THE MARYLAND NEWS SHEET.

VOL I---NO. 23. BALTIMORE, WEDNESDAY, OCTOBER 16, 1861. PRICE TWO CENTS.

SEE FOURTH PAGE.

LATEST NEWS.

TELEGRAMS.

FROM WASHINGTON.

Skirmishing Across the Potomac.

WASHINGTON, Oct. 15.—Yesterday afternoon a detachment of the 14th and 49th New York regiments, under Col. McQuade, made a reconnoisance two and a half miles from Falls' Church, on the line of the Leesburg turnpike. They vainly endeavored to draw out a party of Confederates who were concealed in the woods. There was some sharp firing on both sides, but certainly without injury to any of our troops.

The Confederates this afternoon burnt the house of the widow Childs, situated about half-way between Falls Church and Lewinsville, to the right of the Leesburg Turnpike A party of ten of the 14th regiment went thither to ascertain the cause of the conflagration, when they were surrounded by a largely superior force of Confederates, but by the prompt use of their rifles, killing two of the enemy, they safely escaped. The Confederates soon after advanced their pickets somewhat nearer to our lines. Protection had been promised to the estate by the administrator, who is in the Confederate army.

Mr. Barrett, the father of Mrs. Childs, has a fine residence in that vicinity, and it is apprehended the enemy will also destroy it, as he is known to be a Union man. He was from the State of New York.

Yesterday afternoon our forces at Miner's Hill discovered a number of Confederates in a field, probably a mile and a half distant, and threw their shells at them, when they disappeared.

Two shells were also thrown in the same direction this morning, which were answered from a hill to the left of Lewinsville, the Confederate shells exploding within three-fourths of a mile of General Smith's headquarters.

A committee of the Philadelphia City Councils arrived here to-day, for the purpose of presenting a sword to Gen. Anderson, who, however, has not reached here. The deputation visited the outposts of the army this afternoon, under the escort of Capt. Evans, of the Provost Marshal's office.

From the observatory at Upton's Hill the Confederate pickets are plainly seen to the left of Falls Church.

Exchange of Shots with a Confederate Battery.

The gunboat Yankee arrived here this afternoon, and one of her officers reports that about noon today the steamer Pocahontas, while steaming down the Potomac, fired a few shots into the new work at Shipping Point, on the lower side of the Quantico, which had the effect of awakening the Confederate battery, which did not respond, but prepared its guns for the Seminole, which was but a short distance in the rear of the Pocahontas.

The officer of the Yankee was six or eight miles distant and witnessed the exchange of shots between the battery and the Seminole, and through his glass distinctly saw the bursting of her shells. It is supposed that both the vessels which were loaded with stores and ammunition have gone on their way without further destruction.

Army Order Relative to Release of Prisoners.

The following has been issued from the Headquarters of the army as a special order:

Fifty-seven of the U. S. soldiers detained as prisoners in Richmond having been released on taking an oath not to bear arms against the States in rebellion, an equal number of the prisoners of war taken from those States now confined in Washington and New York harbor will be released on taking the prescribed oath of allegiance to the United States, or an oath not to engage in arms against the United States. Of those confined in this city the thirty-seven here named will be released as above.

Townsend Hebbs, W. Loflin, R. G. Alford, D. D. Fiquet, S. S. Green, David Porter, G. A. Thomas, Thomas Anderson, A. C. Ferrill, J. A. Winfield, J. R. Payne, W. James, A. Bomanidier, F. Ward, W. A. Wilson, C. Lang, R. B. Boone, R. Walker, W. T. Thompson, W. Johnson, W. Burrows, J. N. McFall, George Barker, J. Colvin, J. O'Brien, S. Garitt, L. Rieck, W. A. Barron, J. H. Gramlin, J. Leadbeater, A. J. Smith, J. F. Grayson, R. Pinkney, W. J. N. Barton, George Larabee, J. T. Elliott, George Miller.

Col. Loomis, commanding at Fort Columbus will in concert with Lieut. Col. Burke select twenty from among the prisoners of war under their charge to make up the number indicated. The prisoners to be released will be sent by the first opportunity to Fort Monroe, and thence under a flag of truce through the United States lines.

Court of Inquiry in the Case of Col. Miles.

The Court of Inquiry in the case of Col. Dixon S. Miles, of the 2d United States Infantry, is to re-assemble to-morrow at Camp Williams, in Virginia. As many of the witnesses have left for their homes, and their address is unknown, it will be of great service to the Government and to a valuable officer if those who have been summoned will instantly attend.

Postal Regulations.

Irregularities have arisen in respect to correspondence, and these directions must be observed:

First, letters addressed to Canada must be mailed and post billed to a United States exchange office. Letters cannot be sent direct to post-offices in Canada; Portland, Maine; Burlington, Rutland, Island Pond and Derby Line, Vermont; Boston, Massachusetts; New York, Albany, Buffalo, Troy, Plattsburgh, Rouses' Point, Ogdensburg, Rochester, Sackett's Harbor, Oswego and Suspension Bridge, New York; Cleveland, Ohio; Detroit, Sault St. Marie and Algonac, Michigan; are our principal exchanging offices.

