THE MARYLAND NEWS SHEET.

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TO THE PUBLIC.

THE MARYLAND NEWS SHEET will be issued daily from the office formerly occupied by the *Daily Exchange*, and will be, as its name implies, simply a "News Sheet." It will furnish the latest intelligence as derived from the despatches of the Associated Press, by which it will be supplied in common with the New-York journals; from its exchanges, and from such reliable private sources of information as it may be able to command. Expressing itself no opinions, it will devote its editorial columns to such extracts from other journals as may be deemed of interest to the public.

BALTIMORE.

FRIDAY, NOVEMBER 15, 1861.

WAR AND OTHER NEWS.

The details of the late attack by the Federal fleet of war vessels upon the batteries at the entrance of Port Royal Harbor, are given with great minuteness in the New York papers; but they present no facts of importance which have not already been embraced in the official despatches of Commodore Dupont and General Sherman. Some of the minor incidents chronicled by correspondents of the Northern press, who were permitted to accompany the Expedition, carry with them sufficient interest to warrant their reproduction. For the rest, the various narratives which occupy so many columns of the New York papers are, for the most part, a mass of verbiage, that does not advance in any single particular the action of the grand but profoundly tragic drama which by a change of scene and the introduction of new characters has shifted back to the Southern coast. That the expedition has succeeded in taking possession of Port Royal harbor and in disembarking the troops on the adjacent islands is unquestionable, and it is also placed beyond a doubt that this achievement has been effected with but very little loss on the part of the assailants. The capture of Beaufort was an easy matter, when the forts that defended the entrance to the harbor were abandoned by the Confederates, for Beaufort is but a small village, of some 500 inhabitants The expedition then has secured a base for future operations, and when the position is well fortified, as it soon will be, it may be regarded as secure from attack so long as the troops that will be massed there are protected by the guns of the fleet. It is not expected, however, that any very serious opposition will be offered until the troops cross to the main land, and attempt to advance upon either Charleston or Savannah. When this movement takes place, there is every reason to believe that the struggle will be fierce and desperate. The Boston *Transcript* states on the authority of a correspondent, that five thousand troops have been sent from Annapolis to reinforce General Sherman's command, whilst quite a number of the Northern papers announce that two other expeditions to the Southern coast, to be commanded by Generals Burnside and Butler respectively, are being rapidly organized, and will be ready to set sail in the course of a couple of weeks. The entire force to be sent to the Southern coast, from Annapolis and the Eastern ports, is set down at from forty to fifty thousand men. Some of the papers of this city also publish the departure of troops in the various camps in the vicinity. Their destination is said to be the lower counties of the Eastern shore of Virginia—Accomac and Northampton—and the alleged object of the expedition is to give countenance and support to the Unionists of that region.

We give further particulars of the battle of Belmont. They confirm to a considerable extent the statement which was made by the St. Louis *Democrat* of the 8th, as published in our summary of yesterday. The letters from Cairo, which the Cincinnati *Enquirer* quotes, allude to the result of the attack on Belmont as "another Ball's Bluff affair." The Cincinnati *Commercial*—good Republican authority—also speaks of it as a defeat and attributes gross mismanagement to the Generals in command. It now appears that the assault on Belmont, that commenced so well and ended so disastrously, was part of a combined movement in which 20,000 men, in all, were engaged, and the ultimate object of which was the capture of Columbus. The whole scheme was frustrated by the repulse at Belmont which was the initial movement.

The telegraph furnishes us with an account of a reconnoissance made by a force of some four hundred men belonging to Sickles' brigade, across the Potomac to Mathias Point. According to this account they went over from Port Tobacco in two gunboats, surprised the Confederate pickets—killing two of them—captured a "Maryland rebel" at a farm house, destroyed a vast amount of forage belonging to the Confederates, made a thorough reconnoissance four miles into the interior, ascertained that the Confederates were encamped in force nine miles from the river, and returned without losing a man. We have from another source quite a different version of this affair. It is to the effect that the reconnoitering party crossed the Potomac at midnight, it being pitchy dark; that they went to the farm house of a widow lady, where the arrest of Mr. Dent, of Maryland, was effected as above stated; that they set fire to the fodder stacks belonging to the widow, and that the party returned to the Maryland shore in safety; the entire operation occupying not more than an hour.

