THE MARYLAND NEWS SHEET.

VOL. I---NO. 48. BALTIMORE, THURSDAY, NOVEMBER 14, 1861. PRICE TWO CENTS.

SEE FOURTH PAGE.

BOARD OF TRADE.

Committee of Arbitration for month of November.

WM. H. BRUNE.

JNO. M. OREM, | A. R. FENTON.
J. R CONWAY, | ALEX. P. WOODS.

Monetary and Commercial Review.

BALTIMORE, November 13, 1861.

There was a moderate business done at the Stock Board again to-day and the market for almost everything on the list was firm. Sales were made of $1,000 Maryland 6's 1870 at 99, and this figure was bid for more at the close. There was also a sale of $4,000 Virginia 6's at 48. Baltimore City 6's continue to improve, an advance of ¼ per cent. being established in them to day. Sales were made of $230 1875's at 85¾, and $1,200 1890's at 86¼@86⅜; 1875's left off at 85 bid; 1885's at 81⅝ bid; and 1890's at 86¾ bid. The only sale of Railroad stock was one of 60 shares Northern Central at $16⅞, but for Baltimore and Ohio $45¾ was bid, and $50 asked, and Northern Central closed at $16⅝ bid, $16¾ asked regular way. Northern Central bonds were ¼ better to-day a sale of $1,000 1885's being made at 60 They closed at 59¾ bid, 61¼ asked. Baltimore and Ohio bonds closed firm at 92½ bid for 1867's; 73¾ bid for 1875's; 68 bid for 1885's; 50 bid for 1886's, the extra dividend bonds; and Northwestern Virginia bonds left off at 73 bid for first, and 60 bid, 70 asked for second mortgage. There was some inquiry for Bank stocks but the only sale made was one of 24 shares Marine at $24.

In New York to-day Virginia and Missouri 6's advanced 1 per cent. each; Tennessee 6's ¾; Erie ¼; New York Central ¾; and Reading $1; but North Carolina 6's declined 1 per cent. Treasury notes were steady at the previous quotation, 99¾.

SALES AT THE BALTIMORE STOCK BOARD.

WEDNESDAY, November 13, 1861.

$1,000 Maryland 6's '70 Inscribed	90
4,000 Virginia 6's	48
230 Baltimore 6's '75	85¾
200 do. '90	86¼
1,000 do. '90	86⅜
1,000 Northern Central Railroad bonds '85	60
24 shares Marine Bank	24
50 shares Northern Central Railroad	16⅞

PRICES AND SALES OF STOCKS IN NEW YORK.

BY TELEGRAPH.

Through WILLIAM FISHER & SON, Stock and Bill Brokers. No. 22 South street.

	1st Board	2d Board.
Virginia 6's	49	00
Missouri 6's	45	45¾
Tennessee bonds	43½	00
North Carolina bonds	60	00
Canton Company	10¼	00
Erie Railroad	34	34½
New York Central Railroad	79⅞	80¾
Reading Railroad	36	36⅝
Treasury notes 2 years 6 per cents	99⅞	00
	firm.	steady.

The New York *Herald* says:

The most marked advance of the day was in Pacific Mail, which rose 3¾ per cent., selling at 98 at the second board. When the first dividend was paid, after the consolidation with Vanderbilt's line, the stock sold at a premium after paying a 10 per cent. dividend. The Western shares likewise advanced. Toledo rose ¾, Rock Island ¾, Illinois Central 1¼, Galena ¼, Milwaukie and Prairie du Chien ¾, Michigan Central ¼, Michigan Southern ¼, Erie ¾, and Central ¾. The only exception to the general market among the railway shares was Hudson River, which dropped a ¼ per cent. Among the State stocks Missouris advanced ¼ per cent. The coupon 6's of the United States were held at ¼ per cent. advance at the close; the 5's of 1874 rose ¼.

The St. Louis *Republican* of the 9th says:

There is nothing of special interest in money movements to report to day. The rate of exchange remained without alteration, being 4 per cent. buying and 6 per cent. selling for bankable funds, at which exchange was firm. The Boatman's Savings were selling at 4 per cent. for the currency they deal in, but only to customers. Gold is at 6 premium. There are but few Treasury demand notes in the market.

BALTIMORE MARKETS.

WEDNESDAY, November 13

COFFEE.—There is very little doing in Coffee, but there is some occasional inquiry for it and we note sales to-day of 150 bags low grade Rio at 15 cts. The market is very firm in tone and holders generally are indisposed to sell except at very full rates. We still quote as follows, viz: Rio at 14½@15 cts. for ordinary; 15½@16¾ cts for fair to prime; Laguyra at 17¼@18 cts; and Java at 21@22 cts. per lb. The stock of Rio here is about 19,000 bags

FLOUR.—Flour is dull and rather heavy. There was however some inquiry for it this morning on Change and sales were reported of 200 bbls. Howard Street Extra at $6, a decline, and 500 bbls. City Mills Super on private terms, but understood to be at less than $5 50 per bbl. In Howard Street and Ohio Super there was nothing done, but we quote the former at $5.62½, and the latter at $5 50 @5 62½ per bbl. City Mills Super may be quoted as closing at $5 37½@5.50 per bbl., the latter figure being still asked for it by some of the holders. Extra Flour is lower. We quote Ohio to-day at $5.87½@6; Howard Street at $6@6.12½; and City Mills at $6.37½@6.50 per bbl. for standard shipping brands.

