New-York Daily Tribune.

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FROM WASHINGTON.

Effect of the Storm on Army Movements.

SAILORS FIGHTING ON LAND NEAR SUFFOLK.

Defeat of Rebel Cavalry by Lieut. Cushing

The Reported French Success in Mexico Discredited.

THE CASE OF THE PRIZE PETERHOFF.

Revenue Decision Respecting the Use of Bullion.

THE D'UTASSY COURT-MARTIAL.

The Reported Treason of the Addisons.

Special Dispatch to The N. Y. Tribune.

WASHINGTON, Friday, April 24, 1863.

THE EFFECT OF THE STORM ON ARMY MOVEMENTS.

From the army we learn that the continued rains have swollen the rivers and small streams, and that even brooks are unfordable. The difficulty of transporting supplies has been greatly increased, and in some cases rendered almost insurmountable.

SAILORS FIGHTING ON LAND.

A dispatch from Admiral Lee states that Lieut. Cushing, Commander of the Commodore Barney, on the 23d instant, with ninety men (sailors) and a howitzer, went to the village of Chuckatuck, in the neighborhood of Suffolk, where a large Rebel cavalry force was reported to be. He encountered forty cavalry in the village and defeated them, killing two, and capturing three horses fully equipped. He lost one man killed.

THE REPORTED FRENCH SUCCESSES IN MEXICO.

The Mexican Minister utterly discredits the reports of French successes at Puebla telegraphed from San Francisco, on the ground that the four steamers which have arrived from Havana with later dates from Vera Cruz bring no confirmation of them, but only the wildest rumors.

THE PAYMENT OF THE ARMY.

Warrants were passed at the Treasury to-day for the payment of the balance (four millions and a quarter) due the army.

PERSONAL.

Secretary Chase is expected back to-morrow evening.

THE CASE OF THE PETERHOFF.

The case of the Peterhoff and her mails is still under consideration. A majority of the Cabinet are understood to disapprove of the course finally pursued, holding that the Executive as a whole has no right to interfere with the administration of justice, and that the Attorney-General is the sole authorized channel of communication between it and the Judiciary. It is well known that the Attorney-General has in an elaborate opinion heretofore maintained that the Executive, Legislative, and Judicial Departments of the Government are coördinate.

BALL GIVEN BY THE BRAZILIAN MINISTER.

The Brazilian Minister gives a ball to-night, to which 300 invitations have been issued. His daughter and M. Del Prado, to whom she was married on the 8th inst., will be present. The Spanish Minister gives a ball in their honor next week.

STATE REPRESENTATIVES RECEIVING INSTRUCTIONS.

Benjamin Pringle of New-York, appointed Judge at Cape Town under the slave-trade treaty with Great Britain, Mr. Avery of New-Hampshire, Arbitrator at the same place, Thomas V. Dyer of Illinois and M. Hibbard of New-York, Judge and Arbitrator respectively at Sierra Leone, are here receiving their instructions from the State Department.

THE CAPTURE OF THE REBEL BATTERY ON THE NANSEMOND.

Lieut. P. R. Lamson, who has been in command of the flotilla on the Nansemond, deserves the credit, which has been appropriated by others, of the capture of the Rebel battery recently taken by the army and navy acting in conjunction. After the troops had made two ineffectual attempts, Lieut. Lamson suggested the plan which proved successful. Another error requires correction. The works where the battery was captured were not abandoned, as alleged, in consequence of the withdrawal of the fleet from the Upper Nansemond, but the fleet was withdrawn in consequence of the abandonment by the army of the position which was the key to the navigation of the Upper Nansemond.

REVENUE DECISION RESPECTING BULLION.

The Commissioner of Internal Revenue has decided that as by proviso, to Sec. 75, bullion in the manufacture of silverware is not regarded as a manufacture within the meaning of the act, the manufacturer of silverware may, in making his returns to the Assessor, deduct from actual sales the current value of bullion used in making the various articles embraced in his sales; and Sec. 29 of the act of March 3, by pronouncing that silver bullion rolled or prepared exclusively for platers' use shall be exempt from taxation, allows the manufacturer of plated ware in making his returns in like manner to deduct the current value of the rolled or prepared silver used in the production of his wares before the tax is assessed thereon.

ATTORNEYS ACTING AS COLLECTORS.

