



A Weekly Paper, Devoted to Literature, Politics, the Arts, Sciences, Agriculture, &c. &c.—Terms: One Dollar and Fifty Cents in Advance.

BY DAVID OVER.

BEDFORD, PA., FRIDAY, NOV. 22, 1861.

VOL. 34, NO. 47

Poetry.

CORN SONG.

BY J. C. WHITTIER.

Heap high the farmer's wintry board!
Heap high the golden corn!
No richer gift has autumn poured
From out her lavish horn!

Let other lands exulting glean,
The apple from the pine,
The orange from its glossy green,
The cluster from the vine.

We better love the hardy gift
Our rugged vales bestow,
To cheer us when the storm shall drift
Our harvest fields with snow.

Thro' the fields of grass, and meads of flowers,
Our ploughs their furrows made,
While on the hills the sun and showers
Of changeful April played.

We dropped the seed o'er hill and plain,
Beneath the sun of May,
And frightened from our sprouting grain
The robber crows away.

All thro' the long bright days of June,
Its leaves grew bright and fair,
And waved in hot midsummer noon,
Its soft and yellow hair.

And now with Autumn's moonlit eyes,
Its harvest time has come,
We pluck away its frosted leaves,
And bear the treasure home.

There, richer than the fabled gifts,
Apollo showered of old,
Fair hands the broken grain shall sift,
And knead its meal of gold.

Let rapid idlers loiter in silk,
Around the costly board;
Give us the bowl of ramp and milk,
By homespun beauty poured.

Then shame on all the proud and vain,
Whose folly laughs to scorn
The blessings of our hardy grain,
Our wealth of golden corn.

Let earth withhold her goodly root,
Let mildew blight the rye,
Give to the worm the orchard's fruit,
The wheat fields to the fly.

But let the good old crop adorn
The hills our fathers trod;
Still let us for their golden corn
Send up our thanks to God.

THE LATE GENERAL BAKER—ALMOST A PROPHECY.

When the late lamented Gen. E. D. Baker was in Congress, in a debate in Committee of the Whole, he was assailed as a foreigner by Mr. Venable, of North Carolina, a furious Democratic partisan. Below is the reply which he made at the time, in which he seems to have foreshadowed the present unhappy conflict in which the country is engaged, as well as his own brave death in defence of his country and her Constitution and flag. The extract will be read with interest by many of his friends and admirers:

I beg leave to trouble the committee once more, since the course of the debate seems to be somewhat personal, although not altogether so; but whatever of a personal nature there may be, I trust I shall not be frightened from my temper or propriety. I do not see what the birth-place of an individual so humble as myself can possibly have to do with California; and perhaps I ought to be obliged to the gentleman for dignifying me, by connecting my name for a moment with such a controversy.—But no man feels altogether satisfied to have his position studiously misrepresented; and I appeal to the candor of the gentleman, with whom my associations have hitherto been agreeable, if not friendly, to inform me what my ancestors up to father Adam, have to do with the admission of California into this Union.—Whether they came from Great Britain or anywhere else, it can make but little difference so far as this question is concerned. But while I acknowledge the grace and magnanimity with which my colleague (Harris) has spoken for me, I desire to say, also, for myself, if any gentleman on this floor, directly or indirectly, means to impugn me to that, because my first breath may have been drawn in a foreign land; and because my eyes first opened to the light of another sky, that I am not in mind, heart, feelings, purposes, and intentions, as true to the land of my childhood, and the land of my choice, as the man who dares impugn me, he says what is from the beginning untrue in word, and act, and deed—that which is utterly and entirely untrue. Sir, I have proved it, as my colleague has said, I have bared my bosom to the battle on the North-western frontier in my youth and on the South-western frontier in my manhood. I have earned somewhat of the good will of my country.—In the councils of my State for a period of ten consecutive years, and in her service here, my constituents have confided in my devotion to their interests and my attachment to the Un-

ion. I have only to say that, if the time should come when disunion should rule the hour, and discord is to reign supreme, I shall again be ready to give the best blood in my veins to my country's cause. I shall be prepared to meet all antagonists, with lance in rest, to do battle in every land in defence of the Constitution of my country, which I have sworn to support, to the last extremity, against Disunionists and all its enemies, whether of the South or the North—to meet them everywhere, at all times, with speech or hand, with word or blow, until thought or being shall be mine no longer.