FAMILY FLOUR.—Family Flour is selling by the dray load to the trade at $8.25 for the best brands Baltimore, $6 50@7 for Ohio and Howard Street, and Baltimore high grade Extra is bringing $7.75 per bbl.

RYE FLOUR AND CORN MEAL.—Rye Flour is steady and firm at $4.25@4 50, and we quote Corn Meal at $3 25 per bbl. for both Baltimore and Brandywine

GRAIN.—Grain was in rather light supply this morning, but for all varieties the market was steady and firm. Of Wheat there were only about 10,000 bushels at market. There was however a good demand for it, and most of the lots offered were sold at 130@138 cts. for good to prime red, 150@155 cts for fair white, 160@165 cts. for good to prime do, and 167@168 cts. for choice do do. Of Corn the receipts were quite light, less than 3,000 bushels being at market. Sales were reported of 800 bushels white at 70@73 cts., and 2,000 bushels yellow at 63@64 cts. No sales of Rye were made, but we quote it as before at 60@65 cts. for Maryland, and 70 cts. per bushel for Pennsylvania. Oats were in good demand, and some 6,000 bushels Maryland were sold at 37@40 cts. We quote Pennsylvania at 41@43 cts. per bushel.

MOLASSES.—There is nothing doing in Molasses, there being little or no stock here to operate in, but we still quote as follows, viz: Cuba at 29@33 cts for clayed; and 33@35 cts. for Muscovado; Porto Rico at 35@45 cts; and New Orleans at 50@56 cts. per gallon.

PROVISIONS.—There is but little demand for Provisions except from the government and so far as we have heard no sales have been made to-day. Bacon, of which there are some sales making by the jobbers, may be quoted at 5¾@5¾ cts. for Shoulders, 6¾@6½ cts. for Sides, and 8@10 cts. for Hams There is no Bulk Meat selling but we quote Shoulders nominal at 4@4½ cts., Sides at 5@5½ cts., and Hams at 4¾@5 cts per lb. Lard is steady at 8¾@9 cts. for City, and 9½ cts. for Western, but we hear of no sales. Mess Pork ranges in price at from $13.50 to $14 75 per bbl. as in quality, and we quote Prime do. at $12, and Rump do. at $11 per bbl. Beef is steady and firm at $13 for Baltimore No. 1, and $15 per bbl for do. Mess.

RICE.—There is no Rice in first hands, but it is selling at retail we hear at 9@10 cts. per lb.

SALT.—Liverpool Salt is selling in lots as wanted at 110@115 cts. for Ground Alum, and 165@170 cts. per sack for Marshall's, Worthington's and Jeffrey & Darcy's fine, and we quote Turks Island do. at 25 cts. per bushel from store.

SEEDS.—No sales of Cloverseed were reported this morning but we continue to quote it steady at $4 50@4.75 per bushel for good to prime lots. Timothy Seed ranges at from $1.75 to $2 25 per bushel, but it is very dull, and we quote Flaxseed steady at $1.25@1 30 per bushel.

SUGARS.—There were sales yesterday of 217 hhds. Cuba and Porto Rico Sugar part for refining at from $7.87½ to $8.50, that at the lowest price being damaged, but to day we have heard of no transactions. The market is very firm in tone, the stock here being extremely light We quote as follows, viz: Cuba at $8@8.25 for refining, and $8.50@9 for grocery grades; Porto Rico and New Orleans at $8 50@9.50; and current qualities of Manilla and Pernambuco at $8@8 25.

REFINED SUGARS.—The quotations for Refined Sugars are still as follows, viz: 11¼@11½ cts. for loaf; 10¾@11¼ cts. for crushed, powdered and granulated; 10¼@10¾ cts for soft crushed white; and 9¾@10 cts. per lb. for C yellow

WHISKEY.—We still quote Whiskey dull at 21¾@22 cts for City, and 22 cts. for Ohio. We notice a sale to-day of 50 bbls. Ohio at the above figure.

