THE NAVY.

Three more new iron clad batteries, similar to the Monitor, are ordered to be built at the Continental Iron Works, Greenpoint, for the United States government. They are to be much larger than the Monitor, and to carry a more formidable armament, each boat to have two turrets. The work on them has already been commenced. The Common Council, on Monday night last, gave the contractors privilege to enclose the lower end of Colyer street, in order to facilitate the construction of these batteries.

CRUSADER.—The United States steam gunboat Crusader was blockading off North Edisto on the 12th inst. Annexed is a list of her officers:—

Lieutenant Commanding—A. C. Rhind.
Lieutenant—R. Prentiss.
Assistant Paymaster—T. McCauley Browne.
Assistant Surgeon—J. H. H. Brentnall.
Acting Masters—Wm. D. Urann and D. S. Collins.
Engineer—G. H. Pennis.

DARIEN.—This gunboat was put into commission on Thursday, at the Navy Yard, Brooklyn. She has undergone a thorough renovation, and is now considered a very formidable acquisition to the navy. Her length of keel is 154 feet, breadth of beam twenty-eight feet ten inches, and depth of old nine feet eight inches. She is a screw steamer, was formerly owned by Barstow & Pope, and sailed between New York and Providence. Her list of officers, as far as appointed, are as follows:—

Lieutenant Commanding—A. G. Clary.
Acting Master and Executive Officer—James Brown.
Acting Master—J. W. Saunders.
Acting Paymaster—Forbes Parker.
Acting Assistant Surgeon—A. R. Holmes.
Acting Assistant Engineer—Nathan D. Bates.
Third Assistant Engineers—Daniel Tomlinson, W. P. Ayres, and M. V. B. Darling.
Acting Master's Mates—John Barrett, P. Mogan, C. Myers and A. Hashborn.

DAWN.—This steam gunboat will soon be ready to be put in commission. Her officers, as far as ordered, consist as follows:—

Lieutenant Commanding—A. G. Cleary.
Assistant Paymaster—Forbes Parker.
Acting Master's Mate—John Barrett, Peleg Morgan, Andie Hartshorn and Charles Myers.
First Assistant Engineer—Nathan D. Bates.
Third Assistant Engineers—Daniel Tomlinson, William P. Ayres and Martin V. B. Darling.

KENSINGTON.—This new iron clad frigate is being constructed at Philadelphia. Her dimensions will be—Length over all, 230 feet; breadth of beam, sixty feet; depth of hold, twenty-two feet; draught of water, fifteen feet, and burthen, 3,600 tons. Her armament has not been decided on; but she will carry eighteen formidable guns.

MACEDONIAN.—It is rumored that this vessel is to be iron plated at the Charlestown yard. She is a sidewheel steamer of about 1,200 tons burthen; draws only eight feet, and, from her build, promises to be very swift.

MASSACHUSETTS.—This vessel has undergone a thorough renovation, and is now one of the most commodious, comfortable and tastefully fitted out vessels in the service. She was built in Boston about fifteen months ago, to ply between that port and Charleston, South Carolina, but was subsequently purchased by the government. She has already seen considerable service. Her measurement is about 1,500 tons, and she carries four eight inch guns on her spar deck, one thirty-pound rifled gun forward, and one six-pound brass howitzer aft. Her crew numbers 140 men, of which the following is a corrected list of the officers:—

Lieutenant Commanding—G. H. Cooper.
Acting Master and Executive Officer—S. C. Gray.
Acting Masters—A. D. Littlefield, Benjamin Whitmore.
Acting Paymaster—John L. Webster.
Acting Assistant Surgeon—Alexander Hutchings.
Acting First Assistant and Acting Chief Engineer—S. N. Hartwell.
Acting Masters' Mates—J. McDonald, J. H. Cox (Mail Agent), William Henderson, Charles Rogers.
Engineers—Acting First Assistant, R. Ashcroft; Second do., A. Clapp; Third do., John McCluskey.
Captain's Clerk—Mason Sinclair Cooper.
Paymaster's Clerk—E. K. Winship.

