THE MARYLAND NEWS SHEET.

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SEE FOURTH PAGE.

WAR AND OTHER NEWS.

In the Senate of the United States, another confiscation bill—the third of the kind—was introduced and referred. A resolution was introduced to authorize the President, at his discretion, to discharge any officer from the service for incompetency or any other cause. The resolution being objected to it lies over under the rule. A bill was also introduced to authorize the construction of an iron-clad ram, iron-clad gunboats, and the completion of the Stevens' battery. The bill appropriates for the ram one million of dollars; for the gunboats thirteen millions; seven hundred thousand dollars for the completion of the battery, and seven hundred thousand dollars to aid in perfecting the machinery for making iron plates. A bill was subsequently introduced to authorize the President to apply to this purpose the money appropriated for fortifications by the act of July 20th, 1861. The case of Senator Powell was then taken up and the resolution of expulsion was negatived by a vote of 11 yeas to 28 nays.

In the House of Representatives the resolution of thanks to Commodore Foote, and the officers and men under his command, which passed the Senate, were introduced, and their immediate passage urged on the ground that Commodore Foote was to attack the fortifications at Island No. 10 in the Mississippi river yesterday, and it would be some satisfaction to know, if he were killed, that the thanks of Congress were given to him on the day of his death. The resolution was accordingly passed. A resolution was adopted, calling upon the Secretary of War for a list of all the officers and men of the army of the Potomac who have been killed, or have died of their wounds since the 4th of March, 1861, and also a list of those discharged, and the reasons therefor. The consideration of the Tax bill was then resumed, in Committee of the Whole, and finally the Committee rose and reported the bill to the House without coming to any conclusion with regard to the bill.

Great apprehensions for the safety of Burnside are said to be felt at Washington, and are freely expressed in the Northern journals. The New York *Post*, in an article published yesterday, acknowledges that the fears in regard to Burnside and his command are oppressively felt. The *Tribune* also devotes an article to the same subject, and after stating the vague and conflicting rumors which are afloat in regard to the Confederate forces assembling in the rear of Norfolk, and speculating upon the probable destination of a portion of the troops that have fallen back from Manassas, is of opinion that the aspect of affairs, so far as Burnside is concerned, is very unsatisfactory. The *Tribune* argues that it is quite possible for the Confederates to accumulate a force in his rear which might prevent his retreat to the gunboats, if, as was apprehended, he had left Winton and was on his way to Suffolk; under such circumstances, it is admitted that "the surrender of his whole force would be inevitable." The entire silence in regard to movements in that quarter certainly gives color to the belief that he must either have been forewarned of his danger and have fallen back, or that some serious disaster has happened to himself and his command.

Some five or six new locomotives have been sent on from Boston, to be used on the Baltimore and Ohio Railroad, which, according to the Northern journals, is to be reopened to travel in a few days.

The second iron-clad steamer, built at Greenpoint after the pattern of the Monitor, will be ready, it is said, in all this month.

The movement, which is now about to take place from Cairo down the Mississippi, has been retarded, according to the Cairo correspondent of the New York *World*, in consequence of the difficulty of obtaining pilots, no less than four pilots having been killed on the Tennessee and Cumberland rivers by shots passing through the pilot house. Two others, it will be recollected, were scalded to death on board of the gunboat Essex, by steam entering the pilot-house, from which there was no mode of escape. The loss of six river pilots has induced Com. Foote to have the pilot houses protected by additional casings of wood and iron.

The Washington *Republican* states the plan of campaign in the South West, to be to flank Memphis by seizing, by way of the Tennessee river, the Memphis and Charleston railroad.

The Norfolk *Day Book* publishes the Southern account of the exploits of the Merrimac—or the Virginia as she is now called—in the waters of Hampton Roads. The details do not differ materially from those previously received from Fortress Monroe, except, as might be expected, in the amount of damage done by the Virginia, both on the Federal vessels and at Newport News, and also in the larger estimate of the *Day Book* as regards the number of killed, wounded and drowned on the Federal side. The loss is stated to be "exceedingly large," from six to twelve hundred. The scene on board of the Congress is described as "heart sickening." Of the five hundred on board of the Cumberland it is supposed that "not over a hundred escaped." On the Confederate steamer Virginia, but two are said to have been killed and eigh wounded. Among the latter were Captain Buchanan and Lieut. Minor, but their injuries ar represented as "but slight." The total loss of the Confederates on all of the vessels engaged is et down at but seven killed and seventeen wounded. An exceedingly graphic description of the great naval duel between the Virginia and the Monitor is given by the editor of the *Day Book*, who appears to have been in the Roads, and to have watched, from on board the Confederate steamer Harriet, the eddying current of the fight. It is a remarkably clever piece of word painting; and from the interest that has been thrown around this, the first combat that has ever occurred between iron-clad ships, will doubtless be read with unusual interest. As regards the damage done to the Virginia—Merrimac—during her protracted encounter with all the vessels off Newport News, the batteries at that point, and with the Monitor, the *Day Book* is discreetly silent. We only learn from that source that a ball disabled one gun by chipping off a piece of the muzzle nine inches long; but we learn from the official report of Capt. Ap Catesby Jones that the prow of the Virgina was bent, and a portion of the iron sheathing damaged.

