THE PRESS. PUBLISHED DAILY (SUNDAYS EXCEPTED.) BY JOHN W. FORNEY. OFFICE, No. 111 SOUTH FOURTH STREET.

THE DAILY PRESS, BEW CENTS PER WEEK, payable to the Carrier. Mailed to Subscribers out of the City at Emer Dollars PRE ANSUM, FOUR DOLLARS FOR SIX MONTHS. Two DOL-Advertisements inserted at the asual rates. Six lines constitute a sous re

THE TRI-WEEKLY PRESS, led to Subscribers out of the City at Fork DOLLARS BE ANNUM, in advance.

A. H. FRANCISCUS,

YARNS, BATTING, & WADDING.

No. 433 MARKET,

Mo. 5 NORTH FIFTH STREET,

Has in store the largest stock in this City of

BATTING, WADDING, WADDING, VARNS BATTING. YARNS BATTING TARNS WADDING. BATTING

> Cotton Batting, Wadding, Carpet Chain, Cotton Yarn, Twines, Wicking, Ropes, &c.

WADDING,

Goods Sold at Lowest Cash Prices. WOODEN AND WILLOW WARE.

A. H. FRANCISCUS,

433 MARKET, and 5 North FIFTH Street,

Calls the attention of dealers to his IMMENSE STOCK

WOODEN AND WILLOW WARE, WOODEN AND WILLOW WARE, WOODEN AND WILLOW WARE, WOODEN AND WILLOW WARE, WOODEN AND WILLOW WARE WOODEN AND WILLOW WARE

BUCKETS, TUBS, CHURNS, BRUSHES, BASKETS, BROOMS, LOOKING-GLASSES. TABLE AND FLOOR OIL-CLOTHS, WINDOW-SHADES, CLOCKS,

FANCY BASKETS, &C. A LARGER STOCK OF THE ABOVE GOODS THAN ANY OTHER HOUSE IN THE COUNTRY.

CLOTHES WRINGERS. THE GREAT CLOTHES WRINGER.

PUTNAM "SELF-ADJUSTING CLOTHES WRINGER" Is warranted to be superior to any other in use. EVERY FAMILY SHOULD POSSESS A CLOTHES WRINGER.

Ist. It is a relief to the hardest part of washing day. 2d. It enables the washing to be done in one-third less 3d. It saves clothes from the injury always given by 4th. It helps to wash the clothes as well as dry them. WE BELIEVE IT ADVISABLE TO PROCURE

is well as atticles uneven in thickness, are certain to eccive uniform pressure.

FOURTH. The patent fastening by which the imaching a tightened to the tub, we believe to be a unprior in simplicity and efficiency to say, yet offered.

FIFTH. It will fit affath, round or square, from one saif to one-and a quarter inches in thickness, without he least atteration.

RETAIL PRICE: Reliable and energetic men will be liberally us

"WOODENWARE ESTABLISHMENT" A. H. FRANCISCUS, No. 433 MARKET St. and No. 5 North FIFTH St. ahl7-2m Wholesale Agent for Pennsylvania.

OIL CLOTHS. OIL CLOTHS AND

WINDOW SHADES. CARRIAGE, TABLE, STAIR, AND FLOOR MEN'S-AND BOYS' WEAR. OIL CLOTHS, IN COTTON AND LINEN-FABRICS,

QUALITY AND STYLE UNSURPASSED. WINDOW SHADES, COMPRISING EVERY VARIETY OF NEW AND ORIGINAL DESIGNS, PLAIN and ORNAMENTAL. These goods will be sold to Dealers and Manufact at prices much below the present price of stock. THOMAS POTTER. *MANUFACTURER OF OIL OLOTHS AND WINDOW SHADES,

49 CEDAR and 95 LIBERTY Streets, New York. PAPER HANGINGS. PHILADELPHIA

PAPER HANGINGS. HOWELL & BOURKE, CORNER OF

FOURTH AND MARKET STREETS, MANUFACTURERS OF

PAPER HANGINGS AND WINDOW CURTAIN PAPERS. Offer to the Trade a LARGE AND ELEGANT ASSORT-MENT OF GOODS, from the cheapest Brown Stock to N.E. COR. FOURTH AND MARKET STREETS. N. B.—Solid Green, Blue, and Buff WINDOW PA-FEES of every grade. NEW GOODS! NEW GOODS!-WE

wall-Paper Hangings.

In our retail department we have paid special attention to the total constraint of the satisfactory new patterns of wall-Paper Hangings.

In our retail department we have paid special attention to tasteful designs suiting Philadelphia taste. Booms papered by selected men, and warranted to give satisfaction.

JOHN H. LONGSTRETH, 1876-117 No. 12 North THIRD Street. DRUGS AND CHEMICALS. POBERTSHOEMAKER & CO., Northeast Corner FOURTH and RACE Streets,

PHILADELPHIA, WHOLESALE DRUGGISTS, IMPORTERS AND DEALERS FOREIGN AND DOMESTIC WINDOW AND PLATE GLASS,

MANUFACTURERS OF WHITE LEAD AND ZINC PAINTS, PUTTY, &c. AGENTS POB THE CELEBRATED FRENCH ZINC PAINTS. Bealers and consumers supplied at mbs.sm VERY LOW PRICES FOR CASH.

GAS FIXTURES, &c. ARCH STREET. 517

A. VANKIRK & CO. MANUFACTURERS OF OHANDELIERS AND OTHER

GAS FIXTURES. Also, Frach Brenze Figures and Ornaments, Porcelain and Micachines, and a variety of FLOOY GOODS,

WHOLESALE AND RETAIL. Please call examina goods. CHAMPA dels-ly de18-17 escent" Champagne Wine, to are saleby ETCHE & LAVERGYE, South FROMT Street.



PHILADELPHIA, THURSDAY, APRIL 16, 1863.

DRY GOODS JOBBERS. M. L. HALLOWELL & CO., NO. 615 CHESTNUT STREET, The undersigned has now open a

FOR THE SALE OF PHILADELPHIA-MADE GOODS. assortment of New Foreign OUR SPRING STOCK IS NOW AR-

80,000 DOZEN HOSIERY AT LOWER PRICES THAN PRESENT COST OF IM-THOS. MELLOR & CO.

40 AND 48 NORTH THIRD STREET. PHILADELPHIA. ja31-3m CANTON FLANNELS, Heavy and Medium. NEGRO KERSEYS, Plain and Twilled.

VOL. 6.—NO. 218.

COMMISSION HOUSES.

SHIPLEY, HAZARD, &

HUTCHINSON.

. No. 112 CHESTNUT STREET,

COMMISSION MERCHANTS,

LINSEYS, White Rock, Westerley &c., &c. BROWN DRILLS. On hand, and for sale by SHIPLEY, HAZARD, & HUTCHINSON, 112 CHESTNUT Street, IOHN T. BAILEY & CO.

BAGS AND BAGGING OF EVERY DESCRIPTION, NO. 113 NORTH FRONT STREET, WOOL BAGS FOR SALE.

GENTS' FURNISHING GOODS. CEORGE GRANT,

NO. 610 CHESTNUT STREET, A LARGE AND COMPLETE STOCK GENTS' FURNISHING GOODS, f his own importation and manufacture. His celebrated

"PRIZE MEDAL SHIRTS," nufactured under the superintendence of JOHN F. TAGGERT, (FORMERLY OF OLDENBERG & TAGGERT,)
are the most perfect-fitting Shirts of the age.

