

THE PILOT.

GREENCASTLE:

Tuesday Morning, February 17, 1863.



VALENTINES.

It would be a difficult matter to state when this custom originated. Old writers allude to

It, no doubt, was celebrated on St. Valentine's day, (14th of February, new style), because it was said on that day birds begin to couple. So, in imitation of the feathery tribe, did brave knights send to stern ladies letters breathing sentiments of affection. What a glorious thing it would be if we only had an opportunity to glance over one of those ancient love-tokens! Mail clad warriors and proud, haughty, stately women, such as thronged the court, at Westminster, did, despite their dignity, send tender billets d' amour. If we could see one of them we would learn that people who lived a few centuries ago were not the cold, impassive creatures as represented in our school histories.

But, by-and-by, the custom became universal, and the poorest rustic, provided he could write himself, or was able to get some one to perform the task, sent a bit of brown paper to his sweet heart, containing a few amorous lines, or, at best, a doggerel rhyme, descriptive of Love's power.

The human mind, ever desirous of change, did not rest satisfied with the same routine, on every St. Valentine's day—Humor, wit and witicism, but too often, low vulgarity were united in the dreary caricatures of the individuals to whom they were addressed. A vast deal of mirth and sport, besides a good hearty laugh, was enjoyed by the recipient of these favors.

As people grow old they condemn this practice, but it is a harmless amusement, in other times, affording a world of pleasure to the "lads and lassies," who strove to make the most of it. Our earliest recollections of this period, centre in a brief, but (then to us) affecting verse, written in a very small, girlish hand. A new world seemed open before us; if we didn't carry a stiff upper lip for a day or two, it was a wonder. After reading it a score of times, and scrutinizing it closely, we imagined, we thought, we knew where it came from. But a reply was the next thing. This required a desperate effort, as sheet after sheet of paper, defaced by sword or arrow, and pen intended and thrown away, did fully testify. In mortal agony the work was finished, perhaps not in an elegant style of verse as Scott or Byron. But no matter, we have ever since regarded verse making out of our business.

Well, then, to resume, Valentine's day was looked for with anxious hearts by the young people, and generally brought with it a shower of love letters, as diversified as the tastes of the writers. This pleasant duty was, and, so far as we know, may have originated many a code ship. But too truly, "old times have changed, old manners gone."

Without a fall swoop, did the act of Congress, requiring the prepayment of postage, strike at the root of this custom. Ever since it has waned until there is scarce a vestige left. We are forced to depart from old practices, but reader may it never be our lot to take up a horse race.

METROPOLITAN RAILROAD.

The people of this valley are interested in the bill lately presented to Congress, for the construction of what is termed the Metropolitan Railroad. It would be well if Congress would adopt this plain, practical route: We select the subjoined paragraph, from an editor in the Repository and Transcript:

"It will be a pleasure to Congress has before the bill having in view the making of an appropriation toward constructing a Railroad from the City of Washington to Hagerstown, Md. There is no reason why there should be but one method of communication between the loyal North and their capitol. Why should any corporation have a right of monopoly over the single railroad leading to Washington City?"

The natural course from this region of country to the Capitol of our Nation is by the route contemplated by the bill before our national Legislature. From Chambersburg to Hagerstown is, by the Franklin Railroad, one of the best roads in the country—twenty-one miles. From there to Washington, by the way of Point of Rocks, is about fifty miles—making the distance from here about seventy miles. Whereas, by Harrisburg and Baltimore, the only present route, the distance is nearly two hundred miles, making not only the time occupied but the expense of traveling far less than the present route.

There are other reasons why our people are interested in this project, besides merely furnished a shorter route for those who visit the capitol for pleasure, or for securing communi-

cation between the North and Washington—which is the most important of all. The District of Columbia furnishes an excellent market for all kinds of farm produce. By the present circuitous route nothing, comparatively speaking, can be made by carrying provisions to the people of the District. If the new road should ever be made, our people can load up their marketing in a car in the afternoon, run down with it that night; sell it off in the morning and return in the evening. This new Railroad is a necessity for the benefit of the District, too, as it will increase the quality and quantity of the provisions in their market. It being generally beneficial, we hope it will be made."

Official Reports of the Charleston Affair.

