Miners' Journal.

POTTSVILLE, PA.

SATURDAY, NOVEMBER 16, 1861.

THE GREAT NAVAL EXPEDITION.

Entire Success.

The Star Spangled Banner Waving in Triumph on the Soil of South Carolina.

The New York *Tribune* of Tuesday, contained full accounts from its correspondents, of the success of the great Naval expedition, a topic which engages the attention of all, filling every heart with exultation, and lighting up every eye with the fire of a noble enthusiasm.—We regret that our limited space precludes the possibility of giving the full reports and graphic narratives of the glorious fight and victory at Port Royal. We will however, give a summary of the events which thereon transpired.

After undergoing dire perils by the assaults of the winds and waves, our fleet met at Port Royston Monday morning, Nov. 4, and very soon received the compliment of a noisy attack from the "Monkeys" fleet under Commodore Tatnall. Forty five minutes sufficed, however, to disgust the Rebel commander with naval warfare, and to disgust the Rebel commander with naval warfare, and his contemptible squadron scattered in a hasty retreat. On Tuesday another attempt was made by this valiant fleet of Rebels to annihilate the Great Expedition, and for two hours there was sharp firing. Then three or four of our gunboats, being tired of this folly, opened broadsides in earnest upon Tatnall, whose navy scratched away for the last time, and disappeared in any holes, which opened to them. On Wednesday there was no fighting.

The decisive battle and consequent victory took place on Thursday, Nov. 7. At the mouth of Port Royal are two forts, Beauregard and Walker. As many of our vessels as it was deemed advisable to employ, began at 9 o'clock their bombardment. Fort Walker, on Hilton Head, mounted 23 guns; Fort Beauregard, on Bay Point, mounted 16 guns. Our vessels, making a majestic circuit, poured in their fire, broadside after broadside, upon the two forts. The scene is described as most thrillingly magnificent; the tempest of shell was unequalled; every gun was aimed with precision, and served with rapidity. The shore batteries returned our fire bravely, but without effect; they had calculated on an easy victory, and fell a prey to panic when they discovered that the "Yankees" refused to be annihilated.

The battle began at twenty-six minutes past nine in the morning, and at half past two in the afternoon the National flag was planted on the soil of South Carolina, greeted by the shouts of thousands of patriots, and saluted by strains of jubilant music from the various bands of the fleet.

Soon a regiment, the 7th of Connecticut, was put on shore to take possession of Fort Walker, over which the Stars and Stripes were then flying. They rushed to their work with the alacrity which has marked every movement forward of our troops; but there was little work for them to do; the Rebels, panic-stricken, had fled in most admirable disorder, leaving behind them food, clothing, valuables, everything. The road over which they ran half a dozen miles across the island was strewn with muskets, knapsacks, and heaps of other implements of warfare. It is said that they took boat at Seabrook for Savannah, but their movements cannot be with precision reported.

The next morning the National Flag was flying from Fort Beauregard also, and our troops were on their way to Beaufort itself. Beaufort was deserted by all white men except one. He was too drunk to move. He had celebrated the annihilation of the "Yankees" too early, and with too free a bowl. The negroes had everything their own way. Their masters have informed the world that the blacks desire nothing this side the grave except slavery and the dear privileges of fighting in defence of their shackles. The theory reduced to practice has failed. The negroes pillaged their masters, and ran with outstretched hands to the "invaders."

And as the Flag once more waves on the shores where it was first insulted. This splendid success has been purchased with the loss of eight killed, six severely wounded, seventeen slightly wounded; total, 31. We have an estimate of the rebel loss, which makes it 120 killed, 100 wounded.

Beaufort District has 3,200 slaves. Its annual crop of rice, cotton and corn is valued at $1,500,000. From this statement it is clear that its possession by us must be a terrible blow to the rebels, and an incalculable advantage to the National cause. We hold a splendid harbor, strong fortifications, or fortifications which may easily be made strong, and we have a position in Beaufort which can be successfully attacked by no force which does not strike from the sea. Our fleet will prevent any attack from that quarter, even if the rebels had any vessels.—There is no aspect of this victory which is not bright; it is, moreover, the sure precursor of even more brilliant successes in the future, till there shall be no longer any place for either battle or victory.