GEN. McLELLAN'S reply to the Committee of the Philadelphia Councils, who presented the magnificent sword prepared for him in that city, is considered to "mean business." He said:

"I ask you, Sir, to give my warmest and dearest thanks to the honorable body you represent for this entirely unmerited compliment. I could thank you better if I thought I deserved it, but I do not feel that I do. Nothing that I have yet accomplished would warrant this high compliment. It is for the future to determine whether I shall realize the expectations and hopes that have been conferred upon me. I trust and feel that the day is not far distant when I shall return to the place dearest of all others to me, there to spend the balance of my life among the people from whom I have received this beautiful gift. The war cannot last long. It may be desperate. I ask in the future, forbearance, patience, and confidence. With these we can accomplish all; and while I know that in the great drama which may have our heart's blood, Pennsylvania will not play the least, I trust that, on the other hand, she will play the highest and noblest part.

"I again thank you, and ask you to convey to the councils my most sincere thanks for the sword. Say to them that it will be my ambition to deserve it hereafter. I know I do not now."

The General's speech was received with great approbation. His words "the war cannot last long—it may be desperate," are welcomed everywhere, and are indicative of vigorous and decisive work.

GLORIOUS NEWS FROM SOUTH CAROLINA.

Complete Success of the Expedition.

FORTRESS MONROE, Nov. 15, via Baltimore.—The steamer *Bienville* has just arrived at Old Point from the great expedition. She left Port Royal on Sunday morning and brings cheering intelligence. She proceeds at once to New York, where she will be due tomorrow evening.

Captain Steedman, however, left her at this place, and proceeds direct to Washington with despatches and trophies of victory—two brass cannon and rebel flags.

He reports the gale encountered by the fleet to have been very severe. The steamers *Union* and *Oscola* went ashore and were lost, as previously reported.

The steamer *Governor* foundered at sea, but the Isaac T. Smith succeeded in saving all her crew, with the exception of a few marines.

The fleet arrived at Port Royal on Monday, the 4th inst. On Tuesday the smaller gunboats sounded and buoyed out the channel, under a fire from the forts, which did no damage.

On Wednesday the weather prevented active operations, but on Thursday morning, the 7th inst., men-of-war and gunboats advanced to the attack.

The action commenced at 10 o'clock, A. M., and was hotly carried on upon both sides, and lasted four hours, at the end of which time the rebels were compelled by the shower of shells to abandon their works, and beat a hasty retreat.

Our loss was only eight men and one only officer, the Chief Engineer of the *Mobian*.—About twenty men were wounded.

The rebel loss is unknown. Fifty-two bodies were found by our men and buried. All their wounded, except two, were carried off.

Two forts were captured—Fort Walker, on Hilton Head, mounting 25 guns, and Fort Beauregard, on Bay Point, mounting 19 guns. The guns were of heavy calibre. They were both new and splendid earthworks of great strength, constructed in the highest style of military science, and pronounced by our engineers as impregnable against any assault by land forces.

The final retreat of the rebels was a perfect rout. They left everything—arms, equipments of all kinds, even to the officers' swords and commissions. All the letters and papers, both public and private, order books and documents of all kinds were left in their flight, and fell into our hands, affording our officers much valuable information.

Among the papers was a telegram from Jeff. Davis to the commander of the post, informing him of the sailing of the fleet and that he knew their destination to be "Port Royal."

[Query? Who was the traitor?]

The whole surrounding country was seized with a perfect panic. The day after the fight the *Seneca* and two other gunboats, under the command of Lieutenant Ammen, proceeded to Beaufort, and found but one man in the town, and he was drunk.

All the plantations up the river seemed to be deserted except by the negroes, who were seen in great numbers, and who, as the boats passed, came down to the shore with their bundles in their hands, as if expecting to be

taken off.

All the letters in the Beaufort Post Office were seized.

After the capture of the forts the whole army, about 15,000 strong, were safely landed and established on the sacred soil of South Carolina.

The forts were but little injured, but the rebels could not stand the explosion of our big shells.