Second. The postage on a single letter to or from Canada is ten cents, pre-payment optional, but the whole postage must be prepaid or none. Part payments are not recognized.

Pre-payments must be made by the United States postage stamps, not in money.

Postmasters would do well to preserve this statement.

Reported Federal Success in Missouri.

ROLLA, Mo, Oct. 15.—It is reported here that the Federal troops of Kansas, under Montgomery, on the 27th ultimo routed 2,400 Confederates, the advance guard of McCulloch's army at Shanghai, in Barton county, and pursued them forty miles.

The Confederates at Springfield apprehended an attack.

A body of 300 Confederates, at Wilson's Mill, Douglas county, have been defeated by the Home Guards, having 15 killed and 20 wounded.

There is a report, as yet unconfirmed, that the 13th Indiana regiment, under command of Gen. Wyman, has captured Lebanon, in Laclede county, with all the Confederate stores and provisions.

We have received advices from St. Louis dated the 9th of October, which are to the following effect:

"The current rumor is—and from the source from which it was obtained it is believed to be well founded—that Montgomery was captured near Osceola by Hen. McCulloch with his Arkansas force."

It is further added:

"There is no doubt that the 400 Home Guards were captured at Hermann, Mo., on the Pacific Railroad, by Preacher Johnson's forces.

The Latest from Gen. Banks' Column.

DARNESTOWN, Oct. 13.—Everything was quiet along the inner line yesterday, but nothing has transpired of general interest in camp. Captain Stone, the Provost Marshal, has seized and confiscated a vast amount of liquors and arrested many sellers.

LATER FROM EUROPE.

ARRIVAL OF THE NORTH AMERICAN.

FARTHER POINT, Oct. 15.—The steamer North American passed here this afternoon, on her way to Quebec.

The Dublin *Post* reiterates the assertion that there are agents of the American Government in Ireland, recruiting, but thinks they are not very successful.

It is reported that Ricasoli had sent an ultimatum to the Papal Government for the settlement of the Roman question.

It is asserted that Gen. O'Donnell is opposed to Spain uniting with France and England in relation to Mexican affairs. He thinks it derogatory to the dignity of Spain. The Paris *Patrie* says that the negotiations between the three governments is not interrupted.

COMMERCIAL INTELLIGENCE.

LIVERPOOL, Oct. 5.—Cotton—sales for the week 67,000 bales, at an advance of ⅛d.

Breadstuffs closed steady. Corn has an upward tendency—mixed 32s; Wheat is higher.

Provisions are dull.

Consols closed at 92⅞@93.

The shipments of Wheat and Flour for the eight months ending with August, are valued at £20,000,000 sterling.

The Paris Bourse has been agitated. Rentes have declined. A private Paris letter says that the Bank of France will probably soon be compelled to advance the rate of discount beyond six per cent. The rate of Exchange is strongly in favor of England. Bills on London in great demand.

A notice that the price of bread would be advanced four per cent. had produced a bad impression, and added to the despondency at the Bourse. It was reported in London that the Bank of France had applied to the Bank of England for a loan of £2,000,000.

THE IMPERIAL CROWN OF ENGLAND.—The imperial state crown of her Majesty Queen Victoria, was made by Messrs. Rundell & Bridges, in the year 1838, with jewels taken from old crowns and others furnished by command of her Majesty. It consists of diamonds, pearls, rubies, sapphires, and emeralds set in silver and gold; it has a crimson velvet cap, with ermine border, and is lined with white silk. Its gross weight is 39oz. 5dwts. troy. The following is a summary of the jewels comprised in the crown: 1 large ruby, irregularly polished; 1 large broad-spread sapphire; 16 sapphires; 11 emeralds; 4 rubies; 1,363 brilliant diamonds; 1,273 rose diamonds; 147 table diamonds; 4 drop-shaped pearls; 273 pearls.

CHANGES IN THE BRITISH LEGATION.—A number of changes are taking place in the British Legation. Mr. Irvine, Secretary of Legation, is about to depart for England, whither Mr. Jenner went some time since. Mr. Warre leaves in November. Mr. Sheffield, a newly-arrived attache, has been compelled by illness to go to Canada. Mr. Anderson, one of the chief clerks in the Foreign Office, has been dispatched to this country to assist Lord Lyons, who has now but two Secretaries—Messrs. Brooke and Monson.—*N. Y. Tribune.*

CITY INTELLIGENCE.

Board of Trade.

The newly-elected Officers and Directors assembled yesterday for the purpose of organization.

In the absence of the President and First Vice-President, A. Schumacher, Esq., occupied the chair.

All the members were present except Messrs. Robert Leslie, Laurence Thomsen, Alexander Rieman, Geo. W. Howard, W. T. Young, E. S. Courtney, Hugh A. Cooper, James Fulton, Andrew Reid, and F. B. Loney.