A "CANARD" REFUTED.—A correspondent calls our attention to a letter which was published in the *Sunday Herald* of the 10th inst., under the caption of the "Experiences of a Rebel Soldier," and which professes to give a truthful statement of the barbarous punishment inflicted upon certain young men from Maryland who had joined the Southern army. He states, in this connection, that some of his own companions in arms, among whom he names George Jenkins, Peter Arnold and Henry Scott, "were most cruelly handled by their officers in command, and were afterwards privately shot for merely attempting to write home certain complaints of the commissariat." We are asked if this story be really true. Having no acquaintance with either of the parties mentioned, we cannot speak of our own knowledge; but we are assured by others who are perfectly cognizant of the facts, and in whose veracity we have implicit confidence, that so far as the young men referred to are concerned, the statement is wholly false. There was no person from Maryland by the name of George Jenkins in the ranks of the Confederate army. There was, however, a Mr. Carol Jenkins who was a member of Lyle Clarke's company, and who died of typhoid fever at the Warm Springs, in Virginia. He, we are told, certainly lacked no comforts that tender hands could bestow. Peter, or rather Henry Arnold, died from the effects of a wound received at Bull Run, and Henry Scott is still living, and was, at the last accounts, in good health. So far, then, the story of the correspondent of the *Herald* is disproved by known facts. In all probability the other statements made by this *soi disant* "repentant rebel" have as little foundation in truth.

A CURIOUS DOCUMENT.

A Blockade of the English Ports Proclaimed by Capt. Boyle, U. S. N., During the War of 1812-14.

As a matter of historical interest at this time, we publish the following proclamation by Captain Boyle, U. S. N., declaring a strict, rigorous, and effectual blockade of all the ports of Great Britain. Though a native of Marblehead, Captain Boyle married in this city, where some of his descendants still reside. The entire fleet of war-vessels actually under command of Captain Boyle when he published this saucy challenge to the whole navy of Great Britain, consisted of the brig Chasseur of 12 guns.

[Eds. M. N. S.]

Copy of the Proclamation issued by Thomas Boyle, Esq., Commander of the Chasseur, &c., &c.

PROCLAMATION.

Whereas, it has been customary with the Admirals of Great Britain commanding the small forces on the Coast of the United States, particularly with Sir John Borlaise Warren and Sir Alexander Cochrane, to declare the coast of the said United States in a state of strict and rigorous blockade, without possessing the power to justify such a declaration or stationing an adequate force to maintain such a blockade;

I do therefore, by virtue of the Power and Authority in me vested (possessing sufficient force) declare all the Ports, Harbors, Bays, Creeks, Rivers, Inlets, Outlets, Islands, and Sea Coast, of the UNITED KINGDOM OF GREAT BRITAIN and IRELAND in a state of strict and rigorous BLOCKADE.

And I do further declare, that I consider the force under my command adequate to maintain *strictly, rigorously and effectually* the said blockade.

And I do hereby require the respective officers, whether Captains, Commanders or Commanding Officers under my command, employed or to be employed on the Coasts of England, Ireland and Scotland, to pay strict attention to this my Proclamation.

And I do hereby caution and forbid the Ships and Vessels of all and every Nation in Amity and Peace with the United States from entering or attempting to enter or from forming, or attempting to come out of any of the said Ports, Harbors, Bays, Creeks, Rivers, Inlets, Outlets, Islands or Sea Coast, on or under any pretence whatever.

And that *no person* may plead *ignorance* of this my Proclamation, I have ordered the same to be made public in England.

Given under my hand on board the Chasseur, day and date as above.

THOMAS BOYLE.

By command of the Commanding Officer, J. B. Stanabury, Secretary.

*** This Proclamation was issued off the English coasts, and by a cartel sent to London with orders to have it published at Lloyd's Coffee House.

We are daily indebted to Mr. E. F. Hazleton, No. 74 West Baltimore street, for the early delivery of copies of the first and second editions of the Washington *Star*.

LATEST FROM THE SOUTH.

ARRIVAL OF THE ADELAIDE.

The steamer Adelaide, Captain James Cannon, arrived here shortly after seven o'clock yesterday morning from Fortress Monroe, bringing the United States mail and about thirty passengers, nearly all of whom came up from Norfolk under the protection of a flag of truce, granted by Colonel Huger, of the Department of Norfolk. Shortly after the hour of noon, Flag-officer Goldsborough despatched the steamer George Washington from the Fortress for the purpose of carrying a bundle of letters and several passengers to Norfolk. The steamer stopped off Sewall's Point, and was met by the steamer William Selden, under the command of Captain Smith. Captain Edgar, of the Bay Line, went down in the Washington, and reports that but very few words were spoken on either side. Nearly all the passengers had large trunks filled with personal effects, and many of them stated that they were leaving the South on account of the great cost of living and the unsettled state of society. A guard consisting of the Third New York regiment, stationed at Fort McHenry, which accompanies the Adelaide, was on board the Washington, and in accordance with orders, made a thorough examination of the baggage. Southern newspapers were very scarce, and it is reported that only three were on board. From those the following summary of Southern news is made up:

The Charleston Mercury on the Naval Expedition.

The Charleston *Mercury* of Saturday, November 9th, publishes a leader with the following headings; "Naval Attack on Port Royal; The Batteries Abandoned; the Enemy in Full Possession."

