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All communications should be addressed to the Publisher of *The South*.

The South.

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Advertisements should be sent in early.

Th. W. Hall, Jr. Editor.

Vol. 1. No. 114. Baltimore, Tuesday Evening, September 3, 1861.

The South.

More about the North Carolina Forts.

The correspondent of the New York *Herald* furnishes that paper with the following detailed account of the taking of the forts at Hatteras Inlet, from which some additional particulars may be gleaned, beyond those which appear in the official reports:

The expedition, consisting of the frigates *Minnesota*, Commodore Stringham in command of the expedition; *Wabash*, Captain Mercer; the gunboats *Pawnee*, Captain Rowan; *Monticello*, Commander Gillis, and the *Harriet Lane*, Captain Faunce; with the transports *Adelaide* and *George Peabody*, conveying troops to the number of about a thousand, left Fortress Monroe last Monday and reached the rendezvous off Hatteras Inlet, fifteen miles below Cape Hatteras, on Tuesday morning, the *Minnesota* and *Wabash* coming in in the afternoon, and the *Cumberland* joined the fleet the same day. Preparations were immediately made to land the troops the following morning, at which time the transports ran near the beach, two miles north of the Inlet, and covered by the *Monticello*, *Harriet Lane* and *Pawnee*. About three hundred men were landed through a heavy surf, the force consisting of Capt. Larned's company of regular artillery, Capt. Jardine's company Ninth New York, two companies of the Twentieth New York, with Col. Weber and Lieut. Col. Heiss; a detachment of marines from the frigates, under command of Majors Doughty and Shuttleworth, and a detachment of sailors from the *Pawnee*, under Lieuts. Crosby and Blue, with Drs. King and Jones. The gunboats swept the beach and neighboring copse of scrub oaks. All the boats being swamped and bilged in the surf, no more men could be thrown ashore. Meanwhile, the *Minnesota* and *Wabash*—the latter with the *Cumberland* in tow—steamed up to the front of one of the rebel batteries and took their position at long range. At ten o'clock the *Wabash* fired the first gun, the eleven-inch shell striking near the battery and bursting with tremendous force. The battery, which was of sand, covered with turf and mounting five long thirty two's, instantly returned the fire, the shot falling short. The *Minnesota* and *Cumberland* immediately opened fire and rained nine and eleven inch shell into and about it. The fire was terrific, and soon the battery's responses were few and far between, save when the frigates suspended fire for a while to get a new position, when the enemy's fire was most spirited. No damage was sustained by our ships, and when they again took their position the cannonading was intensely hot, the shells dropping in the enemy's works or falling on the ramparts, exploding in death dealing fragments, and carrying death and destruction with them. The small wooded structures about the fort were torn and perforated with flying shells

At eleven o'clock the immense flagstaff was shot away and the rebel flag came down, but the fire was still continued by them. At twelve o'clock the *Susquehanna* steamed in, and dropping her boats astern, opened an effective fire. The cannonading on our part was incessant, and the air was alive with the hum and explosion of flying shell; but the enemy did not return the fire with any regularity, the battery being too hot for them, from the explosion of the shells that dropped in at the rate of above a half dozen a minute. The enemy ceased firing a little before two, and after a few more shells had been thrown in the Commodore signalled to cease firing. The troops had meantime advanced to within a short distance of the fort, and before we ceased firing some of our men got in and raised the Stars and Stripes. The place was too hot for the men, but the flag was left waving. Coxswain Benj. Sweares, of the *Pawnee's* first cutter, stood for some time on the ramparts, waving the flag amid a flight of shells. When the firing ceased the firing was occupied in force and held afterwards.

The *Monticello* had proceeded ahead of the land force to protect them, and had reached the inlet, when the large fort, of an octagon shape, to the rear and right of the small battery, mounting ten thirty-twos and four eight-inch guns, which had till then been silent, opened on her with eight at short range. At the same instant she got aground and stuck fast, the enemy pouring in a fire, hot and heavy, which the *Monticello* replied to with shell sharply.—For fifty minutes she held her own, and finally getting off the ground she came out, having been shot through and through by seven eight-inch shell, one going below the water-line. She fired fifty-five shell in fifty minutes, and partially silence the battery. She withdrew at dusk for repairs, with one or two men slightly bruised, but none killed or wounded. The escape of the vessel and crew was miraculous. Until this time we supposed the day was ours, but the unexpected opening of the large battery rather changed the aspect of affairs. Things did not look cheerful at dark. We had men ashore who were probably in need of provisions, and in case of a night attack no assistance could be sent them from the *Harriet Lane*.

