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SATURDAY MORNING
BY
WILLIAM H. COUNCELL,
EDITOR AND PROPRIETOR.

TERMS.

TWO DOLLARS PER ANNUM IN ADVANCE, or TWO DOLLARS AND FIFTY CENTS if not paid within *one month* of the time of subscribing, or the renewal of subscription—a failure to notify a discontinuance is considered as a new engagement.

The Easton Gazette.

VOL. LXIV. EASTON, MD., SATURDAY, NOVEMBER 23, 1861. No. 49.

ADVERTISEMENTS,

Of one square (10 lines,) inserted ONE OR THREE TIMES for ONE DOLLAR and TWENTY-FIVE cents for each subsequent insertion. Longer ones in proportion. A liberal deduction to yearly advertisers. Advertisements not marked the number of insertions desired, will be continued until forbid, and charged accordingly.

Merchants and others who advertise by the year, will in no case be allowed to insert any advertisement not connected with their regular business, without an additional charge.

All orders addressed to the editor, post-paid will receive prompt attention.

To All Whom it may Concern.

HAVING disposed of the "Hardware and Agricultural" department of my business and being about to start in a new enterprise it is necessary that all my accounts should be closed as speedily as possible. I therefore request all persons indebted to me to come forward and settle. (oct 12) T. C. NICOLS, JR.

COAL! COAL!!

THE subscriber has now in yard at Easton Point, several good kinds of Coal, suitable for Stove, Furnace or Range, which he offers for sale.

TERMS.—$5 per Ton 2240 lbs., Cash invariably on delivery of order,—if furnished in August a discount of 5 per cent. will be allowed. Orders left at Dawson & Bro's., will be promptly attended to.

aug 3 ROBERT B. DIXON.

Young Ladies' Institute.

SITUATED upon a beautiful eminence in the western part of the City of Wilmington.

Grounds embrace nearly two acres; house heated throughout, and thoroughly ventilated.—Two pupils occupy a room. Board and Tuition in English per scholastic year, $150 payable quarterly in advance.

Music, French and Drawing at Professor's prices.

Next session commences first Monday in September.

REV. THOS. M. CANN, A. M.,
aug 17-3m Principal and Proprietor.

MARYLANDERS, RALLY!

VOLUNTEERS WANTED

FOR THE

1st Eastern Shore Regiment

OF

HOME GUARD.

I HAVE been authorized by the War Department at Washington to have enrolled and mustered into the service of the United States a Regiment of Infantry to act as a

HOME GUARD,

AND TO BE STATIONED ON THE

Eastern Shore of Maryland.

The purpose of the movement is to repel invasion, to preserve the peace and good order in our midst and to protect the rights of all, and aid in the enforcement of the laws.

As it has been asserted, with a view of defeating the movement, that the Administration intend ordering the troops away from home as soon as they are mustered in, I would remark that the Secretary of War expressly pledges that they "shall be stationed on the Eastern Shore of Maryland" and used only for "Home Protection." I state this fact for the benefit of those who are willing to do all they can for their country in its present peril, but whose circumstances are such as prevents their going abroad. The necessity of this movement must be apparent to every candid and considerate mind. We are already threatened by the enemies of the country. At any moment we are liable to have civil war in our midst. In times of Revolution no one can tell into what peril a single day may place us. It behooves us to prepare, and be ready for any emergency, ere it be too late. It is high time that Marylanders were armed and prepared to protect themselves against adventuring Rebels.

The time of Enlistment will be three years, or until the end of the War.

A COMPANY

consists, when full, of one Captain, Two Lieutenants, One First Sergeant, Four Sergeants, Eight Corporals, Two Musicians, One Waggoner, and Eighty two Privates.

Each Company will select its own officers, subject to the approval of the War Department.

The Company will be mustered into service as soon as it numbers Eighty six men. But must afterwards be raised to One Hundred.

THE PAY

allowed for a Captain is Sixty dollars, four rations (or $36,00) per month and one servant.—Of First Lieutenant is Fifty dollars, four rations, per month and one servant. Of Second Lieutenant is Forty-five dollars, four rations per month, and one servant. Cadet, Twenty-four dollars per month. First Sergeant, Twenty dollars per month. Sergeant, Seventeen dollars per month. Corporal, Fifteen dollars per month.—Those officers who have no rations mentioned above in their pay, are allowed one ration, or nine dollars per month for board, and three dollars per month for clothing. The same allowances are also made to Privates.