"We are in the midst of a mass of conflicting rumors, which reached us yesterday from Port Royal. Early in the day it was generally believed that the abandonment of Fort Walker was owing to the supply of powder becoming exhausted. Our latest despatches are not only very different, but very mortifying. They state that the fort was gallantly held by its defenders until twenty-seven of its battery of twenty-nine guns had either been dismounted or rendered useless.

"From a passenger who reached here direct from the scene of action we learn that the Yankee transports were convoyed in by their large war steamers, two of which were in attendance as convoys. The transports were thus guarded and protected on either side, and in this order they passed our batteries, the steamers at the same time pouring in their tremendous broadsides rapidly and furiously.

"When a number of the vessels had thus reached the interior of the harbor they renewed their villainous attack with shot and shell upon Fort Walker from three sides, viz: from the steamer which led the attack at Hilton's Head, from the steamers inside and from the steamers outside. Notwithstanding the abandonment of the batteries, we have no decided news thus far of the enemy attempting a landing.

"There is no doubt that the fleet will succeed in the capture of an immense amount of cotton of the best quality. We understand that our forces have placed formidable obstructions in the river about four miles below Beaufort. General Lee is hard at work near Beaufort, and General Ripley at Boyd's Landing, for the defence of the Charleston and Tennessee Railroad.

"Reports were current yesterday that the Wabash had been burned to the water's edge by the fire from our batteries, and also that one of the transports had been sunk in Broad river, but we believe there is no foundation for the rumors."

"POCOTALICO, Nov. 8.—General Drayton retreated in two steamers by Pope's Ferry in safety, and is now at Bluffdown. The number of casualties he reports at from thirty to forty.

"General Donovan retreated by way of Ladies' Island and Beaufort to the Port Royal Ferry.—Beaufort had not been burned, as was reported. It contained an immense deal of cotton; but it is well known that Bluffdown would be burned in case it was attacked. The railroads at Pocotalico, Charleston and Savannah are in the greatest danger."

From the Norfolk Day Book.

The Naval Attack on Port Royal---Terrific Cannonading---The Batteries Abandoned and the Enemy in Full Possession of the Harbor.

Our Southern papers bring us accounts of the naval attack on Port Royal. In the confusion of statements it is impossible to give a very connected or circumstantial account of the engagement. The Savannah *Republican* furnishes the following:

The firing between Fort Walker and the fleet commenced about 9 o'clock, the fleet giving the most of their attention to Fort Walker. Before ten o'clock seven of the largest steamers of the fleet had passed the batteries, and when the St. Mary's left, from whose passengers we obtained our account of the first part of the action, a most terrible cannonading was going on. The fight continued until the departure of the Emma, at 12 o'clock, and when the Savannah left, at 2 o'clock, the firing was unabated, except at the Bay Point battery, which had been silenced between 11 and 12 o'clock. At this time a tremendous cannonading was kept up by the fleet, consisting of some thirty-odd steamers and gunboats, which was returned by Fort Walker, the battery on Hilton Head.

The Fort Walker armament consisted of sixteen guns, nine of which bore upon the shipping, the balance being in position on the land side. Five or six of these guns, among them the 24-pound rifle cannon and one ten-inch columbiad, were disabled during the forenoon. Thus disabled, and their ammunition exhausted, the garrison evacuated Fort Walker between three and four o'clock, retiring in the direction of Bluffdown, leaving the guns in position and unspiked, having no spikes for that purpose.

In the course of the morning and previous night considerable reinforcements of infantry and artillery from Georgia and Carolina had arrived at Hilton Head, and were stationed in or in the vicinity of the batteries, but we are unable at present to ascertain the number of troops engaged in battle.

Capt. Jacob Reed's Artillery Corps, of the First Georgia regiment of Regulars, arrived at the scene of action on Wednesday night, and on yesterday bore a gallant part in the fight. Four or five of his men were killed early in the action. The corps lost two of their guns and several horses. Col. Randolph Spaulding's Georgia Volunteer regiment, commanded by Captain Berry, were also in the engagement. They were marched to the beach, and received a galling fire of round shot and shell from the fleet, which, however, they were unable to return with their muskets. Of the Floyd county "Berry Infantry," James S. Ayers and Second Surgeon Wm. H. Perkinson received slight wounds.

Colonel William H. Styles' Volunteer Georgia regiment reached the scene of action at 11 o'clock, having marched from Skidaway, seven and a half miles distant, at the double-quick. But they were also unable to fire on the fleet, which was out of the range of their guns. The regiment had several killed and wounded by shells from the fleet. Our informant states that Colonel Styles had two horses shot under him, and, in the fall of one of them, received a slight injury in the shoulder. The Colonel and his regiment was at one time exposed to a terrific shelling from the ships, and it is only surprising that more of them were not killed and wounded.

Colonel Randolph Spaulding, not being in command of his regiment, joined a corps belonging to another regiment, and engaged in the fight, as far as it was possible for the infantry to participate in it, with his musket on his shoulder.