As we lay close in shore we saw the bright bivouac fires on the beach, with groups of men about them. The night passed without an alarm, the enemy, as we have since learned, laying on their arms all night, expecting an attack.

At early daybreak on Thursday the men went to quarters in the fleet, and at a quarter-past eight, the vessels having borne down nearer than the previous day's position, the action began, the *Susquehanna* opening the day's work by a shell from one of the eleven-inch guns. The *Minnesota* and *Wabash* joined in immediately, and again the hum of shell and their explosion were heard. They fired nearly half an hour before the battery responded, when it answered briskly. Our fire was more correct than on the previous day. The range had been obtained, and nearly every shot went into the battery, throwing up clouds of sand and exploding with terrific effect. At twenty-five minutes past ten the *Harriet Lane* opened fire, and soon after the *Cumberland* came in from the offing and joined in the attack. The *Harriet Lane*, with her rifled guns, did good execution, several projectiles from the eight-inch shell going into the battery, and one going directly through the ramparts. The fire was so hot that all of the enemy that could do so got into a bomb-proof in the middle of the battery. Finally, at five minutes past eleven, A. M., an eleven-inch shell, having pierced the bomb-proof through a ventilator and exploded inside near the magazine, the enemy gave up the fight and raised over the ramparts a white flag.

The Tribune's correspondent adds, that a short time before the surrender of Fort Hatteras, about 300 of the rebel garrison had taken refuge in the bomb-proof magazine, which was so crowded that several fainted, and when a shell struck and penetrated it, a panic ensued which the officers could not control. Within ten minutes afterward, our shots meantime raining in upon them, the white flag was run up. During this time most of the casualties occurred.

The fort was reinforced by the arrival of four hundred men the night before. Commodore Barron reached the fort the afternoon of the first bombardment, and on the second forenoon a steamer approached with one thousand men, but were warned away by the guns of our men at Fort Clark.—But two companies were fully uniformed, the rest were in citizens' clothes. There was a separate corps of Coast Guard, recently organized into regiments under Colonel Martin, one of the most prominent North Carolina lawyers. A number of the defenders were from the country, having volunteered since the arrival of the fleet, consisting of substantial men, planters, ship owners, tar-boilers, proprietors.

Among the papers which were found in the fort, and are in the custody of the captors, was the letter-book of Major Thompson, the Engineer-in-Chief of the Coast Defences of North Carolina. The two letters which we published yesterday were taken from this book. We subjoin three more, which will be read with interest, the first two as throwing additional light upon the condition of the works, and their capabilities for defence—the third, as recalling the particulars of a previous attack upon the fort, which was successfully repulsed:

Fort Hatteras, June 17, 1861.

Brig. Gen. Walter Gwynn:

Dear Sir:—A fore and aft schooner arrived to-day from Norfolk, with 18 naval gun carriages and fixtures, 430 thirty-two pound shot, and some handspikes. I took some of the carriages, all the shot, as they were much needed, and sent the balance to Ocracoke. These naval carriages, as you well know, are not at all suited for fortifications. The gun is carried so low that it is impossible to raise a parapet to protect the men, and to construct embrasures would destroy the field of fire, as it is necessary not only to command the bar, but the channel of approach. They require 15 to 16 men to work them, which is a great exposure of human life, when the barbette carriages require only 5 or 6.

I had hoped from the tenor of your last letter that barbette carriages would be sent from Norfolk. I would respectfully suggest that the agent at Norfolk be directed to send no more of the navy carriages What we have can be used to advantage afloat, and therefore will be found useful. They might, on an emergency, be used in a detached battery. Give orders to Howard to complete without delay 18 barbette carriages, 2 for the 8-inch seacoast howitzers, Paixhan gun, the dimensions for which I have given him, and 16 carriages for heavy 32-pound guns. Before I left Fort Morgan last, I got a plan of flank casemate carriages to mount the 30-pound carronades upon, 7 of which reached the fort some ago They will throw half a peck of canister or grape, and sweep the ditch I left the drawing with Howard and directed him to make the carriages The captain of the vessel which brought the gun carriages says that the heavy 30-pound guns lately shipped from Norfolk are bound for Fort Morgan and Newbern. He must be mistaken, as you wrote me some were bound for this fort. I think it important that we should have at least one columbiad to place on the *pin coup* commanding the bar and the sea front up to the encampment. I will reserve that platform for such a gun until I hear further from you.