The force of the enemy, as ascertained by their papers, was from 3,000 to 4,000 men, under General Drayton, of South Carolina.

Our victory is complete, the enemy leaving everything but their lives which they saved by running.

J. S. Bradford, of the Coast Survey, bearer of despatches, and Lieutenant R. H. Wyman, commanding the *Pawnee*, also arrived in the *Bienville* and take the boat to-night for Baltimore.

The boats from the *Wabash* were the first to land after the fight, and Capt. John Rodgers was the first man on shore.

The boats returned loaded with valuable trophies of all kinds. One of our officers found an elegant cavalry sword with a solid silver scabbard.

Swords, pistols, &c., were scattered about in every direction, and in any quantity. But four prisoners were found, two of them being wounded.

All hands connected with the fleet are represented as acting in the most gallant manner.

The reporters, who accompanied the expedition, return to New York in the *Bienville* with full details.

A flag of truce was sent to Norfolk yesterday, but it is understood to have brought no additional tidings.

FURTHER PARTICULARS.

BALTIMORE, Nov. 13.—From an officer who came up in the *Old Point* boat this morning, we gather the following additional particulars:

None of our vessels were sunk.

The U. S. Steamer *Pawnee* lost six killed and two wounded. This vessel suffered more injury than any other of the fleet, but was not disabled. A round shot went through the ward room and damaged the Second Lieutenant's room.

The Frigate *Wabash* had her mainmast "badly wounded," as her sailors say, with a round shot.

The steamer *Pocahontas* had but one man injured.

The Chief Engineer of the gunboat *Mobian* was killed, and an assistant engineer was badly wounded, but his name could not be ascertained.

When our troops took possession of the forts, they found the rebel flag flying at Hilton Head. The rebels had mined the works and fixed the halyards of the flag so that when the flag was hauled down by our troops the mine would be sprung. But in this the rebels were disappointed. The halyards sprung a mine in the house used by the officers, but it did very little damage, and hurt no one. The magazine did not explode.

In addition to what has been mentioned as found in the forts, the rebels left behind the contents of their magazine, including a large amount of powder, with large quantities of English ammunition and projectiles.

Notwithstanding the heavy calibre of the guns in the rebel forts, and their abundant supply of ammunition, as the subsequent discoveries proved, not a single vessel of our fleet was either sunk or burnt, and none were seriously injured or even disabled.

General Sherman has hundreds, perhaps thousands, of negro laborers at his command to work on the new entrenchments.

A terrible panic prevails at Savannah, and it is believed that the capture of that city could be easily effected.

The gun boat *Pawnee*, which rendered efficient service in the fight, suffered more severely than any of the war vessels engaged, and yet she was not disabled in the slightest degree. A round shot went through her ward room, and another ball damaged the second Lieutenant's room, causing some havoc among the furniture, but doing the ship no material damage. This ship lost six killed and two others of her gallant fellows were wounded.

Your correspondent regrets that he is unable to furnish the names of the killed and wounded.

The flag ship *Wabash* escaped with the injury to the main mast by a round shot.

The *Pocahontas* had but one man injured.

The chief engineer of the *Mobian* was killed, and an assistant engineer of the *Pocahontas* reported badly injured if not killed.

The rebels set a trap, but it missed fire.—When our brave fellows landed to take possession of the forts, they found the rebel flag at the fort on Hilton Head still flying, and just as one of our men pulled at the halyards to draw down the traitorous banner an explosion took place in the house just vacated by the rebel officers, but doing little damage and injuring no one.

It was found, on examination, that the rebels had, before evacuating the place, arranged what they thought would prove a deadly trap to the victors. Mines had been laid and matches so arranged that when the halyards of the flag should be drawn down the mines would be sprung, bringing the magazine and blowing up the whole work and involve the victors in a common ruin.

But it did not go off, and soon the brave old flag, the stars and stripes, waved in triumph from the rebel flag staff.

The magazines were found to contain large quantities of powder, and a vast quantity of ammunition, shot and shell and various descriptions of projectiles, the latter chiefly of English manufacture.

The *Susquehanna* had three men wounded. The list of casualties, as before stated, gives only eight killed and some twenty wounded, only a small portion of whom were considered seriously or dangerously hurt. All the wounded were doing well, and a great part would be sent home in a few days.