William Woodward, Esq., declined serving as a Director, preferring that his partner, Wm. Henry Baldwin, should continue, and was of the opinion that one member of a firm was sufficient. Mr. Woodward's resignation was accepted, and the Secretary requested, on motion, to inform him that it was with the regret of the Board.

Several gentlemen were put in nomination to fill the vacancy, but their names subsequently withdrawn, and John C. Bridges, Esq., unanimously chosen.

The Chair announced the standing committees, which were approved by a vote of the Board.—They are as follows:

On Commerce.—A. Schumacher, Robert Leslie, H. L. Whitridge, B. M. Hodges, Jr., Andrew Reid.

Internal Improvements.—Thomas C. Jenkins, Geo. W. Howard, James H. Barney, James H. Stone, Wm. L. Montague, Jr.

Banks and Currency.—Laurence Thomsen, Austen Dall, R. R. Kirkland, Werner Dresel, Alex. Rieman.

Inland Trade.—George N. Eaton, Wm. T. Young, W. H. Baldwin, J. C. Bridges, Peter G. Sauerwein.

Customs.—E. B. Dallam, Werner Dresel, James Fulton, Jos. O. Foard, F. B. Loney.

Accounts.—E. S. Courtney, Jas. C. Smith, H. L. Whitridge, Jos. O. Foard, R. R. Kirkland.

Manufactures.—Hugh A. Cooper, F. B. Loney, Hiram Woods, Jr., Daniel Warfield, Jr., J. C. Bridges.

Floating School.—E. S. Courtney, Robert Leslie, Laurence Thomsen, Geo. N. Eaton, Hugh A. Cooper, Jas. H. Stone, B. M. Hodges, Jr.

CITY PASSENGER RAILWAY—*Change of Routes.*—Workmen were yesterday engaged in laying a new switch at the intersection of Baltimore and Sharp streets, with a view of changing the routes of the city railway cars, which commences with to-day. The change is an admirable one, and had some time ago been determined upon by the officers of the company. The routes will be as follows: The red cars, starting at the western terminus of Baltimore street, will go out Gay street to the Baltimore Cemetery; the Green street line will make the tour of South Baltimore, thus dispensing with the blue cars; and the Madison avenue line will go to Broadway as heretofore.

FIRE.—An alarm was sounded between one and two o'clock on Monday night, which was caused by the discovery of fire in a carpenter shop on Biddle alley, near Ross street, the property of Mrs. Walters. The shop was located in the rear of the dwelling of Mrs. Walters, and in it were stored a quantity of drugs and chemicals, the property of her son, who had retired from business. The conflagration was supposed to have been the result of spontaneous ignition of some chemical compounds. The stock was insured for $1,000, which will not cover the loss—estimated at $1,500. The building was uninsured.

THE MARYLAND INSTITUTE.—Another large and fashionable audience was present last night at the exhibition of the Maryland Institute The busy stir of the visitors, and the animated discussion of the relative merits of the various articles on exhibition, was exceedingly interesting, and awakened in the breasts of many present the remembrance of many pleasant hours spent within the same walls in days long since numbered with the past.

RENEWAL OF BAIL.—Mr. Daniel Steever having been indicted for treason by the Grand Jury of the United States District Court, yesterday morning appeared before Judge Giles and renewed the $40,000 bail given by him at the time the jury presented him. F. C. Crowley is security for $20,000, and Mr. Steever was taken in his own recognizances for $20,000.

NOT SO YOUNG.—The course of lectures which commenced on Monday last, before the students of the Maryland University, is the *fifty-fourth* annual course, *not* the *fourteenth*, as it was accidentally printed yesterday.

SOUP HOUSE.—A meeting will be held in the hall of the Young Men's Christian Association, on Biddle street, near Ross, on Thursday evening, to provide means for the establishment of a soup house for the poor in that district.

APPOINTMENT.—Mr. I. B. Kennard, of this city, has received the appointment of Druggist in the United States Army, with orders to report at the Georgetown Hospital.

RECOVERED.—Messrs. B. M. & W. L. Campbell have recovered all of the slaves who escaped from their private jail on Monday morning last.

Amusements.

KUNKEL'S OPERA HOUSE.—The programme offered to-night will be withdrawn to-morrow, and new features presented.

HOLLIDAY STREET THEATRE.—The engagement of Mr. Proctor at the "Old Drury" has proved quite a success. The bill presented to-night is one of rare merit, and will not fail to attract a good audience.

LAW INTELLIGENCE.

CITY CIRCUIT COURT—JUDGE KREBS.

Chesnut *vs.* the Great Falls Iron Company and others. Argument was commenced by J. Mason Campbell for the complainant, and will be continued to-day.

SUPERIOR COURT—JUDGE MARTIN.

The Western Maryland Railroad *vs.* William Taggart. Before reported. Not concluded.

Assignment for to-day 274 to 335 inclusive.

COURT OF COMMON PLEAS—JUDGE MARSHALL.