The latest despatch from Fortress Monroe reports all quiet there. The Merrimac is said to be undergoing repairs.

From Washington we learn that the relations of the United States are now entirely free from apprehensions of foreign disturbance. Brigadier Gen. McDowell has been confirmed by the Senate a Major General of volunteers.

An encounter took place yesterday near Strausburg, between a foraging party of Federal cavalry, supported by some Wisconsin volunteers, and a party of Ashby's cavalry, in which three of the latter are said to have been killed. The Federal cavalry are reported to have lost none. The Winchester is good order and unharmed, followed by the confederate cavalry. General Jackson is announced to have been at Middletown, five miles north of Strausburg yesterday; Ashby's cavalry covering the rear of his forces.

A telegram from General Halleck announces that New Madrid has been captured by the Federal troops. No particulars are given.

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LATEST NEWS.

TELEGRAMS.

FROM EUROPE.

Arrival of the Steamer Africa.

LORD JOHN RUSSELL'S LAST DESPATCH ON THE BLOCKADE.

NEW YORK, March 14.—The steamer Africa has arrived from Liverpool with dates to the 1st instant.

Gibraltar advices say it was the Lieutenant, not the Captain, of the Sumter who was arrested.

The final official despatch of the British Government relative to the blockade has been published in the papers. Lord Russell to Lord Lyons, dated February 15, says: "Information shows us that notwithstanding the presence of a sufficient blockading force off Charleston and Wilmington, various ships have eluded the blockade. Government are of the opinion that if sufficient ships are stationed at ports to prevent access, or to create evident danger to vessels leaving or entering, and provided such ships do not voluntarily permit violations of the blockade, the fact that various ships may have successfully escaped will not of itself prevent the blockade from being effective. Adequacy of force being always a matter of fact and evidence, a neutral State ought to exercise the greatest caution with reference to a disregard of a *de facto* blockade, and ought not to disregard it except when it entertains a conviction shared by other neutrals, that the power of the blockade is abused by a State either unable to institute or maintain it, or unwilling, from some motive or other, to do so."

In answer to an inquiry Lord Russell said there had been no formal communication with foreign Governments. The representatives of France and other Powers had from time to time asked him what the British Government intended to do, but he had referred them to his despatch to Lord Lyons.

Lord Russell was also understood to say that he had received word from Lord Lyons that Mr. Seward had informed him that no more stone-ships will be used.

In reply to inquiries relative to the withdrawal of American cruisers from the coast of Africa, Lord Palmerston said representations had been made at Washington on the subject, but the belligencies of the war occasioned a withdrawal. He admitted it was not a satisfactory answer to say that the cruisers had been withdrawn, when the object of the withdrawal was to accomplish something quite as injurious to commerce. As to British vessels being allowed, in the absence of American vessels, to ascertain the nationality of vessels, that could only be done by consent of the Senate.

Mr. Milner Gibson, in reply to an inquiry, said that Government had entered into negotiations relative to the Atlantic telegraph. The American Government had expressed in general terms a wish that by some means or other telegraphic communication would be established.

Prince Napoleon, in the Senate, made a speech, demanding that the French troops should evacuate Rome.

A committee of the Prussian Chambers of Representatives have passed resolutions recognizing the Kingdom of Italy.

VIENNA, March 1.—The journey of the Archduke Maximilian to Paris and London has been postponed.

TURIN, March 1.—It is rumored that the Ministry have resigned, but the King has not accepted their resignations.

MADRID, March 1.—According to the advices from Tangiers, the Lieutenant of the Sumter has been released. Federal ships are watching the Sumter, which remains stationary at Gibraltar.

THE LATEST VIA QUEENSTOWN.

POPULAR DEMONSTRATION AT ROME.

ROME, February 28.—There was an imposing popular demonstration on the 26th at the Carnival. The Corso was empty, but the Forum, Colisseum and Botanical Gardens were filled. The police were obliged to remain inactive.

PARIS, March 2.—The discussion in the French Chambers has excited the greatest interest. Prince Napoleon asked the suppression of the temporal power of the Pope. Gyerronier, a known confidant of the Emperor, spoke in favor of the temporal power. The Ministry declared that they will explain the policy of the Government on a future occasion.

COMMERCIAL INTELLIGENCE.