The frames you spoke of in your last letter as necessary had already been anticipated The plans you refer to shall be made out at the earliest possible moment. Yours respectfully,

W. H. Thompson,
Chief of the N. C. Coast Defences.

P. S.—Send fuses, sabots, and have you ordered the copper fuses from Norfolk, to suit the shell sent? W. H. T.

Fort Hatteras, June 17, 1861.

Col. W. Winslow, Pres't Military Board.

My Dear Sir:—Fort Hatteras is beginning to assume the appearance of a respectable fortification. The sand is kept continually in motion on this bald sand beach, by the strong winds which prevail here, and the work would be levelled down as fast as it could be put in shape, were it not that I was fortunate in finding, some three quarters of a mile up the island, some marshes, from which I obtained a good sod to revet the work with and hold the sand in place. I have been very much annoyed with the naval gun carriages sent from Norfolk, which are no doubt well adapted to war steamers when they have port holes to fire through, but which are not at all adapted to fortifications, as they carry the gun so low as to render it impossible to raise a parapet of sufficient height to protect the men who work the guns If I were to construct embrasures for them the field of fire would be entirely too limited, as it is necessary not only to command the bar, but the channel of approach. I would therefore respectfully urge that Marshal Parks be directed to send no more of them. The barbette carriages require only five to six men to work them, and are infinitely superior, when the naval carriages cannot be worked with less than fifteen to sixteen men, which is an unnecessary expense of human life, especially as it is difficult to protect them by a breastwork. The barbette carriages are in Newbern, and can be made as soon as the iron can be procured for them. The naval carriages will be used afloat Yours, respectfully,

Col. W. Beverhout Thompson,
Chief of the Engineers, N. C. coast.

Fort Hatteras, July 14, 1861.

Col. Warren Winslow, Military Secretary:

Colonel—Since my arrival at this fort I have received a correct account of the action on Wednesday last between a United States steamer and this fort, from my principal assistant, Mr. Allen, who took an active part in it, which was briefly as follows: The steamer was a forty-two gun steamer, showing twenty-one guns on each side. She was seen about eleven o'clock A. M., east south-east from the fort, standing in towards the breakers. When within one mile and a half from the fort she traced the breakers down towards the inlet. Feeling certain that her intentions were hostile, as she had nineteen guns run out, as soon as she uncovered the encampment Mr. Allen let her have a thirty-two pound shot, when she immediately displayed the Stars and Stripes from her mizzen peak. He then directed a shot from one of our eight-inch howitzers, both shots falling short. She returned the fire with an eleven-inch Dahlgren gun. The shell exploded three hundred yards from our battery, one of the fragments falling into it and another passing over it. Nobody hurt. Return shots were made from both sides, until some nine shots were exchanged. The remainder of her shot and shell all fell short of our battery. After the ninth shot from one of our eight-inch guns, there was great excitement on board the stermer. A man was seen lowered on her side. She immediately lowered her flag, hoisted her jib sail and stood off. Two persons from different points say that they saw the shot strike her. But why she hauled down her flag I do not understand. If I get the columbiad we can give them a one hundred and twenty-eight pound shot, which will be apt to do their business effectually. We want percussion caps for the troops. I write in haste.—Yours, respectfully,

Maj. W. B. THOMPSON,
Chief Engineer Coast Defences.

The following letter from Major Andrews indicates the comparatively defenceless condition of Fort Clark, and the insufficiency of the garrison:

Headquarters, Camp Hatteras, July 27, 1861.

To His Excellency Henry T. Clark:

Governor—Since my last report we have been successful in getting four guns mounted in Fort Clark, which places us in a position to defend our camp on the sea-side from attacks on the land side. I have not yet commenced the lines, and have to rely on our six-pounders and musketry from the beach, the sand hills and bushes to repel attacks.

I send you enclosed the morning report of the force here of this date, by which you will see that we have a total of only two hundred and twenty-three effective men. It takes eighty-four men to man the channel battery at Fort Hatteras for one relief, and sixty-four men to man Fort Clark with one relief, leaving me only seventy-five men to defend the beach, furnish guards, pickets, &c., and relieve the two posts when exhausted.