Lieut. Cooper was First Lieutenant of the yard, and was looked upon as one of the most efficient officers who ever filled that position. His sudden departure is much regretted in the yard, and we venture to say that no more efficient or active officer could have been selected for the command of the Massachusetts.

The Massachusetts is destined for the Atlantic blockading squadrons North and South, not going beyond Canaveral, east coast of Florida, where she will deliver mails.

MONONGAHELA.—New sloop-of-war. It was expected that this vessel would be ready to be launched from the Philadelphia Navy Yard by the 1st of May; but as the entire force of carpenters are employed fitting out the frigate Powhatan, she will be detained some weeks.

MONTICELLO—Steam gunboat—Carries six guns. She has undergone some repairs at Baltimore, and is ready for service. Annexed is a list of her officers:—

Lieutenant Commanding—D. L. Braine.
Acting Master and Executive Officer—J. F. Winchester.
Acting Masters—L. A. Brown, Richard Hustace.
Acting Paymaster—Geo. D. E. F. Barton.
Assistant Surgeon—Fred. E. Potter.
Acting Second Assistant Engineer—John F. Pic, Acting Chief.
Acting Master's Mates—Augustus G. Stebbins, Miner Trowbridge.
Acting Second Assistant Engineer—Wm. S. Montgomery.
Acting Third Assistant Engineers—Harry Webster, Chas. O. Morgan, Thos. McGough.
Paymaster's Clerk—Joseph B. Coe.
Yeoman—Geo. W. Reed.
Doctor's Steward—Gustav Dettloff.
Acting Master E. V. Gager, of this vessel, has been transferred to the Monitor.

POWHATAN—Steamer—Arrived last summer, and underwent a thorough examination to test her condition. It was found that her planking was much decayed, and it was accordingly stripped off almost to the keel. A portion of it has been put on, and new boilers have been put into her. It is believed she can be got ready for sea by the 1st of May.

PORT ROYAL—This new steam gunboat, will be put in commission to-day or Monday. Her armament was put on board last Wednesday. It consists of six brass howitzers broadside, a 100 pounder Parrot gun aft, and one ten inch Dahlgren gun forward. She is a fac simile of the Octarvia, having rudders fore and aft, and is fitted out with a view to the comfort of the officers and crew. Annexed is a list of her officers:—

Commander—Lieutenant Morris (late of the Cumberland).
Acting Masters—Edgar Van Slych and L. D. D. Voorhees.
Assistant Surgeon—W. S. Forst.
Assistant Paymaster—John A. Bates, Jr.
Acting Master's Mates—John H. Marvel, James Hunter, Benjamin Wood and Wm. F. Reynolds.
Second Assistant Engineers—George W. Sensner and W. C. Selden.
Third Assistant Engineers—E. M. Breese, Oscar C. Lewis and Francis B. Allyn.

ROANOKE—This vessel is still undergoing alterations in the dry dock. Her air parts have been removed, the cavaties planked up. The men are now at work upon the steam part and propeller bed, and caulking her.

SABINE—This frigate is still anchored off the buoy in the Navy Yard, Brooklyn. In addition to her 100 pound Parrott gun, she has received nine nine-inch Dahlgren guns, in place of the old fashioned eight-inch guns which formed part of her armament. She is ready for sea and will probably sail to-day. It was intended to send her to the Mediterranean, but her destination has been changed.

SHENANDOAH.—The moulds for a new sloop-of-war, to be called the Shenandoah, are being prepared at the Philadelphia yard, which will be commenced as soon as work more pressing has been finished.