The town of Beaufort was entirely deserted except by the negroes. The troops had not occupied it when the steamer left, being better engaged in strengthening their position.

ANOTHER REPORT.

New York, Nov. 13.—The *Tribune's* special report from Fortress Monroe says that on Thursday morning the entire fleet formed into two grand lines for the fight. The steamer *Bienville* flanked the movement, which was in a circle, first delivering broadsides into Fort Beauregard on the northwest, and as the fleet came round, raking Fort Walker on the southeast. Both forts responded vigorously.

The *Pawnee* and *Mohican*, having for the time being got aground, were considerably damaged.

The bombardment lasted between four and five hours, when the rebel flag on Fort Walker came down. The rebel loss is supposed to be 200. Gen. Drayton commanded at Fort Walker, and Col. Elliott at Fort Beauregard.

The rebels retired across Soul Creek to a village twenty-five miles in the interior, where it is supposed they intend to make a stand.

The negroes had already begun to pillage and destroy Beaufort, the white population having fled to Charleston, by small steamers, through the inland route.

It is understood that General Sherman will improve the defenses of his position before making any forward movement.

In the forts was a large supply of ammunition and stores of the best description.

Commodore Dupont will immediately survey the harbor, place buoys and erect lights; and the position will be made a permanent base of operations.

Every one entered into the fight with the determination that the forts should be silenced, though it should cost the entire fleet.

The fleet stood between 800 and 1,000 feet off the forts, and used five second fuses, and poured shells into them at the rate of 2,000 per hour. Not a single shell sent by the rebels burst in a ship.

The *Wabash* was struck several times, as was most of the fleet, but every ship was in a fighting position when the rebels took to their heels. The surgeon of Fort Walker was killed.

At Charleston the next day thirteen minute guns were fired, indicative of the burial of a Brigadier.

OFFICIAL DESPATCHES TO THE NAVY DEPARTMENT.

THE FLEET IN A STORM.

The following are the official despatches to the Navy Department:—

FLAG-SHIP *WABASH* OFF HILTON HEAD, PORT ROYAL HARBOR, NOV. 8, 1861.

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

After mature deliberation, aided by the professional knowledge and great intelligence of the Assistant Secretary of the Navy, 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. Port Royal, I thought, would most behoove in a high degree. I therefore submitted to Brigadier-General SHERMAN, commanding the military part of the expedition, this modification of our earlier matured plans, and had the satisfaction 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 of October, the fleet under my command left Hampton Roads, and with the army transports, numbered fifty vessels. On the 31st I had dispatched the coal vessels, twenty-five in all, under the convoy of the *Frischthaler*, Commander HANCOCK, to rendezvous off Savannah, not wishing to give the true point.—The weather had been unsettled in Hampton Roads, though it promised well when we sailed; but off Hatteras it blew hard. Some of the ships got into the breakers, and two struck, but without injury.

On Friday, the 1st of November, the rough weather soon increased to a gale, and we had to encounter one of great violence from the southeast, a portion of which approached to a hurricane. The fleet 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 re-appear.

Sealed 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 General SHERMAN. As the vessels rejoined, reports came in of disasters. I expected to hear of many, but when the severity of the gale and the character of the vessels were 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 a sea and wind, had to throw her formidable battery overboard to keep from foundering, but being relieved, Lieutenant-Commanding NICHOLSON was enabled to go to the assistance of the chartered steamer *Governor*, then in a very dangerous condition, and on board of which were one fine battalion of marines, under Major REYNOLDS. They were finally rescued by Captain KINGOOLD, in the *Sabine*, under difficult circumstances; soon after which, the *Governor* went down. I believe seven of the marines were drowned by their own imprudence. Lieutenant-Commanding NICHOLSON'S conduct in the *Isaac Smith* has met with my warm commendation.

The *Peelers*, transport, in a sinking condition, was met by the *Mohican*, Commander GODDARD.—All the people on board, twenty-six in number, were saved under very peculiar circumstances, in which service Lieut. H. W. MILLER was very fa-

vorably noticed by his commander.

