powerful engines. The mode of attack is with hot water, which is thrown through hose attached to the boilers. The vessel attacked cannot keep her men on deck, nor can she use her cannon, as they will be kept wet by the water thrown. Beside being covered with heavy iron, the boat is built of the heaviest and best timber.

FOOD FOR THE ARMY.—Upwards of 3,000,000 rations for the army of the Potomac, are now stored in the receiving depots at Washington. Some idea of the bulk of these rations may be formed when we state that there are 18,000 barrels of flour, 9,000 barrels of beef, 3,000 barrels of pork, 500,000 pounds of coffee, 500,000 pounds of sugar, 500,000 pounds of bread, with hominy, crackers, vinegar, candles, soap and salt in proportion. An army of 250,000 men will consume all these rations in twelve days.

WARRIORS OF THE WEST.—The states of the west are fully aroused to the great work before them. Ohio has now thirty-three regiments in the service and promises that, if Kentucky wants them, to send 20,000 men within a fortnight, all armed and equipped as the law directs. Illinois has furnished forty-seven regiments, and is preparing thirteen more, making in all sixty thousand men. Indiana will soon have forty thousand soldiers in the field, and whenever these legions fight somebody will be injured.

CANNON AT BALTIMORE.—The Baltimore *American* says that sixty-four cannon have reached that point from Pittsburgh, for the fortifications on Federal Hill, and that there are six similar pieces awaiting removal from the Bolton depot to the same destination.

SECESSION CROP.—The New Orleans *Picayune* says the heavy growth of grass in some of the streets of that city "would pay the mower for his trouble." New Orleans has hitherto been one of the most prosperous cities in the country, but is now suffering terribly from the effects of secession.

THE State prisoners recently arrested in Baltimore, consisting of the Mayor, twelve members of the Maryland Legislature, and two editors of newspapers, have been taken from Fort McHenry to Fortress Monroe.

We understand that the Navy Department has accepted propositions from Messrs. C. S. Bushnell & Co., of New Haven, Merrick & Sons, of Philadelphia and J. Erricsson, of New York, for the construction of iron-clad vessels.

The Card Machine.

Wire cards are an American invention. The ingenious Oliver Evans, of Philadelphia, is said to be the original inventor of machinery for cutting and bending card teeth and piercing the leathers. In 1788 a wire card manufactory was established in Boston by Richards & Co. Their machinery was greatly improved by Amos Whittemore, an ingenious blacksmith, who became a partner in the company. In 1800, they had three card factories in operation in Boston, and made 12,000 dozen of wire cards yearly. They used American-made leather and wire entirely, and were enabled to export their cards to England, where in a few years such cards superseded all others. Amos Whittemore brought the card machine almost to the same state of perfection in which we find it at the present day, and no one can examine it without coming to the conclusion that it is one of the most ingenious and useful pieces of mechanism that has been invented. This machine created a complete revolution in the card business in England and America by reducing all the successive operations of holding and piercing the leather, drawing the wire from the reel, cutting and bending the card tooth, inserting and finally shaping the tooth, to a series of rapid, precise and completely automatic movements. Sheet cards for cotton and wool, hatters' cards and clothiers' cards and jacks were made with great rapidity and cheapness by its aid.

A Natural Bridge in Wisconsin.

A correspondent of a Philadelphia paper, writing from Pine river, Wisconsin, gives the subjoined description of a natural bridge discovered in the region: At the mouth of the west branch of Pine river is a great curiosity—a natural bridge, almost as wonderful as the one over Cedar creek, in Virginia. Here a stream much larger than Cedar creek is spanned by a bridge of rock and earth, the handiwork of nature herself. The west branch of Pine river flows through a most beautiful and fertile valley, eastward, until it nears the main stream, when a high bluff seems to forbid the blending of their waters. But "where there is a will there is a way," and the branch finds an opening through the high bluff which skirts the western shore of Pine river, and their waters mingle and murmur on toward the great "father of rivers." Here is a natural tunnel, from fifteen to twenty feet wide and twelve feet high, right through a rocky hill, whose altitude is 80 feet. The hill is covered with tall pines and foliaged down to both rivers with a dense growth of evergreen. The bridge is wide enough for three teams to drive abreast, and, from its location, I have no doubt but a thoroughfare will, at some future time, be established along this romantic way. Sufficient water passes under the bridge, even in the sultry month of July, to set a-rolling and a-rumbling a dozen of the largest mills in the State.

GREAT ADVANCE IN COTTON.—"The mills of this city," says the Manchester (N. H.) *Mirror*, "have a large quantity of cotton on hand which has advanced in price since it was bought about one million of dollars. That owned by the Amoskeag Company would sell for \$480,000 more than it cost; that owned by the Stark Mills, \$250,000, and that owned by the Manchester Mills \$165,000. Sum total \$995,000. It would be a handsome profit enough if they would sell it, but they will not sell a single pound, though the advance of goods does not correspond at all with the advance on cotton. They will keep it and manufacture it at a loss compared with the sale of the raw material, for the benefit of the operatives and the people of the city depending upon the running of our mills for a support."

SUPERHEATING STEAM FOR ENGINES.—In the superheating of steam for engines, care must be exercised to prevent it being raised above 400° Fah. We are informed by engineers who have used it that when the temperature of superheated steam reaches above this figure it becomes fatal to economy by the drying action which it exerts upon the lubricating material used for valves and pistons.

THE first American horn combs were made in West Newbury, Mass., which place still leads all the places on this continent for making combs. The material now used, however, is not horn, but hard india-