SOUTH CAROLINA—Steam gunboat—Arrived recently at the Charlestown Navy Yard. She sailed from Boston on the 24th of last May, and has been engaged in active blockade duty in the Gulf. She is to undergo repairs, her boiler and machinery being in a very bad condition from constant use for so long a time. She has taken a large number of prizes, among which was the Confederate steamer Magnolia, with 1,050 bales of cotton on board. Her crew, consisting of onehundred and nine men and thirteen marines, have been transferred to the receiving ship Ohio, and she will be repaired with all possible despatch. The following is a list of her officers, many of those who left this port in her having been promoted or transferred to other vessels in the Gulf:—

Lieutenant Commanding—Wm. E. Hopkins.
Acting Master and Executive Officer—Moses H. Sawyer.
Acting Masters—Noah L. Allen, Walker H. Garfield, James W. Magune.
Paymaster—Elisha W. Dunn.
Acting Assistant Surgeon—George A. Bright.
Acting First Assistant Engineer—Richard Lavery.
Acting Second Assistant Engineers—Benjamin Carney and John H. Rowe.
Acting Third Assistant Engineer—Henry Gormly.
Coast Pilot—Charles Wells.
Captain's Clerk—George P. Kimball.
Paymaster's Clerk—S. Gridley Hyde.

TIOGA.—This side-wheel gunboat, the third and last of this class of steamers to be built at the Charlestown Navy Yard, was launched on Friday afternoon. The launch was very successful, and the customary christening was performed by Mrs. H. P. Grace, wife of the boatswain of the yard. Among those on board at the time of the launch were Governor Andrew and wife, Colonel Lee, Lieutenant Colonel Browne, and other officials. The length of the Tioga is 207 feet 9 inches; breadth of beam, 34 feet 11 inches; depth of hold, 12 feet 8 inches. She is 1,215 tons capacity, government measure, and will draw eight feet when loaded. Her machinery and boilers were built at the Morgan Iron Works, in this city, and are already at the Charlestown yard ready to be put on board. She is ordered to be fitted out immediately.

VANDALIA—Sloop-of-war.—Annexed is a list of her officers:—

Lieutenant Commanding—C. H. Wells.
Acting Lieutenant and Executive Officer—J. N. Quackenbush.
Acting Masters—Horace E. Mullon, W. H. Grozier, Edward M. King, and Alfred Washburn.
Assistant Paymaster—Rufus Parks.
Second Lieutenant of Marines—Charles H. Nye.
Surgeon—A. C. Gorgas.
Assistant Surgeon—George T. Shipley.
Captain's Clerk—William J. Finnigan.
Paymaster's Clerk—Henry A. Gleason.
Boatswain—P. J. Miller.
Sailmaker—William Rogers.
Gunner—William Cheney.
Acting Master's Mates—David Mason, Charles N. Hicks, and Francis H. Bacon.

WATER WITCH.—This vessel arrived at the Philadelphia yard last week, from Key West. She is a side-wheel steamer; was built in the Washington Navy Yard in 1845; is 378 tons burthen, and carries three guns. Her officers are as follows:

Lieutenant Commanding—A. K. Hughes.
Acting Masters—Wm. T. Sampson, Jos. A. Titcomb, Wm. R. Rude, Thomas Chisholm.
Acting Paymaster—Jos. S. Harvey.
Assistant Surgeon—C. H. Pile.
Engineers—Second Assistant, W. A. R. Latimer; Third Assistants, A. H. Able, T. M. Mitchell, H. D. Potts.
Paymaster's Clerk—Thos. E. Harvey.
Master's Mate—O. E. Norbery.

WYANDANK.—This vessel is at the Washington Navy Yard, having her machinery overhauled.

W. G. ANDERSON.—This gunboat, Lieutenant William Rogers commanding, arrived at Boston recently. She left the port of Boston on the 11th of last October, since which time she has sailed 20,360 miles, seen 216 vessels, and boarded 68. She is under orders to sail again as soon as she can replenish her stock of provisions and ammunition.

Navy Yards.

THE BROOKLYN NAVY YARD.—The sum of $120,000 has lately been paid to the mechanics and laborers of this yard for the month of March. The marines stationed here were also paid, for the first quarter, by Lieutenant Harney. The available crew on the North Carolina numbers about 1,000 men.