The Commissioner has also decided that all persons acting as attorneys in the presentation and collection of claims against the Government must take out license as claim agents. A license as lawyer will not cover that practice.

GOVERNMENT CONTRACTS.

The following Government contracts were made yesterday: H. B. Coggshall, 100,000 lb sugar, at $12 49 per 100 lb; W. H. Covert, Chicago, 500 bbls. new extra mess pork at $14 68.

WINE PRODUCTION.

The attention of grape cultivators abroad has been attracted to California and the West as wine producing regions. An application has been received at the Department of the Interior from a Parisian, a dealer in fine wines, who contemplates emigrating to this country, and requests detailed information as to the mode of obtaining a farm under the Homestead Act. This gentleman served five years in Algeria as a Zouave.

THE D'UTASSY COURT-MARTIAL.

Col. Marshall has recovered from his illness, and resumed his place in the D'Utassy Court. Lieut.-Col. Rapetti, formerly of the Garibaldi Guard, has returned from Europe, and was examined to-day, respecting the reputed transactions for remitting purposes. It is thought the trial will continue for several weeks.

THE CHARGES OF TREASON AGAINST THE ADDISONS.

The statement printed that Anthony Addison had been arrested is untrue, as is also the assertion that he was Chief Clerk of the Pension Office, he having no connection with that office, but holding a clerkship in the Census Bureau. Both James L. and Anthony publish a card to-night, emphatically denying that they ever held the slightest communication with the Rebels. James L. has been released from confinement, and was at his post in the Adjutant-General's Office to-day.

MEDICAL OFFICER PROMOTED.

Asst. Surg. A. F. Sheldon has been promoted to the position of Surgeon U. S. A., and will be retained by Medical Director Abbott as his assistant.

PROVOST-MARSHAL FOR THE ALBANY DISTRICT.

Capt. John O. Cole has been appointed Provost-Marshal for the Albany District, after a long and excited contest.

TRANSACTIONS UNDER THE HOMESTEAD ACT.

Transactions under the Homestead act continue active. Numerous applications are presented to the Commissioner of the General Land Office, arising out of the cases of landholders under the Preëmption act who have sought to avail themselves of the beneficent features of the Homestead law. The returns made from the various land offices show increase of population in the distant portions of the public domains.

THE WORK ON THE PACIFIC RAILROAD.

Notwithstanding the internal dissensions in our country during the past two years, it is gratifying to know that work upon the great Pacific Railroad has been carried on from both ends of the route. The road is divided into three portions, the Eastern, Central and Western, to be constructed by three different companies. The Eastern portion, embracing the territory from the junction of the Missouri and Kansas Rivers through Kansas to the 100th meridian of longitude west of Greenwich, a distance of about 350 miles, is to be constructed by the Leavenworth, Pawnee and Western Railroad Company of Kansas. This portion, we learn, is nearly completed. The Central Division, through Nebraska, Utah, and Nevada to the eastern boundary of California, a distance of about 1,300 miles, by the Union Pacific Railroad Company, a corporation created by act of Congress. The residents of Utah have signified their willingness to construct about 300 miles through their Territory, in order to have the road diverted toward or by Salt Lake City. The Western Division extending from the eastern boundary of California to the navigable waters of the Sacramento River, or to San Francisco, by the Central Pacific Railroad Company of California. This portion of the route crosses the Sierra Nevada Mountains, and is the most difficult portion of the whole line. The objectionable features which render these mountains formidable for railroad operations are the great elevation to be overcome in crossing its summit, and the want of uniformity in its western slopes—and the impracticability of river crossings in the mountains. The elevation necessary to be attained in crossing is 7,000 feet above Sacramento, which by judicious selection of route, is reached by a maximum grade of 105 feet per mile, or but 10 feet more than the grade of the Philadelphia route, and (eleven) 11 feet less than the grade of the Baltimore and Ohio Road, and 14 feet less than that of the Santiago Railroad. The western slope of the Sierras is intersected by some dozen rivers, running through gorges or cañons, in many places from 1,000 to 2,000 feet in depth, with side slopes varying from perpendicular to an angle of 45°. The line of road must of course avoid these rivers, and as surveyed, follows an unbroken ridge from base to summit of the Sierra Nevada, crossing but one river, the Little Bear, at an elevation of 50 feet, and a span of about the same number of feet. The road crosses the Sierras in Summit Valley at an elevation of 7,027 feet above the top of the Levee at Sacramento. The eastern descent is accomplished with less difficulty and reaches the base of the mountains in 11½ miles. The survey carries the road about 15 miles beyond the State line, making a distance of 155 miles in all, which distance, it is estimated, can be accomplished in 8½ hours, or about 20 miles per hour. Rather than go round the sharp points of ridges, these obstructions are to be overcome by tunnelling. There will thus be eighteen tunnels on this portion of the route, the shortest being 300 feet, and the longest 1,370 feet. These tunnels can be worked from both ends, and do not require any shafting. The estimated cost of these 155 miles is $13,270,000—or $85,612 90 per mile. The total cost of the entire route from Council Bluffs to Sacramento City, a distance of 1,858 miles, is estimated at $99,870,000. The receipts of the Western or California portion of the route are estimated at $4,654,240; the total expenses in round numbers at $1,000,000, leaving a net profit of 25 per cent on an investment of $15,000,000. The route lies through extensive forests of pitch, and sugar pine, fir, cedar, and tamarack, the latter in large quantities, and serviceable as railroad ties. In addition, this road opens up an extensive mining region, and affords a market for the shipment of a low class of silver ore now thrown away in consequence of the expense of transportation. About 60 miles have been completed of the Sacramento end of the route, and the work is now delayed temporarily, awaiting the receipt of railroad iron from Europe.