John Ahern *vs.* Robert Mills and John Murray, use, &c. Appeal from Showacre. Judgment reversed, and judgment for appellee for $14.28. Each party to pay their own costs.

Isaac Sterling *vs.* State. Appeal from Ridgaway. Judgment reversed.

Assignment 47 to 85.

From the Chicago Tribune, Oct. 5.

HEAVY ROBBERY IN CHICAGO—TWENTY-SIX THOUSAND DOLLARS STOLEN.

One of the most extensive robberies ever known in the public annals of Chicago occurred on Saturday last at the Sherman House, the circumstances of which, as near as we can ascertain them, are as follows: Some time during the early part of last week an elderly gentleman, named Charles H. Stewart, a collecting lawyer, residing in New York, but formerly a resident of Detroit, arrived in this city from St. Louis and took rooms at the Sherman House. Shortly after his arrival, a large sum of money which he had collected in St. Louis for a New York business house, was received by the American Express Company, marked to his address. This money, which was in two packages, one containing $15,000 in current eastern, Ohio, Indiana, and Canada funds, and the other $21,000 in depreciated Illinois currency, the whole amounting to $20,000 in real value, was left at the express office until Saturday.

About half-past one o'clock in the afternoon of that day, Mr. Stewart went to the express office, took the packages of money and conveyed them under his arm, through Clark street to the Sherman House. He went immediately to his room, accompanied by two other gentlemen, with whom he said he was to negotiate the "stum-tail." We are ignorant of what transpired in the room, and only know that he placed the funds in his trunk, which was then locked, and went to dinner, after locking the door. He was absent about forty minutes, and on his return found the room-door open, the trunk open and the money missing. Immediate search was instituted in the house, but it was soon apparent that the robbery was not perpetrated by any one connected with the house, and Mr. Stewart promptly absolved them from any blame, attributing the result to outside agencies and his own carelessness. The police have been diligently at work endeavoring to ferret out the thieves, but thus far without success. It is supposed that the fact of his possession of the money was known to expert thieves at St. Louis, and that the victim was followed to this city, and closely shadowed by them until the wished-for opportunity was offered them.

Mr. Stewart, as we have before observed, was formerly a resident of Western Michigan, and was well known in that State as an extensive speculator and business man. He subsequently removed to Detroit, and engaged in the practice of the law, and thence removed to New York, establishing himself in that city as a collecting attorney, and at the time of his loss was engaged in the pursuit of his calling. The robbery is certainly a most startling one, to have been committed in broad daylight, in one of the rooms of a large hotel, compelling the thieves to pass through the halls, which are continually thronged with guests, with so much money in their possession. No pains are being spared to discover the thieves. The police are continually on the alert, and we hope they will soon be brought to justice. In the meantime, no blame can attach to any parties, except to the lack of precaution displayed by the agent himself in the temporary disposition of his treasure.

REVOLUTIONS OF THE WIND.—It has been ascertained, from many years' observation, that the wind makes a number of revolutions all round the compass in the course of a year, turning usually in the direction of the hands of a watch—that is, from E. to E. S. W., and round to N.; but last year the direction was retrograde, or in the contrary direction—N. W. S E. and N. Two entire revolutions were made in this direction, and the phenomenon having attracted attention, the observations of past years were examined, and the remarkable fact was ascertained that there appears to be a seven-yearly cycle in the course of the wind. In 1853, the wind made rather less than two rotations in the retrograde direction; in all the other years the opposite direction has prevailed. But taking any period of seven years, we find it commencing with a small number of revolutions; then increasing to a maximum, twenty-one times, twenty-three times or twenty-four times round the compass; then sinking to a minimum, and rising once more in the following period. On this remarkable fact Mr. Airy observes, supposing always that the septennial cycle be confirmed: "I should suggest, as possible cause, no cycle of actions of external bodies, but a periodical throb of temperature from the interior of the earth. It seems likely that a very small change of superficial temperature might sufficiently influence the currents of air to produce the effect which has been observed."—*Chambers' Journal.*

WAR ITEMS.

IMPORTANT FROM NEW ORLEANS.

THE BLOCKADING SQUADRON DRIVEN OFF.

REPORTED SINKING OF THE UNITED STATES STEAMER PREBLE.

THE SOUTHERN TROOPS WELL EQUIPPED.

The boat which arrived from Fortress Monroe this morning brought up, as passengers, Sir James Ferguson, M. P., and Hon. Robert Bourke, of England, who have for some time past been sojourning in the South, and have visited the lines of the Confederate army of the Potomac, as well as other points of interest throughout the Southern Confederacy.

The Richmond *Dispatch* of Monday, the 14th instant, contains a telegram from Fort Jackson, near New Orleans, in which an account is given of an engagement between the iron-clad battering-ram, or "turtle," built at New Orleans, and now commanded by Capt. Hollins, of the Confederate Navy, and the United States blockading squadron.