THE WASHINGTON.—This naval station has become one of the principal places of attraction in the national metropolis. For many years it has been known as the manufacturing yard, and is at present furnishing a large portion of the ordnance stores, anchors, chain cables, powder tanks, cabooses, iron tanks for water, supplies of copper of every description, steam machinery of all kinds; in fact, everything necessary for sea service is here skilfully and promptly wrought and furnished to other navy yards, as well as vessels of war. Since the establishment of the yard seven first class vessels have been built there, viz:—The Potomac, in 1821; the Brandywine, in 1825; the St. Louis, in 1826; the St. Marys, in 1844; the Water Witch, in 1845; the Minnesota, in 1855, and the Pensacola, just finished—all of which have reflected great credit upon the naval architecture of the country. Shipwrights have also been constantly employed repairing vessels of every class.

The present force is something over 1,700 mechanics, representing Washington, Baltimore, Philadelphia and other cities. They are considered first class in their respective professions.

Some idea may be formed of the extent of the work at present when the pay roll for the (short) month of February amounts to $72,213 78. For March at least $80,000 will be required, the extra work in the "ordnance division" alone amounting to $5,486.

The admirable ordnance department, with beautiful brass cannon, shot, shell, cap and bullet machines, the lofty ship houses, will well repay a visit, as indeed, other departments not here enumerated.

CHARLESTON.—The pay roll for March amounted to $140,820 47. The number of men employed during the month was 3,579. There are now employed about 2,300.

Officers still continue to report at the Commandant's office for duty. There are plenty of officers offering their services to the government, but seamen are scarce.

THE COMING CROPS.

We have gathered a few items in relation to the condition of the crops from our exchanges, which we give below. It will be seen that no encouragement can be extracted from the representations of their present appearance, as far as our searches extend; but yet the knowledge thus far obtained is too limited to cause the least alarm. The prospect at first sight may appear gloomy; but it must be borne in mind that in most of the Eastern States and in portions of Michigan, Iowa, Wisconsin and Minnesota the snow has not yet left the ground, and no idea can be formed of the condition of the winter wheat. After the sun has cleared the fields of their frosty covering, and the freshets subside from the bottom lands in the valleys of the rivers and creeks, we may look for more definite, and we hope more encouraging, intelligence.

NEW JERSEY.—Look for an uncommonly large peach crop in New Jersey.

VIRGINIA.—The prospect in all portions of Virginia is, of course, not very cheering. We hear of a gentleman who travelled from Martinsburg, Berkeley county, to Edenburg, a distance of fifty-four miles, and saw only two ploughed fields on the whole route.

MARYLAND.—The peach crop of Prince George's county gives promise of being a very abundant one.

OHIO.—The wheat crop in many parts of Ohio is not so promising as it was at this season for many years past.

ILLINOIS.—Much alarm begins to be manifested throughout Northern and Central Illinois with regard to the coming crops of spring grain. During the last four or five weeks it has rained almost daily, till the soil is so thoroughly saturated with water as to preclude the possibility for some time of either ploughing, sowing or planting. The danger of this shortening of the season is felt doubly at this time, in consequence of about fifty thousand Illinois farmers being now withdrawn from the State to fight for the Union. In ordinary times, even when the spring work is forced close upon the summer, by the employment of extra help much of the danger is averted; but at present the prospect is gloomy enough. In some parts of the State the snow has not yet entirely disappeared.

INDIANA.—The reports from Southern Indiana are very encouraging. The grain and fruit crops give promise of a more abundant yield than for many years past.

TENNESSEE.—The same may be said of Tennessee, as far as our knowledge extends over that State.

IOWA.—A letter from McGregor, Clayton county, dated April 12, says:—The weather continues awful. Rain, mud, snow and blow are the variations. In Northern Iowa there is probably not an acre of wheat yet sown. At this time last year and the year before wheat was up, and the fields were carpeted with green. Prospects now are that we will have no proper weather for seeding till May 1, and then it will be too late to seed. Many farmers have given up the idea of sowing at all. If this state of affairs covers much of the spring wheat territory of the Northwest, you may calculate on a very small supply of flour from Iowa, Minnesota, Wisconsin and Illinois for the coming season.