CORRESPONDENCE OF THE MINERS' JOURNAL.

U. S. FRIGATE SUSQUEHANNA,
PORT ROYAL BAY, S. C., Nov. 9th, 1861.

EDITORS MINERS' JOURNAL—*Dear Sirs*:—It is probably not yet generally known amongst your readers, that our gallant Navy has very lately had another glorious engagement. On the 7th of this month we *re-planted* the glorious stars and stripes upon the soil of rebellious South Carolina, the very hot-bed of Secession. Early on the 7th the Commodore signalized the fleet to get under way and prepare for action. Hilton Head and Bay Point, two very strong batteries, were to be captured. The enemy appeared to be confident of the success of the guns in good condition; three were dismounted by our shot and rendered useless. I have been, as yet, unable to ascertain the number of killed and wounded on either side. The Wabash lost 2 men, and the Sonoma, Hannah 2 killed and several wounded. Several merchant ships lying here landed last evening at the Fort, after our men had landed, and some wounded were taken aboard the Wabash.

The action began yesterday, about 9½ A. M., and continued until about 2½ P. M. The day was a favorable one for us, with a smooth sea and little wind. About 16 men-of-war composed our fleet, headed by the Wabash. Some of our vessels were struck early in the engagement, and two, I believe, disabled. The fight was hotly contested, and the rebels had very effective artillery, which they knew how to manage. My duties compelling me to remain below, I had little opportunity of observing the progress of the fight, and was, together with those serving similar positions, in a disagreeable state of suspense, until the rebel batteries had been pretty well silenced, and our fleet began to declare itself victorious. At one time the enemy's shot flew thickly about us, and it appeared almost miraculous that no one was injured. One shot from a rifled cannon cut our main boom in two, passing very near several officers, and a small splinter struck Jas. Collins, the Captain's nephew, upon the shoulder, but only slightly bruising it. Our adversaries had the side, just before the wind, to us, and we are now repairing the damage. Another shot went clear through two of our boats, one being on each side of the vessel, and others passed through the rigging.

Considering the size of the "Unadilla," we received as full a share of the enemy's shot as any of the other vessels, and did our proportion of the fighting; sending our shells directly into the rebel battery. Our engine had been patched up, having been broken down when we left Hampton Roads, so that we had to be towed as far as the "Forbes," until the defect had been temporarily remedied, and, while in action, we had to be constantly moving, from the difficulty in starting the engine when once stopped, while some of the other gun-boats could lay out of range of the enemy, and fire into them.

At one time, while at sea, we thought we should be unable to participate in the engagement being for a time completely disabled, until the Chief Engineer had succeeded in remedying the difficulty in our machinery.

We shall probably return to New York shortly to have our engine repaired, which will be accessible to us all—Last evening I went ashore after the battle, and from the appearance of things, the enemy must have left very precipitately. Clothing, hats, swords, muskets, personal ammunition, &c., were found ashore by our men and brought aboard as trophies. I seized a lot of medical stores which I brought aboard for our ship, and also obtained some of the medical books belonging to the Surgeons. Some of our officers took swords, pistols, &c., which they found in the tents and buildings. The hospital and other buildings were much injured by our shot, and the ground torn up in front of the battery, and in assaying the appearance of the place, I don't wonder at the rebels hurrying away. One man was left at the hospital sick with fever, but everything else was deserted.—During the action the transports, with the land forces under Generals Sherman, remained outside, and after the batteries had been taken the Wabash signalled for them to come in and land troops, which they have both engaged in doing last night and this morning, so that the credit of the victory is due entirely to the Navy. I have been ashore this morning and went through the fort which is built of earth works and will adapted for a vigorous defence. The guns were well mounted in good positions; some were rifled. The magazines were well supplied, and there were plenty of shell and shot lying around. They had also furnaces for heating solid shot, some of which were lying near, showing that they had been using them. Most of the guns bear the mark of Richmond and some appear to have come from Charleston. Accounts are so contradictory that I have been unable to learn the number of the enemy; there must have been a couple of regiments at least. We had about 20 guns against about 30 in the two forts on either side of the harbor. The battery that gave us most trouble was the one at Hilton Head with 20 guns, of which we are at present anchored. The other is at Bay Point, said to mount 12 guns, and is about 2 miles from Hilton Head on the other side. When we entered the harbor we had to run a gauntlet between these two batteries and were exposed to both fires. It appears from letters found at the fort that the Rebels were confident of battling us off, and were assured beforehand their ability to capture our fleet. The "Unadilla" got in here on the 5th, a day later than the rest of the fleet, in consequence of the accident to our engine. When we arrived off Port Royal we saw the fresh green scene of our gun-boats and several recession steamers which had ventured down towards the fleet, but were driven back. These steamers were sent out by order of Flag-officer Tatnall formerly of our Navy, and when we began the action on the 7th they hastily retreated up the river, although Tatnall wrote to the commander of the fort, that he would stand by them and share their destiny. Was counted a heavy S. E. gale when off Hatteras, and several of our ferry boats have been reported lost. The Eriecson got safely off Port Royal harbor but has been got off and is now inside.