Between eleven and twelve o'clock twelve vessels engaged the forts, five of them first class steam frigates; the other seven were second class steamers, with a tug leading. The tug opened fire on our infantry stationed some distance from the beach. One of the frigates—the Minnesota, at a distance of two miles also threw shot and shell at the infantry.

Our informant assures us that seven Dahlgren guns from one of the frigates fired many shots on building several times, notwithstanding the yellow flag was flying. The surgeons were compelled by this barbarous act to have our wounded moved further into the interior.

The Minnesota is reported to have been on fire three times from hot shot thrown from the batteries.

Colonel Spaulding's regiment lost all its baggage, blankets, &c., but saved all their arms. We understand that the loss on our side is about twelve killed and forty wounded. Among the latter is Captain J. A. Yates, of Charleston, who was seriously injured by the bursting of a shell. Dr. Butt, of Greenville, South Carolina, was instantly killed by a shell striking him on the head.

We have no positive information from Bay Point battery, further than that it was silenced at eleven o'clock. We hear that it suffered serious loss. It is reported that that garrison retired in safety towards Beaufort.

Of Colonel DeSaussure's regiment, stationed at Fort Walker, four were killed at the batteries and twenty wounded.

We understand that the Confederates lost no prisoners, except, perhaps, one or two from Col. DeSaussure's regiment. The killed were covered with blankets and left. The wounded were all placed on board of steamers, and will arrive in Savannah to-day. The abandoned batteries were taken possession of by the enemy, and the United States flag waved over them as our troops retired.

By Telegraph to the Norfolk Day Book.

Hanging Confederates.

RICHMOND, Nov. 11.—Colonel Corcoran, three Captains, and eighteen Lieutenants, all of whom were captured in the action at Manassas and confined in the jails at Richmond, had been selected by lots to be hung, by way of retaliation for the hanging of Captain Baker and the crew of the Southern privateer Savannah. The Hon. Mr. Ely, member of Congress from the State of New York, drew the lots for Col. Corcoran, who is now imprisoned in Charleston. In case the Court of New York condemned the crew of the Savannah to death, the Federal officers would be immediately hung.

Yankee Prisoners! Retaliation!

The Charleston *Mercury* of the 10th has the following:—The Yankee prisoners in South Carolina are all safely in jail. There they will abide the issue of the trials of our brave privateersmen at the North. Should one drop of Southern blood be shed by the Northern courts for defending the South on the seas, it will be paid with interest in Charleston. Self protection and the enforcement of the laws of nations and of humanity alike require, in this instance, full and ample retribution. It is a matter of high State policy, which must be carried out.

Hessian Depredations in the Rappahannock.

PORT OF FINKING, Va., Nov. 10.—A Federal steamer entered the Rappahannock river and threw 140 shells into the little town of Urbanna.—The effect was to destroy a church and a large dwelling. During the engagement two Federals were killed and several wounded.

Railroad Bridges Burned.

NASHVILLE, Nov. 12.—Five railroad bridges were burned in East Tennessee on Friday night by the Unionists; two on the Georgia State road, Chickamauge creek, Hamilton county; one on the East Tennessee and Georgia railroad on Hiawassee river, Bradly county.

Five minutes after the guard passed through the whole bridge was in flames, showing the use of combustible material. Two on the Tennessee and Georgia railroad, on Lick Creek, Green county, and the other on Holston river, Sullivan county.

The guard at Lick Creek were unarmed. They were overwhelmed, tied, carried away and kept till during the day on Saturday. Three men were arrested whom the guard identified.

The bridge on Holston river was not guarded. It was thought unnecessary to guard it, Sullivan county being strongly Southern. The bridge on Holston river is at Strawberry Plains.

In Jefferson county a bridge was fired, but was put out by the people. A guard had one hand cut off and his skull fractured. There are indications that one incendiary was killed.

Gentlemen just from East Tennessee report great excitement in consequence. It was evidently a preconcerted plan. The loss is heavy, and will cause great inconvenience and delay. Matters in East Tennessee are regarded in a critical condition, and much anxiety is felt there for Zollicoffer.

Forty Hessians Killed in the Port Royal Battle.

SAVANNAH, Nov. 12.—The *Republican* of this morning is informed by a gentleman from the interior that the bridges over Chickamauge Creek were burned by discharged hands, and not by the Unionists, as stated.

A negro who escaped from Hilton Head says he heard the Federal officers say their loss in the battle of Port Royal was forty killed.

The *Republican* publishes an extract of a letter from St. Simon's Island of the 10th, which says that one Federal vessel passed that day Prescott's, and three more on the 9th, bound South, also passed Fernandina.

Gen. Lee is at Savannah. There is nothing positive concerning the movements of the Federals.

A Dreadful Accident.