Letter from Colonel Corcoran.

RICHMOND, VA., April 19, 1862.

MY EVER DEAR FRIEND—Your letter of the 8th instant reached me, and I avail myself of the earliest opportunity to reply. I feel deep regret for the sad intelligence which it conveyed to my highly esteemed friend and fellow prisoner, Lieutenant Dempsey. I have been using my best endeavors to console him, and I am happy to say that he looks upon the matter in a truly Christian manner. We have been officially notified that we are now detained in consequence of General Wool having failed to comply with terms of agreement. To say that I am not anxious to be honorably released from my present position would be something more than might be expected from human nature, but to say that I am not perfectly content to patiently await proper action would be equally untrue. Therefore be not uneasy, for my health is good and my spirits buoyant, and I hope I may hereafter profit by my present experience. I know and appreciate the vast amount of trouble, &c., that my friends have taken in order to obtain my release, and I trust all will be guided by past experience and let the matter rest for the future. I am without knowledge of much that transpires. I can perhaps form no real idea of what prevents my exchange, yet I know that circumstances are likely to arise, from time to time, which may require considerable diplomacy to arrange, and I also know that the matter is entitled to the consideration of our government, in which I have the most unbounded confidence. I received a letter from Captain McIvor this day, dated at Salisbury, N. C., 17th inst. He mentions that himself, Lieutenants Bagley and Gannon, and all our men, are in good health. I hope you will write very often; some may reach me, and when any comes to hand you can scarcely imagine how happy I feel, and how much it relieves the dull monotony of this prison life. The matter of the election of Lieutenant Colonel might, perhaps, be postponed with advantage. I regret Mr. O'Gorman has not accepted. I enclose a letter to Mrs. Corcoran, and with fondest remembrance to all friends, I remain, your ever most attached friend.

MICHAEL CORCORAN.

Colonel Sixty-ninth regiment New York State Militia.

To CAPTAIN JAMES B. KIRKER, 599 Broadway, New York.

Love to Lieutenant Connolly. Will write to him in a few days, or as soon as an opportunity permits.

OPERATIONS IN THE GULF.

Our Ship Island Correspondence.

SHIP ISLAND, DEPARTMENT OF THE GULF, March 26, 1862.

Accident to the Steamer Mississippi—Landing of General Butler—The Residence of Mrs. Butler—The Convenience of Secesh Furniture—Operations of the New Post Office Arrangements—Extensive Correspondence of the Soldiers—Deserters from Secessia—What They Report—A Small Naval Engagement, &c., &c.

My last brief letter brought up the incidents of the passage of General Butler and staff, and the Thirty-first Massachusetts regiment, Colonel Goding, with four companies of the Thirteenth Maine regiment, Colonel Dow, from the 25th of February, when we left Fortress Monroe, to the 12th of March, when Colonel Dow and his command were transferred to the Matanzas at Seabrook. On the 10th, the leak in the Mississippi having been finally plugged from the inside, an attempt was made to get her off from Seabrook Landing, when she ran aground the second time, backed against a pile, jammed her rudder round, broke her tiller chains, and was brought up "all standing." She was then unloaded by three steamers from Port Royal, and, being finally got off, left for Ship Island at noon on Thursday, the 13th, with the Matanzas, Captain Liesegang, in company. Both steamers made a slow, but pleasant passage, arriving here on Thursday, the 20th. A heavy norther blowing, none of the troops were landed till Saturday, the 22d, when the four companies of the Maine Thirteenth came ashore. At noon on Sunday, the 23d, General Butler landed, and was received with a salute. The Thirty-first Massachusetts were landed on the 25th and went into camp at the extreme right, some two miles from the wharf. On the 25th Mrs. Butler came ashore, and took up her quarters at the house on the wharf formerly occupied by the Adams Express Company, the building having been very comfortably fitted up with furniture recently captured on a rebel schooner. She will probably remain here during the occupation of the island by General Butler.