From Fortress Monroe.

FORTRESS MONROE, Thursday, April 23, 1863.

It is estimated that the Rebel loss is at least 8 to our 1 in the late attack on Suffolk and the Nansemond River. The battery captured from the Rebels on the 20th inst. has been removed to a place of safety, and can be turned upon the enemy to good advantage when required.

Steamship S. R. Spaulding, commander Howes, arrived this p. m. from Newbern, North Carolina. She reports that all is quiet in that department, and confirms the previous report that the enemy have all left, and also reports that Gen. Foster has returned again to Newbern, having taken upward of 50 prisoners.

The War in the South-West.

LOUISVILLE, Ky., Friday, April 24, 1863.

After the destruction of Celina, Tenn, a party of Tompkinsville, Ky., on Wednesday burned the Court-House, and half a dozen other buildings, killed five or six Union men, and retreated.

NASHVILLE, Tenn., Friday, April 24, 1863.

The order of Gen. Mitchell, requiring Rebel sympathizers to take the oath of allegiance is causing great consternation among the disloyal citizens. Several hundred males and females have subscribed to it.

The river is falling. There is four feet of water on the shoals.

The War in Missouri—Safety of Cape Girardeau.

ST. LOUIS, Friday, April 24, 1863.

Dispatches received at headquarters announce the arrival of Gen. McNeil's command at Cape Girardeau yesterday. That place is now entirely safe from attack, being well fortified and fully garrisoned.

Pilot Knob is also regarded as secure, and such disposition of our forces has been made as will speedily result in driving the Rebels out of the State.

Maj. McConnell has been exchanged, and is understood to have revealed all he knew of the strength of the enemy.

The Rebels have occupied Frederickstown, 22 miles east of Pilot Knob.

Militia Called Into Active Service in Missouri—Measures to Prevent Kidnapping.

ST. LOUIS, Friday, April 24, 1863.

Gov. Gamble has called four regiments of militia of this district into active service for 30 days.

In consequence of extensive kidnapping in this vicinity recently, Gen. Curtis has issued an order that no negroes be permitted to be taken from this city without special permit granted by the District or General Provost-Marshal.

INTERESTING FROM VICKSBURG.

Running the Blockade by Porter's Gunboats and Transports.

BURNING OF THE STEAMER HENRY CLAY.

Graphic Description by an Eye-Witness.

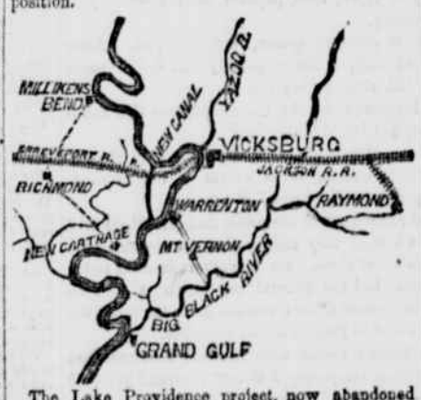
GRANT'S ARMY BELOW THE CITY.

