

# MORNING TELEGRAPH.

BY GEORGE BERGNER.

HARRISBURG, PA., THURSDAY MORNING, NOVEMBER 14, 1861.

PRICE ONE CENT.

## THE TELEGRAPH

IS PUBLISHED EVERY DAY.  
BY GEORGE BERGNER.  
TERMS.—SINGLE SUBSCRIPTION.  
The Daily Telegraph is sent to subscribers in the City at 50 cents per week. Yearly subscribers will be charged \$4 00.  
Weekly and Semi-Weekly Telegraphs.  
The Telegraph is also published twice a week during the season of the Legislature, and weekly during the remainder of the year, and furnished to subscribers at the following rates, viz:—  
Single subscribers per year.....\$2 00  
Semi-weekly subscribers.....12 00  
Yearly subscribers.....15 00

RALES OF ADVERTISING.  
Four lines of text constitute one-half square. Eight lines or more than four constitute a square.  
Half square, one day.....1 00  
" one week.....2 00  
" one month.....3 00  
" three months.....5 00  
" six months.....8 00  
" one year.....15 00  
One square, one day.....2 00  
" one week.....4 00  
" one month.....6 00  
" three months.....10 00  
" six months.....15 00  
" one year.....30 00  
Business notices inserted in the Local Column, or before Marriages and Deaths, FIVE CENTS PER LINE for each insertion.  
Marriages and Deaths to be charged as regular advertisements.

### Miscellaneous.

On and after Monday, Nov. 4th, 1861, the mails at the Harrisburg Post Office will close as follows:

**East.**  
For all places adjacent to the line of the railroad, between Harrisburg and Philadelphia.—WAY MAIL.....6.30 A. M.  
For New York, Philadelphia, Lancaster, Bainbridge, Columbia and Market.....12.00 M.  
For Philadelphia, Lancaster and Middletown.....4.40 P. M.  
For New York, Philadelphia and Lancaster.....9.00 P. M.  
**LEBANON VALLEY RAILROAD.**  
For all places between Harrisburg and Philadelphia, and adjacent to the line of the Lebanon Valley and Philadelphia and Reading Railroad.—WAY MAIL.....7.30 A. M.

**West.**  
For all places between Harrisburg and Altoona.—WAY MAIL.....6.30 A. M.  
For Pittsburgh, Johnstown, Pa., Cincinnati, Columbus and Cleveland, Ohio.....3.00 P. M.  
**NORTHERN CENTRAL RAILROAD.**  
For all places between Harrisburg and Lock Haven, and those adjacent to the line of the railroad.—WAY MAIL.....12.00 M.  
**South.**  
For Washington, Baltimore, York and all places along and adjacent to the line of the railroad.—WAY MAIL.....10.00 A. M.  
For Washington, Baltimore and York.....9.00 P. M.  
**CUMBERLAND VALLEY RAILROAD.**  
For Hagerstown, Md., Chambersburg, Shippensburg, Carlisle and Mechanicsburg.....7.00 A. M.  
For all places between Harrisburg and Chambersburg along and adjacent to the line of the railroad.—WAY MAIL.....12.30 P. M.

**SCHUYLKILL AND SUSQUEHANNA RAILROAD.**  
For Pottsville, Ellwood, Pinegrove, Summit Station and Auburn, 12.30 P. M.  
**STAGE ROUTES.**  
For Linglestown, Manada Hill, West Hanover, Ono and Jonestown on Monday, Wednesday and Friday.....7.00 A. M.  
For Lebanon and Lewisburg on Saturday.....12 M.  
GEO. BERGNER, P. M.

**B. M. GILDEA, D. D. S.**  
STATE STREET,  
OPPOSITE THE BRADY HOUSE.  
All operations, Surgical and Mechanical, scientifically performed. Charges moderate. JES