Each soldier is entitled to a bounty of One Hundred dollars when discharged from service.

THE DISPOSITION OF THE TROOPS.

As many inquiries have been made concerning the disposition of the companies, I would remark that the Government pays each man for his full time, and assumes that he will give the whole of his time to the service. But it is the evident and written intention of the Government to afford security to the homes of us all. To accomplish this it would appear to be necessary to keep each company stationed in the neighborhood in which it was organized, as much as possible. Each company must be on muster every day. The whole force, it is contemplated, will be brought together at stated periods—say once in a month or oftener, as the exigency of the times and the public service may require. It is designated, I presume to let each company protect its own homes and neighborhood, in the main.

Such is the outline of the plan and its object. It will be modified as events and welfare of our people may demand. The details of the movement will be left to the commanding officer of the forces upon the Shore. For further particulars address, JAMES WALLACE.

Col. 1st Eastern Shore Regiment of Home Guard, Cambridge, Md. [sep 14-tf

GREAT BARGAINS.—From this date I intend offering my stock of Ladies' Dress Goods, such as Lawns, Challies, Challie Berages, plain and fig'd Berages, French DeLaines, col'd Silks and Summer Shawls generally without regard to cost. Call soon and get a great Bargain of

ju 22 S. T. KENNARD.

WANTED.—All kinds of country produce, such as Corn, Oats, Potatoes, Butter, Eggs, Lard, Bacon, Dried Fruit, Wool, Feathers, Rags, Hides, &c., for which the highest market prices will be allowed by

mar 9 J. P. BLAKE.

MACHINE OILS— MACHINE OILS—

in Store and for sale by

aug 3 CAMPBELL & GOLDSBOROUGH.

MACCARONI.—Fresh and genuine Italian Maccaroni, just received and for sale by

oct 5 DAWSON & BRO.

[From the Journal of Commerce.]

Ode of the Union Party in Charleston, South Carolina, in 1832.

The following Ode breathes a spirit which must commend itself to every patriotic citizen. It was written by the Rev. Dr. Gilman, of Charleston, and was sung at the 4th of July celebration, in 1832, by the Union party of that city. I had the satisfaction to be present, and to assist in the choir. The procession had moved to the Baptist church to listen to an oration by Col. Drayton, one of the influential men of the Unionists, while the Nullifiers were headed by the great Hayne, by Hamilton and others.

Hail our country's natal morn!
Hail, our spreading kindred born!
Hail, thou banner, not yet torn,
Waving o'er the free!
While this day, in festal throng,
Millions swell the patriot's song,
Shall not we the notes prolong?
Hallowed jubilee!

Who would sever Freedom's shrine?
Who would draw the invidious line?
Though by birth one spot be mine,
Dear is all the rest.—
Dear to me the South's fair land,
Dear the central mountain band,
Dear New England's rocky strand,
Dear the prairie West.

By our alters pure and free,
By our Law's deep-rooted tree,
By the past's dead memory,
By our Washington—
By our common kindred tongue,
By our hopes—bright, buoyant, young,
By the tie of country strong,
We will still be one.

Fathers! have ye bled in vain?
Ages, must ye droop again?
Maker, shall we rashly stain
Blessings sent by Thee?
No! receive our solemn vow,
While before thy throne we bow,
Ever to maintain, as now,
"Union—Liberty!"

The effect of the ode was truly sublime.—When the choir came to the last four lines of the last verse, the whole audience arose spontaneously, and there was an awful grandeur in the sound of the thousands of voices exclaiming—

No! receive our solemn vow,
While before thy throne we bow,
Ever to maintain, as now,
"Union—Liberty!"

Choir and organ and harmony were drowned by the wild ejaculations; but it started feelings not unsuited to the sacredness of the place of meeting, and the light of the uplifted eye had to struggle through tears, and there was not a man present who would not, at that moment, have cheerfully sacrificed life, fortune, and sacred honor—to Union—Liberty!

[From the Baltimore American.]

The Physical Disabilities of the Cotton States.