LIVERPOOL, Saturday.—Cotton closed quiet and unchanged—sales to day of 7,000 bales, including 3,000 to speculators and exporters.

Breadstuffs are dull. Wheat is quiet, but steady.

Provisions are steady, but unchanged, except that Bacon and Pork are rather easier to purchase.

Consols closed at 93¾@93¾.

American Securities—

FROM WASHINGTON.

Iron-Clad Steam Vessels and Batteries.

WASHINGTON, March 14.—The bill introduced by Senator Hale, from the Committee on Naval Affairs, to-day, provides for the construction, under the direction of the Secretary of the Navy, of an iron-clad steam vessel of not less than five or six thousand tons burden, and of great speed and strength, to be used only as a ram, for which purpose one million dollars will be appropriated; also $13,000,000 for the construction of iron clad gunboats, and $783,000 for the completion of the Stevens battery, and half a million for extending the facilities of the Washington navy yard, so as to forge and roll plates for the armored ships.

The bill was referred to the Naval Committee of which Mr. Hale is chairman. It is the freely expressed opinion of members of Congress, many of whom had heretofore opposed the completion of the great naval structure, the Stevens battery, that the bill will pass without objection or alteration, unless some clause be introduced requiring it to be finished by a certain date. The new interest attached to iron-heathed vessels has called an amount of attention to the Stevens battery likely to result in the conclusion by scientific men and experts that Mr. Stevens' plan is not only the original of mail-clad vessels, but that his battery is superior to any application of the same principle in this or any other country.

Executive Session of the Senate.

WASHINGTON, March 14.—The Senate was in Executive session for an hour and a half to day, the result of which was the confirmation of Brigadier General McDowell as Major-General of Volunteers.

Our Foreign Relations.

WASHINGTON, March 14.—The relations between the United States and foreign nations are now entirely free from any apprehension whatever of disturbance. The tone of all the correspondence is conciliatory and amicable. It is considered that the British as well as the French ministry is evidently gaining strength, owing to the discountenancing of sympathy with the secessionists.

Items from the Virginia Side of the Potomac.

WASHINGTON, March 14.—The Provost Marshal of Alexandria to-day closed all the drinking houses and all the stores of the sutlers who have been selling liquors.

A number of itinerant speculators went to Fairfax Court House yesterday and took possession of vacant stores to commence business. The Provost Marshal, however, promptly ejected them.

Yesterday evening a number of dwellings in the neighborhood of Centreville were wantonly burned by some of our soldiers.

THE LATEST FROM FORTRESS MONROE.

(*Telegraphed to the Associated Press with the Approval of Gen. Wool.*)

Rebel Tugboats Reconnoitering—No Signs of the Merrimac—Arrival of Federal Gunboats.

FORTRESS MONROE, March 14, P. M.—All continues quite here.

Two Rebel tugs were seen off Sewall's Point this forenoon making a reconnoissance. There have been no signs of the Merrimac.

The weather is foggy and wind Northeast, with indications of a storm.

The United States gunboats Uncas, Currituck and Sachem have arrived here.

The name of Capt. Davis, late Provost Marshal at this post, was erroneously published in Wednesday's despatch.

GENERAL HALLECK'S DEPARTMENT.

Important from the Mississippi River—A Battle at New Madrid Supposed to be in Progress.

CHICAGO, March 13.—A special despatch from Cairo to the *Times* says:—Heavy cannonading was heard to day in the direction of New Madrid. The steamer Lake Erie No. 2 says the firing was very distinctly heard at Columbus from 4 to 10 o'clock this morning.

[LATER.]

Another Important Success—New Madrid is Ours.

WASHINGTON, March 14—11 P. M.—President Lincoln has just received a message from Brigadier General Strong, saying "New Madrid is ours."

Retreat of the Rebels from New Madrid.

CAIRO, March 14.—The rebels have evacuated New Madrid. They left last night, leaving behind a quantity of guns and stores, which they were unable to carry away.

Some fighting took place yesterday between the enemy's gunboats and our siege batteries, in which we lost 20 killed and wounded. A shot from one of their guns dismounted one of our 24-pounders, killing four or five men.

Captain Carr, of the 10th Illinois, was killed on Wednesday night whilst placing pickets. The loss of the enemy in the engagement of yesterday is not known as they carried off their dead and wounded in their boats. They were supposed to number 6,000 men.

Island No. 10 is reported to have been also evacuated.

From Winchester.

WINCHESTER, March 13.—This afternoon, while a party of 26 of our cavalry were foraging on the Strausburg road, three miles distant, they came upon a large barn, bearing evidence of having recently been occupied by Col. Ashby's men. While our trains were loading with hay, about 200 of Ashby's men came near and threw out two companies to skirmish. Our men covered the departure of their teams and prepared to resist an attack, which was finally commenced. At length, six Wisconsin pickets came up, and with their rifles killed two of the enemy. One of our cavalry dashed upon the enemy amid a shower of bullets and killed one Rebel with his pistol. The enemy made no effort at a charge, but gradually advanced as our men fall back to town in good order and unharmed.