The telegram states that the engagement took place near Southwest Pass Bar, and after considerable firing on both sides Captain Hollins succeeded in scattering the fleet, and driving all the vessels except the Preble upon the sands—after which he "peppered" them severely. It further states that he ran the steel prow of his "ram" into the Preble, causing her to sink in a short time. Capt. Hollins returned to New Orleans the same night after the engagement.

It is further stated that there was no casualty whatever on board the Confederate vessel. No mention is made of the loss on the side of the blockading squadron.

The two gentlemen named above represent that, as a general thing, the Southern army is well clothed, and supplied with good provisions in great variety. There is no scarcity of provisions either at Norfolk or Richmond.

During the short time that these gentlemen remained in this city they took occasion to speak of several bodies of troops which they had inspected during their visit to the South, and especially did they extol the soldierly bearing as well as the perfect drill of the Washington Artillery, of New Orleans, than whom they think no better body of troops can be found anywhere.

Another Account.

From the books of the Exchange Reading Rooms we present the following details:

The steamer Adelaide, Captain Cannon, from Old Point, passed, off the Potomac river, a bark bound up. The fleet of vessels which had been lying in Hampton Roads proceeded to sea on Sunday last. By the Adelaide we have some interesting intelligence from the South. Sir James Ferguson and Mr. Bourke, both Englishmen, came over from Norfolk yesterday under a flag of truce.

From them a copy of the Petersburg *Express* was obtained, which contained despatches from Commodore Hollins to the War Department at Richmond, giving an account of a naval engagement at the passes of the Mississippi, between the naval battering-ram steam propeller, the Turtle, mounting 16 guns and carrying 300 men, and the Federal steamers.

The sloop of war Preble is announced to have been sunk and the rest of the fleet is said to have been run ashore. Commodore Hollins further states that if not molested by the war ships in the offing he hoped to be able to secure the whole of the inshore fleet within forty-eight hours.

The same paper contains an account of the affair at Santa Rosa Island.

A splendidly equipped body of cavalry, numbering 1,000 men and 988 horses, from Raleigh, North Carolina, had arrived at Richmond, en route for the seat of war.

Captain George N. Hollins.

Capt. Hollins is a native of Maryland, born in Baltimore on the 20th of Sept., 1799. He entered the United States Navy as a midshipman on the 1st of February, 1814. His first service was on board the sloop-of-war Erie, Captain Ridgely, built in Baltimore, which attempted to run the British blockade at Old Point Comfort or Cape Henry, but was forced to return to Baltimore. He then, with the officers and crew of the Erie, marched to the defence of Washington, and was assigned with the others to Fort Washington. After this he was on board the United States ship President, under Commodore Decatur, when she was captured by the British fleet. He remained in Bermuda as a prisoner of war until peace was restored. His next service was in the fleet under Commodore Decatur, which was sent to the Mediterranean after war had been declared against the Algerines. While on this cruise an Algerine frigate was captured, and Commodore Decatur presented him with a Turkish sabre (one of those taken with the frigate) for the bravery displayed by him on that occasion. Peace being again restored, he was for some time engaged in an East India merchantman. Afterwards, as Captain of the Cyanne, he obeyed the orders of his government in bombarding Greytown. About ten months ago he was ordered to the frigate Susquehanna, and sailed for Vera Cruz, but about the time of his arrival there, was overtaken by orders to join the Mediterranean squadron, which he did. While there he received other orders to return home, and two hours afterwards his vessel was under way. As he sailed into New York he received orders for Boston, to which port he repaired, arriving about the 6th of June last. He immediately resigned his commission as Captain in the U. S. Navy, and received notice from the Navy Department that his name was stricken from the list. About the 9th of June he arrived in Baltimore, and on the 15th of the same month was in Virginia. He had been in the U. S. Navy a little over forty-seven years, of which time thirteen and a half years were spent at sea, and the remainder in land service; having been some years in command of the Pensacola Navy Yard, and also at Sackett's Harbor, from which position he was ordered to the Susquehanna on his last cruise. Previous to taking charge of the Pensacola Navy Yard, he had spent some time on board the Savannah, on the Pacific coast. A few days after he tendered his resignation, orders for his arrest were issued by the Government, but he succeeded in eluding the officers in search of him.

His capture of the St. Nicholas, in company with Col. Thomas, and his exploit on the Mississippi, have made Captain Hollins famous in the South. He has two sons under his immediate command.

FROM FORTRESS MONROE.

Capture and Burning of a Confederate Vessel Near Oregon Inlet—Confederate Account of a Naval Engagement at the Head of the Passes of the Mississippi—The U. S. Ship-of-War Preble Reported Sunk, etc.

FORTRESS MONROE, Oct. 14.—The steamer S. R. Spaulding returned from Hatteras Inlet this morning, bringing up Brigadier-General Mansfield, who has to-day taken command at Camp Hamilton.

The entire loss of the Indiana 20th regiment in their recent retreat was but forty-seven men all told. No changes have taken place at the Inlet during the last few days.

Eleven "contrabands" came over last night from Sewall's Point. They say there are four hundred Confederate troops at that point and a larger number this side of Norfolk.