A NOVEL DIVORCE CASE.—The Pittsburg *Dispatch* reports an application for divorce of Mrs. Jane Gelston, "by her next friend" (and second husband), Peter Gelston, for a divorce from her first husband, John Miles. The petitioner sets forth that in May, 1860, she was lawfully married to John Miles, and from that time up till November, 1854, she lived with him, demeaning herself as a dutiful and affectionate wife; that during that month John willfully and maliciously deserted her; that his long and continued absence, during which she had no tidings from him, induced the belief that he had "gone to the land of spirits;" and that, on the 5th of July, 1860, acting under the belief that her first husband was dead, she married "her next friend," Peter Gelston. It seems, however, that while Jane and Peter were enjoying their new relationship, John made his appearance, much to the discomfort of the aforesaid Jane and Peter. Whether John had married again during his six years' absence does not appear in the petition, nor is it alleged that he is here to claim his first love. It is evident, however, that Jane is well satisfied with her second choice, since she now prays the Court to relieve her from the vows plighted to her first. The Court awarded a subpœna requiring the aforesaid John to appear and show cause why the prayer of the petitioner should not be granted.

"WHEN ROGUES FALL OUT," &c.—There is a big quarrel going on in Kansas between U. S. Senator James H. Lane, who is in command of the Kansas Brigade, Gen. Raynolds, Charles Robinson, Governor of the State, Marcus J. Parrott, Lane's Adjutant, and Captain Price. In their speeches and letters they call each other liars, scoundrels, jayhawkers, thieves, robbers, plunderers, incendiaries, murderers, dirty puppies and horse stealers. They are all leading Republicans.

MARYLAND'S LOYALTY.—Wherever our troops go in Maryland there is a professed loyalty. Among the young people the proportion of the women to the men is as about four to one. Either this is a freak of nature which has caused this proportion of the sexes in the increase of the race, or else the young men are away from home, and if so, nobody believes that they have gone North.—*Syracuse Union.*

A CANADIAN COMPLIMENT.—The Toronto *Globe*, speaking of our naval expedition, says that "the assembling within a few weeks of the immense fleet, and stores necessary for so large a force, is creditable to the resources of the American people. It has been done with very little publicity, and an absence of bragging truly wonderful under the circumstances."

A BUSINESS ADVENTURE.—The Providence *Journal* states that Hon. James F. Simmons of Rhode Island has purchased a vessel, which has been loaded with a cargo of salt, shoes, and various other articles needed at the South. It is designed to exchange her stores with the loyal men of the Southern coast for cotton.

A letter from Provost-Judge Fresse, of Alexandria, appears in the Newark *Advertiser*, in which he says if the government will allow him to follow out his course, he will undertake to collect one-third of the $150,000,000 due us from the South without doing injustice in a single instance.

LATEST NEWS.

TELEGRAMS.

FROM WASHINGTON.

Col. John Cochrane on the War.

WASHINGTON, Nov. 13.—Col. John Cochrane delivered an address to his regiment to-day in the presence of Secretary Cameron and other distinguished gentlemen. The most important point in his argument was in relation to the treatment of slaves during the present contest. He said "we should use every means in our power to subdue the rebellion. We should take their cotton and sell it or burn it as might be best, and seize their arms and munitions of war. Confiscate their property, and, when necessary, take their lives. And as their slaves were used as an element of strength against us, we should not hesitate to take them, and, if necessary, to place arms in their hands that they might assist in establishing the rights of a common humanity." This sentiment was cheered by the soldiers with unbounded enthusiasm. At the close of the address the regiment loudly called for Secretary Cameron who stepped forward and made a brief speech which was received with shouts of applause.

General Nelson.

General Nelson, who recently achieved a splendid victory at Piketon, Ky., is a native of and was appointed from Kentucky, a Lieutenant in the Navy, which commission he still holds, his military command being permissive by the government. He was, during the present year, employed in the ordnance department at Washington Navy Yard.

FROM GEN. BANKS' DIVISION.

DARNESTOWN, Nov. 12.—Night before last a private belonging to Captain Ricketts' Battery was killed at or near the but of a man named Holland, at Poolesville. A squad of cavalry of Gen. Stone's command traced Holland as far as this point, and proceeded thence toward Rockville and Washington in pursuit of the fugitive, it being alleged that he was the murderer. The man was killed by a shot in the head. Holland had been warned not to sell liquor, but a considerable quantity was found on searching his premises. He had at times been employed as a butcher in the army.

The teamsters of the supply train mentioned yesterday, with a very few exceptions, reluctantly resumed their duties, on being assured that wages would be forfeited and they otherwise punished if they persisted in their mutiny.

The changeable and inclement weather, together with a want of shelter and the proper food, has produced a great and serious defect in the health and efficiency of the horses used in the army. In the cavalry corps they are said to be dying at the rate of one per day.

General Banks was suffering yesterday from the effects of a violent cold, engendered by exposure to the night atmosphere.

It is understood that General Banks has signified to Governor Curtin, of Pennsylvania, his approval of the plan to raise an engineer corps under Captain Collis, and requesting his co-operation in the matter. The plan has also been approved by General McClellan, and General Alexander, the Chief of the Engineer Department.

John J. Palmer, Company A, and Steaver Boardman, of Company B, 27th Indiana, were buried to-day. The former was from Boone county, and the latter from Davis county, Indiana.

FROM THE PACIFIC COAST.

$070,000 in Specie En Route.--Arrivals, Markets, &c.