Orders promptly attended to. mh26-thstu3r THE FINE SHIRT EMPORIUM,

Nos. 1 AND 3 NORTH SIXTH STREET.

JOHN C. ARRISON; (FORMERLY J. BURR MOORE.) IMPORTER AND MANUFACTURER OF GENTLEMEN'S FURNISHING GOODS IN GREAT VARIETY AND AT MODERATE PRICES.

Shirts, Collars, Drawers, &c. FINE SHIRT, MANUFACTORY. The subscriber would invite attention to his IMPROVED CUT OF SHIRTS, ich he makes a specialty in his business. Als stantly receiving, NOVELTIES FOR GENTLEMEN'S WEAR. J. W. SCOTT,

GENTLEMEN'S FURNISHING STORE,

NO. 814 CHESTNUT STREET,

tf Four doors below the Continental. CLOTHING.

> Fine Clothing, Made up early, for Spring and Summer Sales, now ready, WANAMAKER & BROWN, "OAK HALL," S. E. cor. 6th & Market.

DESIRABLE INVESTMENT. PRICES SURE TO ADVANCE.

CASSIMERES. NEW DIAGONOLS. NEW MIXTURES.

NEW COLORS. NEW 6-4 COATINGS. NEW 6-4 MELTONS.

BOYS' CLOTHING READY-MADE. BOYS' AND MEN'S CLOTHING MADE TO ORDER. COOPER & CONARD. S. E. corner NINTH AND MARKET Sts.

JOHN KELLY, JR., TAILOR, HAS REMOVED FROM 1022 CHESTNUT STREET,

EDWARD P. KELLY'S, 142 South THIRD Street.

Where he presents to former patrons and the nobli the advantages of a STOCK OF GOODS, equal if not su-perior, to any in the city—the skill and taste of himself and EDWARD P. KELLY, the two best Tailors of the -at prices much lower than any other first-class establishment of the city.

BLACK CASS, PANTS, \$5.50,

FURNITURE, &c. FURNITURE. A LARGE ASSORTMENT,

W. & J. ALLEN & BROTHER. 1209 CHESTNUT STREET. CABINET FURNITURE AND BIL-MOORE & CAMPION,

In connection with their extensive Cabinet business, are now manufacturing a superior article of BILLIARD TABLES.

and have now on hand a full supply, finished with the MOORE & CAMPION'S IMPROVED CUSHIONS, which are pronounced by all who have used them to be superior to all others.

For the quality and finish of these Tables, the manufacturers refer to their numerous patrons throughout the Union, who are familiar with the character of their mh5-fm Т H E "EXCELSIOR" HAMS ARE THE BEST IN THE WORLD.

NONE GENUINE UNLESS BRANDED "J. H. M. & CO. PHILADA. EXCELSIOR." J. H. MICHENER & CO., GENERAL PROVISION DEALERS AND CURERS OF

"EXCELSIOR" SUGAR-CURED HAMS, Nos. 142 and 144 North FRONT Street. Between Arch and Race streets, Philadelphia. The justly-celebrated "EXCELSIOR" HAMS are cured by J. H. M. & Co. (in a style peculiar to themselves) expressly for FAMILY USE, are of delicious flavor, free from the unpleasant taste of salt; and are pronounced be epicures superior to any now offered for sale.

STRAWBERRY WINE, EQUAL TO MALMSEY MADEIRA. ALBERT C. ROBERTS, DEALER IN FINE GROCERIES,

SPRING MILLINERY. SPRING MILLINERY.

(JAYNE'S MARBLE BUILDING,)

Have now in stock, and are daily receiving, a handsome FANCY DRY GOODS

SILKS, Il purchased since the recent DECLINE IN GOLD AND EXCHANGE, nd which will be sold at a

SMALL ADVANCE FOR CASH. SPRING 1863. 1863 DRY GOODS.

HOOD, BONBRIGHT, & CO., WHOLESALE DEALERS IN

FOREIGN AND DOMESTIC DRY GOODS,

No. 435 MARKET STREET, PHILADELPHIA. The attention of the TRADE is invited to their large STAPLE AND FANCY GOODS,

Among which are choice brands of Sheeting and Shirting Muslins, Madder Prints, De Laines, Ginghams, Lawns, and NEWEST STYLES DRESS GOODS.

MEN'S WEAR · IN GREAT VARIETY. GREAT INDUCEMENTS OFFERED TO CASH BUYERS.

JAMES R. CAMPBELL & CO., IMPORTERS, JOBBERS, AND RETAILERS OF DRY GOODS.

727 CHESTNUT STREET. Invite the attention of Cash Buyers to their FULL AND COMPLETE STOCK,

Embracing the most desirable styles of BILKS AND DRESS GOODS. IN ANY MARKET,

MODERATE PRICES. mh9-tap26 DAVID ROGERS, No. 45 SOUTH FOURTH STREET,

MEN AND BOYS' WEAR, LADIES' CLOAKINGS, &c. CPRING STOCK SILK AND FANCY DRESS GOODS.

A. W. LITTLE & CO., mb5-2m No. 325 MARKET STREET.

SPRING. RIEGEL, WIEST, & ERVIN,

IMPORTERS AND JOBBERS

DRY GOODS, No. 47 NORTH THIRD STREET,

PHILADELPHIA. Goods will find our Stock large and admirably assorted, and at Low Figures. In certain classes of Goods we offer inducements to

unequalled by any other house in JAMES, KENT,

SANTEE, & CO., IMPORTERS AND JOBBERS DRY GOODS, Nos. 339 and 341 N. THIRD STREET, ABOVE RACE, PHILADELPHIA, LARGE AND COMPLETE STOCK

FOREIGN AND DOMESTIC DRY GOODS. mong which will be found a more than usually attra-LADIES' DRESS GOODS; Also, a full assortment of MERRIMACK AND COCHECO PRINTS.

PHILADELPHIA-MADE GOODS. To which they invite the *special* attention of cash buyers fe20-2m 1863.

YARD, GILLMORE, & CO., Importers and Jobbers of SILKS FANCY DRY GOODS NOS. 617 CHESTNUT AND 614 JAYNE STS.,

Have now open, of THEIR OWN IMPORTATION, a LARGE AND HANDSOME STOCK SPRING GOODS, COMPRISING DRESS GOODS, SHAWLS, RIBBONS GLOVES, &c. WHITE GOODS, LINENS, FURNISHING GOODS, EM-

BROIDERIES, AND LACES. The attention of the trade is requested. fel5-Sm SPRING. 1863. 1863.

JOHNES, BERRY, & CO. No. 527 MARKET, and 524 COMMERCE Streets

PHILADELPHIA. IMPORTERS AND JOBBERS OF SILK AND FANCY DRY GOODS,

Have now open a LARGE AND ATTRACTIVE STOCK DRESS GOODS, Adapted to the Season. Also, a Full Assortment in

WHITE GOODS, RIBBONS, GLOVES, SHAWLS, &c., Which they offer to the trade at the LOWEST PRICES. CASH BUYERS Are particularly invited to examine our Stock. fel3-t

PAINTINGS, ENGRAVINGS, &c. AMES S. EARLE & SON, IMPORTERS AND MANUFACTURERS OF LOOKING GLASSES. OIL PAINTINGS, ENGRAVINGS.