Lieutenant Murray, of the gunboat Louisiana, two or three days since found a Confederate vessel in a narrow opening this side of Oregon Inlet, fitting out as a privateer. He at once took possession of, and burnt, the vessel. The Confederates were in some force in the vicinity.

The Norfolk *Examiner* of to-day, received by a person who came by a flag of truce, contains despatches from New Orleans dated Oct. 12th, giving an account of a naval engagement, which is said to have occurred at the head of the Passes on the night of the 10th inst., lasting one hour and afterwards renewed. These despatches are as follows—

"FORT JACKSON, Oct. 12.—Last night I attacked the blockaders with my little fleet. I succeeded, after a very short struggle, in driving them all aground on the Southwest Pass bar, except the Preble, which I sunk. I captured a prize from them, and after they were fast in the sand, I peppered them well. There were no casualties on our side. It was a complete success.

"NEW ORLEANS, Oct. 13.—The force of the Federal fleet was forty guns and nearly one thousand men, while the little Confederate Mosquito fleet carried sixteen guns and three hundred men. It is reported that our iron steamer sunk the Preble with her iron prow. Commodore Hollins arrived last night."

The same paper also gives the names of eighteen of the Confederates wounded at Santa Rosa Island.

Another Despatch.

NEW ORLEANS, October 12—10 A. M.—A naval engagement between several of the Confederate States steamers and the Federal blockading fleet at the mouth of the Mississippi, was commenced this morning at 3.45. The engagement began at the head of the Passes, and lasted one hour. It was renewed at 9 A. M., and is now progressing.

Editorial of the Daily Express About the Victory.

"The Confederate cause has been again victorious. Captain Hollins, of our little navy, has succeeded in driving the blockading squadron of the Yankees at the mouth of the Mississippi ashore, captured a prize, and sunk the crack sloop-of-war Preble. Such particulars as have reached us will be found in our telegraphic department. They are as yet quite meagre—just enough to create a desire for more, and enkindle a most lively feeling of satisfaction. With a large force we should think the stranded vessels might be easily captured. At all events, they will not soon forget the thorough peppering which Captain Hollins informs us he has administered.

"We regret that our knowledge of Capt. George N. Hollins, the hero of this fight, is too limited to enable us to give such a sketch of his life as we know would prove highly interesting at this time. But the *Naval Register* of 1859 informs us that he is a native of Maryland, and was appointed from Maryland, but was at the time of his appointment a citizen of Florida. We may add that Hollins entered the service of the United States Navy on the 1st of February, 1814, and his commission of Captain was dated on the 14th of September, 1855. As soon as the present troubles commenced he resigned his commission in the Navy, after drawing considerable pay, and was immediately appointed with a post of equal rank in the Confederate States Navy. It is well known that Hollins had much to do with the capture of the side-wheel steamer St. Nicholas, Capt. Kirwin, of the Baltimore and Washington line, which was taken a few months since near the mouth of the Potomac by the convict Zarvona Thomas."

From the National Intelligencer.

A Voyage Up the Potomac.

ON BOARD U. S. TRANSPORT WHILLDIN, Potomac River, Oct. 14, 1861.

At 1 o'clock yesterday afternoon we entered the mouth of the Potomac and proceeded up stream.

From a gentleman on board the vessel we learned that our Government is preparing a measure intended for the defence and relief of the Union men on Chincoteague Island, Va., as also to operate against a force of Confederates in Northampton and Accomac counties, Va., and further to keep matters and things in general in good shape on the Eastern Shore of Maryland, near the above named places. The movements comprehend one gunboat, two smaller boats, two hundred rifles and a marshal, the latter to have authority to arrest all leading secessionists and prevent smuggling, which is now being carried on to a large extent.

We met the gunboats Forbes and Valley City proceeding seaward under a full press of canvas and steam to join the fleet somewhere outside.

The captain of the Philadelphia Ice-Boat is under the impression that the Confederate steamer Page meditates making an escape. To prevent this, a small boat, on all dark nights, is kept as near the Page as possible.

Small boats with armed crews cruise on the river every night with muffled oars, and often approach very near to the Virginia side.

The other day a party of colored persons, consisting of three men and one woman, approached the Philadelphia, saying that they were fugitives from a Secession master; that they had dragged a small row-boat three miles through the woods with oxen, and afterwards rowed up from Mathias Point. The party were taken on board of the Philadelphia and sent to Washington.

Five gunboats were stationed off Indian Head Point and some four or five below it.

The captain of the Philadelphia wants to disable the Page by bringing to bear on her an eighty-pounder, but the commander of the flotilla opposes such a movement.

The captain says he can hit the Page once out of every twenty shots.

The Confederate encampment at Aquia Creek can easily be detected by clouds of ascending smoke.

A schooner was fired into yesterday off Mathias Point by the Secessionists; she got aground some six hundred yards from the shore; they put three holes in her. The Island Belle went to her rescue, but did not succeed in getting her off by last accounts.