Our privateers are very busy. The privateer *Gordon* brought into our port yesterday the brig *McGilvery*, of Maine, with three hundred and fifteen tierces and hogsheads molasses, and the privateer *Florida* captured a brig, laden with machinery, which she had to run on shore to escape recapture. Very truly yours

W. L. G. Andrews,
Major commanding Fort Hatteras and dependencies:

The *Herald* of yesterday has a description of Hatteras Inlet, its approaches, &c., from which it will be seen that the only advantage coming to the Government from the forts, will be the closing of one door of ingress and egress for illicit trade; it is simply making the blockade a little more effective:

A geographical sketch of the spot where our naval forces have been so triumphant cannot fail to prove interesting to our readers. Situated about 12 miles from Cape Hatteras lighthouse is the inlet in question. It is known to the mariner by a low sand island, which was formerly a round hammock, covered with trees on the eastern side of the entrance. The breakers seldom extend entirely across the entrance to the cove or harbor, but at nearly all times make on each side, and between them lies the channel. The bar should be approached from the northward and eastward, and vessels should keep in 4 or 5 fathoms of water along the breakers until up with the opening. The least water on the bar is 14 feet mean low water, and the rise and fall of the tide but 2 feet. Once inside the inlet the mariner finds good anchorage in a hard sand bottom, except a few sticky spots at the head of the channel. The anchorage affords protection from all winds except those from the southward and westward

As an entrance to Pamlico, Albemarle and Currituck Sounds, the possession of Hatteras Inlet is of vast importance to the cause of the Union. With Ocracoke and Hatteras Inlets closed, North Carolina may be said to be completely shut in from the ocean. Privateers can no longer be sent to sea through the Dismal Swamp Canal and Albemarle Sound to annoy our commerce, and all communication between Virginia and Europe is effectually cut off. Newbern, on the Neuse river; Washington, on the Pamlico river; Elizabeth City, on the Pasquotank, and a number of other ports on the Roanoke and Chowan rivers, will also be included in the blockade.—Pamlico Sound (an inland sea, eighty miles long and from ten to twenty-five miles wide, connecting with the Albemarle Sound on the north, and the Pamlico and Neuse rivers on the west) can no longer be of any service to the rebels of North Carolina, now that its principal inlet is closed.—Albemarle and Currituck Sounds will also be effectually closed, and the light draught vessels which have been continually annoying the Government, by bringing in supplies to the rebels, will no longer be permitted to carry on their nefarious traffic.

Ocracoke Inlet, which is about twelve miles southwest of Hatteras Inlet, is defended by a battery of 32-pounders, 6 in number. It is probably ere this in the possession of the Federal Government, as it was well understood that Com. Stringham would pay it a visit immediately after the reduction of Forts Hatteras and Clark. In a military point of view its possession is equally as important as that of Hatteras Inlet, as it affords an easy entrance to Pamlico Sound and its numerous tributaries: Through this inlet vessels from Tarborough, Greenville, and Washington, on the Pamlico River, and Waynesborough, Goldsborough and Newbern, on the Neuse River, have been in the habit of proceeding to sea and carrying aid and comfort to the enemy at will. But thanks to our intrepid navy and the volunteers acting in concert, this game has been stopped, and North Carolina suffers from something more than a mere paper blockade.

Seizure of Southern Vessels.—The New York *Tribune* of yesterday says:

The proclamation of the President, issued on the 16th of August, giving notice of the intended confiscation, according to the Act, of property owned in Rebel States, was carried into operation yesterday in quite an unexpected manner to some of the parties concerned. There are, or rather were, it seems, about twenty-five vessels of one sort or another in this port, owned, in part, at the South. This property, in accordance with the proclamation, became liable to confiscation at the expiration of fifteen days, and that time had elapsed on Saturday, at midnight. There have been attempts to protect similar property from confiscation, in one way or another, but the owners of these twenty-five vessels seem to have relied upon the law's delay, or the delay of its officers, and permitted the time to pass within which it was possible to get their property into other hands for its security. Mr. Andrews, the Surveyor, did not choose to wait and give them any further opportunity to evade the law than he was compelled to, and yesterday seized the vessels. The value of that portion which will be confiscated to the Government will, no doubt, amount to some hundreds of thousands of dollars. We need such examples of promptness and energy, and Mr. Andrews deserves great credit for this one.