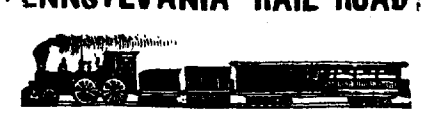
**TREES! TREES!! TREES!!!**  
The undersigned invite attention to their large and well grown stock of  
**FRUIT AND ORNAMENTAL TREES,**  
Shrubs, &c., embracing a large and complete assortment of  
APPLES, PEARS, PEACHES, PLUMS, CHERRIES, APRICOTS, and NECTARINES, Standard for the Orchard, and Dwarf for the garden.  
ENGLISH WALNUTS, SPANISH CHERRY, HAZEL, NUTS, &c. RASPBERRIES, STRAWBERRIES, CURRANTS and GOOSEBERRIES, in great variety.  
**GRAPES, OF CHOICEST KINDS**  
ASPARAGUS, RHUBARB, &c., &c. Also a fine stock of well formed, bushy  
**EVERGREENS,**  
suitable for the Cemetery and Lawn.  
**DECIDUOUS TREES**  
For street planting, and a general assortment of Ornamental Trees and Flowering Shrubs.  
Roses of choice varieties, CAMELLIAS, BREDING PLANTS, &c.  
Our stock is remarkably thrifty and fine, and we offer it at prices to suit the times.  
Orders and enquiries mailed to all applicants.  
Address EDWARD J. LYONS & CO.,  
Central Nurseries, York, Pa.  
sept2-2nd

**SCHAEFFER'S BOOK STORE!**  
(Near the Harrisburg Bridge.)  
\$1.25 JUST RECEIVED from the  
author, which we will sell at \$1.25 per copy.  
\$4.50 per copy for NOTE PAPER, decorated with  
the latest and very handsome emblems and patriotic  
designs.  
\$1.50 for 1000 WHITE ENVELOPES, with national and  
patriotic emblems, printed in two colors.  
Give us a call. THOS. F. SCHAEFFER,  
Harrisburg.

**SPICED SALMON!!**  
FRESH AND VERY DELICATE. Put  
up neatly in five pound cans.  
WM. DOCK, Jr., & Co.

## Lines of Travel & Transportation.

### PENNSYLVANIA RAIL ROAD.



#### WINTER TIME TABLE.

##### FIVE TRAINS DAILY TO AND FROM PHILADELPHIA.

###### ON AND AFTER MONDAY NOVEMBER 4th, 1861.

The Passenger Trains of the Pennsylvania Railroad Company will depart from and arrive at Harrisburg and Philadelphia as follows:—

#### EASTWARD.

THROUGH EXPRESS TRAIN leaves Harrisburg daily at 3.30 a. m., and arrives at West Philadelphia at 7.40 a. m.  
FAST LINE leaves Harrisburg every morning (except Monday) at 5.30 a. m., and arrives at West Philadelphia at 12.50 p. m.  
MAIL TRAIN leaves Harrisburg daily (except Sunday) at 6.40 p. m., and arrives at West Philadelphia at 10.30 p. m.  
ACCOMMODATION TRAIN, via Mount Joy, leaves Harrisburg at 7.00 a. m., and arrives at West Philadelphia at 12.10 p. m.  
HARRISBURG ACCOMMODATION TRAIN, via Columbia, leaves Harrisburg at 1.10 p. m., and arrives at West Philadelphia at 6.30 p. m.

#### WESTWARD.

THROUGH EXPRESS TRAIN leaves Philadelphia at 10.30 p. m., Harrisburg at 3.30 a. m., Altoona 8.40 a. m., and arrives at Harrisburg at 1.25 p. m.  
MAIL TRAIN leaves Philadelphia at 8.00 a. m., and arrives at Harrisburg at 1.20 p. m.; leaves Harrisburg at 7.15 a. m., Altoona, 2.15 p. m., and arrives at Pittsburgh at 8.15 p. m.  
FAST LINE leaves Philadelphia at 11.30 a. m., Harrisburg 4.05 p. m., Altoona at 9.10 p. m., and arriving at Pittsburgh at 1.40 a. m.  
HARRISBURG ACCOMMODATION TRAIN leaves Philadelphia at 2.30 p. m., and arrives at Harrisburg at 8.05 p. m.  
MOUNT JOY ACCOMMODATION via Mount Joy leaves Lancaster at 11.34 a. m., arrives at Harrisburg at 1.30 p. m.