Full Particulars of the Engagement, Washington, Feb. 8, 1863.—A bearer of official dispatches from the fleet off Charleston arrived. The following is from Rear Admiral Dupont concerning the rebel attack on our squadron off that point:

FLAG-SHIP "WARASH," Port Royal Harbor, Feb. 2, 1863.—Sir—I have to report that about 4 o'clock on the morning of the 31st ult., during the obscurity of a thick haze, two iron clad gun-boats came out of Charleston by the main ship channel, unperceived by the squadron, and commenced a raid upon the blockading fleet. Most of the latter were of the light class of purchased vessels, two of the heaviest men-of-war, Powhatan and Conandagua, being at this port coaling and repairing.

The Mercedita was the first vessel attacked. Her officers and crew had been particularly watchful during the night to look out for suspected vessels, and at three o'clock had slipped cable and overhauled a troop steamer running for the channel by mistake. She had returned to her anchorage, and Capt. Stellwagen had gone to his room for a short time, leaving Lieutenant Commanding Abbott on deck, when one of the iron clad suddenly appeared. Her approach was concealed by the haze and mist of the atmosphere. The vessel was immediately hailed and orders given to fire, but the iron clad being close aboard and lying low in the water no guns could be brought to bear. A heavy rifle shell was fired from the enemy, which entered the starboard side of the Mercedita, passing through her condenser, the steam drum of her port boiler, and exploded against the port side, blowing a hole in its exit some four or five feet square, killing the gunner, and by the escape of steam scalding a number of the men, rendering her motive power apparently useless. Unable to use his guns and being at the mercy of the enemy, which was lying alongside of his starboard quarter, all further resistance was deemed hopeless by Captain Stellwagen, and he surrendered. The crew and officers were paroled, though nothing was said of the ship. The executive officer, Lieutenant Commanding Abbott, having gone on board the enemy's gun-boat and made the arrangements for her capture.

The iron clad leaving the Mercedita to sink or not, next engaged the Keystone State. Lieutenant LeRoy was also attacked by the others. Their fire was gallantly returned, but a shell exploding in the fire hold of this vessel, she was set on fire. Commander LeRoy kept off until it was got under, when he steered again for one of the iron clads, and ordered full steam on and determined to try to run her down. The guns had been trained and depressed for plunging fire at the moment of the collision, and the ship had acquired a speed of twelve knots when a shell or shot from the enemy passed through the steam chest, wholly disabling her boilers and rendering her powerless. Ten rifle shells struck the Keystone State, two burst on her quarter deck, but most of them struck the hull, being near and below the water line.

In the meantime the Augusta, Commander Parrot, the Quaker City, Commander Pringle, and the Memphis, acting Lieut. Walmouth, kept up a fire from the enemy, diverting their attention from the Keystone State which was soon after taken in tow by the Memphis and drawn away from the fire.

The Augusta and Quaker City were both struck in their hulls; the Memphis only in her rigging.

The ram having been detained a half hour or more, ran out from the Keystone State, which vessel and three others we had tried to alarm by lights. We saw a shell explode as it struck the ram without injuring it.

The Housatonic, Capt. Taylor, gave chase, and a shot from her struck the pilot house of one of the iron clads, doing it, it is thought, some damage and carrying away one of her flags.

The rebel vessels then passed to the northward, receiving the fire of one of our ships and took refuge in the Swash Channel behind the shoals.

The only casualties were in the Mercedita and Keystone. On the Keystone State they are very large; about one fourth of her crew were killed and wounded, and among the former the medical officer of the ship, assistant surgeon Jacob H. Gotwold, who was scalded

to death while rendering surgical aid to one of the wounded men. Nine of those who died perished from the escape of steam when the boilers and steam chambers were penetrated and among the wounded, the greater number received their injuries from the same cause, as the Mercedita was the only vessel which surrendered. I have directed a court of inquiry to examine into the circumstances of the case, as well as into the terms under which the surrender was made.

On the Mercedita there were four killed and three wounded; on the Keystone State twenty killed and twenty wounded.