SAN FRANCISCO, Nov. 9.—Arrived, the whaler Jeanette, from Okhotsh, with 2,000 bbls. oil; ship Soulco, Boston. Sailed, ship Sea Serpent, Hong Kong.

Commercial.—The markets are dull. Candles and crushed Sugar have declined. Sales of Butter at 28 cts.; Cordage 9 cts; best Lard 13 cts. There is a scarcity of Pig Iron.

SAN FRANCISCO, Nov. 11.—Arrived, ship Golden Fleece, and Carrier Dove, from New York. Sailed, steamer Sonora, for Panama, taking 150 passengers and $970,000 in treasure.

Military Movements.

FORT LARAMIE, Nov. 10.—Two companies of the Second Cavalry left here this morning for the States, under the command of Capt. Greene and Lieut J. K. Wessner. The weather here is cold and stormy. Four inches of snow fell yesterday.

A Doubtful Story.

BOSTON, Nov 13.—The *Transcript* of this evening has an abstract of a letter from Fortress Monroe dated 11th inst., which states: "This morning news reached here that 3,000 Confederate soldiers had mutinied at Norfolk, and that most of the citizens were with the mutineers, who had determined only to fight for the Union under the old grid-iron." In confirmation of this, Captain Lockwood, of the tugboat United States, says that the stars and stripes were flying gloriously from Pig Point, opposite Newport News, where the Confederates have, for a long time, had a formidable battery.

Fatal Railroad Accidents.

PHILADELPHIA, Nov. 11.—Mr. Hughes, a young man, and his two sisters, while driving over a crossing of the West Chester Railroad, near the junction of the Pennsylvania road, the horse became frightened at the approach of a train and threw all of the above out in front and most of the one sister was instantly killed, and the others terribly injured, and it is supposed fatally.

ZANESVILLE, Ohio, Nov. 12.—Butler D. Ashbott, Superintendent of the Cincinnati, Wilmington and Zanesville Railroad, was instantly killed, near Lancaster, last night, by striking a bridge.

Fatal Accident to an Officer.

FREDERICK, Nov. 13.—Lieut. Annon, of Captain Homer's cavalry, of the Home brigade, was instantly killed this afternoon, at 5 o'clock, at the barracks, by the accidental discharge of a carbine in the hands of a private soldier. They were conversing together, and the soldier was moving the gun hammer with his foot, (!) when it slipped, and the load entered the unfortunate officer's forehead.

Chartering Transports by the Government.

NEW YORK, November 13.—The Government has chartered the new and elegant steamer Constitution, of the Pacific Mail Company, to carry the main body of General Butler's troops from Boston to their destination. She will leave here on Saturday and reach Boston on Monday.

Arrival of the Bienville at New York.

NEW YORK, Nov. 13.—The Steamer Bienville arrived here to-night with full and minute details of the Expedition. She brought home the wounded in the engagement at Port Royal, and will return in a few days.

Ordnance and Ordnance Stores for Port Royal.

NEW YORK, Nov. 13.—Orders were received here to-day for the shipment of ordnance and ordnance stores to Port Royal, S. C.

Senator Baker's Successor.

SAN FRANCISCO, Nov. 10.—Benjamin Starks has been appointed United States Senator from Oregon, in place of the late Col. Baker. He is a native of Connecticut, and in politics a Peace Democrat.

Troops Under Orders to March.

BOSTON, Nov. 13.—Three thousand of General Butler's Division are under marching orders, to leave next Wednesday.

CITY INTELLIGENCE.

UNSUCCESSFUL ATTEMPT TO SWINDLE A BANK.—An individual calling himself Robert Welch, yesterday made a bold but unsuccessful attempt to swindle the Commercial and Farmers' Bank, of this city, out of thirteen hundred dollars Shortly after 12 o'clock he entered the banking house, situated on the southwest corner of Howard and German sts., and presented to one of the clerks thirteen bank notes of the denomination of $100 each, purporting to be notes of the Shoe and Leather Bank of New York, which he desired to exchange for Baltimore or Washington money. The clerk took the notes and after examining them remarked that he did not know much about the Shoe and Leather Bank of New York, but would make some inquiries. He took them to a broker's office and ascertained that they were worthless—being counterfeits. Returning to the bank, he informed Welch that they were counterfeit notes, when the latter replied that he would go and bring the man who had given them to him. One of the officers of the bank answered that he should not go, but that they would send for the man. Welch immediately sprang for the door, and ran up German street and into Cider alley, where he was captured. He made a desperate resistance, but was taken to the Western station house, where he was arraigned before Justice Logan for examination. After his arrest, there were found upon his person a counterfeit five dollar note upon another New York bank, a counterfeit quarter of a dollar, a genuine two dollar note, and seven dollars and fifty cents in gold coin. He was committed to await the action of the Grand Jury.