SAUEL D. YOUNG,  
Supt. East, Mt. Penna. Railroad.  
Harrisburg, November 2, 1861.—dtf

## Northern Central Railway.



### CHANGE OF SCHEDULE.

#### WINTER ARRANGEMENT.

##### THREE TRAINS DAILY TO AND FROM BALTIMORE.

###### Close Connection made at Harrisburg TO AND FROM NEW YORK.

##### SLEEPING CARS RUN ON ALL NIGHT TRAINS.

###### ON AND AFTER SUNDAY, NOV. 3d, 1861, the Passenger Trains of the Northern Central Railway will arrive at and depart from Harrisburg and Baltimore as follows, viz:

#### GOING SOUTH.

MAIL TRAIN arrives at Harrisburg.....11.01 A. M. and leaves ".....11.15 A. M.  
EXPRESS " arrives at ".....9.27 A. M. and leaves ".....9.40 A. M.  
and leaves ".....2.30 A. M.

#### GOING NORTH.

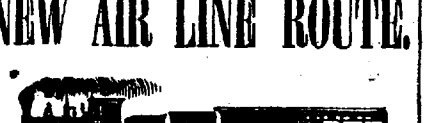
MAIL TRAIN leaves Baltimore at.....5.25 A. M. and arrives at Harrisburg.....1.00 P. M. and leaves North at.....1.20 P. M.  
EXPRESS TRAIN leaves Baltimore at.....5.30 P. M. and arrives at Harrisburg.....10.10 P. M. and leaves North at.....10.25 P. M.

#### HARRISBURG ACCOMMODATION TRAIN

Leaves Harrisburg for Baltimore at.....8.50 A. M. Returning—leaves Baltimore at.....8.45 P. M.  
The only train leaving Harrisburg on Sunday will be the Express Train, South at 8.20 A. M.  
For further information apply at the Office, in Penna. Railroad Depot.  
Harrisburg, Nov. 2, 1861.—dtf

## WINTER TIME ARRANGEMENT.

### NEW AIR LINE ROUTE.



#### THREE TRAINS DAILY TO NEW YORK, AND PHILADELPHIA WITHOUT CHANGE OF CARS.

##### ON AND AFTER MONDAY, NOVEMBER 4, 1861, the Passenger Trains will leave the Philadelphia and Reading Railroad Depot, at Harrisburg, for New York and Philadelphia, as follows, viz:

#### EASTWARD.

EXPRESS LINE leaves Harrisburg at 3.30 a. m., on arrival at Philadelphia Express Train from the West, arriving in New York at 11.5 a. m., and at Philadelphia at 9.00 a. m. A sleeping car is attached to the train through from Philadelphia without change.  
MAIL TRAIN leaves Harrisburg at 5.30 a. m., arriving in New York at 5.30 p. m., and Philadelphia at 1.20 p. m.  
FAST LINE leaves Harrisburg at 1.40 p. m., on arrival of Pennsylvania Railroad Fast Mail, arriving in New York at 5.40 p. m., and Philadelphia at 6.40 p. m.

#### WESTWARD.

FAST LINE leaves New York at 8 a. m., and Philadelphia at 8 a. m., arriving at Harrisburg at 1 p. m.  
MAIL TRAIN leaves New York at 12 noon, and Philadelphia at 8.15 p. m., arriving at Harrisburg at 8.10 p. m.  
EXPRESS LINE leaves New York at 8 p. m., arriving at Harrisburg at 8.10 a. m., and connecting with the Pennsylvania Express Train for Pittsburgh. A sleeping car is also attached to this train.  
Connections are made at Harrisburg with trains on the Pennsylvania, Northern Central and Cumberland Valley Railroads, and at Reading for Philadelphia, Pottsville, Williamsport, Allentown, Easton, &c.  
Baggage checked through. Fare between New York and Harrisburg, \$2 00; between Harrisburg and Philadelphia, \$2 25 in No. 1 cars, and \$2 75 in No. 2.  
For tickets or other information apply to  
J. J. CLYDE,  
General Agent, Harrisburg.

#### JOHN B. SMITH'S

##### BOOT & SHOE STORE,

###### CORNER SECOND AND WALNUT STS., Harrisburg, Pa.

ALWAYS on hand a large assortment of boots, shoes, gaiters, &c., of the very best quality for ladies, gentlemen, and children's wear. Prices to suit the times. All kinds of WORK MADE TO ORDER in the best style by superior workmen. REPAIRING done at short notice.  
JOHN B. SMITH, Harrisburg.