Every week that passes affords new evidence that the Seceding States have undertaken an enterprise that cannot succeed, viewing it in all its aspect, for there is nothing plainer in the history of this age than that money and steam—its adjunct—are becoming the arbiters of national quarrels, population and natural advantages being anything like equal. Forty or fifty years ago, or just after the war between this country and Great Britain, the sea swarmed with pirates, swift sailing clipper schooners, which dodged about the Keys and Islands of the Gulf, and, seizing their opportunities, pounced upon the helpless merchantmen, perhaps murdered the crews, and were off again before the heavy man-of-war could come to the rescue, or even caught sight of, stand any chance of overhauling the bold robber of the seas. Many a nautical romance has been based upon fancied exploits in this line, such as "Lafitte," and others of less merit. The evil at length became so great that the naval forces of the great Powers had to turn out regularly to put an end to it; and it was accomplished but slowly at last.

Recurring to these facts, why is it that piracy is not successful at the present stage of the world's progress? Why is it that this high crime, once so common, is hardly ever heard of at present; and when it is, that it bears no proportion whatever in its power for evil to what it did in the olden time? Simply because steamships are the product of a high degree of civilization, of organized labor, of abundant capital, resources that temporary and badly disciplined organizations—like pirate hordes—cannot command. Under the old order of things, when sailing craft alone traversed the ocean, the loss by the pirate of sails, or spars, or anchors, or even of the vessel itself, might readily be made good by the next successful capture; but a demolished smoke-stack, leaky boilers, empty coal bunkers, or machinery disarranged, appeal so strongly for help to capital and labor, as existing in the great marts of trade and commerce, that once disabled, the ship cannot long keep the seas with any great chance of success.

Well, in the many months that have elapsed since Mr. Jefferson Davis made one of his colaborers in the work of rebellion "Secretary of the Confederate Navy," what have the united efforts of all hands there accomplished? With the single exception of the "Sumter," whose successful plunderings have been owing mainly to sheer audacity in getting precarious supplies of coals, and to using the United States flag as a lure to catch the unwary, showing her ability, too, for running away from every locality where she anticipated a possible encounter with one of our war steamers, not a steamer of theirs has accomplished anything. And at last accounts even her career has not justified additional speculations in the same line, the Confederates contenting themselves with merely running the blockade with loaded craft when opportunity served, and as for sailing vessels, as privateers, since the old brig—the "Jeff. Davis"—"came to grief" on the coast of Florida, we hear of none of her class emulating a bad example, unless a few small fry, of various styles in the fitting out, may be mentioned in connection with the closing to them of Hatteras Inlet.

Further, according to their own account of the matter, they come into possession at Norfolk and Pensacola of a vast amount of material suitable for fitting themselves out with a maritime force; and from what can be learned, they really have quite a number of vessels afloat cooped up here and there if they could only get out. But the probability, nay the certainty, is, that they will be commended to inglorious idleness to the end of the chapter, with Fortress Monroe or ships of the Niagara's class to watch all attempts at egress. And yet they have Captains, perhaps Commodores, of this fresh water fleet; and a right jolly thing it must be for "old salts" amongst them to pace their decks, chafing in vain for a chance on the blue water. Of the large number of naval officers who resigned to take service with the Confederates, probably the greater portion are posted about on the coast in charge of their sand forts, as was the case with Commander Barron, captured at Hatteras; and it is not unlikely that many of them have found a chance for occupation amongst the artillery forces in Virginia. At any rate, little has been heard of them individually, and it is probable that the movements of the National fleet will develop the whereabouts of many of them.

We see, thus that of all the calculations made by the prominent Secessionists of what was hoped for from various sources, that which looked to injury to be inflicted by them upon the National shipping has proved the most futile, and every day is making the matter for them largely worse, inasmuch as the Government is in all directions rapidly adding to its already formidable maritime force. The fact that there is no earthly chance of overtaking it in the race, even if the Confederates were to concentrate all their efforts in this direction, completely determines their fate without some outside interference, just as certainly as it is already demonstrated that they are powerless to capture Fortress Monroe. A people or a nation once commended completely to the defensive, with the odds largely against them, must be compelled—as we have seen a Richmond paper of late doing—to contemplate possible "submission;" and, although we have heard from the outset a vast deal about their determination to "die in the last ditch rather than surrender," human nature is the same at last in all ages, and even these men have been seen yielding, as at Hatteras, when resistance was longer useless.