It is a notable fact that for several months the inhabitants of this section have been entirely without coal, and with but limited means of transporting other fuel into the town. The gas works at Martinsburg, Charlestown and Winchester are closed for want of stock.

The cars which left here to-day for Harper's Ferry only reached Halltown, four miles this side of that point, owing to the previous destruction of the bridge there.

There have been no movements of importance to-day. General Jackson was in person at Middletown this morning, five miles north of Strausburg. Ashby's cavalry are hanging in the rear of Jackson's retreat.

Late from Nashville—Efforts to Re-Open Trade.

Colonel John A. Logan arrived here to-day from Fort Donelson on the steamer G. W. Graham, which returned this afternoon from Nashville. A large number of St. Louis merchants, who went up on her with goods for sale, have returned, some having sold their goods at a sacrifice.

Bank bills of the loyal States and specie are a scarcity. Every shop-keeper there is getting Treasury notes, which are eagerly sought for. Southern bank bills, especially those of Tennessee, are abundant. The people of Nashville, however, are rapidly being convinced of their worthlessness.

Anxious inquiries were made for cotton, turpentine and rosin, and although specie was offered, nothing of the kind could be had except some 200 bales of cotton shipped by a resident of Nashville on his own private account.

Iron-Clad Steamers for the Harbors of Mass.

BOSTON, March 14.—The House to-day unanimously adopt d an order authorizing the construction of one or two iron-clad steamers, on the plan of Capt. Ericsson's "Monitor," for the protection of the harbors of Massachusetts.

[*Reported for the Maryland News Sheet.*]

PROCEEDINGS OF THE BALTIMORE CONFERENCE OF THE METHODIST EPISCOPAL CHURCH.

NINTH DAY.

Conference met at nine o'clock at Light Street Church, Bishop Janes presiding. The usual religious services were conducted by Rev. W. T. D. Clemm.

Upon motion of Mr. Phelps the Bishop was directed to appoint a Tract Agent, with the condition that the Conference be not responsible for his acts or for his support.

The report of the Committee on the Tract Cause was presented and adopted.

The following statistics were read to the Conference: Number of white members 12,411; probationers, 653; local preachers, 119—total 13,183. Number of colored members, 10,125; probationers, 370—total 10,495. The following are the statistics of last year from the churches not reported this year. Number of white members, 13,512; probationers, 1,053; local preachers, 90—total not reported, 15,571. Number of colored members, 3,034; probationers, 254—total, 3,288. Aggregate total of white members, 28,753; colored members, 13,783. Decrease in white membership, 1,299; decrease in colored membership, 48.

The Bishop announced that he had made the following appointments:

To Examine Candidates for Admission on Trial—David Thomas, B. Parton Brown, M. L. Hawley.

First Year—C. Parkinson, J. H. Ryland, F. S. Cassady.

Second Year—B. N. Brown, J. A. McCauley, Wm. Krebs.

Third Year—Wm. Hirst, W. T. D. Clemm, A. S. Hank.

Fourth Year—L. F. Morgan, J. Thrush, C. A. Reid.

Trustees of Baltimore Female College—William Hamilton, J. Baer, S. V. Blake, E. D. Owen.

Managers of the Preachers' Aid Society—Wm. Hamilton, W. B. Edwards, T. A. Morgan, J. A. McCauley, Thomas Sewall, G. C. M. Roberts, J. W. Carter, Hon. W. Daniel, H. W. Drakeley.

Conference Stewards—T. H. W. Monroe, J. W. Statt, C. A. Reid.

Committee on Memoirs—S. V. Blake, F. S. Cassady, T. T. Wyeang.

Committee on Sunday Schools—H. C. Westwood, Isaac P. Cook, J. L. Gilbert, C. H. Lane, C. A. Reid, W. M. Berkeley.

Tract Cause—J. M. Green, J. N. Davis, J. M. H. Lamson.

Executive Committee on Missions—M. Gehegen, W. M. D. Ryan, T. T. Wyeang.

Visitors to Literary Institutions.—Dickinson College—Wm. Sewall, B. P. Brown. Baltimore Female College—W. B. Edwards, W. T. D. Clemm.

To Preach Missionary Sermon—J. A. McCauley.

On motion of Mr. P. Brown, the Bishop was authorized to appoint the Trustees of the Wesleyan Female Institute, located at Staunton, Va., during the interval of the Conference.