The Rear and Communications of Vicksburg Threatened.

From Our Special Correspondent.

STEAMER SUNNY SOUTH, ABOVE VICKSBURG, Friday, April 17, 1863.

At length the prevailing monotony is broken. The old canals and the Pass and Bayou expeditions having failed from various causes, we have an entire change of programme. To make the new system of intended operations understood, it may be briefly explained that the efforts hitherto made have had for their object the flanking of Vicksburg from above the city, and from that direction reaching the rear and obtaining possession of its important railroad communications with Jackson. It was this object that made the Yazoo River so important a position.



The Lake Providence project, now abandoned had in view the same object as the new movement. This is, instead of gaining the rear of Vicksburg from above, to do so from below. It is to abandon further attempts by the Yazoo Pass and the maze of bayous and rivers that have their origin in that direction, and seek in the ground lying behind the bluffs of Warrenton, between the Mississippi and the Black Rivers, a means of reaching Vicksburg by passing below that now celebrated city. To accomplish this the necessary prerequisites evidently were to obtain possession of the forts at Warrenton by means of gunboats, and to keep them, and obtain command thence back to Black River by land forces.

The first step in the new strategy was the commencement of another canal on the Louisiana shore, beginning at a higher point and terminating lower than the one whose failure has caused so much disappointment. Through this canal are to be sent, in flatboats or barges, such coal, ammunition, provisions, and other supplies, as will be needed for the land forces and the gunboats below Vicksburg. This canal is now in satisfactory progress. Four dredge-boats are at work in it, and even the old river pilots—who from the first prophesied the failure of the other canal—express their belief in the success of this.

The next step was the moving of a body of troops (how many it is of course not prudent to state) to a position opposite, or nearly opposite, Warrenton. They marched from Milliken's Bend, passed through Richmond, and at the end of thirty miles reached New-Carthage, a point in the bend below Warrenton. The soldiers being at hand, the canal for supplying their wants and those of a fleet being at the point of termination, the last and most hazardous step was to send down gunboats for the attack on the Warrenton batteries, transports for crossing the troops from New-Carthage to the Mississippi side of the river, and such supplies as will be required before the new canal can be brought into use. There was no other way to get them down except the bold one of running the gauntlet of some eight miles of batteries, past the stronghold of Vicksburg. Although the recent catastrophe of the Lancaster, and the terrible experiment at Port Hudson, had surrounded this mode of transit with horrors undreamed of on former similar occasions, it was resolved to send eight gunboats, three transports, and various barges and flat-boats laden with material and supplies down the river to New-Carthage. It speaks well for the bravery of our officers and men, and especially of those who had to take the responsible and dangerous positions of pilots, that no difficulty was experienced in manning the expedition.

During the whole of yesterday a feeling of anxious expectation existed throughout the fleet. The day was fine and sunny. Cloud and gloom would have been welcome, but the vault of heaven beamed blue and serene over the spot of approaching strife. The sun set clear and beautiful, and the stars came out in full radiance. As the night deepened, a slight haze dimmed the bosom of the Mississippi, but the eye had no difficulty in making out the dark line of the opposite shore.

The former expeditions had started shortly before or at daylight; this time a change was resolved upon. Eleven o'clock at night was appointed as the hour at which the boats should leave their rendezvous, which was near the mouth of the Yazoo River. To the anxious expectants of the coming events the hours stole slowly by. As the appointed moment drew near, the decks of the various steamboats were crowded with watchful spectators.

A sort of oppressive shudder ran through the collected gazers when it was announced that the first boat destined to pass the batteries was approaching. Somber and silent it floated down, near the Louisiana shore; scarcely were its dark sides to be distinguished from the foliage lining the bank. Stealing slowly on it passed us, and at a point below took an oblique course, steering for the Mississippi side of the river; and in the gloom it was soon confounded with the dark shadow of the trees beyond.

Before this boat was lost sight of another succeeded, and to that another and another, until before midnight the whole had gained the Mississippi side of the river and were swallowed up in the dim obscurity. With breathless interest their transit was watched by all of us on the boats of the fleet, whose position a little above the entrance of the first canal brought the rough hights of Vicksburg within our sphere of vision, though the town lay for the present buried in the darkness except where now and then the twinkling of a starry light was seen.