COLUMBUS, Nov. 12.—A Dahlgren gun exploded here yesterday, killing two lieutenants and six privates. Gen. Polk narrowly escaped. A portion of his clothes were torn off.

No Quarter to be Shown the Enemy.

AUGUSTA, Georgia, Nov. 11.—The report has been current here for the past day or two that black flags have been hoisted at Savannah, Charleston, and other places on the coast, which indicates that "no quarter will be given to invaders, and no quarter will be asked."

The Steamer Osceola.

GEORGETOWN, S. C., November 10.—The wrecked Federal steamer Osceola has been overhauled, and several hundred barrels of potatoes and other vegetables have been secured. Her machinery will probably be saved.

Crossing the Potomac.

A report reached this city yesterday, says the Norfolk *Day Book* of Wednesday, that the Federalists have been crossing the Potomac, below Alexandria, for the last two days. This is probably intended as a flank movement on our batteries. We have nothing to fear, however, from this or any other movement they may make—believing, as we do, that come when and where they may, another Manassas awaits them.

From the Charleston Mercury of Monday.

The Invasion of the State.

We have not a word of authentic news from Beaufort. The report came over the wires yesterday that the place had been bombarded and burned. Late in the day we heard that the town was not burned, but that it had been occupied by the enemy. We cannot vouch for either statement. The regular news despatches from the scene of the invasion are, we presume, suppressed by military authority. Our special correspondents have sent us no despatches of late, so that we must be content to watch and wait.

Virginia Congressional Election.

The Richmond *Enquirer* says that the following results of the Virginia election for members of Congress seem to be pretty well ascertained:

Second District—J. R. Chambliss, of Greenville.
Third District—Ex-President John Tyler, of Charles City.
Fourth District—Roger A. Pryor, of Petersburg.
Fifth District—Thomas S. Bocock, of Appomattox.
Sixth District—John Goode, Jr., of Bedford.
Seventh District—James P. Holcombe, of Albemarle.
Eighth District—D. C. Dejarnette, of Caroline.
Ninth District—William Smith, of Fauquier.
Tenth District—Doubtful between Boteler and Hunter.
Eleventh District—John B. Baldwin, of Augusta.
Twelfth District—Fayette McMullen, elected.
Fourteenth District—Believed that A. G. Jenkins has been elected.
Fifteenth District—Robert Johnson, of Harrison.
Sixteenth District—Chas. W. Russell, of Wheeling.

No returns received from the First District, in which M. R. H. Garnett and John Critcher are the candidates.

The Congressional Election in North Carolina.

Our latest information, says the *Day Book*, from North Carolina is not sufficient to enable us to state positively the result in each Congressional District, but we submit the following statement as correct in at least six of the ten districts:

First District—W. N. H. Smith, of Hertford, elected without opposition.
Second District—R. R. Bridgers, of Edgecomb, elected without opposition.
Third District—Contest between C. R. Thomas, Thomas I. Falson, Owen R. Keenan, and F. D. Koonce. Mr. Keenan probably elected.
Fourth District—Thomas D. McDowell, of Bladen, elected without opposition.
Fifth District—A. H. Arrington, of Nash, elected over Josiah Turner, Jr., and A. W. Venable.
Sixth District—Contest between R. P. Dick and J. B. McLean.
Seventh District—Contest between Thos. S. Ashe, J. H. Headen, Hugh Waddell and S. H. Christian.
Eighth District—Wm. Lander, of Lincoln, elected without opposition.
Ninth District—H. S. Gaither, of Burke, elected without opposition.
Tenth District—Contest between A. T. Davidson, of Cherokee, and Wm. H. Thomas, of Jackson. Mr. Davidson probably elected.

From a letter received in Norfolk on Sunday, says the *Day Book*, we have been permitted to make the following extract:

"RALEIGH C. H., Va., Nov. 4, 1861.

"I have just returned from another scout which proved successful to us. We killed several of the enemy, and took fifteen prisoners, with many valuable horses. We visited several Union houses during the scout, and I laid in a large stock of bed quilts, woollen counterpanes, blankets and other necessary articles. I will not suffer for bed-clothing during the winter. I think that our whole force will be in Charleston in a week or two. I understand that Floyd killed and captured about 1,000 Yankees on yesterday—a pretty good haul for this late season."

From another letter, of a later date than the above, we learn that Gen. Floyd was on the eve of a march into Kentucky.

Fasting, Humiliation and Prayer.

In the Norfolk *Day-Book* of Wednesday we find published the proclamation of William W. Lamb, Esq., Mayor of Norfolk, notifying the citizens that Thursday, the 18th, had been set apart by President Davis to be observed as a day of fasting, humiliation and prayer, and enjoining them to observe the same.

Volunteer Contributions from the South.

The volunteer contributions from the South were being received in Richmond very rapidly, and amongst them were the following: Thus sum of $26,000 for the members of the Georgia forces, consisting of the Second, Eighth, Sixteenth and Seventeenth regiments of infantry; also, the sum of $27,000 for the regiments from the State of Mississippi, and provisions and other things, valued at $33,000, for the same command.