Very Respectfully, &c., (Signed) S. F. DUPONT, Rear Admiral, &c. Hon. GIDEON WELLS, Sec'y of the Navy

Report of Commander Stellwagen. The following is the report of Commander Stellwagen, of the United States steamer Mercedita:—

Port Royal, Jan. 31.—Rear Admiral S. F. Dupont, &c.—Sir—I have to report that at half past four this morning, two iron clad rams from Charleston, in the obscurity of a thick haze and the moon having just set, succeeded in passing the bar, near Ship's Channel, unperceived by the squadron and made an attack on it, the ships being first encountered. Particular vigilance was exhibited by the officers and crew, in the expectation of a vessel to run the blockade. At 5 A. M. we had slipped cable, and overhauled a troop steamer running for the channel, by mistake. At 4 o'clock I laid down. Lieutenant Commanding Abbott was on deck, giving orders to Acting Master Dwyer about recovering the anchor, when they saw a smoke and faint appearance of a vessel close at hand. I heard them exclaim, "She has black smoke, watch—man the guns, spring the rattle, call all hands to quarters." Mr. Dwyer came to the cabin door, telling me that a steamboat was close aboard. I was then in the act of getting my pea jacket and slipped it on as I followed him out, and jumped to the poop ladder. I saw a smoke and a low boat, apparently a tug, although I thought it might be a little propeller for the squadron. I sang out, "train your guns, sight on him and be ready to fire as soon as I order." I hailed the steamer "aboy, stand clear of us and leave to; what steamer is that?" I then ordered my men to fire on him, "you will be into us; what steamer is that." His answer to the first or second hail was, "Halloo!" The other replies were indistinct either by intention or from having spoken inside of his mail armor. Until in the act of striking us with his prow, when he said, "this is the Confederate State steamer ram."

I repeated the order "fire," but no gun could be trained on him as he approached on the quarter, and struck us just abaft of our aftermast with a thirty-two pounder gun, and fired a heavy rifle shot through us diagonally, puncturing the starboard side through our normal condenser, the steam drum of our port boiler, and exploding against the port side of the ship, blowing a hole in its exit some four or five feet square.

Reports were brought to me that a shot had passed through both boilers, that the fires were put out by steam and smoke, and that a gunner and one man were killed, and a number of men badly scalded, that the water was over the fire room floors and the vessel sinking. The ram had cut us through at and below the water line on one side, and the shell had burst at the other almost at the water's edge.

After the ram struck she swung round under our starboard counter her prow touching, and hailed, "Surrender, or I'll sink you; do you surrender?" After receiving the report I answered, "I can make no resistance; my boiler is destroyed." "Then, do you surrender?" "Yes," I replied, having found my moving power destroyed, and that I could bring nothing to bear but muskets against his shot proof coating. He hailed several times to send a boat and threatened to fire again.

After some delay a boat was lowered, and Lieutenant Commanding Abbott asked if he should go in her and asked for orders what to say. I told him to see what they demanded, and to tell them the condition we were in. He proceeded aboard, and according to their demand gave his parole on behalf of himself and all the officers and crew.

From Yorktown.

Yorktown, Feb. 9, 1863.—During last week a number of Rebels have been taken prisoners, and others have deserted and come within our lines at this place. Last Saturday five Rebel deserters came in, and reported sixteen others awaiting an opportunity to come in. Major Klinz ordered out Captain Faith, Company M, Fifth Pennsylvania Cavalry, and Capt Hagermaster, Company L, Lieut. Williams and Lieutenant George Smith volunteered and accompanied the squadron. They reached the six-mile ordinary without opposition or discovering the sixteen Rebels desirous of joining them.

The enemy's pickets stationed there retired before them, and Captain Faith, without orders, pushed forward after them. Just this side of the nine-mile ordinary, he, with his command,

was drawn into an ambuscade and fired upon. He was brought off supposed mortally wounded. Capt. Hagermaster, upon whom the command devolved, fought like a hero. He charge upon and broke through the enemy's line, but got separated from his men and taken prisoner. Lieutenants Williams, Smith and Little were taken prisoners, and Lieutenant Rhinmiller was seen to fall from his horse, supposed killed. Our entire loss was thirty killed, wounded and missing. The enemy's loss is unknown. The enemy is reported in some force at Burnt Ordinary, twelve miles from Williamsburg!

A Skirmish with the Rebels near Harper's Ferry.

Baltimore, Feb. 13.—A dispatch from Brigadier General Kelley, dated at Harper's Ferry, to-day, to Lieut.-Colonel Cheeseborough, A. A. G., says:—

"Yesterday, about one o'clock, a squad of Baylor's Rebel cavalry attacked a small scouting party of the Twelfth Pennsylvania Cavalry, from Kearneysville, consisting of twelve men, killed one, wounding two, and capturing four men and several horses.