GAVE BAIL.—Mr. Joseph Bonneti, who was indicted for treason by the Grand Jury of the United States District Court at its late session, yesterday gave bail before Judge Giles in the sum of $10,000, to appear and answer the charge at the April term of the United States Circuit Court. He was taken in his own recognizances for $5,000, and William Henderson and James Whiteford entered for the remainder.

A DESERTER.—John Crawford, a deserter from the Thirty-sixth Pennsylvania regiment, was arrested in this city on Tuesday night, and committed to the Southern district police station to await further orders.

FIRE.—The alarm of fire which occurred between 10 and 11 o'clock on Tuesday night, was accasioned by the burning of a shed in the brickyard of Mr. William Reese, on the Washington road. The loss was inconsiderable.

BALTIMORE MUSEUM.—The great scenic illustrations of Getz will be taken off after to-night, as also will *Alone in the Woods* and the *Stranger*. The house last night was densely packed with a brilliant audience. The performance for to-night is a new one, entirely, and should command the attention of all lovers of genuine fun. Those who desire a hearty laugh should attend to-night. On Saturday afternoon there will be a special entertainment for ladies and children.

HOLLIDAY STREET THEATRE.—Our readers have only to cart their eyes over the programme announced at this fashionable place of resort to ensure a crowded and fashionable audience—three highly attractive pieces, consisting of the romantic drama of the *Wreck Ashore*, and the laughable pieces of a *Kiss in the Dark* and an *Object of Interest*

A cricket club has sailed from England to Australia. One firm in Melbourne has advanced £7000 towards the expenses.

WAR ITEMS.

From the Associated Press.

HIGHLY IMPORTANT---ARRIVAL OF THE STEAMER BIENVILLE AT FORTRESS MONROE, FROM THE GREAT EXPEDITION.

PARTICULARS OF THE BOMBARDMENT OF THE CONFEDERATE FORTS.

THE FORTS ARE ALL CAPTURED.

The Enemy Seized with a Panic, and Fly in Consternation---Beaufort Abandoned, and Occupied by Federal Troops.

OFFICIAL REPORTS OF COMMODORE DUPONT AND GEN. SHERMAN.

FORTRESS MONROE, Nov. 12—P. M.—The steamer Bienville has just arrived at Old Point from the Great Expedition. She left Port Royal on Sunday morning, and brings highly important and most cheering intelligence. She proceeds at once to New York, where she will be due to-morrow. Captain Steedman, however, left her at this place and proceeds at once to Washington with despatches and trophies—two brass cannon, and the secession flags taken from the Confederates.

He reports the gale encountered by the fleet, to have been very severe. The steamers Union and Osceola went ashore, and were lost as previously reported. The steamer Governor foundered at sea, but the Isaac F. Smith succeeded in saving all her crew with the exception of a few marines.

The fleet arrived at Port Royal on Monday, the 4th instant. On Tuesday the small gunboats sounded and buoyed out the channel, under a fire from the forts which did no damage. On Wednesday the weather permitted active operations, but on Thursday morning, the 7th instant, the men-of-war and the gunboats advanced to the attack.

The Action Commenced.

At 10 A. M. the action commenced, and was hotly carried on by both sides; the fight lasted about four hours, at the end of which time the Confederates were compelled by the shower of shells from the fleet to abandon their works and beat a hasty retreat.

Our loss in this brilliant opening of the campaign in South Carolina was only eight men killed, including the Chief Engineer of the Mohican, and about twenty wounded.

The Confederate loss in the action is not known, but fifty-two dead bodies were found by our men and buried. All their wounded except two were carried off.

Two Forts were captured—Fort Walker, on Hilton Head, mounting 23 guns, and Fort Beauregard, on Bay Point, mounting 19 guns. The guns were of heavy calibre. They were both new and splendid earth-works of great strength, constructed in the highest style of military science, and pronounced by our engineers as impregnable against any assault by land forces.

The final retreat of the Confederates was a perfect rout. They left everything—arms, equipments of all kinds, even the officers' swords and commissions. All their letters and papers, both public and private, order books and documents of all kinds were left in their flight and fell into our hands, affording our officers much valuable information. Among the papers was a telegram from Jeff. Davis, to the commander of the fort, informing him of the sailing of the fleet, and that he knew their destination to be Port Royal.

Query: Who was the traitor?

The whole surrounding country was seized with a perfect panic on the arrival of the fleet. The day after the flight of the enemy from their entrenchments, the Seneca and other gunboats, under the command of Lieutenant Ammen, proceeded up to Beaufort, and found but one white man in the town, and he was drunk. All the plantations up the river seemed to be deserted except by the negroes, who were seen in great numbers, and as the boats passed came dome to the shore with bundles in their hands, as if expecting to be taken right off.

Our troops seized all the letters in the Post-Office at Beaufort

After the capture of the forts the whole army, about 15,000 strong, were safely landed and established on shore.

The forts were but little injured, but the Confederates could not stand the explosion of our big shells.

The force of the enemy in the forts as ascertained from their papers was from three to four thousand men, under Gen. Drayton, of South Carolina.