It is a thousand times unfortunate that the Seceding States had not better appreciated their true condition in the beginning, without having to learn their physical inferiority in the points we have considered by the sharp and severe lessons of experience. That they would have ventured the conflict with the lights of experience they now have before them no one can well believe. An insane reliance upon their great staple as the thing that was to make the navies of the world rush to their assistance, was the *ignis fatuus* that led them astray; and once out of the difficulties in which they are now involved, it is hard to think they will tempt disaster so recklessly again. But what humiliation will be theirs, even at that? How has their untamed arrogance, for scores of years past, caused the other States to bend to their arrogant dictation for the sake of peace; and how much will have been gained in the future of the great Republic when each member has learned that all will crusades against its power will be for naught?

Up to this late period in its history the nation has been utterly incredulous as to all serious attempts to destroy its unity. Considered merely as the wild day-dreams of disappointed politicians, over confident in its ability to frown down opposition to its existence either amongst foreign or domestic foes, it scarcely deigned to listen to contemplated plots against its integrity; it sought not to measure its strength needlessly with any. But the occasion has demonstrated its mighty power. Its navy will be the best safeguard in all time to come. Taught by this great lesson the value of that arm it has such infinite means for developing, we look to see, when the war is at an end, our naval strength immense increased beyond what was ever reckoned needful until this calamity taught us its use. The dreams of philosophers that wars would soon be unknown have been rudely dispelled with us of this Continent; and we must learn, at last, that if cannon are too often made to threaten the liberties of a people, they are needful to defend also the fortress of civil liberty against wicked assaults.

Official Accounts of the Bombardment by the Fleet.

Commodore Dupont's Despatches to the Navy Department

WASHINGTON, November 13.—Captain Steedman, of the steamer Bienville, arrived here at noon to day, bringing official despatches from the Great Expedition. He is also the bearer of two of the Rebels' "Confederate flags," one Rebel Palmetto flag, and also brings the American flag first hoisted in South Carolina over Fort Walker.

Capt. Steedman reports that the captured forts are magnificent, with covered ways and bomb-proof. All that our troops had to do was to occupy them! They can be held against any opposing force.

Among the most efficient vessels in the fleet were found to be the new gunboats, and of which the Navy Department had twenty-three constructed expressly for such purposes, and their success, both in the gale and under fire, was perfect.

Commander Drayton, who commanded the Pocahontas, is the brother of General Drayton who commanded the Rebel forts; and Captain Steedman, who brings the despatches, is the son of a former Mayor of Charleston.

The following are the official despatches to the Navy Department:

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

Hon. Gideon Welles, Secretary of the Navy:

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

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

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

On Tuesday, the 29th Oct. the fleet under my command left Hampton Roads, and with the army transports numbered fifty vessels.

On the day previous I had despatched the coal vessels, twenty-five in all, under convoy of the Vandalia. Commander Haggerty, to rendezvous off Savannah, not wishing to give the true points. The weather had been unsettled in Hampton Roads, though it promised well when we sailed, but off Hatteras it blew hard. Some ships got into the breakers, and two struck, but without injury.

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

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

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

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

Lieut. Commanding Nicholson's conduct in the Isaac Smith has met with my warm commendation.

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

On passing Charleston I sent in the Seneca, Lieutenant Commanding Amman, to direct Captain Lardner to join me with the steamer Susquehanna off Port Royal without delay.

On Monday, at eight o'clock in the morning, I anchored off the bar with some twenty-five vessels in company, many more being in sight.

The Department is aware that all the aids to navigation had been removed, and the bar lies ten miles seaward, with no features on the shore line with sufficient prominence to make any bearings reliable. But, to the skill of Commander Davis, the Fleet Captain, and Mr. Boutelle, the able assistant of the coast survey, in charge of the steamer Vixen, the channel was immediately found, sounded out and buoyed.

By three o'clock I received assurances from Captain Davis that I could send forward the lighter transports, those under eighteen feet, with all the gunboats, which was immediately done, and before dark they were securely anchored in the roadstead of Port Royal, South Carolina.

The gunboats almost immediately opened their batteries upon two or three Rebel steamers, under Commodore Tatnall, instantly chasing him under the shelter of their batteries.