We found upon reaching here a great degree of confusion, owing to the rapid arrival of various regiments and parts of regiments, many of them poorly provided with tents, equipage, &c., and to the lack of facilities for land transportation. Consequently the men have been obliged to carry all baggage, stores, &c., from the wharf up this sandy waste to the farther regiments, and also to raft down the wood from the upper end of the island. In consequence of the exposure resulting from this labor many of the men are on the sick list who would probably otherwise have been in good health. There is, however, a small proportion of serious illness here, there having been only about thirty deaths since the occupation of the island. The Ninth Connecticut, Colonel Cahill, which was one of the first regiments to land here early last December, has lost only one man. For four or five weeks past the weather has been cold and wet, and the recent arrivals are more or less afflicted with slight attacks of dysentery, sore throat, &c.; but the health on the island is generally good, and no serious attacks of disease are anticipated. J. M. G. Parker, Esq., late Quartermaster of the Thirtieth Massachusetts regiment, who has been recently appointed postmaster here, is doing wonders in the matter of the postal service. Early on the morning of the 25th the first regular mail that ever left the island went North on the Santiago de Cuba, which took ten thousand and seventeen letters, the result of two days' letter writing by the soldiers. It is a singular fact that the franked "soldiers' letters" which are paid at the other end of the line are always evidently of less importance than those that are paid here; the letters being put up in bundles containing one hundred each, those which are unpaid occupy only about two-thirds the space of the prepaid letters. Of the mail that went on the Santiago de Cuba 6,667 letters were paid, and 3,350 were unpaid.

On the afternoon of the 24th three Germans, deserters from Secessia, who had managed to escape from Pass Christian to Cat Island, and thence to this island in a small sailing boat, were picked up by the New London (known here and hereabouts as the "Terror of the Sound"), and brought in. They report a general impressment of men by the rebels, and severe times among the "poor whites," who are not allowed to "get on a spree," or indulge in any other little indiscretion except on the subsequent alternative of the "calabooses" or the army of the confederacy. Not relishing this state of affairs, the Germans—originally from Pennsylvania—managed to escape. They state that great fears are entertained for the safety of Mobile, to which point a large number of troops are being transported from New Orleans. Whether these fears are well founded a few days will show. They also report two new gunboats recently built at Pass Christian, mounting, one seven guns, the other five, all heavy, and the boats in good order; also that there was an intention on the part of the rebels to run out and shell this island, most of the navy having left. It was the purpose of the gallant "secesh" fleet to come down here on Saturday, the 22d; but the weather was not favorable to the enterprise. Since then they have probably concluded not to come on account of some other cause—possibly a fear (well grounded enough) of the New London. At all events they have not appeared. Yesterday, to be sure, the Oregon, rebel gunboat, came out about noon. The New London got up steam when she saw the smoke of the rebel, and at about half-past one o'clock put out for her. At about two o'clock the rebel fired a shot by way of challenge, which the New London immediately accepted. She got within two miles of the enemy when the rebel gunboat Pamlico appeared and a fight commenced. The rebels were inshore of a shoal which the New London could not pass, and she was obliged to fight them at long range. She fired a hundred and twenty shots in two hours (the fight lasting from a quarter past three to a quarter past five), which were answered by thirty or forty shots from the two heavy guns with which each rebel was armed. The shot fell all about the New London, but without doing any damage, while two of her shot are supposed to have taken effect on the Pamlico, which ran away towards Pass Christian, disabled apparently (judging from the confusion on her deck), while the Oregon departed for the Rigolets in time to "save her bacon." Thus "Abner" accepts all challenges from the enemy. Certain prisoners, recently taken, fought gallantly for the Union, and Captain Reed put some of his own men in irons for dodging the close flying shot. He is, indeed, the "Terror of the Sound."

DEPARTMENT OF THE GULF, SHIP ISLAND, MISS., April 3, 1862.