## D. W. GROSS & Co.,

### DRUGGISTS,

#### NO. 19 MARKET STREET HARRISBURG, PENN'A.

##### DRUGGISTS, PHYSICIANS, STORE-KEEPERS AND CONSUMERS.

We are daily adding to our assortment of goods all such articles as are desirable, and would respectfully call your attention to the largest and best selected stock in this city, of

#### DRUGS, CHEMICALS & PAINTS,

Oils, varnishes and Glazes,  
Dye-Stuffs, Glass and Putty,  
Artist Colors and Tools,  
Pure Ground Spices,  
Burning Fluid and Alcohol,  
Lard, Sperma and Fine Oils,  
Bottles, Vials and Lamp Globes,  
Castile Soap, Sponges and Corks,  
&c., &c., &c., &c., &c., &c., &c., &c.

#### With a general variety of

##### PERFUMERY & TOILET ARTICLES,

selected from the best manufacturers and Pur-  
turers of Europe and this country.

Being very large dealers in

#### PAINTS, WHITE LEAD,

##### LINSEED OIL, VARNISHES,

##### WINDOW GLASS, ARTIST'S

##### COLOURS, PAINT AND

##### ARTIST'S BRUSHES

##### IN ALL THEIR VARIETIES,

##### COLOURS AND BRONZES

##### OF ALL KINDS.

#### D. W. GROSS.

#### M. A. ROSE.

#### TEETH! TEETH!!

##### JONES AND WHITE'S PORCELAIN TEETH,

##### PATENT MEDICINES AND HAIR

##### RESTORATIVES

Of all kinds, direct from the Proprietors.

#### Saponifier and Concentrated Lye!

Wholesale Agents for Saponifier, which we sell as low as it can be purchased in the cities.

#### CHAYNE'S MEDICAL FLUID EXTRACTS

##### COAL OIL! CARBON OIL!!

Being large purchasers in these Oils, we can offer inducements to close buyers. Coal Oil Lamps of the most improved patterns, very cheap. All kinds of lamps, changed to burn Coal Oil.

#### FARMERS AND GRAZERS,

one of you who have not given our HORSE AND CATTLE POWDERS a trial know not their superiority, and the advantage they are in keeping Horses and Cattle healthy and in good condition.

Thousands can testify to the profit they have derived from the use of our Cattle Powders by the increasing quantity and quality of milk, besides improving the general health and appearance of their Cattle.

Our long experience in the business gives us the advantage of a thorough knowledge of the trade, and our arrangements in the cities are such that we can in a very short time furnish anything appertaining to our business, on the best of terms.

Thankful for the liberal patronage bestowed on our house, we hope by strict attention to business, a careful selection of

#### PURE DRUGS.

at fair prices, and the desire to please all, to merit a continuance of the favor of a discriminating public.

#### AUGUSTINE L. CHAYNE.

##### CARPENTER AND BUILDER.

Residence No. 27 North Second Street.  
N. B. JOHNSON ATTENDED TO

## THE TELEGRAPH.

### The Great Success in South Carolina.

#### THE OFFICIAL REPORTS.

##### Federal Loss Eight Killed and Twenty Three Wounded.

##### Gen. Sherman's Proclamation to the People of South Carolina.

##### Report of Flag Officer Dupont.

FLAG SHIP WARASH,  
Hilton Head, Port Royal, Nov. 8.

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

#### LIST OF THE KILLED AND WOUNDED.

On Board the Wabash.—Thomas Jackson, Captain of a gun, killed. Slightly wounded, two—Alfred Hopley, seaman, and Wm. Wall, seaman.

On Board the Susquehanna.—Two killed—John P. Clark, O. S., and Wm. Clark, 2d coal heaver. Wounded severely, one—Samuel F. Smart, 1st class boy. Wounded slightly, two—Patrick Dwin, O. S., and Samuel Holbrook, 2d G. R.

On Board the Pawnee.—Killed, two—John Kelley, O. S., and Wm. H. Fitzbaugh, 1st class boy. Wounded slightly—Alfred Washburn, Master's mate, Jacob Haase, O. S., and Fath Quinn, O. S.

On Board the Mohican.—Killed, one—John A. Whitmore, third assistant surgeon. Wounded severely, three—W. Thompson, Isaac Seyborn, acting master, and Sherman Basom, O. S.—Wounded slightly, four—Mayland Cuthbert, third assistant engineer, John O. Pitman, master's mate, J. Townsend, O. S., and Charles Brown.