Blockade off Charleston Ineffectual.

The Charleston *Mercury* of November 11th declares the Federal blockade off that port ineffectual. Two large English merchantman had just succeeded in entering the port, and found no difficulty in doing so, especially as they did not see a single United States war vessel. Lord Lyons, the British Minister at Washington, had demanded of the Secretary of State that, under the circumstances, English ships should be allowed to enter and leave all the Southern ports without molestation.

The Confederate Ministers to Europe---The Departure of Messrs. Mason and Slidell.

From the Charleston Mercury, Nov. 2.

For some time past the papers of the interior have been indulging in sly hints as to the whereabouts of Messrs. Mason and Slidell. We have hitherto made no allusion to their movements; but, the causes which have induced our reticence being removed, we may now, without indiscretion, narrate the facts of their embarkation.

The Commissioners having resolved to make the venture of running the blockade of Charleston, after mature deliberation, selected for the experiment the staunch and swift little steamer Theodora, which was, therefore, got ready for sea with all despatch. The preparations having been completed, they embarked a little before midnight on Friday, October 11. The party of passengers who were starting on this very unusual and somewhat hazardous trip consisted of the following persons:

Hon. J. M. Mason, of Virginia; Mr. Macfarland, Secretary to Mr. Mason; Hon. John Slidell, of Louisiana; Mrs. Slidell, Miss Mathilde Slidell, Miss Rosine Slidell; Mr. Eustice, Secretary to Mr. Slidell; Mrs. Eustis, who is a daughter of Mr. Corcoran, the Washington banker, now in Fort Lafayette; Col. Le Mat, of Louisiana, the inventor of the grapeshot revolver, and two or three other gentlemen, whom it will be best, for the present, not to name.

The night was pitch dark, and about midnight a light rain began falling, which rendered the chances of being detected by the blockaders exceedingly slim.

At one o'clock on Saturday morning the hasty "good byes" and "God speed you s" having been said, the cables of the Theodora were loosened, and she glided down the harbor on her important mission. As the steamer passed Fort Sumter every light on board was extinguished, and away she went, right through the fingers of the blockaders, far out at sea.

On the evening of the 11th she reached Nassau in safety, where, had the opportunity been a favorable one, the commissioners would have disembarked; but, on inquiring, they ascertained that the English steamer connecting with that point touched at New York. However gratifying a sight of New York might have been under other circumstances, the commissioners determined in this instance to forego the pleasure.

So the Theodora left Nassau and steamed away towards Cuba. On the 16th instant, she arrived at Cardenas, where the commissioners landed. The news that a Southern steamer had arrived, with Messrs. Mason and Slidell on board, which was telegraphed from Cardenas to Havana, was scarcely credited at the latter place. But when, on the 17th inst., the Theodora came up the harbor of Havana, displaying the Confederate flag, the quays were immediately thronged with thousands of wondering spectators, and a most cordial and enthusiastic reception was given to the adventurous little craft. The Yankees in Havana were, as a matter of course, much disgusted at the welcome given to the Theodora. But, on the other hand, the ladies of Havana prepared a splendid Confederate flag for the steamer, which was presented to the Captain with appropriate ceremonies. The ladies of Matanzas also took advantage of the chance to send hither a splendid flag for the Hampton Legion.

The steamship Columbia, formerly a Charleston vessel, but now in the armed service of the Yankees, was, at the time, in the harbor of Havana.—Luckily, however, she was not ready to put to sea. Her consort, the Keystone State, had gone to New York with a Southern steamer, loaded with a valuable freight of arms and munitions, and which unfortunately had been captured while endeavoring to make the run to Tampa, Florida.

So the Theodora left the friendly port of Havana unmolested, and with a freight of coffee, sugar, saltpetre, sulphur, acids, lead, iron, shot, block tin, &c., ran quietly in ——, we won't say where—bringing a number of Charlestonians, who had reached Havana from Southampton, about the time the Theodora made her appearance.

It is ascertained that the Yankees keep a fast yacht constantly plying between Key West and Havana, simply for the purpose of gaining intelligence of our naval movements.

The Theodora is a private vessel, and is unarmed.

The Union Prisoners of War.

From the Charleston Mercury, Nov. 2.

Charleston was somewhat startled from its serenity on Wednesday afternoon by the passage through the streets of the captive Bull Runners who, for some time past, have been quartered at Castle Pinckney. The steamer John A. Moore, containing the prisoners, their effects, and the guard of Zouaves, reached the wharf about 4 o'clock. After some time spent in packing the baggage of the Yankees in wagons, the line was formed and moved rapidly, to the tap of the drum, through East Bay, Cumberland, Meeting and Queen streets, to the former commodious quarters of the prisoners.