Mr. N. J. B. Morgan moved that the Bishop who may preside at the next session of the Conference be requested to preach an opening sermon upon the moral and social work.

On motion, was designated to be observed as a day of fasting and prayer throughout the bounds of the Conference.

Mr. Phelps moved that the thanks of the Conference be tendered to the efficient Secretary, Dr. W. B. Edwards, and his assistant, W. F. Ward and H. C. Westwood. Unanimously carried.

The thanks of the Conference were also unanimously voted to Rev. Dr. Hamilton for his sermon on the death of Rev. Joshua Wells.

Mr. J. L. Gilbert moved that the thanks of the Conference be tendered to the representatives of the city press for their accurate and impartial report of the proceedings of the body.

Mr. E. P. Phelps seconded the motion, and suggested a rising vote, which was given.

The Bishop said he thought this action on the part of the Conference was well deserved.

On motion of Mr. Monroe, the cordial thanks of the Conference were tendered to Bishop Janes for the ability and impartiality displayed by him during the session of the body.

The Secretary then read the minutes of the business of the morning, which were approved.

The Bishop then said that the 712th hymn would be sung, after which prayer would be offered up by Mr. Hirst, then closing his official connection with Light Street Church.

After these exercises the Bishop read the list of appointments, prefacing the reading with a few appropriate remarks. The appointments are as follows:

Baltimore District—N. J. B. Morgan, Presiding Elder.

Baltimore City Station—Light street—Thomas Sewall. Futapsco street—S. Gohegen. Madison Avenue—H. C. Westwood. Spring Garden—S. M. Dickson. Charles street and Courtland street—L. F. Morgan and W. F. Ward. Wesley Chapel—J. A. McCauley. Fayette street—Dr. W. B. Edwards. South Baltimore—T. A. Morgan. Columbia street—S. V. Blake. Union Square—Wm. Hamilton. Franklin street—E. D. Owen and T. Myers. Hanover street—H. McNemar. Frederick Avenue and Fair View—To be supplied. Seamen's Bethel—W. H. Laney. City Mission—To be supplied. Sharp street and John Wesley—C. C. Crobia. Asbury and Orchard street—J. M. Green. Baltimore Circuit—D. Thomas and S. H. Cumings. Summerfield Circuit—John Baer and John W. Cornelius. Western Circuit—M. L. Hawley, one to be supplied. Annapolis—John H. Ryland. South River—Wm. Kirby and J. H. Swope. Calvert—John W. Starr, one to be supplied. John W. Ball—Chaplain to the Fifth Maryland Regiment.

Agent to the Colonization Society—P. D. Lipscomb.

Virginia District—J. Lanahan, Presiding Elder. Alexandria—C. A. Reid, J. H. M. Lemmon. Jefferson and Berryville—T. T. Wyseng. Harper's Ferry and Shannondale—G. Feelemeyer. The other preachers of the District not being present at Conference, their appointments were not announced; but will be forwarded to them.

Washington District.—E. P. Phelps, Presiding Elder. Washington City—Foundry—W. Hirst. Wesley Chapel—B. P. Brown. East Washington—T. H. W. Monroe. McKendree Chapel—W. M. D. Ryan. Union—J. Thrush. Ryland and Goshen—J. W. Hoover. Waugh—B. N. Brown. Fletcher and Providence—J. N. Davis. Georgetown—W. H. Chapman. West Georgetown and Zion—J. [illegible]. Tenallytown—To be supplied. Pasapco—T. D. Clemm. Patapsco Circuit—A. S. Hank, Ethelbert Shipley. Howard—W. Prettyman. Montgomery—S. V. Howard—W. Baer. Rockville—F. S. Cassiday, J. R. Effinger. Patuxent—H. C. McDaniel, W. K. Boyle. Melville—A. J. Porter. Bladensburg—C. Parkinson. Charles—A. B. Dolly, G. F. Zimmerman. Woodville—R. R. Murphy. St Mary's—J. W. Wolff, one to be supplied. U. S. Penitentiary—H. N. Sipes, Chaplain.

After which the doxology was sung and the benediction pronounced by the Bishop.

From the New York World.

THE MONITOR.