"About four o'clock, P. M., my scouts from here fell in with the same party, a few miles south of Charleston, and after a running fight for several miles, recaptured our men and horses and captured Lieut. Baylor, two of his men, and several horses.

Passage of Senator Sherman's Bank Bill.

Washington, Feb. 12.—Sherman's Bank Bill passed the Senate to-day by two majority, although there is a larger majority in favor of it. Senator Sherman was upon the floor of the House this afternoon, and received the congratulations of many members on his success in passing the bill.

The Army of the Potomac. Our gallant General in command of the Army of the Potomac is earnestly and effectively laboring to perfect the reorganization of his troops, and thus insure more satisfactory discipline, and in every way a better moral and physical status. No distinction is to be made hereafter in the matter of privileges between officers and privates, and greater difficulty will be experienced in procuring passes, not only by those connected with the army, but also by those civilians who desire to visit the front.

The Anderson Cavalry Returned to Duty.

Harrisburg, Feb. 12.—Gov. Curtin has received the most gratifying intelligence from Gen. Rosecrans with regard to the Anderson Cavalry. All the members have returned to duty, and the work of reorganization is to be at once commenced.

Col. Palmer has arrived at Nashville, and is exerting a good influence.

Gen. Rosecrans adds that the regiment contains material to perform deeds that will wipe out the stain of the refusal to join their comrades, and exceed the highest expectations of its many friends.

Files of The Pilot.—We have several files of last year's Pilot, which we will sell cheap.

Rev. J. J. Stine's Defense will be found on the outside of to-day's paper. It is calm, patriotic and proper.

Active.—The sheep market in this neighborhood is quite active, if we may judge from the movements of the dealers in this section.

Let the People See.—Wm. McCarty has just opened, at his Clock and Jewelry Store, on South Carlisle street, a large and elegant assortment of Gold, Silver and Steel Spectacles.

Lieut. John Walker.—We had the pleasure of meeting this gallant officer (of company A, 7th, P. V.) a few days since. He is recovering from his wounds. His general health is excellent.

Killed by the Cars.—CHARLES W. STINE, Esq., of this place, received a telegram on last Saturday from Hanover, informing him that his brother MARTIN STINE had been run over by a train of cars and killed on that day.

Discharged.—JOHN BROWN, of company K, 126th, P. V., arrived home several days ago, having been recently discharged from the service. His health had not been good for some time. JOHN L. P. DETRICH, of company B, 126th, P. V., has also received his discharge.

W. H. H. Newman.—Our young townsman was with the "noble three hundred," of the Anderson Cavalry who fought so desperately in the Murfreesboro' battles. He is the only representative of Greencastle in the Anderson Cavalry, and we place this on the record as a mark of credit.

The Twenty-Second.—The Anniversary of the birth of WASHINGTON occurs on next Sabbath. It is probably about as well that it falls on this sacred day. We hope it may be better observed on this account, than it has often been on other days. We presume our clergymen will deliver sermons suited to so sacred occasion.

Rush.—Last week the Warehouse men were kept very busy receiving grain and flour. It is said that on last Monday there were more farmer's wagons in town than were ever seen before in a single day. During four consecutive days of last week, SCHAPIRE & Co., received 4840 bushels of grain and 917 barrels of flour. The other commission houses also received a large amount of produce.

Partnership.—As will be seen by an advertisement in another column, Geo. A. DEIZ and TENCH M. DOWELL have formed a partnership in the Forwarding, Commission and Produce business, etc. TENCH M. DOWELL will conduct the business of the firm in Greencastle, at the Warehouse formerly occupied by C. W. EXETER & Co. He possesses excellent business qualifications, and we are certain he will please all who may deal with him.

Soldier Buried.—W. SAMPLE COOPER, (son of MATTHEW P. COOPER, dec'd), died a few weeks ago in a U. S. Hospital near Falmouth, Va. He belonged to the 2nd U. S. Cavalry (Regulars), formerly commanded by Colonel (now General) THOMAS. His body was brought home on Saturday, by Dr. NEWCOMER of Upton, and will be interred in the Ger. Ref. graveyard in this place, this day (Monday) at noon.

Furniture for Sale.—At a meeting of the BUAN'S Association, it was resolved to sell the furniture of said association, at private sale. Persons wishing to make purchases will please call on S. H. PRATHER, President, or JOHN P. BYERS, Chairman Executive Committee, By order of the Association. W. A. RIND, Sec'y.