Along the whole line of march, the streets were thronged with a motley crowd of people, juveniles and darkies. Great eagerness was expressed to see the officers, especially Colonel Corcoran, late of the New York Sixty-ninth regiment. The privates were indeed a sorry-looking set, but seemed in quite a good humor, and many of them carried along on their shoulders their chairs, chess-boards and other similar conveniences, which they had extemporized during their stay at Castle Pinckney.

One of the prisoners who marched among the officers was recognized as the itinerant vender of "Magic Oil," who, a year or two ago, used to frequent the post-office steps and other well known localities. He has now turned his elocutionary powers to better account, and officiates, or did officiate, as chaplain of a Yankee regiment.

We understand that the prisoners were removed from Castle Pinckney in order that that post might be put to a better use.

A Spanish Steamer in Distress.

From the Charleston Mercury, Nov. 2.

The late Southeast gale has done considerable damage on the coast. Capt. Reynals, of the Spanish steamer Nuestra Senora de Regla, arrived here yesterday from Georgetown, S. C. His steamer was from New York bound for Havana, where she is intended for a ferry-boat, and she has suffered from the late stormy weather, having been ashore near Ocracoke, N. C., and has put into Georgetown, S. C., with machinery disabled and vessel somewhat injured. Her captain informs us that she is a new and powerful boat of three hundred tons. Captain R. has come here to see after having his vessel properly repaired and to consult the Spanish Consul.

From the Charleston Mercury, Nov. 2.

Defences of Charleston Harbor.

In view of the especial malignity exhibited by the North towards the Palmetto State, in general, and towards Charleston in particular, we are happy to announce that all our defences are now in perfect order, and that General Ripley is ready, if not anxious, to give the invaders a warm reception.—Yesterday the families residing on Sullivan's Island received notice to remove. In the event of an attack they might have greatly embarrassed our forces. We also hear, on good authority, that a series of obstructions, of a somewhat unusual character, have been placed across the harbor entrance. We don't envy the occupants of any hostile vessel that, entangled in these obstructions, may be subjected to the cross-fire of the big columbiads, Dahlgrens and rifled guns of the batteries of forts Moultrie and Sumter.

The Militia Called out in North Carolina.

From the Charleston Mercury, Nov. 2.

In view, probably, of the expected visit of the Yankee armada, General Anderson, Commander of North Carolina Coast Defences, has called on the authorities for the assembling of the militia of Brunswick county at Smithville, and of New Hanover at Wilmington, without delay. Every man is requested to bring such arms and ammunition as they can procure, and come quick.

Confederate Account of the Fight at Port Royal---The Battle Commenced and the Enemy Driven Back---Excitement in Beaufort.

Correspondence of the Charleston Mercury.

BEAUFORT, S. C. Nov. 5.—Yesterday morning the steamer Edisto, from Savannah, arrived here and brought intelligence of there being twenty-eight vessels of war off the bar. The steamer Cecile, from Savannah, arrived afterward, bringing intelligence of there being some additional, in all thirty-two, vessels of war.

Brigadier General Drayton and suite left immediately for the scene of action, and you may imagine the excitement of the people—the steamer Cecile crammed full with freight, baggage and passengers for Charleston—men, women, children and servants.

This morning, at ten minutes past seven o'clock, the first gun was fired from the enemy, or by our forces, I could not learn which. This continued at intervals for about an hour or so, then came some rousers which shook the houses and rattled the cups and tin pans, and continued very briskly for some minutes, until about forty-five minutes past nine. Since then no more firing has been heard.

The General Clinch has returned, after landing stores for the troops at Hilton Head and Bay Point, and reports that two large ships followed Commodore Tatnall's little fleet in, throwing shell and shot at them during the chase. They were answered from the little fleet briskly. The Yankee ships continued the chase, and were over the bar.

When abreast of our batteries, we opened on them, raking one fellow fore and aft, and disabling the other. They quickly retreated, following the old adage, "discretion was the better part of valor." I presume they have not again tried it, which accounts for no more firing being heard. They may probably try it to-night at high water.

A negro came up from Bay Point, and says that the little steamers under Com. Tatnall fired well, and that the big steamers got the devil from "Master's battery."

FIVE O'CLOCK, P. M.—Heavy guns heard occasionally. Some more negroes from Bay Point report Mr. Wm. Elliot and Mr. Murdoch slightly wounded from shells bursting over the fort.

Where are DeSaussure's and Edwards' regiments and Martin's cavalry? They ought to be here.

HALF-PAST EIGHT, P. M.—Heavy firing still going on. No news from any of the posts since five P. M.

The *Courier* of the 7th contains the following despatches:

The Firing at Hilton Head.

HILTON HEAD, NOV. 5—P. M.—The Hessian fleet attacked and engaged our batteries here about forty-five minutes past ebb tide, and have gone out of range. One of the steamships has been reported hit and has hauled off, and a large steamer appears to be aground since Monday. Thirty-three of the fleet are now seen off this point.