PORTRAIT, PICTURE, and PHOTOGRAPH FRAMES PHOTOGRAPH ALBUMS. EXTENSIVE LOOKING GLASS WAREROOMS AND GALLERY OF PAINTINGS, 816 CHESTNUT Street, Philadelphia.

THURSDAY, APRIL 16, 1863.

HANDSOME STOCK OF RIBBONS, SILKS, CRAPES, ILLUSIONS AND LACES. Also, a splendfil assortment of

FRENCH FLOWERS. Jonsisting of fine ROSES, ROSE BUDS, fine GRAPES, and FRUITS. All of the most fashionable shades and styles. A LOT OF

RIBBONS AND FLOWERS of last season's importation, will be CLOSED OUT VERY CHEAP. M. BERNHEIM, No. 726 CHESTNUT STREET.

STRAW GOODS, 1863. FRENCH FLOWERS, LACES AND RIBBONS, OF THE LATEST FASHIONS,

THOS. KENNEDY & BRO.'S, No. 729 CHESTNUT Street, below EIGHTH.

JUST OPENED

SPRING BROOKS & ROSENHEIM, (Late Rosenheim, Brooks, & Co.), No. 431 MARKET STREET, North Side

Have now open, and are daily making additions the A HANDSOME VARIETY OF RIBBONS, BONNETS, MISSES' AND CHILDREN'S HATS, FLOWERS,

MILLINERY GOODS IN GENERAL, to which the attention of the trade is respectfully soft.

mh18-2m MISSES O'BRYAN, 1107 WAL-NUT Street, will open PARIS MILLINERY FOR THE SPRING, on THURSDAY, April 9th, 1863.

SPRING OPENING!—A GRAND
Spring Opening of BONNETS, CHILDREN'S
HATS, &c., will take place at Mrs. J. HAMBURGER'S, 25 South|SECOND Street, on THURSDAY,
April 16th inst., to which the attention of Ladies is
april-21st 1863. RIBBONS AND

MILLINERY GOODS. IL. DANNENBAUM & CO., No. 57 North SECOND Street. MERCHANTS and MILLINERS will find inducements in styles and prices unequalled in

s P R I N G 1863 WOOD & CARY. No. 725 CHESTNUT STREET, STRAW AND MILLINERY GOODS,

TRAW HATS AND BONNETS.

MISSES' AND CHILDREN'S STRAW GOODS.

FANCY AND CRAPE BONNETS.

FRENCH FLOWERS, RIBBONS, &c. To which they respectfully invite the attention of Mer-shapts and Milliners. CASH BUYERS will find special advantage in examin-ing this stock before purchasing. fe28-2m.

MILLINERY AND STRAW GOODS.

JOSEPH HAMBURGER,
25 South SECOND Street,
Has now open a large stock of Ribbons, Artificial Flowers
&c., to which he respectfully invites the attention compliments and Merchants. Goods received daily from New York auctions.

AND STRAW GOODS. PIGHTH-STREET RIBBON STORE. No. 107 North EIGHTH Street.
We would inform our customers, and the ladies generally, that we open this day a full and nery superior tock of MILLINERY AND STRAW GOODS, for the pring and Summer seasons, which we are prepared filer, wholesale and retail, at the most reasonable prices. No. 4 CORD-EDGE RIBBONS, all colors, \$1 per piece. No. 6 CORD-EDGE RIBBONS, all colors, \$1.25 per isce. BLACK VELVET RIBBONS, every width, superior BEST BLACK VELVET RIBBONS, with white edges, Stes. BONNET SILKS of every shade, plain and plaid. BONNET CRAPES, LACES, ILLUSIONS, BLONDES. ONNET CRAFTED, HAVE, AMERICA, &C.
RENCH ARTIFICIAL FLOWERS, a superb variety,

at the usual prices
STRAW BONIETS, the fashionable shape, in braid,
split straw, and hair; white, gray, and black.
INFANTS HATS AND CAPS, every new design, all THE BEST NEW YORK AND FRENCH BONNET RAMES, lower than they can be bought elsewhere, by e dozen or single.

Give us a call.

No. 107 North EIGHTH Street CARPETS AND OIL-CLOTHS.

ARCH-ST. CARPET WAREHOUSE. JOS. BLACKWOOD,
632 ARCH STREET,
TWO DOORS BELOW NINTH (South Side), FOR SPRING TRADE, A rich and extensive assortiment of CARPETINGS, ENGLISH AND AMERICAN CARPETINGS, Embracing all the new styles, which are offered AT LOW PRICES FOR CASH. mb18-2m. JUST RECEIVED,

3,000 ROLLS CANTON MATTINGS.

To which we invite the attention of the trade. M'CALLUM & CO., NO. 509 CHESTNUT STREET,

E M O V A L J. T. DELACROIX, STOCK OF CARPETINGS, From 47 South FOURTH Street, to his NEW STORE, No. 37 SOUTH SECOND STREET, Where he offers to his old customers, and purchaser generally, a LARGE AND DESIRABLE STOCK OF

CARPETINGS, of all grades, and best known makes.
OIL CLOTHS, MATTINGS, AND WINDOW SHADES,
WHO LES ALE AND RETAIL;
AT THE LOWEST PRICES. J. T. DELACROIX, Mc. 37 SOUTH SECOND STREET, above Chestnut, mh9-3m

GLEN ECHO MILLS, GERMANTOWN, PA. M'CALLUM & CO., -MANUFACTURERS, IMPORTERS, AND DEALERS. 509 CHESTNUT STREET,

OARPETINGS, OIL CLOTHS, &c. 🐣 We have now on hand an extensive stock of CARPET. MGS, of our own and other makes, to which we call the attention of each and short-time buyers. fel6-3m

SEWING MACHINES.

CEWING MACHINES. THE "SLOAT" MACHINE, WITH GLASS PRESSER FOOT, NEW STYLE HEMMER, BRAIDER, THE TAGGART & FARR MACHINES. Agency—N. E. corner NINTH and CHERRY Streets. SINGER'S

SEWING MACHINES, For Family Sewing and Manufacturing Purposes. 810 CHESTNUT STREET. CLARET.—200 CASES ST. JUCIEN

DEPARTMENT OF VIRGINIA.

dvance of Gen. Longstreet—Our Army Reinforced and Prepared for Action—Mi-chael Corcoran Acting Major General— Gen. Corcoran Kills Col. Kimball by Acident-Order of Gen. Keyes. SUFFOLK, April 11.-For days days past (says the ndent) Suffolk has expected attack, and our soldiers have continued to fortify. We had neard that the rebel army in front of us was in an almost starving condition, and meditated an attack on Suffolk for the purpose of getting the subsistence ores in this place; also, that they had been accumulating a heavy force on the line of the Blackvater, between Franklin and Zani, and had been bridging the Blackwater river in various places, besides bringing down pontoon bridges from somewhere in the neighborhood of Richmond. A while ago, the rebels advanced in force, and captured ou outmost pickets. THE REBEL ATTACK.

THE REBEL ATTACK.