On Board the Shenandoah.—Killed, two—Patrick McGuigan, Alex. Chambers. Wounded slightly, three—Peter Murphy, Alex. Fleivy, Wm. Gilchrist.

On Board the Seminole.—A few slightly wounded, but none reported.

#### TOTAL KILLED AND WOUNDED.

Killed.....8  
Seriously wounded.....6  
Slightly wounded.....17

Total killed and wounded.....31

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

To Hon. GIBSON WELLES,  
Secretary of the Navy.

#### Gen. Sherman's Report.

##### HEAD-QUARTERS EXPEDITION CORPS, Port Royal, S. C., Nov. 8.

Adjutant General U. S. Army, Washington, D. C.—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 convey of a naval squadron in command of Commodore Dupont, and after the most mature considerations of the objects of the expedition by the flag officer and myself. It was agreed to first reduce any works that might be found at Port Royal, S. C., and thus open the finest harbor on the coast that exists south of Hatteras.

It was calculated to reach Port Royal in five days at most, but in consequence of adverse winds and a perilous storm on the day and night of the first of November, the fleet arrived at Port Royal bar not until the fourth, and then but in part, for it had been almost entirely dispersed by the gale, and the vessels have been straggling.

Up to this date the transport steamers Union, Belvidere, Osceola and Pelee have not arrived; two of them are known to be lost and it is probable all are. It is gratifying, however, to say that none of the troop transports connected with the land forces were lost, though the Winfield Scott had to sacrifice her whole cargo and the Roanoke a portion of her cargo to save the lives of the regiment on board.

The former will be unable to again put to sea. The vessels connected with the naval portion of the fleet have also suffered much, and some have been lost.

After a careful reconnaissance of Port Royal Bay it was ascertained that the rebels had three field works of remarkable strength, strongly garrisoned and covered by a fleet of three gunboats under Capt. Tattnall, late of the United States navy, besides a strong land force which the rebels were concentrating from Charleston and Savannah. The troops of the rebels were afterwards ascertained to have been commanded by Gen. Drayton.

One of the forts, and probably the strongest, was situated on Hilton Head, and the other two on Phillip's Island. It was deemed proper to first reduce the fort on Hilton Head; though to do this a greater or less fire might have to be met from the batteries on Bay Point at all times. Our original plan of co-operation had to be set aside in consequence of the loss

during the voyage of a large part of our means of disembarkment, together with the fact that the only point where the troops should have landed was from five to six miles, measuring around the intervening shoal from the anchoring place of our transports, altogether too great a distance for successful disembarkment with our limited means. It was therefore agreed that the place should be reduced by a naval force alone.

In consequence of the shattered condition of the fleet and the delay in the arrival of the vessels that were indispensable for the attack it had to be postponed until the seventh inst.

I was a mere spectator of the combat and it is not my province to render any report of this action but I deem it an imperative duty to say that the firing and maneuvering of our fleet against that of the rebels and their formidable land batteries was a master-piece of activity and professional skill, that must have elicited the applause of the rebels themselves as a tactical operation.

I think that too much praise cannot be awarded to the science and skill exhibited by the flag officer of the naval squadron and the officers connected with his ships. I deem the performance a masterly one, and ought to have been seen to be fully appreciated.

After the works were reduced I took possession of them with them with the land forces. The beautifully constructed work on Hilton Head was severely crippled and many of the guns dismounted. Much slaughter had evidently been made there. Many bodies having been buried in the fort, and some twenty or thirty were found some half a mile distant. The Island for many miles was found strewn with uniforms, accoutrements and baggage of the rebels which they threw away in their hasty retreat.

We have also come into possession of about forty pieces of ordnance most of which of the heaviest calibre and most approved models, and a large quantity of ammunition and camp equipment. It is my duty to report the valuable services of Mr. Poutelle, assistant in the coast survey, assisting me with his accurate and extensive knowledge of this country. His services are invaluable to the army as well as to the navy, and I earnestly recommend that important notice be taken of this very able and scientific officer by the War Department.

(Signed) T. W. SHERMAN,  
Brig. Gen. Commanding.