Captain Ericsson sends us the following statement in reference to what appeared in our columns yesterday concerning the success of the Monitor at sea:

The Monitor's deck is composed of planking seven and a fourth inches thick, spiked to deck beams of oak ten inches square, placed only twenty six inches apart. No deck has ever been caulked more carefully; 214 days' work were expended in the operation; 2,000 pounds of oakum and two and a half barrels of pitch were consumed. On the deck thus carefully caulked were spread 1,612 sheets of thick tarred felt, upon which again two thicknesses of iron plating, one inch thick, was fastened with upwards of 7,000 blunt bolts three-fourths of an inch in diameter. There is not another structure afloat with a deck so perfectly water-tight. The leaks observed during the passage of the Monitor were caused by the numerous openings in the deck, which had been closed in quite a temporary manner, although they are all provided with strong iron covers, accurately turned and planed. The trunks around the smoke-pipe, gratings, and ventilating openings were applied experimentally, and form no part of the equipment of the vessel in action. Experience has now proved that these trunks, employed only during a sea voyage, should be quite high, to prevent water from dashing in during heavy weather. The ventilation of the vessel would have been perfect but for the sea partially breaking over the trunks of the ventilating gratings. Those latter were four feet high, those over the smoke-pipe gratings, before alluded to, were six feet high. Both will, for the future, be made of sufficient height to keep the sea out during rough weather.

J. ERICSSON.

New York, March 13, 1862.

The Secretary of the Treasury has ordered the lighthouse to be re-established at Hatteras Inlet.

FROM THE SOUTH.

THE CONFEDERATE ACCOUNT OF THE GREAT NAVAL ENGAGEMENTS OF SATURDAY AND SUNDAY LAST.

From the Norfolk Day Book, March 10.

The James River Blockade Opened—Two Yankee First-Class Frigates Destroyed—The Rated Cumberland Sunk—The Congress Burned to the Water's Edge—The Minnesota and St. Lawrence Aground—Great Success of the Confederate Iron-clad Steamer Virginia—Large Number of Yankees Shot and Drowned, etc., etc.

At a quarter past eleven o'clock on Saturday, the iron-clad steamer Virginia cast loose from her moorings at the Navy Yard and made her way down to Hampton Roads, towards the blockading fleet lying off Newport News. She reached their neighborhood, after some detention at the obstructions below, at two o'clock. Here she found the two first-class sailing frigates Cumberland and Congress. With a determination to pay her respects to the Cumberland first, the Virginia bore down for that vessel, and while passing the Congress she gave her a broadside by way of a salute. Her operations on the Cumberland were performed in the short space of fifteen minutes' time, at the end of which the Cumberland sunk just where she had been lying.

The Virginia, on approaching her, and getting within point-blank range, fired her bow gun several times, and ran into her, striking her fairly with her ram, which made her reel to and fro and sent her speedily to the bottom, but while going down, we understand, the after gun of the Cumberland was discharged at the Virginia, with what injury we know not. The object in first getting rid of the Cumberland was probably to destroy the very heavy armament which that frigate carried, it being the *heaviest in the Yankee navy*. The officers and crew of the Cumberland made their escape as best they could, many of them being captured by our gunboats. The wounded on board, it is believed, went down with the vessel.

The Virginia next turned her attention to the Congress, which vessel it is said gallantly resisted her inevitable fate for nearly an hour, but finally, finding the ship rapidly sinking, she hauled down her colors and made for the beach, where she was run as high aground as possible. Her officers and crew were taken off by our gunboats, and while she had her flag of truce hoisted and was being relieved of her killed and wounded by our boats, the Yankees on shore at Newport-News, disregarding the flag of truce, with Minie muskets fired into her and killed several of their own men and slightly wounded in the arm Mr. John Hopkins, one of our pilots attached to the Beaufort.

While the Virginia was engaged with the Congress with her bow gun, she poured broadside after broadside into the shore batteries of the enemy at Newport-News. One discharge from the bow gun of the Virginia, says one of the prisoners, capsized two of the guns of the Congress, killing sixteen of her crew and taking off the head of a Lieut. Smith, and literally tore the ship to pieces. The enemy seemed entirely unaware of our intention to attack them, and, it is said, were so completely lulled into security, that the Virginia had got down to Sewall's Point before they took the alarm. While the engagement was going on between the two frigates and the Virginia, the enemy's steam frigate Minnesota put out from Old Point to their assistance. She laid well over towards Newport-News, but not entirely out of the range of our batteries on Sewall's Point, which opened on her, with what effect we are unable to say, but she replied to them without any damage whatever. The Minnesota got aground when within a mile or two of Newport-News Point. There she stuck, unable to get off, while the Confederate steamers Patrick Henry and Jamestown peppered her with their batteries, while the Virginia was attending to the shore batteries at Newport-News.

The frigate St. Lawrence then came up to the assistance of the Minnesota, and she also got aground, and a steam frigate, supposed to be the Roanoke, put off from Old Point with the same intention, it is supposed, but seeing the sad havoc which the Virginia was playing with the Federal vessels, she put back to Old Point. The Minnesota and St. Lawrence, we learn, are hard aground and in the power of the Virginia, at high tide, as the latter vessel was at Sewall's Point, after the engagement, where she remained on Saturday night, ready to commence on them on Sunday morning. She is between them and all assistance from Old Point. The frigate Congress was set fire to, on Saturday night, by a boat's crew from some of our vessels. She illumined the whole Roads and river, and at midnight her magazine exploded with a tremendous noise. Her conflagration afforded a rare sight to many thousands of spectators who lined the shores of our harbor to witness the spectacle of a ship on fire. Many articles of value, we learn, were removed from her by our gunboats before being fired.