The attacking force, as is usual, was cavalry. In an incredibly short space of time our whole force was under arms, manning the defences, and our cavalry out on the roads, on a trot march, to give the enemy the benefit of a hasty but warm reception. General Peck was out, too, from his headquarters, seeing to the execution of his orders. The people of the town are in a wild state of trepidation. Women are running here and there, from one house to another, and mothers are hugging their children to their breasts, as if to shield them from harm. The enemy have attacked us on General Terry's front. LONGSTREET'S INTENTION. A prisoner says it is the intention of the enemy to y and get between us and Norfolk and Portsmouth

d thereby cut off our telegraphic and railroad les of communication, and prevent us from receiv-COL. SPEAR'S POSITION. COL. SPEAR'S POSITION.

Col. Spear has advanced with his cavalry brigade to a point one mile on the Blackwater road, which is to the right of the place where the Franklin and Petersburg. Railroads cross each other. The enemy is now, in a straight line; about four miles from here. Col. Spear has opened with his howitzers, for the enemy is advancing skirmishers forward to the edge of the woods. A few shots have been fired from Fort Rosecrans, by order of Gen. Terry, in order to get the range and let the enemy know that we are impatient for an attack. BRIDGE BLOWN UP.

The bridge over Nansemond river is now a total reck, and if the enemy ever expected to make a dash to and over it, and thus get into Suffolk, he has been completely foiled. GENERAL PECK'S HEADQ UARTERS.

The scene at headquarters of Major General Peck, at nine o'clock, was highly amusing. Imagine a major general sitting at a table in a forlorn-looking room, maps all around him, and aids de-camp, every one of whom appears in as great a hurry to fulfil his mission as they are all to be made brigadier generals, poking despatches into one hand of the major general, as the latter pokes a few crumbs. of bread into his mouth, and aid-de-camp messengers delivering into his ears a whole volume of the English language, as the major general makes a fruitless attempt to swallow a cup of scalding tea, and you have a faint description of scenes at headquarters. And all this for the sake of enjoying the luxury of being a major general, with a fair prospect of having your name wrong in the newspapers.

COL. KIMBALL SHOT BY CORCORAN. GENERAL PECK'S HEADQUARTERS. COL. KIMBALL SHOT BY CORCORAN. APRIL 12.—At three o'clock this morning General Corcoran was proceeding to the front of his division, by order of General Peck, when he was halted, at a short distance from town by some one then to him unknown. The person who halted him said he could not pass, and demanded to know who he was. The General replied by saying that he was "General Corcoran, proceeding to the front by order of

should, when the other insisted that he should not, at the same time making a movement to draw his sword. General C. quickly demanded to know who he was, his regiment, rank, &c., when the latter replied. General C., under the impression that Colonel Kimball was drawing a pistol, instantly drew his own and shot him in the neck, and he died in a few-minutes afterwards. Just then Quartermaster Cook rushed out and cried, "Who fired that piece?" Is that you?" said the General. On receiving an affirmative answer, the General told the quartermaster to look after the injured party, that he was responsible for the occurrence, and passed on. The mortal wound was then found to have been given to Lieutenant Colonel Kimball, of the 9th New York, who was in command of the Hawkins Zouaves. The Zouaves had but just arrived as reinforcements. READY FOR AN ATTACK.

Everything is now in full readiness for an attack. Torpedoes are under all the bridges not destroyed leading to town. A few houses are being pulled down, as they interfere with the range of our guns. We now have the pleasure of seeing the enemy on the railroad front of our western entrenchments. He appears to be moving his infantry to the right, amid clouds of ascending dust, from the South Quay road to the Blackwater one. Two or three of the enemy-baye visited our abandoned signal station; more are deployed in the field as skirmishers, and cavalry can be seen on the railroad track. No attack has yet been made. CORCORAN COMMANDS THE FIRST DIVI-APRIL 13.—The following order appoints General Corcoran to command of the 1st Division: Corcoran to command of the 1st Division:

HEADQUARTERS UNIVED STATES FORCES,

SUPFOLK, Va., April 8, 1863.

Until further orders the troops of Brig. Gen. Corcoran's brigade, Brig. Gen. Terry's brigade, and Colfoster's brigade, will constitute the 1st Division of the 7th Army Corps, under command of Brig. Gen. Michael Corcoran.

By command of Major General PECK,

LANES D. OUTWATER, Act. Asst. Adjt. Gen.

Colonel Murphy, 69th New York, now command ORDER OF GEN. KEYES. ORDER OF GEN. KEYES.

Headquarters, Department of Virginia, Norfolk, Va., April 12, 1863.

The proximity of the Confederate forces renders it proper, by virtue of the military and naval authority of the United States, to give the following notice: All foreign consuls and their families, all women and children, and all other persons not in the service of the United States who prefer safety to the conflict of war, are notified that on the approach of the enemy to any town or village within this department, and the range of the Union guas, such town or village will be fired on without further consideration.

E. D. KEYES,

E. D. KEYES,
Maj. Gen. Commanding Department of Va. DEPARTMENT OF THE SOUTH.

Details of the Loss of the Steam Gunboat George Washington-Return of the Iron-clad Squadron-Military Changes-Official Report of our Recent Operations in Florida.

On Board the Nantasker, Off Charleston Harbor, April 11, 1863, News reached us yesterday of the destruction of the small steamer George Washington, in Coosaw river (a branch of Beaufort river), by the rebels. The first report, which reached Hilton Head yesterday, led us to believe that the officers, crew, and all on board had escaped; but later intelligence places our loss at six killed and seven wounded.

The steamer was making a short reconnoissance places our loss at six killed and seven wounded.

The steamer was making a short reconnoissance towards Port Royal Ferry, when the rebels opened a battery of rifled six pounders from behind a sandbank, and shelled the boat before those on board began to suspect the presence of the enemy. The first shot from the battery disabled the steamer's machinery, the second passed through her boiler, and the third and fourth set her on fire. All the crew, not killed and wounded escaped in boats to the marsh on the opposite side of the river, and them waded back to the dry land on Port Royal Island.

The George Washington on the Government about \$25,000, and has been in the service since last summer. about \$25,000, and has been mine service since last summer.

The New Ironsides and the remaining monitors have crossed the bar, and are about returning to Port Royal Harbor. The land forces have re-embarked on the transports, and will leave for Hilton Head in the course of to-day. The expedition is virtually at an end.

Gen. Seymour, chief of Gen. Hunter's staff, goes North by the Arago to-day, it is thought, by many, not to return. Lieut. Col. Halpine, Gen. Hunter's assistant adjutant general, an able, loyal, and popular officer, will probably succeed to the position.

I subjoin the official report of Acting Erig. Rush, colonel of the 8th Maine, respecting the late movements in Florida:

Lieutenant Colonet C. G. Halpin, A. A. G., Department of the South:

Colonet: I have the honor to make the following report for the information of the major general commanding the Department of the South:

In accordance with orders received, I embarked my regiments on the steamers Delaware and General Meigs at Beaufort, S. C., March 19, for Jacksonville, Florida, where I arrived on the 23d ult., having been delayed by rough weather. Major Hemingway, with three companies on the General Meigs, had already arrived. When I arrived, a rebel battery, mounted on a platform car, propelled by a locomotive, was shelling the town.