As the boats, with lights out and fires carefully hidden, floated past, indistinct as the ghosts of Ossian in the mountain mists, it was curious to note the effect upon the spectators. Before they appeared, the hum of conversation was heard all around. All were busy with speculations as to the probabilities of success. The desponding prognosticated unmitigated disaster. The hopeful indulged in confident expectations. All were contented to endure some loss provided a sufficiency arrived at the destined point to accomplish the object contemplated.

As the various boats came slowly into view, stole past with noiseless motion, then vanished into the recesses of the shadowy shore, each voice was hushed; only in subdued and smothered tones were persons at intervals heard to ask a question, or venture an observation. It seemed as if each one felt that his silence was due to the impressive scene; as if an indiscreet utterance on his part might raise the vail of secrecy so necessary to be preserved in the presence of a watchful foe.

A painful expectation weighed on every spirit. The boats must now be near the point opposite the beleaguered city. Will they be discovered at the first approach? or will a kindly fortune give them easy passage by? Suddenly a flame starts up! Another and another leaps into the darkness of the night! The enemy has seen the passing boats, and is sending across the river his death-dealing messengers. Rapid now darts the momentary fires; the "iron rain" of the remorseless cannon hurtles upon the dim and gliding boats. Dull upon the heavy air, scarce moved by the night wind, which blows in a direction unfavorable for our hearing, reverberates the heavy *thud* of the cannon.

As the time passes the batteries lower, and still lower down come into action. We can trace the course of our fleet by new flames that each moment startle the strained sight; and cannon for miles along the hazy shore are hurling their destructive missiles.

And now a new accessory added its influence to the exciting scene. While we had been engaged in watching the vivid flames leaping from cannon mouths, and exploding shells, a gleam of light, first pale and soft, then red and lurid, and at last glaring and refulgent, stole up into the heavens above the opposing city. For the first time the silence was broken by the gazing crowds upon the steamboats of the fleet. "Vicksburg is on fire!" was uttered in excited tones. But it was not so. Steady and with wonderful brilliancy, upon the hill on which the city stands, the fire assumed a circular outline on the upper edge, much like a third part of the full moon when apparently magnified; it is rising above the horizon. The flame glowed brilliant and beautiful; no smoke was visible to dim its splendor. It was a beacon light, placed in a position to throw its beams along each arm of the bend of the river, the convex side of which is turned toward Vicksburg. So powerful was the light, that at the point where our fleet was moored, the shadow of a hand held a foot from the boat's side was distinctly thrown upon it. This beacon with treacherous fidelity, showed to the foe the now fast disappearing boats; but, happily it was fired too late. The sight of the boats appeared to add new rage to the enemy, who could not fail to count the cost to him of such a fleet joining Farragut's three gunboats already between Vicksburg and Port Hudson. The firing became more rapid. From the upper batteries to the last ones down at Warrenton leaped flame on flame. The dull echo of the cannon, and the whirr and shriek of the flying shells startled the midnight air. But now comes a roar which tells that our boys are awake and lively! The light that showed the boats to the enemy revealed to our men the outlines of the batteries, and the roar which deafened the ear to every other sound is the peal of the heavy pieces on our gunboats.

After an interval of maddest rage the upper guns of the enemy almost cease their fire. It is evident our boats have passed the first-reached batteries—all that have escaped the deadly onset. That no large portion of them is missing is evident from the activity of the forts at Warrenton, and the answering thunders of our own guns.

By this time the beacon-light was burned down, and ceased to render its cruel aid. Just as the gathering darkness and the yet longer and longer intervals of silence gave intimation that the exciting scene was nearly over, another startling incident woke anew the emotions of the time. Midway between the extinct beacon in the city and the lower batteries at Warrenton a new glow of light, soft as the dawn but rapidly blushing into deeper intensity, climbed gently toward the sky. "They are lighting another beacon," shouted many voices; but again the speakers were mistaken. The light grew stronger every moment; it wanted the mellow, vivid, space-piercing brilliancy of the beacon; above it rolled volumes of thick and curling smoke; and more—the light with slow and equal pace was moving onward, passing down the stream! There was no disguising the truth—one of our own boats was on fire! The white color of the smoke showed that among the fuel to the flame was cotton. The inference was plain; it was not a gunboat but a transport that was burning. On floated the doomed vessel; her light doubtless exposed to the Rebels' view the floating flat-boats and barges, for the firing, especially from the Warrenton batteries, was for a short time violently renewed.