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

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

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

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

To-day the wind blows a gale from the southward and eastward, and the attack is unavoidably postponed.

I have the honor to be, sir,
Respectfully, your obedient servant,
S. F. DUPONT.
Flag Officer commanding South Atlantic Squadron.

Commodore Dupont's Second Despatch.

BLOCKADING SQUADRON, FLAG SHIP WABASH,
OFF HILTON HEAD, PORT ROYAL HARBOR,
November 8, 1861.

Hon. Gideon Welles, Secretary of the Navy, Washington:

Sir—I have the honor to inform you that yesterday I attacked the enemy's batteries on Bay Point and Hilton Head—Forts Beauregard and Walker—and successful in silencing them after an engagement of four hours' duration, and driving away the squadron of Rebel steamers under Commodore Tatnall.

The reconnoissance of yesterday made us acquainted with the superiority of Fort Walker, and to that I directed my special efforts, engaging it at a distance of first eight, and afterwards six hundred yards. But the plan of attack brought the squadron sufficiently near Fort Beauregard to receive its fire, and the ships were frequently fighting the batteries on both sides at the same time.

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

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

The ground over which they fled was strewn with the arms of private soldiers, and officers retired in too much haste to submit to the encumbrance of their swords.

Landing my marines and a company of seamen, I took possession of the deserted ground and held the fort at Hilton Head, until the arrival of General Sherman, to whom I had the honor to transfer occupation.

We have captured forty-three pieces of cannon, most of them are of the heaviest calibre and of most improved description. The bearer of these despatches will have the honor to carry with him the captured flags and two small brass field pieces lately belonging to the State of South Carolina, which are sent home as suitable trophies of the success of the day. I enclose herewith a copy of the general order which is to be read in the fleet to-morrow at muster.

A detailed account of this battle will be submitted hereafter.

I have the honor to be, very respectfully,
Your most obedient servant,
[Signed] S. F. DUPONT.
Flag Officer Commanding
South Atlantic Blockading Squadron.

P. S.—The bearer of despatches will also carry with him the first American ensign raised upon the soil of South Carolina since the rebellion broke out. S. F. D.

General Order, No. 2.

FLAG SHIP WABASH, HILTON HEAD,
PORT ROYAL, Nov. 8th, 1861.

It is the greatful duty of the Commander-in-Chief to make a public acknowledgment of his entire commendation of the coolness, discipline, skill and gallantry displayed by the officers and men under his command at the capture of the batteries on Hilton Head and Bay Point after an action of five hours' duration.

The Flag Officer fully sympathizes with the officers and men of his squadron in the satisfaction they must feel at seeing the ensign of the Union flying once more in the State of South Carolina, which has been the chief promoter of the wicked and unprovoked rebellion they have been called upon to suppress.

[Signed] S. F. DUPONT.
Flag Officer Commanding
South Atlantic Blockading Squadron.

Report of General Sherman.

HEADQUARTERS EXPEDITIONARY CORPS,
PORT ROYAL, S. C., NOV. 8, 1861.

To the Adjutant General United States Army, Washington, D. C.

Sir—I have the honor to report that the force under my command embarked at Annapolis, Maryland, on the 21st of October, and arrived at Hampton Roads, Virginia, on the 22d.

In consequence of the delay in the arrival of some of our transports and the unfavorable state of the weather, the fleet was unable to set out for the Southern coast until the 29th, when, under the convoy of a naval squadron under the command of Commodore Dupont, and after the most mature consideration of the objects of the expedition by that Flag Officer and myself, it was agreed to first reduce any works that might be found at Port Royal, South Carolina, and thus open the finest harbor on the coast that exists south of Hatteras.

It was calculated to reach Port Royal in five days at most, but in consequence of adverse winds and a perilous storm on the day and night of the first of November, the fleet arrived at Port Royal bar not until the fourth, and then but in part, for it had been almost entirely dispersed by the gale, and the vessels have been straggling in up to this date. The transport steamers Union, Belvidere, Osceola and Peerless have not arrived. Two of them are known to be lost, and it is probable all are. It is gratifying, however, to say, that none of the troop transports connected with the land forces were lost, though the Winfield Scott had to sacrifice her whole cargo, and the Roanoke a portion of her cargo, to save the lives of the regiments on board; the former will be enabled to again put to sea. The vessels connected with the naval portion of the fleet have also suffered much, and some have been lost. After a careful reconnoissance of Port Royal bay, it was ascertained that the Rebels had three field works of remarkable strength, strongly garrisoned and covered by a fleet of three gunboats, under Captain Tatnall, late of the United States Navy, besides strong land forces which the Rebels were concentrating from Charleston and Savannah.