The gunboat Norwich, which accompanied me, at once engaged it, replying vigorously, as did also a rified Parrott. 25 pounder on shore. The enemy were soon driven back. He was, as I afterwards learned, making a reconnoissance, which it was his plan to follow up by an attack in force after nightiall. He expected to make the attack so close as to render our gunboats unavailable, from the danger of their shells falling among our own men. Everything-semanned quiet during that night. The fact that our pickets had previously been driven in at night to the edge of the town encouraged this plan, which was frustrated by the arrival of the 8th Maine Regiment, and placing a night picket afterward at a distance.

On Tuesday night, the 25th, the locomotive battery again approached and threw several sixty.

which was frustrated by the arrival of the 8th Maine Regiment, and placing a night picket afterward a distance.

On Tuesday night, the 25th, the locomotive hattery, again approached, and threw several sixty-eight-pound shells into the city, among their own women and children, striking several buildings, but injuring no one. Repeated night attempts were made by the enemy to shell the city. On Wednesday a reconnoisance in force, commanded by Colonel Higginson, and consisting of five companies of the 6th Connecticut, under Major Meeker, and a portion of Colonel Higginson's colored regiment, advanced along the railroad pickets upward of four miles, driving in General Finnegan's pickets, but not being able to overtake the enemy.

After proceeding as far as was deemed advisable, and the enemy showing no disposition to accept battle, our forces commenced to return. Soon after the locomotive, battery appeared and threw several shells, but was careful to keep out of reach of our rifles. One of its shells killed Privates Charles Hoole and Joseph Goodwin, and severely wounded William Willis—all of Captain McArthur's company, 8th Maine Regiment—who were the only persons killed or wounded there after my arrival.

Col. Montgomery, with about 120 men of his regiment on the General Meigs, Captain Watson, accompanied by Captain Stedman, with the guiboat Paul Jones, made a successful expedition to Pilatka, 75 miles up the river, taking as prisoners one lieutenant and fourteen men, with their arms. The lieutenant violated his parole of honor and escaped.

A quantity of cotton, rifles, horses, and other woods of the excelling and here were a several buildings in the sold of the preference by company, 8th Maine Regiment—who were the only persons killed or wounded there after my arrival.

Col. Montgomery, with about 120 men of his regiment on the General Earnegard that the monitors and the Ironsides were approaching the fort. The firm has a destinate of about two thousand yards. At three P. M. the action was opened by Fort Moultrie lieutenant violated his parole of honor and escaped.

A quantity of cotton, rifles, horses, and other property, amounting to several thousand dollars in value, have been captured. Lieut. Col. Billings, 1st South Carolina Volunteers, was wounded on the Pilatka expedition. In accordance with Special Order No. 162, received from Headquarters Department of the South, I withdrew all the United States forces from Jacksonville, Fla., and embasked them on transports, March 31, part of which had just arrived for that purpose. While the evacuation was taking place several fires were set, a portion of them, undoubtedly, by secessionists. The fires were not confined to the lines of the regiment. Perhaps twenty-five buildings were destroyed. Prior to my arrival many buildings had been burned—some by secessionists, others by Union forces, from military necessity.

necessity.
Many Union families came away with us, our sol-

there freely making all possible room for them on the transports.

The expedition has all returned safely. Much redit is due Captain H. Boynton, 8th Regiment Maine Volunteers, for the careful and prudent manner in which he administered the affairs of rovost marshal during our brief stay at Jackson-rovost marshal during our brief stay at Jackson-rolle. Captain Cannon, of the Delaware, and his erry gentlemanly officers, deserve mention for their erry gentlemanly officers, deserve mention for their inteers, for the careful and prudent which he administered the affairs of shal during our brief stay at Jacksonain Cannon, of the Delaware, and his nanly officers, deserve mention for their ent of officers and men, as do also all of troops and transports, for cheerful forded the expedition and Union people hus. assistance afforded the expedition and Union peopl who left with us.

Very respectfully, your obedient servant,
JOHN D. RUST,
Col. 8th Reg't Maine Vols., Commanding Forces.

—N. Y. Tribune.

STATES IN REBELLION. Late and Interesting News from the South out-Defeat of the Rebels at Pontchatoula, La.-Entente Cordiale with England-Rebel Detailed Accounts of the Attack upon Charleston-Personal Matters. FROM WASHINGTON, N. C.

The Raleigh *Progress* says there were various and con-icting rumors on the streets Wednesday (April 8) re-tilve to aliairs at Washington, but it was not known hat the place had been attacked, or that any engage-ent had taken place. ANGLO-REBEL ENTENTE CORDIALE.

The Richmond Dispatch of the 8th inst. says: "We have published the kist of the correspondence between Mr. Mason and Lord Russell on the question of the legality of the blockade of our ports by the Yankee Government and the recognition of the Confederacy. No Southern man can read it without feelings of indignation and contempt—indignation for the cold and stony haughtiness, not to say rudeness of manner, of the British Minister towards Mr. Mason, afterwards only partially atomed by a disavowal of any personal disrespect, and contempt for the subterfuges resorted to to cover a selfish policy." The Dispatch adds: "We must not forget, whatever the Ministry may do or propose, that our country has received the most valuable assistance from the people of England, and at this time there are schemes on Jot there of great importance to us."

THE REBELS DEFEATED AT PONCHATOULA. ANGLO-REBEL ENTENTE CORDIALE schemes on footthere of great importance to us."

THE REBELS DEFEATED AT PONCHATOULA.

(From the Mobile Register, March 29.]

We have learned that on. Wednesday about 1,500 Yankees made an incursion upon Ponchatoula, which was guarded by only 160 cavalry, and so sudden was their advent that our men were obliged to run without their horses. They retreated about twenty miles, telegraphing at an intermediate station for reinforcements, which came the next day in the form of 1,200 of our Indian troops, and run the Yankees back, encamping a considerable distance beyond Ponchatoula. The Yankees set fine to the depot and several houses, which were extinguished; but they succeeded in burning all the schooners in which a set of traitors have been trading to New Orleans with the connivance of some of our officers.

RELEASE OF JOHN MINOR BOTTS.

John Minor Botts, of Virginia, so long incarcerated the Libby prison and in Salasbury, N. C., has been reased through the interposition of a friend, an extensi eased through the interposition of a friend, an extensiv burchaser of tobacco, and has permission to remain o his estate, near Gordonsville, under the pledge of no hiding or abetting the Union cause. EXECUTION OF CAPTAIN G. A. WEBSTER, OF THE UNION ARMY, AT RICHMOND.

UNION ARMY, AT RICHMOND.

From the Richmond Whig. April II.

The execution of G. A. Webster, who was sentenced to death by court martial for violation of his parole of honor, took place yesterday at Camp Lee, near this city. The prisoner held a commission under the bogus Pierpont Government, and when first captured was released upon parole, but again took up arms against the Contederate States, and was a second time taken. For this military offence he was condemneed to suffer death by hanging. He was accompanied from the prison to the camp yesterday by his spiritual adviser. Rev. Dr. Brown, of the Presbyterian Uhurch, and by several military officials. The guard was composed of Waren's company of cavalry. The prisoner was dressed in the uniform of a Federal officer. He was extremely weak from an injury received when he attempted to make his escare on a recent occasion but otherwise seemed to maintain considerable fortitude. On arriving at the ground a half hour was devoted to religious exercise, in the carriage, and the prisoner asked the officer in command to extend his time until three o'clock, the latest moment allowed by the terms of his sentence; but was not deemed expedient to grant the request. He istest moment allowed by the terms of his sentence; but it was not deemed expedient to grant the request. He was assisted up the steps of the gallows and seated over the trap, and being asked if he bad anything to say, dedined to make any remarks. He gave the signal himelf, by dropping a hat-from his hand, and at tyenty-bree minutes before one o'clock was launched into etrify. His death was almost instantaneous. It is about year since a Yankee spy of the same name was excited by hanging on the same spot. THE BOMBARDMENT OF CHARLESTON.

ner model. B. Will please lear those lacts in mind, as it may enable him to comprehend some other truths to follow that are not laid down in the books he is in the habit of reading.