The glow of the burning boat continued in sight until the beams of morning hid its glare. Before this, however, the solemn drama had reached its termination. The spectators reluctantly retired to their cabins when nothing remained to engage the attention but the flaming wreck, and scattering shots

"The distant and random gun,
That the foe was suddenly firing."

It was not until noon to-day that any account of the fate of the expedition reached this place. We then learned briefly that the whole of the eight gunboats had reached their journey's end without having suffering any material damage. On the Benton, Porter's flag-ship, one man was killed and two wounded by the explosion of a shell. The boat that was burned was the transport Henry Clay; her crew got safely to shore. She was set on fire by a shell exploding among the cotton with which her engines were protected. She was loaded principally with commissary stores and forage, including a large amount of soldier's rations and oats for the cavalry.

Farragut is by this successful transit placed in command of eleven gunboats, and his efforts will be seconded by Grant's land force at New-Carthage. The reader will naturally ask whether this expedition offers any more chance of success than the previous ones. As far as can be judged with our present information, the probabilities are much greater in favor of our success. The result of the firing upon the Warrenton batteries by Farragut, when he came up from Port Hudson, leads to the expectation that they can easily be subdued by the force now at his command. When a landing is effected, our troops, instead of having a river between themselves and Vicksburg, as was the case with all the previous attempts, except Sherman's, will in this case be themselves between a river—the Black—and the city.

Over this river crosses the railroad, to gain possession of which was one of the first objects of all the attempts that have been made upon Vicksburg. Moreover, the result of the presence of our fleet between Vicksburg and Port Hudson will be to restrict the supply of provisions to the Confederacy from Texas and the Red River. With this source of supply cut off, and the railroad bridge over Black River in our hands, the position of the garrison within the Vicksburg fortifications becomes precarious from deficient supplies. With the country extending from the Mississippi to Black River as far as the railroad in our possession, we could not fail so far to threaten, if not gain the rear, that an evacuation or a capitulation would become necessary. Such, at least, is understood to be the anticipation of those engaged in carrying out the new strategy so well commenced by running the batteries last evening.

The Situation with Grant's Army—Significance of Running the Blockade—The Vicksburg Problem About to be Solved—Summer—A Feature of Southern Life—Communication Between the Soldiers and Their Homes.

From Our Special Correspondent.

MEMPHIS, Tenn., Monday, April 20, 1863.

I forward a spirited account of Porter's gunboats and Grant's transports running the Vicksburg batteries, written by one of your special correspondents, who witnessed the stirring spectacle from above. The same mail will probably bring you descriptions by other members of THE TRIBUNE staff, who saw it from below, or from the gunboats while they were passing the fiery ordeal.

Great importance is attached to the movement by the military authorities here, and there is hearty rejoicing that it was accomplished with no loss, except the destruction of a single transport, old and of little value. The sacrifice of one or more gunboats was expected, and the object sought was of sufficient importance to justify it.

Now, for the first time, we really command the whole Mississippi. We have gunboats enough and in the requisite positions to blockade the great river at all points, and effectually cut off the rich supplies of corn from Arkansas and beef from Texas, which were supplying the shortened larders of the Rebel armies.

But this is not the chief advantage gained. Grant has obtained a foothold on the Mississippi shore, and can throw as many troops there as he chooses. As Pope, at New-Madrid, by taking his transports through the canal, while Admiral Foote run the blockade of Island No. 10, with his gunboats, was enabled to throw his troops below and in the rear of the enemy, threatening their only line of communication, so Grant seems to command the Rebel position.

A glance at the map will show you that the only outlet of the Rebel army at Vicksburg is the one leading east to Jackson. It is understood that Grant will strike for the railroad bridge over Black River. If he once reaches it, that settles the question. And, unless the Rebels are more strongly fortified on the south than is generally believed, he will be able to gain it, by moving promptly. I have not been sanguine of the success of his army in its present condition, and under its present leadership; but, today the prospects from this stand-point are far more favorable than they have been for months. Gen. Grant himself expects an early solution of the Vicksburg problem. He has ordered all the Government ambulances from this city sent down to him at once, in anticipation of a decisive battle.