Our victory is complete—the enemy leaving everything but their lives, which they saved by running.

J. S. Bradford, of the Coast Survey, bearer of despatches, and R. H. Tyman, commanding the Pawnee, also arrived here in the Bienville, and took the boat from here this evening for Baltimore.

The boats from the Wabash were the first to land after the fight, and Capt. John Rodgers was the first man on shore.

The Pawnee has returned loaded with valuable trophies of all kinds, each of our officers finding an elegant cavalry sword with a solid silver scabbard. Swords, pistols, etc., etc, were scattered about in every direction, and in any quantity.

But four prisoners were found, two of them wounded. All hands connected with the fleet are represented as acting in the most gallant manner.

The reporters who accompany the expedition return to New York with full details.

NONE OF OUR VESSELS SUNK.

Notwithstanding the heavy cofiflow of the guns in the Confederate forts, and their abundant supply of ammunition, as subsequent discoveries proved, not one of our fleet was either sunk or burnt, and none were seriously injured or even disabled.

The gunboat Pawnee, which rendered efficient service in the fight, suffered more seriously than any of the war vessels engaged, and yet she was not disabled in the slightest. A round shot went through her wardroom, and another ball damaged the Second Lieutenant's room, doing severe havoc to the furniture, but doing the ship no material damage.

This ship lost six in killed and two other of her gallant fellows were wounded.

Your correspondent regrets that he is unable to furnish the names of the killed and wounded.

The flag-ship Wabash escaped with only trifling injury. Her mainmast was, to use navy parlance, "badly wounded" by a round shot.

The Pocahontas had but one man injured.

The chief engineer of the Mohican was, as before stated, killed, and an assistant engineer of the Pocahontas is reported to have been badly injured, if not killed.

THE CONFEDERATES SET A TRAP, BUT IT MISSES FIRE.

When our brave fellows landed to take possession of the forts they found the Confederates leaving the fort on Hilton Head still flying, and just as one of our men pulled at the halyards to draw down the traitorous banner an explosion took place in the house just vacated by the Confederate officers, but doing but little damage and injuring no one. It was found on examination that they had, before evacuating the place, arranged what they thought would prove a deadly trap to the victors. Mines had been laid and matches so arranged that when the halyards of the flag should be drawn down by our troops the mines would be sprung, firing the magazines, and blow up the whole work, and involve the victors in the common ruin. But it did not go off, and soon the brave old flag—the Stars and Stripes—waved in triumph from the Confederate flagstaff.

The magazines were found to contain a large quantity of powder and a vast quantity of ammunition, shot and shell, and the various descriptions of projectiles, the latter chiefly of English manufacture.

Two small brass cannon, with the Confederate flags captured, and other articles convenient of transportation, were selected as trophies, and sent to Washington to the Secretary of the Navy.

The Susquehannah had three men wounded.

The list of casualties, as before stated, gives only eight men killed and some twenty wounded, only a small portion of whom were considered seriously or dangerously hurt. All the wounded were doing well and the greater part would besent home in a few days.

The town of Beaufort was found, as before stated, completely deserted, except by negroes. The troops had not occupied it when the steamer left, being better engaged in strengthening their position and occupying points which enable them fully to command the place. It was, however, virtually in our possession, the Confederate troops having entirely abandoned it, and when our gunboats visited the place they met no obstruction or opposition whatever.

Additional Particulars.

The New York Tribune's Special Account.

NEW YORK, November 13.—The *Tribune's* special account from Port Royal says:

The Wabash led the attack, the steamer Bienville flanking the movement, which was in a circle, first delivering broadsides into Fort Beauregard on the northwest, and as the fleet came round raking Fort Walker on the southwest.

Both forts responded vigorously, and the Pawnee and Mohican having for the time got aground were considerably damaged.

The bombardment lasted four or five hours, when the enemy suddenly retreated.

The Confederate loss is supposed to have been two hundred.

General Drayton commanded at Fort Walker, and Colonel Elliott at Fort Beauregard.

The Confederates retreated across Skull Creek, to a village twenty-five miles in the interior, where, it is supposed, they intended to make a stand. The negroes had already begun to pillage and destroy in Beaufort. The white population all fled to Charleston by small steamers by the inside route.

Gen. Sherman has already hundreds, probably thousands, of negro laborers at work.

A great panic had seized the inhabitants of Savannah, and it was believed the capture of that city would be easy.

It is understood that General Sherman will improve the defences of his position before making any forward movement. In the forts captured was found a large supply of ammunition and stores of the best description.

Commodore Dupont will immediately survey the harbor and place buoys and erect lights, and the position will thus be made a permanent base of operations.

Every one entered the fight with a determination that the forts should be silenced though it cost our entire fleet.

The fleet stood between eight hundred and one thousand feet from the forts, used five second fuses, and *poured shells into them at the rate of two thousand per hour!* Not a single shell sent by the Confederates burst in any of our ships, and every ship in the fleet was in good fighting condition at the termination of the contest, when the Confederates took to their heels.