The Western Metropolis, be it known, is built on what is known here as the Randall model. She is 340 feet long, 40 feet beam, and draws near 10 feet of water. She has a midship section 100 feet long, with perpendicular sides, llat bottom, and turn a short round blige—a section that displaces about 55 per cent. of 100x40x10, the length, breadth, and draught of that section being over 1,000 tons capacity, which space, not being used for freight, she was, of course, buoyed up 1,000 tons, and thus she avoided the resistance of a deep draught of water. Herein lay the secret of her superior speed with so little power. If we take out this midship section and bring the ends together, her displacement then would be something nearer 55 per cent. The same facts are shown by the steamer-City of Buffalo. Now, if we will consider the fact that the Randall ship is but a second edition of these vessels "revised and enlarged," adapted to service on a route of 8,000 miles, instead of a few hundred, having a midship section 200 x 00 x 14 displacing 35 per cent. of 50,000 miles, instead of a few hundred, having a midship section 200 x 00 x 14 displacing 35 per cent. of 50,000 tons. It will be seen that (allowing the hull to weigh 3,510 tons), even then this "little error" may, be snugly stowed away down by the side of the blige kelsons, leaving room still for, six hundred tons more. Margin conugh for another "little error." Your correspondent, however, would have us to believe a vessel 500 feet long, 60 feet beam, drawing 14 feet water, could barely carry her own propelling power. He tells us her total displacement is only "sufficient to support 6,600 tons, and no more:" that the hull will weigh 4,600 tons, leaving the opinion of B- and his intelligent ship-builder, that the hull of the Randall ship will weigh 4,600 tons, leaving the opinion of B- and

the enemy drew nearer the firing became hot and almost continuous.

About half past four o'clock the battle became fierce and general. The scene at that hour, as viewed from the Battery, promenade, was truly grand. Battery Bee had now mingled the hoarse thunder of its guns in the universal din; and the whole expanse of the harbor fentrance, from Sullivan's Island to Cummings' Point, became enveloped in the smoke and constant liashes of the conflict. The tron-clads kept constantly shifting their position; but, whichever way they went, their ports, always turned towards the battlements of Sumpter, poured forth their terrible projectiles against the walls of that famous stronghold. Ever and anon, as the huge shot went ricochetting towards the mark, the water was dashed up in vast sheets of spray, towering far above the parapet of the fort, while the wreaths of smoke constantly ascending from the barbette guns showed how actively the artillerymen of the post were discharging their duties. In the foreground our own s'anuch little iron-clads—the Palmetto State and Chicora—could be seen steaming energetically up and down their chosen fighting position, evidently impatient to participate in the fray.

Up to this time the frigate Ironsides had borne a very

fighting position, evidently impatient to participate in the frag.

Up to this time the frigate Ironsides had borne a very conspicuous part in the fight. Her long hull lay at the distance, apparently, of a mile from our batteries, and her tremendous broadsides were more than once fitly answered by broadsides from the fort. It soon became apparent that the was unable to stand the severe fire directed against her. Steaming rapidly southward, she gave Fort Sumpter a few parting shots, and withdrew from the action. The Keokuk, a double-turretted Monitor, soon followed her example, and before five o'clock the fire had evidently began to slacken. The remaining Monitors, however, still kept up the bombardment, and our forts and batteries replied with undiminished alactity. After a quarter after five P. M. the monitors began to retire, and at half past five the enemy fired the last shot of the engagement. ard that power. How will B. account for this? It is an interesting

attempt, every heart is sanguine of complete and brilliant success.

We have so often been disappointed—the enemy has so often and persistently failed, to redeem his promise corroing the nest of the rebellion—that the booming of the signal gup, and the announcement that the battle had actually begun, was a relief to the suspense under which our community have so long suffered. The chearful manner in which the military had uniformly spoken of the conflict between our batteries and the turreted monsters had emboldened the hearts of the people to such a degree that, when it was positively known that the engagement was opened, there came a thrill of joy to every heart, and the countenances of all declared plainly that a signal victory over the mailed vessels was reckoned upon without doubt or misgiving. d know her. The only really flat-bottomed steamers on the ocean e the blockade runners, the most fleet of any ocean camers afloat; and we have every reason to believe ever are formed after the model of the Raudall ship, for tory over the mailed vessels was reckoned upon without doubt or misgiving.

Information received from mysterious sources caused the general in command of this, district to expect an attack at an early day. And that intelligence received confirmation on Sunday morning. On that day four monitors, the Ironsides, und thirty vessels of various sizes, were seen off the bar. Four monitors and thirty-five wooden vessels were added to the fleet on the following day; thirty-five vessels, for the most part transports, appeared in the Stono, and the enemy landed a force of about is; thousand men on Coles' and Battery Islands. These facts, with other indications, led General Beauregard to count upon an attack on Tuesday, and the expectations of that sagucious and watchful general were realized. home with him; and we know, also, his sympathy with the rabels.

Now, let us apply the 55 per cent, rule to these Holyhead steanners. B. tells us they are 2,000-ton ships, 350 feet long, 35 feet beam, 12 feet 5% inches draught, and built for speed; that they exert 4,200 horse-power, consuming seven tons of coal an hour. Now, if 2,000 horse-power in the Randall ship weighs 1,000 tons, then 4,200 horse-power in these Holyhead steamers will weigh 2,100 tons, and if 3,000 pussengers, &c., in the Randall ship will weigh 1,000 tons. The steamers will weigh 4,000 tons, then these ships will weigh 2,000 tons. The hose ships will certainly weigh 4,000 tons. "Fair play is a jewel." Let's see how these ships will stand the test: 350 x 35 x 12 feet 3% gives 157,237 cubic feet; and 55 per cent, of that is 50,379, which, divided by 3, the number of cubic feet of sea water in a ton, and we have—

Total displacement.. Deduct weight of hull If we take all four of them into account, making the tonnage of one Randallship, the load to be carried would exceed the ability to carry it \$,620 tons. I point out this ittille. I discrepancy 'not to find fault, but to show your correspondent how charmingly his rule, works when applied to his favorite class of steamers.

Now, sir, I ask what reliance can be placed on one who, in order to make a case, will allow his prejudices to lead him into such inconsistences, and how are we to regard those who, while claiming citizenship, and professing a sensitive regard for the interests of Philadelphia, exert all their powers and influence to defeat an enterprise, second-only in importance to this city to the construction of the Pennsylvania Rallroad, of which this is but an adjunct, the consummation of which is, without doubt, carnestly desired by a large majority of the tax payers of this city; an enterprise, that, successfully carried out, will do more to revive the languishing trade and commerce of Philadelphia, than anything we can do, that would give to Philadelphia an innediate prestige and commercial importance, not possible for her to acquire in any other way?