THIS IS TO GIVE NOTICE, That the subscriber hath obtained from the Orphans' Court of Baltimore city, letters testamentary on the estate of JOHN DUSHANE, late of said city, deceased. All persons having claims against the said estate, are hereby warned to exhibit the same, with the vouchers thereof, properly authenticated, to the subscriber, on or before the 19th day of January, 1862, they may otherwise, by law, be excluded from all benefit of said estate. All persons indebted to said estate are requested to make immediate payment.
Given under my hand this 19th day of July, 1861.
HARRIET ANN DUSHANE, Executrix.
jy 20 law4t

THIS IS TO GIVE NOTICE THAT THE SUBscriber has obtained from the Orphans Court of Baltimore city and State of Maryland, letters testamentary upon the estate of JOSEPH MADERSBACHER, late of said city, deceased. All persons having claims against said Estate, are hereby warned to exhibit the same, with the vouchers, to the subscriber, on or before the FIRST DAY OF FEBRUARY, 1862. They may otherwise by law be excluded from all benefit of said Estate. All persons indebted to said Estate are requested to make immediate payment.
Given under my hand this 11th day of July, 1861.
HIRAM GREENTREE, Adm'r.
E. R. SPRAGUE, Attorney.
jy 11 law4t

CITY COLLECTOR'S OFFICE, Baltimore, August 8th, 1861.—Notice is hereby given that the present RATES OF DISCOUNT WILL CEASE AFTER THE FIRST DAY OF SEPTEMBER, and that under the Ordinances of the Mayor and City Council the City Collector will be compelled to close the taxes due on Personal Property after the first day of October, by distraint
Those wishing to avail themselves of the discount, and also avoid any further expense, are respectfully called upon to make immediate payment.
Particular attention is now called to the arrears of Taxes for back years, for as City Auditor I shall be compelled shortly to close the books by advertising all unpaid property for sale
JOHN J. GRAVES, City Collector.
au 20 3t*

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IRVING COLLEGE, MANCHESTER, CARROLL COUNTY, MD.—The SUMMER SESSION of this Institution will commence on THURSDAY, May 23d, instead of May 16th, as heretofore announced, for which a proportionable reduction will be made. Patrons are earnestly requested to have the children presented promptly at that time.
WM T MARKLAND, President
m 13 d3

OFFICE OF THE BALTIMORE AND HAVRE DE GRACE TURNPIKE COMPANY, July 8th, 1861.—The Board of Managers have this day declared a DIVIDEND OF TWO PER CENT., payable at the Chesapeake Bank, on demand.
GEO H. WILLIAMS, Sec'y.
jy 9 eod4

FARMERS AND PLANTERS' BANK, BALTIMORE, June 27, 1861.—The President and Directors have declared a dividend of FOUR PER CENT on the capital stock, for the last six months, payable on and after the 8th July.—Transfer books closed until the 1st July.
T. B. RUTTER, Cashier.
jo 27 eod8

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NOTICE.—CITY COLLECTOR'S OFFICE, Baltimore, July 13, 1861.—As no action has been taken by the City Council in the case of the opening of Fayette street, and in order to prevent any misapprehension as to the result, notice is hereby given to all parties interested, that under the existing ordinances I shall be compelled to advertise the lots on which the assessments remain unpaid, for sale, on WEDNESDAY, July 17th, 1861.
JOHN J. GRAVES, Collector
jy 13 2t

THIRTY DOLLARS REWARD.—STOLEN from my stable, on the night of the 15th instant, a bobtail BAY FAMILY HORSE, full sixteen hands high, about eight years old, with both hind feet white, handsome shape, large neck and strongly built. The above reward will be paid for his delivery to me, at my residence, Kirby place, near the corner of West Franklin and Fulton streets, or at 484 West Baltimore street.
FRANKLIN WILSON.
au 16 1t*

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EUTAW SAVINGS' BANK, Baltimore, June 24, 1861.—At an election held on Tuesday, 18th instant, for twenty five Directors to manage the affairs of the Bank for the ensuing twelve months, the following gentlemen were elected.

GEORGE BARTLETT,	NATHAN PUSEY,
CHARLES M. KEYSER,	ROBERT A. DOBBIN,
JESSE HUNT,	WILLIAM HOOPER,
JAMES HARVEY,	ASA NEEDHAM,
WILLIAM A. HACK,	WILLIAM R. PENNIMAN,
WILLIAM DEVRIES,	J. MASON CAMPBELL,
CHARLES D. SLINGLUFF,	HENRY RIEMAN,
JOHN CUSHING,	ELISHA H. PERKINS,
AARON FENTON,	HENRY R. LOUDERMAN,
JOHN COATES,	JOSEPH TAYLOR,
FRANCIS BURNS,	ALEXANDER KIRKLAND,
JOHN W. WALKER,	ALFRED JENKINS,

J. ROBERT INSKEP.

At a subsequent meeting of the Board, JESSE HUNT, Esq., was re-elected President, and EDWARD T. OWENS, Treasurer. jo 24

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