The Fleet off Port Royal.

RICHMOND, Nov. 5.—The War Department has received intelligence to the effect that forty-two vessels of the Hessian fleet were in line-of-battle off Port Royal to-day.

TOO MUCH OF A GOOD THING.—A clergyman in New York recently preached to prove that the present war, with all its horrors, was undoubtedly a great blessing to the American people, and made a pretty strong case of it, but when he came to the closing prayer no one could doubt the sincerity of his petition that "this great national calamity may come to an honorable and speedy termination." It was clear enough that the orator thought there might be "too much of a good thing," after all.

THE NASHVILLE AT BERMUDA.—A private letter received by a merchant of this city, from Bermuda, by the brig Peerless, relates that the Confederate steamer Nashville was at St. George's, Bermuda, on the 28th of October, taking in coal.—*New York Post, Nov. 13.*

MARRIED.

At Philadelphia, on Tuesday evening, November 12th, at the Swedenborgian Church, by the Rev. Edmund A. Beaman, SANFORD P. CAMPBELL to MARY A., daughter of Andrew Keyser, Esq., of Philadelphia.

On Wednesday morning, 13th instant, at St. Stephen's Church, by Rev. J. D. McCabe, B. D. VERNON COMPTON, Esq., to Miss MARY JULIA CARR, all of Anne Arundel county.

At Kilicott's Mills, on Tuesday afternoon, November 12th, by Rev. Dr. I. J. Martin, JONATHAN MILLER to Miss SARAH ELLEN LEMMON, eldest daughter of David Lemmon, all of Howard county.

DIED.

On the 12th instant, after long and painful illness, which she bore with Christian fortitude, Mrs. MARGARET MILLER, beloved wife of Jacob Miller, aged 51 years, 4 months and 12 days.

On the 12th instant, ISAAC CROUSE, in the 42d year of his age, formerly of Taneytown, Carroll county.

KINDLING WOOD! KINDLING WOOD!! SAWED AND SPLIT WOOD OF ANY SIZE. At Office of City Steam Fire Wood Mill, No. 3 NORTH STREET. JAS. H. JOHNSON a10

S. T. CHURCH, M. D., DENTIST, having no longer any connection with the Baltimore Dental College, is prepared to devote his whole time to his profession. Office No. 39 N. Charles street, Marble Building. n9-2w*

LADD, WEBSTER & Co.'s TIGHT-STITCH SEWING MACHINES FOR FAMILIES AND MANUFACTURERS No. 131 BALTIMORE STREET Between Calvert and South streets o24-tf

FRESH SMOKED SALMON Buckwheat 75 and 88 cts. per bag. Fresh Roll Butter, Weekly. Superior Cheese 12½. Pecan Nuts, Brandy Peaches. Gilliflower Apples, Cranberries. Nice Mackeral in Kit, $1.75 and $2.25. And Groceries Generally. For sale by W. H. MCLEAN, 52 N. Charles street.

WILLIAM F. OWENS, 205 BALTIMORE STREET, Has just received a NEW, CHOICE, and COMPLETE assortment of FALL AND WINTER FURNISHING GOODS FOR GENTLEMEN. Cartwright & Warner's celebrated English Merino UNDER-SHIRTS AND DRAWERS. Scotch Wool, Red and Shaker Flannel Goods of every size and quality. SHIRTS MADE TO ORDER by our improved pattern, and warranted to fit. o17-tfr

DANSKIN & CO., NO. 155 BALTIMORE ST., NEAR CALVERT, MAKE SHIRTS TO ORDER, AND KEEP A FULL ASSORTMENT READY MADE GENTLEMEN WHO WANT A REALLY GOOD SHIRT, WILL FIND IT AT THIS ESTABLISHMENT. ALSO, GENTLEMEN'S FURNISHING GOODS IN GREAT VARIETY. DANSKIN & CO., 155 BALTIMORE STREET. mh11-tf

BALTIMORE COAL COMPANY'S COAL. REDUCTION IN PRICE. I am now receiving regularly my supplies of this celebrated COAL, and am enabled to offer it to consumers at very LOW PRICES. In view of the present unsettled state of affairs, and the possibility of shipments being cut off, I would recommend consumers of Coal to lay in their supplies at once. As no Cumberland Coal is now coming to this market, I would recommend the use of my Coal as a substitute for steaming and other uses. I shall keep a large supply constantly on my wharf. R. W. TYSON, Sole Agent, No. 33 Second street. For the quality of the Baltimore Company's Coal for steaming purposes, I respectfully refer to the following parties: Messrs. Dougherty, Woods & Co., Baltimore Steam Sugar Refinery; Samuel T. Pearce, Esq., Agent Cromwell's Line Steamers; A. L. Higgins, Esq., Boston Line Steamers. Messrs. H. Abbott &