Tugs and steamers were sent to the assistance of the Minnesota and St. Lawrence from Old Point, after they grounded, but their efforts to haul them off were unavailing. The first gun fired in the engagement is said to have been fired by the Confederate gunboat Beaufort, of the frigate Congress. All our steamers and gunboats are safe, have been managed with the utmost skill and dexterity, rendering great assistance to the Virginia in this magnificent and successful engagement.—We are without means of getting at the loss of the enemy in killed and wounded, though it is believed to have been very great. Our total loss in killed and wounded, as far as we can learn, is nine killed and twelve wounded, most of them slightly.

Twenty three prisoners were brought up to this city on Saturday night. They were taken off the frigate Congress by the gunboat Beaufort, while our other gunboats took off others. One of the prisoners died while on his way to the city. He had another wounded were shot by their own forces while being saved from the sinking frigate Congress. The wounded prisoners were carried to the hospital.

The Virginia had two men killed and some five or six wounded. A shot entered the port-hole and struck the gun on the muzzle, knocking off a piece nine inches long. This disabled the gun, which was immediately replaced by another of the same calibre. Captain Buchanan and Lieutenant Minor, of the Virginia, are said to be wounded, the former slightly, the latter severely. On board the Patrick Henry a shot entered one of her ports, we understand, and passed through one of her boilers, disabling it. She was compelled to haul off temporarily for repairs. There were four men killed and three wounded on board of her. Other damages not material. On board the gunboat Raleigh Midshipman Hutter was killed, we understand, though we did not learn of any other casualties. The James River steamers arrived at the scene of action, it is said, about one hour after the engagement commenced. They easily passed the Newport-News batteries, and after joining in the fight rendered very efficient aid.

To this daring exploit we have raised the James River blockade, without foreign assistance, and are likely, with the assistance of the Virginia, to keep open the communication. Several small prizes were said to have been taken by our gunboats from the Yankees, one of which, the schooner Reindeer, was brought up to the navy yard on Saturday night. Two others were said to have been carried over to Pig Point on Saturday. Another report, we hear, says that but two persons were killed on board the Virginia. Andrew J. Dalton, a printer, who left our office a few days since to join the Virginia, and who was at the bombardment of Sumter and participated in several other engagements during the war, we learn, was one of the wounded on board that vessel on Saturday. The engagement was renewed again on Sunday morning, about half-past eight o'clock, by the Jamestown and several of our gunboats firing into the Minnesota and St. Lawrence. At high water we expect the Virginia will pay her respects to these vessels. Since the above was written, we have been enabled to gather some additional particulars.

Some detention occurred on board the Virginia on Sunday morning, we learn, or she would have commenced the engagement much earlier than half-past eight o'clock, at which time she, together with the Patrick Henry, Jamestown and our other gunboats, opened fire on the Minnesota, which still lies hard and fast aground. The tide being at the ebb, the Virginia did not take the channel where the Minnesota lay, probably for fear of grounding, but getting within a good range of her, she opened fire with terrible and fatal exertion at the pump necessary to prevent her from filling. Early in the morning, the Ericsson battery, now called the Monitor, was discovered off Newport-News Point, she having gone up there during the night. A sharp encounter then took place between her and the Virginia, during which time they were frequently not more than thirty or forty yards apart. Unfortunately, the Virginia ran aground, and the Ericsson, using her adventage, poured shot after shot into her, but without doing any serious damage. In a short while, however, the Virginia succeeded in getting off, and putting on full head of steam, ran her bow into the Ericsson, doing, as it is thought, great damage.

We are rejoiced to say, that notwithstanding the firing was much heavier than on Saturday, there were no casualties on either of our vessels—not a man being in the least injured by shots from the enemy or otherwise. Several of the enemy's gunboats being within range, they were favored with a shell or two from the Virginia, with telling effect, and in every case disabling or sinking them. One of these laying alongside the Minnesota had a shell thrown on board of her, which, on bursting, tore her asunder and sent her to the bottom. Having completely riddled the Minnesota, and disabled the St. Lawrence and Monitor, besides, as stated above, destroying several of the enemy's gunboats—in a word, having accomplished all that they designed, and having no more material to work upon, our noble vessels left the scene of their triumphs, and returned to the yard, where they await another opportunity of displaying their prowess.