The Surgeon of Fort Walker was killed, and at Charleston next day 13 minute guns were fired indicative of the burial of a Brigadier.

The New York *Herald* publishes the following letter, written on board the United States bark Brazilario, dated off Cape Lookout, Nov. 7:

We left Hampton Roads on Monday morning, the 28th, and reached here on the 31st ult. We keep cruising off and on, coming to an anchorage off Fort Macon every two or three days We have another vessel here—a steamer—the Albatross, which blockades the port in company with us. We see her every once in a while. Last Sunday we had quite an exciting time. We chased and brought to five vessels, besides speaking a good number of our own steamers, which had landed troops at some point south of this. It is amusing to see the eagerness of the men at the cry of "Sail ho!" and with what anxiety they watch the chase to see if we gain upon her. On the 4th we spoke the Albatross, about fifty miles below here, and received orders to return the same night and anchor off Fort Macon. Her captain at the same time told ours that as long as we kept in seven fathoms water we were safe in making the ports. These instructions were necessary, as we had no lights to guide us in entering the bay, the Confederates having put away all the lights

At about twelve o'clock the vessel struck with a tremendous shock, and the cry arose "The ship's ashore." We immediately beat to quarters, as we were near the shore, and thought we might at any moment be attacked. We fired two guns and sent up rockets to attract the Albatross. At three o'clock the Albatross came up, her lights all streaming out and looking like a great black log on the surface of the blacker water.

Our men were all at their guns, ready for any emergency. We soon found that it was the Albatross coming up, but she would not attempt to get us off until day-light. We expected every second that the bark would have gone to pieces. Fortunately, it became calmer, and after parting three hawsers and getting our main stanchions and part of the gear on the forecastle carried away, we were hauled off at nine o'clock next day. Thank God, we are now all right, and I think our vessel as staunch as ever. The water we now have will only last about forty days longer. We may, however, get a supply from some port other than New York.

Our vessel is one to be proud of. On a good fair wind she can beat most steamers, and she acts very well in a heavy sea. She showed us that last Friday and part of Saturday, when it blew a perfect gale. We have sometimes made twelve and thirteen knots an hour, a capital rate of speed for a sailing vessel. Our captain is a first-rate man and a capital sailor.

This morning (the 8th of November) we spoke the Albatross off Fort Macon. She yesterday sent a boat ashore under a flag of truce. The officers were politely received. There is one of our transports ashore here, which has been taken possession of, together with her crew of eighty men and 400 soldiers, whom she was transporting to some point south of this. There is another on shore off Cape Hatteras, and two or three more at different points of the Southern coast. The Albatross reports that the prisoners are well treated.

There are a great number of sharks in the waters about here, making other fish exceedingly scarce.

From the Washington Star of Yesterday Afternoon.

FULL OFFICIAL REPORT OF THE BATTLE OF BEAUFORT.

The following is Commodore Dupont's report of the battle of Beaufort, that reached the Navy Department at 12 M. to-day:

FLAG SHIP WABASH, OFF HILTON HEAD,
PORT ROYAL HARBOR, November 6th, 1861.

SIR—The Government having determined to seize and occupy one or more important points upon our Southern coast, where our squadrons might find shelter, possess a depot, and afford protection to loyal citizens, committed to my discretion the selection from among those places which it thought most available and desirable for these purposes.

After mature deliberation, aided by the professional knowledge and great intelligence of the Assistant Secretary, Mr. Fox, and upon taking into consideration the magnitude to which the joint naval and military expedition had been extended, to which you have called my attention, I came to the conclusion that the original intention of the department, if *first* carried out, would fall short of the expectations of the country and of the capabilities of the expedition, while Port Royal, I thought, would meet both in a high degree.

I therefore submitted to Brigadier-General Sherman, commanding the military part of the expedition, this modification of our earliest instructions, and had the satisfaction to receive his full concurrence, though he and the commander of the brigades very justly laid great stress on the necessity, if possible, of getting this frigate into the harbor of Port Royal.

On Tuesday, the 29th October, the fleet under my command left Hampton Roads, and with the army transports numbered fifty vessels. On the day previous I had despatched the coal vessels, twenty-five in all, under convoy of the Vandalia, Commander Haggerty, to rendezvous off Charleston, not wishing to give the true point.

We had been unsettled in Hampton Roads, though it proved a good well when we sailed, but off Hatteras it blew hard. Some ships got into the breakers, and two struck, but without injury.

On Friday, the 1st November, rough weather soon increased into a gale, and we had to encounter one of great violence from the southeast, a portion of which approached to a hurricane. The fleet was utterly dispersed, and on Saturday morning one sail only was in sight from the deck of the Wabash.

On the following day the weather moderated, and ships and steamers began to reappear. Orders (not opened except in case of separation) were furnished to all the men-of-war by myself, and to the transports by Brig. Gen. Sherman.