Almost every day a gun made at the West Point foundry is shipped from New York for Washington.

The United States transport Planet, which was sunk a short time since in coming in contact with the steamer Delaware, is being raised.

The following was the daily average amount of shipments from New York for Washington by Messrs. Scofer & Kirkpatrick of Government supplies, to be carried in United States transports: 1 rifled gun; 100 boxes of shells, 357 barrels of pork and beef, 73 cases of coffee, 317 barrels of peas, 23 tierces of hams, 9 packages of teas, 12 cases of rice, 100 boxes of soap, 43 half-barrels of peas, 90 barrels of sugar, 130 half-barrels of vinegar, 56 boxes of candles, 100 barrels of potatoes. This was sent during the months of July, August and September; of course other transient transports were employed from time to time during the same period in carrying the specified articles. Since then the daily average amount is greater.

From the N. Y. Commercial of Monday.

The Great Naval Expedition.

One of the most extensive naval expeditions in which this country ever engaged is now in preparation, and part of it is already on the way to a common rendezvous.

The larger portion of this fleet has been fitted out at this port, but several vessels have been prepared at Boston and Philadelphia, all intended for the same object. The fleet has been furnished with every necessary, yet all has been conducted without bustle or confusion. Merchants have offered their vessels, and they have been accepted by the United States Quartermaster with promptness. The transports have been rapidly loaded at our wharves, and then hauled into the stream or off the Battery, waiting the signal to start. Large steamships that have won themselves renown as ocean palaces have been stripped of their gilding, loaded heavily with cannon and death-dealing missiles, and taken into the ranks of transports and war vessels. The expedition as it was composed in our harbor a few days since, presented a somewhat novel appearance. The Baltic, loaded nearly to her guards, the Atlantic, Vanderbilt and other ocean steamers, all bearing valuable freight, lay in the stream with saucy gunboats, side-wheel and propellers, and even the diminutive tug, with a new coat of black paint, laid proudly with the war fleet. By the middle of last week this expedition was so far advanced that people began to speculate upon its probable destination. The very curious did not hesitate to take an early walk upon the Battery, and to devote an hour to the critical examination of the fleet, to see if any of them had left during the night. The wonder-lovers were gratified on Saturday by the departure of the Catahoulas, Cahawba, Roanoke, Empire City, Parkersburg, Unadilla and Atlanta. The Third Rhode Island regiment was transferred from Fort Hamilton to the Cahawba, and Col. Serrill's Engineers were taken on another vessel.

Yesterday the Battery was thronged nearly all day by a crowd of people anxious to see the departure of more of the vessels. During the day the Star of the South, Ocean Queen, Daniel Webster, Ariel, Arago, Vanderbilt, Oriental, and Rhode Island left their several anchorages, and joined their way out of port. The Wabash and several gun boats and transports remain in the harbor, but in all probability will sail during the day. Three ferry boats were purchased on Saturday, the Ethan Allen, Commodore Perry, and Stepping Stone. These will be despatched to-morrow or Wednesday.

The entire fleet will have left this port by Wednesday, and probably by Saturday will have received the troops who are to take part in the expedition.

We commit no impropriety when we declare that the first destination of the vessels composing the expedition is Hampton Roads and Annapolis. The naval vessels will rendezvous at the former place while the transports are engaged in taking on board troops from Annapolis. It is stated, with some semblance of truth, that there were 15,000 men sent to Annapolis on Thursday. We also learn that the Continental Guard, Col. Perry, Washington Grays, Col. Moore, and three other regiments, have orders to join the division at Annapolis. It is therefore probable that an aggregate force of 25,000 men will be sent off. These will be fully equipped, armed in the best manner, and supplied with an abundance of provisions.

The ultimate destination of the expedition is known but to Government and General Scott; and even when the fleet sails, the General in command of the troops will probably receive sealed despatches, which he will be instructed to open when in a certain latitude.

The utmost care has been taken to ensure the success of this expedition, and we are safe in asserting that when the blow is struck the effect upon the South will be terrible.

Our readers and contemporaries may accuse us of violating the express commands of General McClellan, in making public so much of the above as may appear to have been within the scope of the instructions referred to. We will say that we this morning obtained permission to publish the above facts.

From the Philadelphia Ledger.

Naval Affairs.

Among the vessels recently purchased by the Government and lying at the navy-yard are the State of Georgia, the iron-steamer St. Mary, Stars and Stripes, James S. Chambers, George Manghan, Maria A. Wood, Adolph Hagel, and Joseph L. Davis, besides many others which have not yet arrived. These vessels are being fitted up as rapidly as possible, and as soon as their armament is placed on board they will be ready for sea. The James S. Chambers and Stars and Stripes were purchased from Simpson & Neill and Charles Williams, ship builders. The new iron-steamer St. Mary was bought from a firm in Wilmington; also, the Virginia Dare, which has not yet arrived at the yard.

The San Jacinto and St. Louis are expected to arrive at the navy-yard.