The enemy's loss, killed and wounded, during the two days' battle is exceedingly large, and estimated at from six to twelve hundred. The scene around the Congress is represented as heart-sickening. The officers of the Beaufort, who ran along-side of her on Saturday night, and who boarded her for the purpose of removing the wounded aboard of her, and who were brutally fired upon by the enemy while engaged in this work of mercy to their own kith and kin, represented the deck of the vessel as being literally covered with the dead and dying. One of them assures us that as he went from fore to aft his shoes were well nigh buried in blood and brains. Arms, legs and heads were found scattered in every direction; while here and there, in the agonies of death, would be found poor deluded wretches, with their breasts torn completely out. Of the crew of the Cumberland but few survived to tell the tale. As she went down her crew went with her, excepting some few who were taken as prisoners by us, and a few others who escaped to the shore. Out of the five hundred aboard of her, it is estimated that not over a hundred at most escaped, the remainder either being killed by our shot or drowned as the vessel went down.

Of course the greater part of those on board the gunboats were also drowned, as there was not sufficient time for them to have made their escape.—Added to this, very many in the camps of the enemy at Newport-News were killed by the shells which the Virginia threw among them. On our side the loss was indeed small; and when we consider the storm of shell to which at times they were subjected, we can but wonder, while we rejoice, that so few of them suffered injury. On the Virginia there were two killed and eight wounded. Among the wounded we regret to mention Captain Buchanan and Lieutenant Minor. These wounds, however, we are happy to state, are but slight. On the Raleigh, Midshipman Hutter was killed and Captains Taylor and Alexander wounded, the first mentioned quite severely.

On the Beaufort, Gunner W. Robinson and two seamen were wounded. This was all the damage sustained by this vessel among her men. The Yankee prisoners aboard of her were struck by the balls of their friends, one of them killed, and the other severely wounded. The former was standing in the door of the wardroom at the time the Beaufort was alongside the Congress, and one of the shower of balls sent by the enemy on shore from their Minnie muskets struck him on the forehead, penetrating his brain, and killing him almost instantly. On the Teaser, one man was wounded very slightly. On the Patrick Henry, four men were killed and three wounded. While the loss of the enemy is counted by hundreds, ours, as will be seen from the above, amounts to only seven killed and seventeen wounded. The loss on our part, as small as it is, was not the work of the enemy's shots from their vessels, but the result, for the most part, of the fire of muskets from shore.

During the contest the mainmast of the Raleigh was carried away. The flagstaffs of the Virginia were also cut down. The report that the Congress was fired by the Federals to prevent her falling into our hands is without a shadow of truth. She was fired by hot shot from the Virginia, for firing into our boats while she had a flag-of-truce at the time flying after she had struck her colors and surrendered to us. Among the prisoners taken off the Congress was the slave Sam, the property of —— Drummond, Esq., of this city, who escaped to the enemy some time in October last. He is now safe, having reached his home sooner and under different circumstances than he anticipated. On the arrival of the Virginia at the yard her men were mustered and addressed by the commanding officer in terms of praise for their noble bearing during the engagement. They responded with hearty cheers, and expressed a desire to again re-enact the scenes through which they had just passed whenever opportunity presented.

The injury sustained by the Patrick Henry was not as great as at first supposed, being so trifling that a few hours' repairs were sufficient to place her in readiness for action. The officers of the Virginia are represented as having acted with the utmost courage and bravery during the contest. It is related of Captain Buchanan that during the thickest of the fight he remained on the deck of the Virginia, and that he discharged musket after musket at the enemy as they were handed up to him. It was while thus exposed that he received the wound of which mention is made above. It is said that all of the batteries on Newport-News were silenced except one, and that our shot and shell were thrown with such unerring aim and precision among the enemy that great numbers of them were killed and wounded.

The editor of the Norfolk *Day Book*, who appears to have been in the fight, publishes a lengthy editorial account; but it differs but little from the above. The following is that portion of the editor's account which refers to the engagement with the Monitor:

On Sunday morning faint cannonading was heard below. When the thick vapors that overhung Hampton Roads lifted, Lieutenant Commanding C. Ap R. Jones got under weigh, and began his attack upon the enemy. At ten o'clock the steamer Harmony showed off from the deck yard and shot down the harbor. After threading our way through the barriers, and passing the forts, dark, as on the previous day, with masses of soldiers of all arms, we saw a strange picture—a picture at once novel and beautiful. The gunboats were lying in line-of-battle under Sewall's Point, with the thick masses of smoke floating lazily above them, firing now and then a shot; while the Virginia, looking grim and mysterious as before, steamed in pursuit of a wonderful-looking thing that was justly compared to a prodigious "cheese box on a plank," said "cheese box" being of a Plutonian blackness.

At first we could see the great puffs of white smoke jetting out, now from the virginia, now from the Minnesota, and at long intervals from the black "cheese box." But these white wreaths of smoke blew off to seaward without a sound reaching us, for the wind had now