On passing Charleston, I sent in the *Seneca*, Lieut. Commanding AMES, to direct Captain LAMBER to join me with the Steamer *Susquehanna* off Port Royal without delay.

On Monday, at 8 o'clock in the morning, I anchored off the bar with some twenty-five vessels in company, with many more heaving 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. Not to the skill of Commander DAVIS, the Flag Captain and Mr. BOYNTON, the able assistant of the Coast Survey, in charge of the steamer *Vizca*, the channel was immediately found, sounded out and buoyed.

By three o'clock I received assurance from Capt. DAVIS that I could send forward the lighter transports (those under 18 feet), with all the gunboats, which was immediately done, and before dark they were securely anchored in the Roadstead of Port Royal, S. C.

The gun-boats almost immediately opened their batteries upon two or three Rebel steamers, under Commodore TATNALL, instantly chasing him under shelter of the batteries. In the morning Commander JOHN ROGERS, of the U. S. steamer *Flag*, temporarily on board this ship, and acting on my staff, accompanied Brigadier-General WALKER in the gun-boat *Ottawa*, Lieutenant-Commanding STRYKER, and supported by the *Seneca*, Lieutenant-Commanding NICHOLSON, made a reconnaissance 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. BOTTLETT reported the water deep enough for the *Wabash* to venture up.

The responsibility of hazarding so noble a frigate was not a light one over a prolonged bar of over two miles. There was about a foot or two of water to spare, and the fall and rise of the tide is such that if she grounded she would have sustained injury from stranding, if not total loss. 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 *Susquehanna*, the *Atlantic*, the *Frischthaler* and other transports of deep draught, 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 crowded vessels. We anchored, and immediately commenced preparing the ship for action, but the delay of planting buoys, particularly on Fishing Rip, 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 near the shoal, and the ship grounded. By the time she was taken off it was too late to proceed, and I made signals for the squadron to anchor out of gun-shot from the enemy.

To-day the wind blows a gale from the south-west and westward, and the attack is unavoidably postponed.

I have the honor to be, sir, respectfully, your obedient servant,

S. F. DUPONT,
Flag Officer commanding the South Atlantic Blockading Squadron.

Hon. GIBSON WELLS, Secretary of the Navy, Washington.

FLAG-SHIP *WABASH*, OFF HILTON HEAD, PORT ROYAL HARBOR, NOV. 8, 1861.

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 succeeded in silencing them, after an engagement of four hours' duration, and driving away the squadron of Rebel steamers under Commodore TATNALL.

The reconnaissance of yesterday made us acquainted with the superiority of Fort Walker, and to that I directed my special efforts, engaging it, at first, at a distance of eight hundred, 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 o'clock, and at half-past two the American ensign was hoisted on the flag-staff of Fort Walker, and this morning at sunrise on Fort Beauregard.

The defeat of the enemy terminated in their utter rout and confusion. Their quarters and encampments were abandoned without any attempt on their part to carry away either public or private property. The ground over which they fled was strewn with arms of private soldiers, and the officers retired in too much haste to submit to the enumeration of their swords. Landing my marines and a company of seamen I took possession of the deserted ground, and held the forts on Hilton Head, until the arrival of General SHERMAN, to whom I had the honor to transfer its occupation.

We have captured forty-three pieces of cannon, most of them of the heaviest calibre and of the most improved description.

The bearer of these despatches will have the honor to carry with him the captured flags and the two small brass pieces lately belonging to the State of South Carolina, which we send home as suitable trophies to the success of the Navy.

I enclose a copy of the General Order which is to be read to the fleet to-morrow morning at muster.

A detailed account of this battle will be submitted hereafter.

I have the honor to be, very respectfully, your most obedient servant, S. F. DUPONT,

Flag Officer, Commanding the 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.

To Hon. GIBSON WELLS, Secretary of the Navy, Washington.

GENERAL ORDER NO. 2.

FLAG-SHIP *WABASH* HILTON HEAD, PORT ROYAL BAY, NOV. 8, 1861.

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

ration.

The Flag officer fully sympathizes with the officers and men of his squadron in the satisfaction they manifested 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 8 Atlantic Blockading Squadron.

KILLED AND WOUNDED—OFFICIAL LIST.