The United States steam sloop-of-war Brooklyn has been stripped, preparatory to commencing the necessary repairs. A thorough inspection of the vessel, made by Master Carpenter Davis, has shown that it is necessary to thoroughly overhaul her. Considerable of her upperworks are rotten, and some of her planking is in the same condition. The Brooklyn was built by Westervelt, of New York, in 1858. The state of her timbers, considering the short time she has been at sea, is rather surprising. The Navy Department has ordered the repairs to be done to the Brooklyn with despatch.

Yesterday, at noon, the United States gunboat Tuscarora was placed in the dry dock to be coppered. The vessel will go into commission in a few weeks.

The planking of the sloop-of-war Juniata has been commenced, her framework being up. She will be ready for launching about the latter end of December.

The prize ship Amelia, which was sold by the United States Marshal, a few days since, has been placed in the dry-dock, at Simpson & Neill's yard, for the purpose of being re-coppered and otherwise repaired.

Another prize has reached this port. The schooner Susquehanna, on the 28th ultimo, off Hatteras Inlet, has been brought here by Prize-Master William U. Grozier. The schooner is about 130 tons burden, and is loaded chiefly with salt. She was from one of the West India islands, and was bound to Elizabeth, N. C., where she was owned.

THE WAR IN WESTERN VIRGINIA.

The Operations of Floyd and Wise.

We find the following account of the operations of Floyd's and Wise's forces in Western Virginia since the battle of Carnifex Ferry in the Richmond *Dispatch*, of October 2. Its authorship was attributed in Richmond to Colonel Henningsen, who arrived in the Confederate capital with General Wise on the 29th ultimo. It is severe on Floyd, and is pronounced too partial to Wise by the Richmond papers:

CAMP DEFIANCE, Sept. 25, 1861—10 P. M.

On the 14th of September, General Floyd and his forces encamped on the summit of the Big Sewell, and ordered the Wise Legion, which, to cover his rear, was drawn up in order of battle at Locust Lane, to camp east of him at Smates', on the turnpike.

The troops of the Wise Legion, who were in no amiable humor at so much retreating, and, especially, at being obliged to retire from Dogwood Gap without fighting, were much exhausted and annoyed at having been kept on the road from six in the morning till eleven o'clock at night, to halt up with an interminable train of wagons belonging to the Floyd brigade, for the purpose of only proceeding a few miles and without being able to obtain any definite order as to their destination.

On the eastern slope of the Big Sewell, between two small farms called Dixons and Vaughan's, General Wise selected his camping ground at the place since called Camp Defiance, and which, undoubtedly is, with Dogwood Gap, one of the strongest positions between the Alleghanies and the Ohio river.

On the 15th and 16th Gen. Floyd was industriously occupied throwing up field works to the westward of the summit of Big Sewell. The position, however, was not one tenable against a superior force, and this Gen. Floyd seems to have found out. On the night of the 16th to the 17th he made a very precipitate retreat from Big Sewell, with about 3,000 men, to Meadow Bluff, destroying much baggage and abandoning much provision. His troops were under the impression that Gen. Rosecrans was pressing on with 15,000 men. After passing the Wise Legion, he ordered Gen. Wise on the following day to prepare to cover his rear, and to follow him to Meadow Bluff, having information that the enemy was advancing one column by the Wilderness road.

It was impossible for Gov. Wise to comply with both orders, even had they been positive, and in fact one was not executed at all. It was only by maintaining its position at all hazards that the Legion could protect the rear of the Floyd brigade. The experience of Dogwood Gap, occupied in force, with artillery by the enemy, a few hours after the Wise Legion left it, by Gen. Floyd's order, showed clearly, and the event at Camp Defiance subsequently confirmed, that on the abandonment of the latter position, the enemy would immediately occupy it in force. Floyd's brigade was much demoralized since his retreat from Camp Gauley and the following retreat. The Wise Legion, willing enough to fight, would have been equally demoralized by retreating further. Meadow Bluff affords no position. No real demonstration had yet or has since been made on the Wilderness road, nor did there exist any reason why there should be, since the enemy could more conveniently, if in force sufficient, strike the turnpike further eastward, as for instance at the Little Sewell.

If the Wise Legion had retreated and been followed up by superior forces, its existence was imperiled, and thereby the rear of the Floyd brigade left unprotected. But, at all events, that retreat was impossible of execution without the abandonment of baggage, because Gen. Floyd had detained many wagons belonging to the already insufficient transportation of the Wise Legion, and because the roads had been so much cut up by the vast train of the Floyd brigade.

The writer counted twenty-eight wagons belonging to, and following, the last regiment of Gen. Floyd's brigade, which was just twenty more than accompanied the regiment which closed up Wise's column.

Under these circumstances, General Wise resolved to make a stand where he was encamped, and where on the morning after his reaching the ground he had begun to throw up intrenchments. Here it was impossible for the enemy to bring more than two guns or a thousand men to bear on any part of his position; and on every point, within a few minutes, General Wise could bring six of his eight pieces and two-thirds of his force into play, besides the