The troops of the Rebels were afterward ascertained to have been commanded by General Drayton. One of the forts, and probably the strongest, was situated on Hilton Head, and the other two on Phillip's Island. It was deemed proper to first reduce the fort on Hilton Head, though to do this a greater or less fire might have to be met from the batteries on Bay Point, at the same time our original plan of co-operation of the land forces in this attack had to be set aside in consequence of the loss during the voyage of a greater portion of our means of disembarkment, together with the fact that the only point where the troops should have landed was from five to six miles, measuring around the intervening shoal, from the anchoring place of our transports, altogether too great a distance for successful debarkation with our limited means. It was, therefore, agreed that the place should be reduced by the naval forces alone. In consequence of the shattered condition of the fleet, and the delay in the arrival of vessels that were indispensable for the attack, it had to be postponed until the 7th inst. I was a mere spectator of the combat, and it is not my province to render any report of this action, but I deem it an imperative duty to say that the firing and manœuvring of our fleet against that of the Rebels and their formidable land batteries was a master-piece of activity and professional skill that must have elicited the applause of the Rebels themselves as a tactical operation. I think that too much praise cannot be awarded to the science and skill exhibited by the Flag Officer of the Naval Squadron and the officers connected with his ships. I deem the performance a masterly one, and ought to have been seen to be fully appreciated. After the works were reduced I took possession of them with the land forces. The beautifully constructed work on Hilton Head was severely crippled, and many of the guns dismounted. Much slaughter had evidently been made there; many bodies having been buried in the fort, and some twenty or thirty were found some half a mile distant. The island for many miles was found strewed with arms and accoutrements and baggage of the Rebels, which they threw away in their hasty retreat. We have also come into possession of about forty pieces of ordnance, most of which are of the heaviest calibre and the most approved modes, and a large quantity of ammunition and camp equipage.

It is my duty to report the valuable services of Mr. Boutelle, Assistant in the Coast Survey.—Assisting me with his accurate and extensive knowledge of this country, his services were invaluable to the army as well as to the navy, and I earnestly recommend that important notice be taken of this very able and scientific officer by the War Department.

I am, very respectfully, your obedient servant,
T. W. SHERMAN,
Brigadier General Commanding.

The Beaufort District of South Carolina —Interesting Statistics.

The Beaufort district, or county, of South Carolina, now in the occupation of our land and naval forces, literally swarms with negroes.—According to the census of 1850, which is not materially varied in this case by the returns of 1860, the population of this district was as follows:

Total white population,	5,917
Free colored,	759
Total free population,	6,526
Slaves,	32,279

This will give us an average in round numbers of five slaves to every white inhabitant of the district.

The agricultural returns of the census from this district embrace the following very interesting statistics, and the reader will bear it in mind that the whole district or county is flat and swampy, and made up almost entirely of sea islands, separated from each other by a very remarkable network of inlets, estuaries and bayous.

BEAUFORT (S. C.) DISTRICT.

Farms,	842
Acres improved,	239,289
Acres unimproved,	687,460
Value, improvements, &c.,	$5,601,350
Horses, asses, and mules,	5,026
Neat Cattle,	48,338
Sheep,	16,892
Swine,	37,855
Wheat, bushels raised,	2,465
Rye and oats,	29,913
Indian corn,	492,571
Irish and sweet potatoes,	485,200
Peas and beans,	76,353
Buckwheat,	25
Butter and cheese, pounds,	83,421
Hay, tons	17
Cane sugar, pounds,	20,000
Molasses, gallons,	6,221
Rice, pounds,	47,230,082
Cotton, ginned bales of 400 pounds each,	12,672
Wool, pounds,	21,730
Beeswax and honey,	7,975
Animals slaughtered, value,	$121,317
Produce of market gardens,	200
Orchard produce,	2,185
Wine, gallons,	300

MANUFACTORIES.