FLAG-SHIP *WABASH*, OFF HILTON HEAD, PORT ROYAL, S. C., NOV. 8th, 1861.

SIR:—I have the painful duty to report the following casualties in the action of yesterday in the capture of the batteries at Hilton Head and Bay Point:

Flag Ship Wabash.—Killed 1—Thomas Jackson, coxswain and captain of a gun. Slightly wounded, 2—Alfred Hornsby and Wm. Wall, seamen.

Susquehanna.—Killed 2—John P. Clark, ordinary seaman; Wm. Price, second coal heaver. Wounded severely, 1—Sam'l. F. Smart, first-class boy. Wounded slightly, 2—Patrick Dwyer, O. S.; Samuel Holbrook, 21 gunner.

Pawnee.—Killed, 2—John Kelly, O. S.; William Fitzhugh first-class boy. Wounded slightly, 3—Alfred Washburn, masters mate; Jacob Haus, O. S.; Patrick Quinn O. S.

Mohican.—Killed, 1—John A. Whittemore, third assistant engineer. Wounded seriously, 2—W. Thompson, Isaac Seyburn, acting masters; Sherman Bascom, O. S. Wounded slightly, 4—Maryland Carthers, John O. Pitman, master's mate; S. W. Townsend O. S.; Chas. Brown.

Brenelle.—Killed, 2—Patrick McGuiggan, Alexander Chambers. Wounded slightly, 3—Peter Murphy, Alex Fivey, Wm. Giebrist.

Seminole.—A few were slightly wounded. Names not yet reported.

RECAPITULATION.

Total killed.	8
Total wounded severely.	6
Total wounded slightly.	17

Total killed and wounded. 31

I have the honor to be, respectfully, your obedient servant,

S. F. DUPONT,

Flag Officer Southern Blockading Squadron. GIBSON WELLS, Secretary of the Navy.

THE CAPTURE OF BEAUFORT.

FLAG-SHIP *WABASH*, HILTON HEAD, PORT ROYAL HARBOR, NOV. 9, 1861.

SIR:—Since writing my official despatch, I have sent the gun-boats to take possession of Beaufort, to protect the inhabitants; but I regret to say they have fled, and the town is abandoned to the negroes, who are reported to me as being in a lawless condition.

The light vessels which I hoped to save were destroyed in the destruction of the forts by the Rebels. The Post Offices were visited, and a number of documents, letters, &c. obtained.

I have covered Soul Creek, at the mouth of Broad river, and have cut off the communication between Charleston and Savannah.

Respectfully your obedient servant,

S. F. DUPONT, Flag Officer, Commanding S. A. Blockading Squadron. Hon. GIBSON WELLS, Secretary of the Navy, at Washington.

EXTRACT FROM A PRIVATE LETTER.

The following is an extract from a private letter from one of the officers engaged in the bombardment.

"I am sure our success will rejoice your heart. It has been complete, and terror runs over the whole country. The negroes are wild, and plundering their masters' houses.—The whites have been driving the negroes away by force, and shooting them down, but they still come down to the gun-boats.

The moment General Drayton took to his horse in the panic of the 7th, his two hundred servants took to the *Wabash*. This is worthy of notice, as putting down the romance that the slaves were ready to fight for their masters. They surrounded Captain Ammen in crowds, at Beaufort, one of them calling out, in the joy of his heart:—'I didn't think you could do it, massa!'"

OFFICIAL DESPATCH OF GEN. SHERMAN.

HEADQUARTERS EXPEDITION CORPS, PORT ROYAL, S. C., NOV. 8.

To the Adjutant Gen. U. S. A., Washington.

SIR—I have the honor to report that the force under my command embarked at Annapolis, Md., on the 21st of October, and arrived at Hampton Roads, Va., 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 Commodore Dupont, and after the most mature consideration of the objects of the expedition, by that officer and myself, it was agreed to first reduce any works that might be found at Port Royal, South Carolina, and then open the finest harbor on the coast that exists south of Hatteras.

It was contemplated 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 1st of November, the fleet arrived at Port Royal, but not until the 4th, 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 steamer *Essex Belvidere*, *Oscola* and *Peerless* have not arrived. Two of them