Irregularity in the Mails—The Want of Proper Transportation—Large Sums of Money Sent Home by the Troops—The Case of the Commander of the Mississippi—The Degree of Sickness Prevailing—Activity of the Medical Officers—Curious Surgical Operations—List of the Deaths on the Island—The Crew of the Black Joker—Strange Circumstances Arising Out of the Case—The Shelling of a Rebel Steamer—Naval Movements, &c.

As the transport ship Black Prince, Captain T. P. Howes, will probably sail to-day for Havana for coal for the navy, I embrace the opportunity of sending a letter in advance of the regular mail line. Captain Howes has been detained here now for over three months, and, by his urbanity and ready willingness to accommodate, has made for himself a host of warm friends.

Owing to the short stay of the Santiago de Cuba—which arrived here on the 24th ult. and left early on the morning of the 25th—my last was necessarily brief. The Santiago was bound for Havana via Key West, and carried with her the first regular mail under the authority of our new and efficient Postmaster, Mr. J. M. G. Parker. Upwards of ten thousand letters were sent in this mail. Apropos of the mails, it is too bad the way we are treated about this important matter. Officers and men continually complain that they receive an occasional letter mentioning large numbers of others written that have never been received. Then we get letters and papers of a late date brought by a fast steamer, like the Constitution, and two weeks afterwards we get a mail two or three weeks old by some sailing transport thirty or forty days on the passage. It seems as though the postal department might make some arrangement by which so large a body of men, to whom a letter "is worth its weight in gold," may be able to get the letters written them.

It speaks very well for the character of the troops here that out of four regiments—the Adams Express Company have received for transmission to the soldiers' families about a quarter of a million of dollars; and besides this these regiments had allotted from fifty to seventy-five thousand dollars. This enterprise of the express company is proving very successful and highly popular.

In issuing the following order General Butler has taken a step in the right direction towards abating the most fruitful evil of the army. The best soldiers in the world will become utterly demoralized if allowed to get at the liquor they want, and many regiments prove, when they are deprived of it, that a former bad reputation was due entirely to the curse of intemperance. But here is the order—it speaks for itself:—

GENERAL ORDERS—NO. 7.
HEADQUARTERS, DEPARTMENT OF THE GULF, SHIP ISLAND, March 28, 1862.

It has come to the knowledge of the Commanding General that, notwithstanding all his efforts to prevent the introduction of intoxicating liquors into this island and among his command, to be used as a beverage, we are still followed by this curse of the army. Forbidden by every regulation, prohibited by official authority, condemned by experience, it still clings to the soldier, although more deadly in this climate than the rifle.

All sales, therefore, within this department, will be punished by instant expulsion of the party offending, if a civilian, or by court martial if an officer or private.

All intoxicating liquors kept for sale or to be used as a beverage will be seized and destroyed, or confiscated to hospital uses. By command of

Major General BUTLER.

GEO. C. STRONG, Assistant Adjutant General.

After the arrival of the steam transport Matanzas, Captain Fulton, of the steamer Mississippi, who had been under arrest for running his ship aground three times, was released on parole; but he has since been arrested again, charged with endeavoring to incite mutiny on board the ship. He is closely confined in a tent, under a strict surveillance, and is to be held for trial. He has for some days been quite sick, but is now improving. He protests his entire innocence of all the charges preferred against him, and asserts positively his love for the Union. His conduct in running his ship aground has already been investigated by a board of inquiry, the proceedings of which have been sent you. The new charges against Captain Fulton will probably come before the court martial provided by the special order.