Nov. 9th.—We lost 7 killed in the action of the 7th, among them one engineer from the Mohican; they were buried yesterday. A steamer leaves for the North today by which I send this, and will write again by next opportunity. BOREAS.

The following letter from Colonel B. C. Christ, of this County to his wife, gives a vivid description of the difficulties encountered by a portion of his command, on the "Winfield Scott," during the gale:

ON BOARD U. S. STEAMER WINFIELD SCOTT,
Port Royal, S. C., Nov. 4, 1861.

DEAR MARY:—My last letter was dated at Fortress Monroe. Since then we have passed through some trying scenes. We have seen old ocean in one of his most terrific moods, and escaped a watery grave only because a merciful Providence preserved us. I trust, for some future usefulness. On Friday morning, while leisurely steaming through the Gulf Stream, a smart breeze sprung up which, before night, gathered strength, and from sunset, and during the whole night and the next day, (Saturday,) and Saturday night, and until Sunday morning, I saw one of the most terrific and at the same time, most awfully grand sights I ever witnessed. Never before. I will try and give you the particulars.

Before Friday evening I became very sick, and about 8 o'clock lay down in my bunk, while our boat was heaving and rolling tremendously in the sea. The port hole in my state room was open, and frequently the water would dash in my room. After several efforts I succeeded in getting up, (for I felt very sea sick,) and shut the port hole. I lay down again, and at 12½ o'clock, report was brought to me that there were 5 feet of water in the aft hold of the vessel. I immediately arose, and soon realized that the report was too true. However, there was no time to be lost. All hands immediately set to work to clear the hold so as to get at the water, and we commenced bailing. Two whips or pulleys were fastened to the hurricane deck, and two hands attached to ropes, and the boys went to work with a will, and by daylight we gained a little on the water. We went up some signals of distress (by rockets,) during the night, but he sea was rolling so heavily that no vessel could come near us. On Saturday morning, about 9 o'clock, the United States gun boat Henryline came within speaking distance, and promised to remain with us until we got into a smoother sea. At 10½ o'clock the Captain informed us that the carpenter reported the ship in a worse condition forward than aft, and that we must leave the ship. We hoisted signals of distress, and the Henryline came up. We told her we wanted her to take us on board. The sea still increasing in violence, after some two or three hours we succeeded in attaching two hawsers (ropes thicker than my arm,) and a surf boat was manned by 4 of the crew while hanging on the davits.—Mrs. Rush, the only woman on board, (one of the ship's quartermasters whose leg was broken the night before,) and two other sick persons were put in, and they cut loose and shoved off. But the crew did not return. In the meantime the sea was tossing the vessel up and down, and the two large hawsers snapped like pipe stems. The Henryline then came twice alongside, at the imminent risk of staving both vessels, and some 50 got on board. This was too great a risk, and had to be abandoned. Of those who jumped on board the Henryline, there were 15 officers and men, including the chief engineer, his 3d assistant, and the carpenter. I noticed several more of the crew with life preservers and ropes around them, ready to do the same thing, and I got out my knife, and at the risk of doing them personal injury, cut the life preservers from off their bodies, and threatened to shoot any one of the crew who would leave his post.—I threat I would not scarcely, have put in execution, if I had seen another one of them attempt to leave the ship. Capt. Edey (ship Capt.) now beckoned to me, and I went up on the wheelhouse. He told me it was 4 o'clock; that we could not possibly get off more than about 40 more before night, and that our only chance was to make for the westward, and if possible, get out of the Gulf Stream into smooth water. He thought he could make it by midnight, at the same time saying he would be the last man to leave the ship. If I could get my men to keep down the water, he thought we could live through the night. By this time the water had gained on us rapidly. The chief engineer having left his post, together with some of his assistants, there had been no one to look after the fires, and when the Capt. wanted to make headway we had no steam, and the water had reached the fires. I told the boys the Captain's determination; that I approved of it, and I wanted them to go to work with renewed energy. I tell you, that notwithstanding they all thought for 3 or 4 hours before that the Henryline would take us off, notwithstanding the chief engineer and half the crew had deserted them, and notwithstanding they had been working as hard as men could work for 16 hours, they went at it again with a determination and without a murmur. They told Capt. Edey and me that if the crew fled left, if we would stand by them they would keep the water down and take care of the ship. In less than an hour we gained on the water sufficient to get up steam, and started westward. We had cut down our main mast, threw our guns, anchors, provisions, ammunition, knapsacks, blankets, nearly all our baggage, and everything that was of any weight overboard, so as to lighten the ship. A fearful side we had of it. God preserve me from ever having another like it. Not that I am more anxious about my life than anybody else; but the dreadful anxiety, the anxious suspense, the responsibility of my position: the thought of so many noble spirits finding a watery grave, not only those on board the Scott, but those who were in the fleet; the probable failure of the expedition; all things put together, it was a most anxious and fearful night. Every succeeding wave that struck it threatened to be the last. Still it was necessary to go round the ship and encourage the men. Finally, about 4 o'clock on Sunday morning, we reached the outer edge of the Gulf Stream, and got into smoother water. Receiving assurance from the Captain that we were now safe, I lay down, wet as I was to the skin weary and worn out, and slept until 7 o'clock, when I woke up and found the wind had nearly subsided, and that we had quite a smooth sea.