Like and the consumer of the consumer of the sax payers of the ax payers of the sax payers o The Ironsides took position to the left of Fort Sumpter, directing all her guns at that fort, and throwing shells exclusively.

It was manifest that the Ironsides was appointed to test the strength of the fort, whose reduction was the inauguration of the terrific contest now going on. Fort Sumpter acknowledged the compliment of the preference by nouring the contents of her biggest guns into the sides of that pride of the Yankee navy, and she was not treated with contempt by the other fort's and batteries.

About forty-five minutes after the engagement began steam was seen issuing in dense volumes from the Ironsides, and she withdrew from the action, taking position to the south of Fort Sumpter, but remaining a silent speciator of the exciting acene. It is believed she was seriously damaged.

The firing from our forts became more and more acentale stacks of every one of them were struck several times. Fort Sumpter now appeared to be the chref aim of all the sencing is iron-clads.

The Keokuk, a double-turreted iron-clad, and considered by the Yankees the most formidable of their terrible monsters, received a large share of attention from our gailant gunners. She ecompled the post of honor, and, in accordance with the custom of war, it was made the post of fanger. She paid dearly for her reputation, having been hit several times. At about five o'clock, she followed the example of the Ironsides, and withdrew, evidently seriously crippled.

The cherminal of the terrible monsters, received a large share of attention from our gailant gunners. She econpled the post of honor, and, in accordance with the custom of war, it was made the post of fanger. She paid dearly for her reputation, having been hit several times. At about five o'clock, she followed the example of the Ironsides, and withdrew, evidently seriously crippled.

The cherminal of the proper serious deared the post of honor, and, in accordance with the custom of war, it was made the post of honor of the post of honor, and, in accordance with the custom of war THE WAR PRESS.

(PUBLISHED WEEKLY.) THE WAR PRESS will be sent to subscribers by

Larger Clubs than Twenty will be charged at the same n no instances can these terms be deviated from, as hey afford very little more than the cost of the paper. Postmaters are requested to act as Agents for THE WAR PRESS. To the getter-up of the Club of ten or twenty, and extra copy of the Paper will be given.

Our Monitor Batteries at Charleston. OPINIONS OF CAPTAIN ERICSSON, To the Editor of The Press:

THREE CENTS.

umpter was hit thirty-four times, but received

was fired by the enemy at half past

o damage. We learn that six men, belonging to Cap'ain Matthews' We learn that six men, belonging to Cap'ain Matthews' tillery commany, stationed at Battery Wagner, were outled. Two of these have since died. Two were ery seriously wounded, and it was thought one would a before morning. The other two, including an officer, ere but slightly wounded.

. M.
ree iron-clads, one supposed to be the Keokuk, were about six o'clock going south, apparently in tow of ge steemer. The others were all outside the burronsides was struck in the stern by a riled shot Battery Wagner.

The ware no casualties at the Cummings Point

Battery.
The practice was admirable, and reflects great credit upon officers and men. All who took part in the batter performed their duties with ardor, skill, and fidelity. Their behavior and the accuracy with which they used their guns assure us that they are sufficient for the important work assigned them, and furnish us with strong grounds upon which to bottom our hope of a decisive and glorious victory. When they come again and nearer, the time-beathed vessels will fare worse.

It is expected the enemy will renew the attack to-day.

The Randall Steamships.

Sin: In your issue of Thursday last, under the above

heading, your correspondent "B" points out what he is pleased to call a "little error" in the statement

ound in Captain Randall's prospectus as to the capacity

of his proposed steamships, and calls my attention to it.

"that it may be corrected in the plan proposed at page eleven in my pamphlet." This will inform your cor-respondent that I have taken due notice thereof, and

I notice, first, that B. has fallen into (not a little, but)

breadth, and draught multiplied into each other. He

issumes it, however, and then proceeds to show that this great ship, after having her full complement of passengers on board, with bargage, provisions, &c., could not carry a pound of freight in addition to her propelling power. To use his own words, "That the

load to be carried exceeds the ability to carry it 3,200 ons." I must confess, Mr. Editor, that this "little

error" of 3,200 tons has some weight in it—a crushing weight—and doubtless intended to crush the bill now

he ship.
We will throw out, first, 400 tons of coal; second, 300 tons of machinery; third, 200 tons of water, ice, provisions, baggage, &c., which will reduce his cargo 900

To the Editor of The Press : .

will govern myself accordingly.

To like Latter of The Press:

Sin: I feel called upon to state, for the information of the country, that the imperfections of the Monitors, shown by Admiral Dupont's trial of their strength at Charleston, are not of a serious character. What has happened will be readily obviated for the future. Everything connected with our new fight-ing machines worked precisely as intended, not esingle change of plan freing called for. The pitotheous proving of insufficient thickness was not an unforeseen circomstance. The limited experience thickness increased to say extent. So with regard to the turret; it is constructed of an interior sheleton cylinder composed of plates firmly riveted together, owhich any number of plates may be bolted. It is by no means yet established that our turrets require increased thickness, excepting, possibly, at the base. The public will do well not to be alarmed by the reincreased thickness, excepting, possibly, at the base. The public will do well not to be alarmed by the remarks of inexperienced observers who are startled to see the indentations produced by the enemy's projectiles. We apply armor to keep out hostile shot, not to prevent sears and indentations. So far we have fully succeeded. It will be proper to observe that the supposed imperfect steering qualities are utterly groundless. There is no class of vessels in the navy that obey their helm so readily as the Monitors. The reason is self-evident. The large equipoise rudder employed' is acted upon by the powerful current from the propeller with such iorce as to change the course of the vessel with the slightest motion of the helm. In strong currents and shallow water, as in Charleston harbor, no vessel can be readily manœuvred.

Admiral Dupont's preliminary attack on Charleston—the first practical test of iron-clads—must be regarded as the most important event in naval history. To this country the gallant assault on Sumpter by the new and untried vessels, exposed to the terrible flanking and raking fire of numerous other forts, is fraught with incalculable benefit. Whatever may be the ulterior object of Government, the substantial advantage has already been secured of knowing exactly what the iron-clads can endure, and what remains to be done to render the new system perfect. It was high time that a practical test was instituted, since we are building a more numerous iron-clad fleet than possessed by all Europe. tack on Sumpter, and the havoc made during hair an hour's contest, warns the Confederate leaders that they must keep their numerous batteries fully manned, and that they must not for a moment slacken their vigilance with Dupont and his Monitors in with half a day's sail.

The history of war may be searched in vain for an instance of such costly preparations, kept up at such vast expenditure, as Charleston now requires, to ward off the blow from half a dozen small vessels, manned, provisioned, and coaled, at less cost than an ordinary first-class serve whip.

water, ice, ac, enough 1075,000 passengers nor arry to Europe and back, particularly when she has on board 5,000 tons freight.