Two weeks ago, in Southern Illinois, I saw the parting steps of Winter—the last snow falling upon the first blossoms. Here, the season is far advanced. The woods and orchards are almost in their full Summer foliage; the wild flowers spangle the river banks; the gardens wear all their Summer smiles, except roses and magnolias; and the young peaches are as large as Minie bullets.

The funeral of Mrs. Houston, well known to all familiar with Memphis society for many years past, was attended yesterday by an immense concourse of citizens and soldiers. She was a sister, by marriage, of Gov. Sam Houston of Texas; a lady of rare intelligence and culture, who, despite her Southern birth and rearing, kept the Union faith through the long ordeal of Rebel rule, and welcomed our arrival last year with an earnestness which endears her memory to all who came in with the National forces.

The long procession which followed her remains to Elmwood Cemetery witnessed a curious feature of Southern life. It was a negro funeral, the cortege a third of a mile in length, returning from the same City of the Dead. All the carriages were filled with negro families, but nearly all were driven by white men. It was a picture which Northern shriekers about negro equality ought to see.

Memphis, the outlet of Grant's army, and of our troops about Grand Junction, Jackson, and Corinth, is the chief point of communication between the soldiers and their Northern homes. The letters going North through the Memphis Post-Office average 35,000 daily, and on Friday evening the Adams Express Company took up the river, as the accumulation of two days, over 4,000 packages of money, amounting in the aggregate to nearly half a million dollars. The paymaster has gone down the river, and the wives and little ones at home are receiving substantial evidence of his visit. A. D. R.

GEN. STONEMAN'S EXPEDITON.

His Division Ten Days without Tents or Baggage Train—He Cleans Out the Black Horse Cavalry.

We learn from an officer who arrived from Warrenton Junction last night, some interesting particulars respecting Gen. Stoneman's expedition.

The original plan having been frustrated by the rain-storm that set in the day after Gen. Stoneman advanced, he has turned his attention to other points. He has scoured the country pretty well between Falmouth and Sulphur Springs, and now rests at Warrenton.

The Rebels attempted to shall his camp, near Rappahanock Station, a day or two since, but accomplished nothing.

Randolph's Black Horse Cavalry, which have been hovering about Warrenton, have been dispersed, and their acting commander, Lieut. Paine, was made prisoner. The company or squadron is commanded by Capt. Randolph, but he is now suffering from injuries by a fall from his horse some days ago.

Lieut. Paine, who was in temporary command, was captured on a previous occasion by the same regiment, 8th Pennsylvania, about four miles from the same place, where they repeated the exploit. Paine belongs in Warrenton.

Gen. Stoneman's command has captured 60 odd prisoners. They have been out ten days without tents or wagons, their stores and baggage being carried upon pack-mules.

The fords are still very high, and only a squadron or two have crossed the Rappahannock at any point. The General is exceedingly chagrined at being prevented from making effective movements by the April rains, and chafes at the thought that the people of the North may wonder that he does not make them, while they cannot fully appreciate the causes of delay.

Moseby and his gang are in the neighborhood of Warrenton. [National Rep.

FROM NORTH CAROLINA.

THE SIEGE OF WASHINGTON RAISED

DEPARTURE OF THE REBELS BY NIGHT.

GEN. FOSTER IN PURSUIT.

A GALLANT CAVALRY CHARGE.

Capture of a Number of the Enemy.

THE EFFORTS TO RE-ENFORCE GEN. FOSTER.

The Running of the Rebel Batteries by the Escort.

The Most Perilous Feat of the War.

The steamer Dudley Buck, from Newbern 21st, arrived on Friday morning, reports:

That Gen. Foster had received a reënforcement of 5,000 men, and had gone with them and a large force of troops from the Newbern garrison to drive the Rebels from the neighborhood.

Gen. Foster had ordered all the Secesh families, thirty in number, to leave Newbern. Thursday was the day appointed for their departure. These Secesh sympathizers have been receiving support from the Government in various ways; but the moment they saw Gen. Foster's forces hemmed in by the Rebels and Newbern in danger, they went to work to aid the Rebels by giving them all the information they could, and by making arrangements for their hospitable reception in the event of their taking the town. Our informant states that the Rebel batteries on Pamlico River have been shelled and silenced by our gunboats, and our troops subsequently took possession, capturing a number of the enemy.

Gen. Spinola and a part of his brigade were at Newbern on Monday last when the Dudley Buck left. Two boat-loads of supplies and a number of men left Newbern for Plymouth recently.