Capital employed,	$63,800
Hands employed,	75
Product,	$50,030
Produced in families,	10,000

Reduced to an analysis, these are exceedingly interesting statistics. First, we find this district of Beaufort divided into 842 farms, or, in other words, the whole district is divided among 842 land owners, allowing an average of nearly 3,000 acres of improved land, forty negroes, and only six horses, mules, and asses to each farm, all told. This will give us an idea of the vast amount of labor performed by the negroes with a hoe, the spade and shovel; and then it must be remembered that, cut up as the district is with islands, boats discharge to a great extent the duties performed elsewhere by horses, asses, and mules.

How the Rebels Account for their Defeat.

We have obtained a copy of the Norfolk Day Book, of Monday, November 11th. It contains an editorial article in which the defeat of the rebels is attributed entirely to the bad manner in which the guns of their forts was mounted.

We quote as follows:

DISMOUNTING GUNS IN SHORE BATTERIES.

We know so little about military matters that we are at loth to express an opinion without first consulting practical men on subjects which may arise for consideration, preferring in all cases to have the best views we can get to spread before our readers. In the accounts which have reached us of the engagement at the batteries at Hilton Head and Bay Point, we have seen a good deal about our guns being dismounted. Now, the engagement there happens not to be the first we have had during this war, so that we can safely refer to precedents.

At the attack on Sewell's Point, in this neighborhood, which took place at a time when everything was new to us, and when, if there had been any greenness, it should there have shown itself—we believe in that instance no such an announcement reached us as 'guns dismounted.' Well, further along in the progress of events, brings us to Hatteras—and without mentioning the innumerable other instances in which engagements were had with our shore batteries of heavy ordnance, without our guns being dismounted, Hatteras being an engagement in which quite as formidable a fleet was brought to bear as against Hilton Head, we were not informed of anything of that kind taking place there. The natural inference is that there was considerable want of management on the part of those in authority at the batteries at Port Royal, and that *the guns dismounted themselves by their rebound, from not being properly secured on their carriages.* Of this we are not told, however, in any of the communications from that quarter. But how a battery of thirty or thirty-six guns could be dismounted otherwise, appears too much of a mystery to practical minds with whom we have conversed.

We have been so often told that one gun on shore is more effective than five or ten on shipboard, that we are forced to credit the assertion; and how the thing was possible for those ships to dismount our guns, one after another, is a matter altogether unaccountable, unless the rebound dismounted them. We could not see how the ships could have possibly obtained such positions as to have accomplished that result, and do not believe they did; however, from what light we have had on the subject so far, we believe the dismounting of those guns was the means of allowing the enemy's ships to pass our batteries, and if our surmises should prove correct in this case, it may be the means of teaching our people a lesson at other points, which will prevent the recurrence of such another disaster.

We see by some accounts that Com. Tatnall, after his little fleet could no longer be effective, took his crews off and sent the vessels up the river out of harm's way; and then went into the batteries with his men. Now, it occurs to us, if those already at the batteries were unaccustomed to handling such guns, that the Commodore and his men must have been expert at it, and therefore it could not have been so much for want of good gunners as for want of good guns, or those they had being improperly geared, at the time the Commodore went to their assistance. If the guns had been properly fixed it may have been that the result would have turned out quite different. When he got there it was too late to think even of making any alteration, and he found himself powerless, each gun possibly dismounting itself from the rebound. Whose fault was it?

My little boy riding home with me one evening, brim full of enthusiasm and fun, having evidently "made a good day of it," broke out in this: "Oh! pa! pa! there is such a nice little girl comes to school! little Katty D——Oh! pa! she's such a nice little girl! I like little Katy D——," (and looking me full in the face with a voice slightly lowered, and an earnest motion of the head.) "I'd marry her, pa, if I knew how!"

A Richmond editor says that "a great wickedness rests at the door of Gen. Floyd." We don't know that any great wickedness stops at his door, but a large family of wickednesses have walked in and made their home with him.—*Pentice.*

Popularity in politics, is to see your name in large type, posted on the fence. Somebody will inquire who you are, and when the first rain comes you will disappear!

Dr. Diggs wishes to know whether Prince Salm Salm is expected to teach the Rebels the way to Sing Sing.

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