As the vessels rejoined, reports came in of disasters. I expected to hear of many, but when the severity of the gale and the character of the vessels are considered, we have only cause for great thankfulness

In reference to the men-of-war, the Isaac Smith—a most efficient and well-armed vessel for the class purchased, but not intended to encounter such sea and wind—had to throw her formidable battery overboard to keep from foundering; but thus relieved, Lieut. Commanding Nicholson was enabled to go to the assistance of the chartered steamer Governor, then in a very dangerous condition, and on board of which was one fine battalion of marines under Major Reynolds. They were finally rescued by Captain Ringgold, in the Sabine, under difficult circumstances, soon after which, the Governor went down. I believe seven of the marines went down by their own imprudence. Lieut. Commanding Nicholson's conduct in the Isaac Smith has met with my warm commendation.

The Peerless transport, in a sinking condition, was met by the Mohican, Commander Gordon. All the persons on board, twenty-six in number, were saved under very perilous circumstances, in which service, Lieut. H. W. Miller was very favorably noticed by his commander.

On leaving Charleston I sent in the Seneca, Lt. Commanding Ammen, to direct Capt. Lardner to join me with the steamer Sturquehanna, off Port Royal, without delay. On Monday, at 8 o'clock in the morning, I anchored off the bar, with some twenty-five vessels in company, with many more heaving in sight.

The Department is aware that all the aids to navigation had been removed, and the bar lies ten miles seaward, with no features on the shore line with sufficient prominences to make our bearings reliable. But to the skill of Commodore Davis, the Fleet Captain, and Mr. Boutelle, the able Assistant of the Coast Survey, in charge of the steamer Vixen, the channel was immediately found, sounded out and buoyed. By 3 o'clock I received assurances from Captain Davis that I could send forward the lighter transports, under 18 feet, with all the gunboats, which was immediately done, and before dark they were securely anchored in the Roadstead of Port Royal, South Carolina. The gunboats almost immediately opened their batteries upon two or three Confederate steamers under Commodore Tatnall, instantly chasing them under the shelter of the batteries.

In the morning Commander John Rodgers, of the United States steamer Flag, temporarily on board this ship, and acting on my staff, accompanied Brigadier General Wright in the gunboat Ottawa (Lieutenant Commanding Stevens), and supported by the Seneca (Lieut. Commanding Nicholson), made a reconnoissance in force, and drew the fire of the batteries on Hilton Head and Bay Point, sufficiently to show that the fortifications were works of strength and scientifically constructed. In the evening of Monday, Captain Davis and Mr. Boutelle reported water enough for the Wabash to venture in.

The responsibility of hazarding so noble a frigate was not a slight one. Over a prolonged bar, of over six miles, there was but a foot or two of water to spare, and the fall and rise of tide is such that, if she had grounded, she would have sustained most serious injury from straining, if not totally lost. Too much, however, was at stake to hesitate, and the result was entirely successful.

On the morning of Tuesday the Wabash crossed the bar, followed closely by the frigate Susquehanna, the Atlantic, Vanderbilt, and other transports of deep draft, and on running through that portion of the fleet already in, the safe passage of this great ship over the bar was hailed by gratifying cheers from the crowded vessels.

We anchored and immediately commenced preparing the ship for action, but the delay of planting buoys, particularly on the "Fishing Rip," a dangerous shoal we had to avoid, rendered the hour late before it was possible to move with the attacking squadron. In our anxiety to get the outline of the forts before dark, we stood in to near this shoal and the ship grounded. By the time she was gotten off, it was too late in my judgment to proceed, and I made signal for the squadron to anchor out of gun-shot from the enemy.

To-day the wind blows a gale from the south ward and westward, and the attack is unavoidably postponed.

I have the honor to be, sir, respectfully, your obedient servant,

S. F. DUPONT,
Flag Officer Commanding
South Atlantic Blockading Squadron.

Hon. GIDEON WELLES,
Secretary of the Navy, Washington.

FLAG-SHIP WABASH, OFF HILTON HEAD,
PORT ROYAL HARBOR, Nov. 18, 1861.

SIR: I have the honor to inform you that yesterday I attacked the enemy's batteries on Bay Point and Hilton Head—Forts Beauregard and Walker—and succeeded in silencing them after an engagement of four hours' duration, and driving away the squadron of Confederate steamers, under Commodore Tatnall. The reconnoissance of yesterday made us acquainted with the superiority of Fort Walker, and to that I directed my special effort, engaging it at a distance of first eight, and afterwards six hundred yards. But the plan of attack brought the squadron sufficiently near Fort Beauregard to receive its fire, and the ships were frequently fighting the batteries on both sides at the same time.

The action was begun on my part at twenty-six minutes after nine, and at half past two the American ensign was hoisted on the flag-staff of Fort Walker, and this morning, at sunrise, on that of Fort Beauregard.

The defeat of the enemy terminated in utter rout and confusion; their quarters and encampments were abandoned without an attempt to carry away either public or private property.

The ground over which they fled was strewn with the arms of private soldiers