Nov. 6. Still lying at Port Royal. Were to dress at this time morning but think the sea is running too heavy to attempt it. Port Royal is situated between Charleston and Savannah, near Beaufort. Have just learned that several vessels of the fleet had passed until dark yesterday, few lives were lost. Don't think I can send this until after we land, as no despatch vessel will leave for Fortress Monroe before. I only hope and trust that the expedition will be successful. I don't think I can send you a letter from shore with the first vessel, but will write as soon as possible after landing. You will learn the particulars of the landing from the papers before you have got this from us. Yesterday we had some little shelling between some of our gun boats and the enemy's batteries on shore. I expect there will be some more soon as the sea gets a little smoother, and the carpenter. I noticed several more of the crew with life preservers and ropes around them, ready to do the same thing, and I got out my knife, and at the risk of doing them personal injury, cut the life preservers from off their bodies, and threatened to shoot any one of the crew who would leave his post.—I threat I would not scarcely, have put in execution, if I had seen another one of them attempt to leave the ship. Capt. Edey (ship Capt.) now beckoned to me, and I went up on the wheelhouse. He told me it was 4 o'clock; that we could not possibly get off more than about 40 more before night, and that our only chance was to make for the westward, and if possible, get out of the Gulf Stream into smooth water. He thought he could make it by midnight, at the same time saying he would be the last man to leave the ship. I told get my men to keep down the water, he thought we could live through the night. By this time the water had gained on us rapidly. The chief engineer having left his post, together with some of his assistants, there had been no one to look after the fires, and when the Capt. wanted to make headway we had no steam, and the water had reached the fires. I told the boys the Captain's determination; that I approved of it, and I wanted them to go to work with renewed energy. I tell you, that notwithstanding they all thought for 3 or 4 hours before that the Henryline would take us off, notwithstanding the chief engineer and half the crew had deserted them, and notwithstanding they had been working as hard as men could work for 16 hours, they went at it again with a determination and without a murmur. They told Capt. Edey and me that if the crew fled left, if we would stand by them they would keep the water down and take care of the ship. In less than an hour we gained on the water sufficient to get up steam, and started westward. We had cut down our foremast in the morning. We now