Greencastle, Feb. 17, 1863.

Adams Express.—The Express Agent in this place has orders to receive goods for the soldiers of the Army of the Potomac. The notice reads as follows:—Mr. EAY, you may take Soldiers' Packages to the Army of the Potomac. You will require prepayment, and the full Regimental address, in every instance. Give a receipt, agreeing to deliver to Washington only. The goods will be sent to Aquia Creek and Belle Plains, if possible; to deliver to the Army.

New Liquor Store.—Mr. E. C. DERNICH has opened a retail liquor store, in the room recently occupied by Mr. BROWN'S Shoe and Dry Goods store, on South Carlisle street. He has on hand now, and it is his purpose to keep always a large stock of Whiskey, Brandy, Wine, Gin, together with other articles usually kept in a store of this kind. Persons wanting pure liquor for medicinal or other purposes, will here find what they want. He will sell in quantities of from one quart to three gallons. Advertisement next week.

Telegraph Office.—By permission of the War Department, (through the intercessions of Hon. E. M. PIERSON and Hon. JOHN ROWS,) a permanent telegraph office has been opened in Greencastle. Dr. H. B. FETTERSON, the operator is a perfect gentleman and one well qualified to conduct the business. The battery has been put up in his Picture Gallery on West Baltimore street. The opening of a telegraph office in this place supplies a want long felt by our business men. It will also be an accommodation to the people of the neighboring towns, this being the only point in the lower part of the county in which an office of this kind is located.

Died in Texas.—We learn that D. D. SNEVELY, (son of DANIEL SNEVELY, Esq. of New Albany, Ind., but formerly a merchant of Greencastle,) was buried at San Antonio, Texas, a few weeks ago. The deceased and his brother JOSEPH, had been for two or three years past, extensively engaged in grazing stock in Texas. Some months ago they were stripped of all the property they possessed, and then impressed in the Rebel army. But whether DANIEL D. came to his death from wounds received in battle or from disease, the letter received by his father did not state, and we presume the writer (his brother) was not permitted to state the manner of his death.

An Orphan Asylum in Mercersburg.—Mercersburg has many inducements to offer. A headmaster lately of the Mercersburg Academy, it is justly thought from the advantages of travel to ascertain if from the diseases which often follow such times, it is well enough to the railroad for convenience, there being daily communication with it on two routes, and yet it is far removed from the noise, excitement and temptations which are found in larger places. Then again, the expenses of such an institution, whether for building or daily necessities, would not be nearly so large as in a larger or more central place. Indeed as it respects locality, health and expenses, Mercersburg seems peculiarly well suited to the wants of such an institution; and if our citizens feel any interest in having such an asylum located here, doubtless their claim would receive early attention. Mercersburg Journal.

The Bank of Chambersburg.—This institution is in a most flourishing and healthy condition, owing in a great measure, no doubt, to the efficient management of its affairs by the present able and gentlemanly officers and Board of Directors. Our readers will observe by reference to the statement in our advertising columns, that its assets exceed its liabilities nearly \$810,000.

To show the promptness with which the Bank responds to every legal demand made upon it, and fulfill its obligations, we may notice the fact that the Act of Assembly requiring the Banks to furnish the gold to pay the February interest on the State debt, was signed on Saturday evening, the 31st ult., and on Monday following, the Bank of Chambersburg deposited its quota with the State Treasurer at Harrisburg, thus complying with the requirements of the Act at the earliest possible moment after its passage.

Such promptness is worthy of imitation by all business men and cannot, for any reason, be considered as adopted as the rule of conduct. Spirit and Times.

Shopping.—FANNY FEAR says: "Every fabric is dear now, except fabric-ation; but I don't see that ladies shopless, on account of the rise in prices. I trust they won't let down the wages of their seamstresses, to make all square when the bills are due. Not that the dear creatures ever do such things, but I happened to think of it." Shopping is a science. The more you go shopping, the more it will strike you. Heaven knows, that all shopkeepers, scientific or otherwise, need have Job's patience with the horde of "foolish virgins" who torture them with their vacillating silliness; but if they could only bottle up their indignation, it pays! there's no mistake about that. "Meet 'em always with a smile," gentlemen, as the "Guides to Married Women" exhort the latter to do; their husbands; yes—though the crookery has gone to smash, and the dook has ab-