After landing and taking possession of the forts General Sherman issued the following

#### Proclamation to the People of South Carolina.

In obedience to the orders of the President of these United States of America, I have landed on your shores with a small force of national troops. The dictates of a duty which, under these circumstances, I owe to a great sovereign State, and to a proud and hospitable people, among whom I have passed some of the pleasantest days of my life, prompt me to proclaim that we have come amongst you with no feelings of personal animosity, no desire to harm your citizens, destroy your property, or interfere with any of your lawful rights, of your social and local institutions beyond what the causes herein briefly alluded to may render unavoidable.

Citizens of South Carolina, the civilized world stands appalled at the course you are pursuing, appalled at the crime you are committing against your own mother, the best and most enlightened and heretofore the most prosperous of nations. You are in a state of active rebellion against the laws of your country, you have lawlessly seized upon the forts, arsenals, and other property belonging to our common country, and within your borders and with this property you are in arms and waging a ruthless war against your constitutional government; and these threatening the existence of a government which you are bound by the terms of a solemn compact to live under and faithfully support.—In doing this you are not only undermining and preparing the way for totally ignoring your own political and social existence, but you are threatening the civilized world with the odious sentiment that self-government is impossible with civilized man.

Fellow citizens, I implore you to pause and reflect upon the tenor and consequences of your acts. If the awful sacrifices made by the devastation of your property, the shedding of fraternal blood in battle, the mourning and wailing of widows and orphans throughout our land are insufficient to deter you from further pursuing this unholy war, then ponder, I beseech you, upon the ultimate, but not less certain result, which its further progress must necessarily and naturally entail upon your once happy and prosperous State.

Indeed, can you pursue this fratricidal war and can you imbue your hands in the loyal blood of your countrymen, your friends, your kinsmen, for no other object than to unlawfully disrupt the confederacy of a great people—a confederacy established by your own hands—in order to set up, were it possible, an independent government, under which you can never live in peace, prosperity or quietness.

Carolians, we have come among you as loyal men, fully impressed with our Constitutional obligations to the citizens of your State. Those obligations shall be performed as far as in our power, but not be deceived, the obligation of suppressing armed combinations against the constitutional authorities is paramount to all others. If in the performance of this duty other minor but important obligations

should be in any way neglected, it must be attributed to the necessities of the case, because rightly dependant on the law of State, must be necessarily subordinate to military exigencies created by insurrection and rebellion.

(Signed) T. W. SHERMAN,  
Brigadier General Commanding.

Headquarters, S. C., Port Royal, Nov. 8, 1861.

#### Another Report by Commodore Dupont.

FLAG SHIP WARASH,  
Hilton Head, Port Royal Harbor, Nov. 9.

SIR:—Since writing my official dispatch 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. Post offices were visited and a number of documents, letters, &c., obtained.

I have covered Skull creek at the mouth of Broad River and have cut off the communication between Charleston and Savannah.

Respectfully, Your obedient servant,  
(Signed) S. F. DUPONT,

Flag Officer Com. U. S. A. Blockading Squadron.

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

#### Incidents &c.

The moment Gen. Drayton took to his horse in the panic of the 7th, his two hundred servants went directly 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 Capt. Ammon in crowds at Beaufort—one of them calling out in the joy of his heart, "I didn't think you could do it, massa." So says an extract from a private letter from an officer engaged in the bombardment.

#### Another Account by Commodore Dupont.

FLAG SHIP WARASH,  
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—Fort Beauregard and Walker—and succeeded in silencing them after an engagement of four hour's duration, and driving away the squadron of the rebel steamers under Com. Tattnall. 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 800 and afterwards 600 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 9 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 forms of private, and the officers retired in too much haste to submit to the encumbrance of their swords.

Landing my marines and a company of seamen, I took possession of the deserted ground and held the 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 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 two small brass field pieces lately belonging to the State of South Carolina, which we send home as suitable trophies of the success of the navy. A detailed account of this battle will be submitted hereafter.

I have the honor to be, very respectfully,  
Your obedient servant,  
(Signed) S. F. DUPONT,

Flag Officer Commanding, U. S. A. 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.

To Hon. GIBSON WELLES,  
Sec'y of the Navy, Washington.

Fox is worth more than physic, and whoever invents or discovers a new supply deserves the name of a public benefactor.

PACK your cares in as small a space as you can, so that you can carry them yourself, and not let them annoy others.

If time is money, some people have a