Furthermore, I don't understand by what rule the steamship Niagara is made by B. to displace 60 per cent. of her measurement, while the Raindall ship (which has a midship section 155 feet longer, displacing 95 per cent. of its length, breadth, and draught), is allowed only 55 per cent. displacement. I suppose, however, it is by the rule of necessity, in order to make a case. But let us examine into this matter. First, let me remind B. that I have always protested, and do still protest against carrying superfluous weight on steamships; and in speaking of our present ocean steamers, on page 6 of the pamphlet referred to, will be found these words. They are all loaded down with too much and too heavy machinery, and obliged to carry too much coal." Ac. This certainly does not advocate weight as one of the equisites for a successful ocan steamer, I must, therefore, decline the honor of B. sagoney in loading the ship. Correction. To the Editor of The Press: Sir: The name of Lieut. Alexander M. Wright having been published as that of a dismissed officer, in your edition of the 7th inst., you will oblige by giving the following order a place in your columns:

SPECIAL ORDERS, NO. 29.

ARMY OF THE POTOMAC, March 12, 1863. EXTRACT.]
5. The following named officers having tendered their resignations, are honorably discharged from the military service of the United States, in comthe military service of the United States, in compliance with part 4, general order No. 10, headquarters Army of the Potomac, current series: Lieut.
Alex: M. Wright, 3d Pennsylvanis Cavalry.
By command of FRANK FURNESS,
Lieut., A. D. C. and A. A. A. G.
[Official.] C. F. TROWBRIGE,
First Lieut. and A. A. A. G.
Headquarters 2d Cavalry Division, March 13, 1863. ident on the New York Centra A CAR PRECIPITATED DOWN AN EMBANKMENT—THE INJURIES AND PROBABLE CAUSE OF THE ACCI-ALBANY, April 14.—As the train from the West, due here at half past two o'clock this afternoon, was within five miles of Albany, coming at the usual speed on the down grade, the entire train went off the track, and the fourth car became disconnected from the rest, and rolled down an embankment about a dozen feet in height, completely turning over, and was a complete wreck. Had this car been its length further back it would have rolled into Reservoir Lake. Over a dozen persons were scriously injured, but none were killed. Some of the fractures were very bad. How these persons escaped immediate cheath is a wonder. All concur that the accident was caused by the spreading of the rails while going over a down grade. A train had passed over about twenty minutes before, and the rails spread to that extent that about every car went off the track. It also appeared that the sleepers were very much decayed, and no doubt but that the pressure of the train on the rails, going, as the train was, over a down grade, was too great for the fastenings of the rails to resist. ALBANY, April 14 .- As the train from the West,

cause yet to complain when we consider the state of affairs in the South. Employment and money are more abundant in the North than they have been for years, which fully makes up for the advances in the price of living. The past winter has been an exceedingly easy one to the need in our wider. THE FIRE DEPARTMENT.—The Committee on Fire and Trusts of Councils will probably report another batch of fire companies to be located as steam fire engines or steam forcing-hose companies. By ordinance it is required—

That any fire company intending to procure a steam fire engine shall, before contracting for such steam fire engine, first notify Councils, or the Committee on Trusts and Fire Department, of their intention to procure one, stating their location; which shall be located by recommendation of the Committee on Trusts and Fire Department, and approved by Councils, before any appropriation for their support shall be made; and should any company recommended for a location neglect to provide themselves with a steam apparatus within six months after being located by Councils, then they shall be stricken from the list.

The Fire Department, according to the last report of the chief engineer, consists of ninety companies, have in their possession the following apparatus, to

morary, and contributing, as per last report of the mpanies, is 12,006. Consolidation of Regiments.—During the next two or three months the term of service of many of the soldiers now in the field will expire. This will leave many skeleton regiments, as the men in the several regiments have been enlisted at different periods, there being in some cases over a year's difference in their time. These skeleton regiments will no doubt be consolidated, as provision has been made for this in the act for enrolling and calling out the national forces. The following are the rules to be observed in consolidating the regiments:

Infantry.—Each regiment will be consolidated into five or less number of companies, and the colonel, major, and one assistant surgeon shall be mustered out.

All company officers, commissioned and non-commissioned, rendered supernumerary, will be mistered out of service at the date of consolidation. All other officers and non-commissioned officers will be retained. Officers to be retained will be selected by division and corps commanders, under the instructions of the commanding general of the army or department, from among the most efficient officers of the respective regiments. After the consolidation it is directed that the reduced proportion of officers will be maintained, and no appointments to vacancies will be maintained, and no appointments to vacancies will be made except upon notification from the adjutant general of the army. To this end commanders of armies and departments will reports weekly to the adjutant general all-vacancies to be filled. Said reports will be separate for each State, and must embrace name, rank, and regiment of the party creating the vacancy, with the date and cause thereof. The men raised by conscription will, no doubt, be placed in regiments by themselves, while the old veterans in the field will be massed together.

long and profitable engagement London, has returned to this city. turnpike from Bustleton to Holmesburg has been granted. The road is very much needed.

first-class screw ship.
Yours. very respectfully,
J. ERICSSON. New York, April 14, 1853. .

sions, baggage, &c., which will reduce his cargo 900 tons.

Now, as B., who announces himself as a professional engineer, posted on speed, &c., learns for the first time, through my pamphlet, the story of the Western Mctropolis and Empire State, I will briefly recite it here for the benefit of those who are not posted. It is an interesting story, and something of a puzzle to those engineers and others who hold that the great destideratum to the autainment of speed, is a ponderous engine, with its army of greasers, firemen, coal passers, &c., &c. Possibly Bmar, as he insimuates, doubt it; the facts, however, are well known to hundreds in this city. Some eighteen, years ago, the steamship Empire State, then building on Lake Erie, was supplied with an engine of 76-inch cylinder, 12 feet stroke, built by a prominent firm in this city, (doubtless well known to B.) The highest speed she could ever make, under the most favorable circumstances, was 13 to 4 miles an hour.

Some ten years ago this same engine was taken out of the Empire State, and placed in the steamship Western

PITISBURG, April 14.—At 3 o'clock, Monday morning, a fire broke out on the Allegheny wharf, at Marbury street, which, but for an opportune change of wind, might have been as disastrous as the great fire of 1845. The fire was the work of an incendiary, and \$1,000 are offered for detection. The fire originated shortly before three o'clock, among a lot of barrels of crude oil, and spread very rapidly, the burning oil flowing to the river, floating down stream and setting fire to everything combustible on this side of the river, from Marbury street to the Point. Several lots of oil upon the wharf were destroyed, and also a number of bulk boats, some empty, others full. A few of the latter were cut loose and floated down the river, burning as they went, while some were secured on the opposite side of the Ohio. Some of the burning oil boats going down the river presented a grand appearance.

On the buildings the wind blew the flames almost a hundred feet high, through dense clouds of smoke. A number of shops and yards have been destroyed, together with Mr. Paul Rice's castle, a row of brick tenements occupied by twenty-two families. Their

COMPARED.—The following table will exhibit the average prices of every day articles of consumptionin Richmond and other rebel cities; also, the prices

From the above, it will be seen that about ten times as much is paid for an article in the rebel cities as it costs in the North. Surely, we have no cause yet to complain when we consider the state of

out.

Cavalry.—Each regiment will be consolidated into six or less number of companies, and the colonel, two-majors, and one assistant surgeon mustered out.

Artillery.—Each regiment will be consolidated into six or less number of batteries, and the colonel, two-majors, and one assistant surgeon mustered out. Companies and batteries, formed by consolidation, will be of maximum strength, and will be organized as now directed by law and regulation. The fifteen letters of the alphabet will be used to designate companies.

PERSONAL.-Mrs. D. P. Bowers, after a CHARTER GRANTED.—The charter for a