Correspondence of the Associated Press.

NEWBERN, N. C., April 19, 1863.

The Rebels have abandoned their attack on Washington, N. C., giving it up as a hopeless task. The fortitude and plucky perseverance with which Gen. Foster and his little band of 1,200 men held out successfully and kept at bay for many days and nights, 17,000 of the enemy, is an achievement without a parallel in the history of the war, and one which has endeared this popular and victorious leader still more strongly to his command.

Gen. Heckman's brigade has arrived here from Port Royal, and it appears that the rest of Gen. Foster's troops are so anxious to return to this department that they offer to reënlist for the war if they can be allowed to return to the old North State, and fight under their old commander.

An order was promulgated last evening by Gen. Foster, ordering all the Rebel sympathizers and Government paupers outside of our lines.

Gen. Naglee and staff arrived here from New-York last Tuesday, and left yesterday at the head of an expedition in pursuit of the enemy. The return of this gallant and distinguished hero was the occasion of a flattering ovation.

Rebel deserters are coming in daily. They confirm the reports of disaffection and starvation in the Rebel army.

The Raising of the Siege of Washington by the Rebels—Pursuit by Our Cavalry—Occupation of the Rebel Works.

From Our Special Correspondent.

NEWBERN, April 22, 1863.

The Rebel force which for nearly three weeks invested Washington, suddenly departed on the night of the 15th inst. Gen. Foster had reached Newbern and was preparing an expedition across country for the relief of the beleaguered town, when the news of the departure of the Rebel Gen. Hill with his entire command reached here. Preparations were immediately made to follow up the Rebel forces. A march of our troops from Newbern to Washington revealed the fact, however, that a small force of Rebel cavalry only remained within reach of Gen. Foster's command. Two hundred of the Rebel cavalry were charged by 70 men of Companies A and E, Mix's 3d New-York cavalry, a few miles distant from Washington on Saturday morning last, the rebels were routed and fled *en masse*. Capt. James Richardson, Rebel, in command, was made prisoner with several of his men, and their battle flag was captured, and is now in the possession of the 3d New-York.

The Massachusetts troops at Washington occupied the Rebel works at Hills Point on the morning after their evacuation and made a number of prisoners who had remained in the rear.

Lieut. Lina Beecher, Company A, was in command of the 70 men of the 3d New-York cavalry who made the charge on the Rebels, and was complimented by the commanding general for his gallantry, as was also Lieuts. Gibbs and Burke who assisted.

The Rebel force of Hill is believed to have gone in the direction of Richmond.

The Demand made upon Gen. Foster to Surrender—His Response—Efforts to Re-enforce Him—Attempts to Run the Rebel Batteries—Astonishing Feat Performed by the Steamer Escort—Successful Passage of the Bastteries with Gen. Foster on Board.

From Our Special Correspondent.

WASHINGTON, N. C., April 16, 1863.

Eighteen days ago the Rebels invested this town, closed the lines, threw up intrenchments on the hights about, and opened fire. A flag of truce came in, and when the Rebels found that Gen. Foster was here they expressed great surprise. Again they demanded the removal of the women and children, but Foster replied that he did not receive flags of truce, and if another came he would fire upon it. Communication by the Pamlico River was cut off by the stockade and batteries. These posts were driven some ten feet apart, about two years ago, and when the place was captured by Burnside, a gate was made by the removal of about 100 feet of the spiles, and buoys were placed to mark the place of the gate. These buoys the Rebels removed, and as the spiles were sawed off three feet below the water, it is almost impossible to find the gate at once even by the best pilot, as the river is some three miles wide and the water thick with mud. An expedition, led by Gen. Spinola, attempted to land below Hill's Point and force the Rebel lines, but was abortive.

Another expedition, led by Gen. Spinola, attempted to go direct from Newbern by land, and this also was driven back, after a short engagement at Swift Creek, in which Capt. Belgen of the 1st Rhode Island Artillery and some nine others were wounded, but none mortally. This Capt. Belgen is from the regular army, and stands A No. 1 in this department as a most efficient and noble officer. Gen. Foster needed men, ammunition, and bread. For many days the siege had been heavy and constant. The town was completely invested, and shells from twelve to thirty-two pounds were fired at all hours into all parts of the town, and hit everything but the people. It seems a marvel that no one has been

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