The entire change in the climate and manner of living of the troops on Ship Island has induced a very considerable amount of sickness in the different regiments. The men are all from the extreme Northeastern and Northwestern sections of our country, and require a residence of some little time in this zone to become acclimated. The diseases most prevalent are typhoid fever, dysentery, diarrhœa and affections of the throat. The surgeons have their hands full of business, and have attended to their numerous patients with a cheerfulness and devotion most creditable to their humane profession, and the result is, that the ratio of deaths to the amount of sickness is very gratifyingly small. Owing to the fact that the Twelfth Maine were so crowded and confined for six weeks, off and on, on the Constitution, and that they are mostly men who have been accustomed to pure air and healthy living all their lives, this regiment has probably suffered more from sickness than any other corps here. All but about two hundred have been more or less ill, and typhoid fever has prevailed to quite an extent. Drs. Thompson and Black have been unremitting in their attention to the sick, and the friends of the regiment will be glad to learn that from the time of its inception to the present, there have been but eleven deaths in the regiment. In this connection I wish to call attention to the moderate quantities of proper medicines with which military dispensaries, at so great a distance from home, are supplied. From personal observation, I know that surgeons are obliged to substitute drugs comparatively ineffectual for those which are desired, and, in fact, necessary. I have known a poor fellow to suffer several days a racking cough, from the entire lack of sugar with which to make a syrup.

Drs. Moore and Holt, of the Thirtieth Massachusetts regiment, have two rather interesting cases of surgery in their practice. The first case is that of private Geo. Alexander, of Capt. Ferris' Company D. On the 19th of March he accidentally shot himself through the instep with his musket. It was feared at first that amputation of the foot would be necessary; but the surgeons have since removed one of the bones leading from the toes to the ankle, and he is now doing very well. The other is that of a private named Williams. He has had a severe siege of typhoid fever, and recently necrosis of the bones of his foot had set in. Amputation of part of his foot will be necessary to save his life; but until within a few days his vitality was so reduced by fever that it was thought he could not survive the operation. Now, however, he is gaining strength so rapidly that the surgeons feel confident of a successful result of the amputation.

The annexed is a list of deaths in the department since my last record of mortality:—

On the 16th ult. George H. Libby, a private in Capt. Thornton's Company C, Twelfth Maine regiment, died of typhoid fever. He was eighteen years of age, and was a resident of Falmouth, Me.

On the 23d Thomas Crowley, a private in Capt. Yeaton's Company G, Thirtieth Massachusetts regiment, died of hasty consumption. He was thirty-four years of age, and resided in Boston.

On the 24th Geo. Weeks, aged fifteen years, a native of Acton, Mass., died in the camp of the Twenty-sixth Massachusetts regiment. His demise was from brain fever, and he lived only one day after he was attacked. He was not a soldier, but came here as a friend and companion of Captain Chapman, Company E, Twenty-sixth Massachusetts. He was a young man of fine promise, and his death is deeply mourned by his friend, Captain Chapman.

Sergeant Aaron Farmer, of Capt. Ross's Company C, Twenty-first Indiana regiment, died of congestion of the brain on the 22d.

On the 22d Herbert J. H. Brainerd, a private in Capt. Mullins' Company B, Fourteenth Maine regiment, died of diptheria.

On the 23d Erastus H. Hamilton, also a private in Capt. Mullins' Company B, Fourteenth Maine regiment, died of diptheria. He was thirty-nine years old, and resided in Knox, Me.

On the 25th John Chase, a private in Capt. Robinson's Company G, Twelfth Maine regiment, died of inflammation of the bowels. He was from Upton, Me., and was about thirty years of age.

When the island was taken possession of by the force from the Gulf squadron last fall there was found an old colored woman who had been left behind. She was very aged and infirm, and soon began to exhibit symptoms of pulmonary disease. For a little while she kept about, and washed clothing for the officers; but it was not long before she was obliged to go to the hospital, where she gradually wasted away, until the 22d, when death closed her humble career. She was decently buried in the soldiers' burial ground, the service being read by Chaplain Babbage, of the Twenty-sixth Massachusetts regiment.

On the 3d inst. George W. Humphrey, a private in Captain Knight's company (Company E), Twelfth Maine regiment, died of typhoid fever.

On Sunday, the 30th ult., the gunboat John P. Jackson arrived at this port from Key West, and brought the following named passengers and members of the crew of the English steamer Black Joker, which foundered at sea on the 15th ult:—Passengers: Cornelius B. Payne, Thomas B. Hart, and a little girl, aged four and a half years, named Alma Pennister. Purser—Henry H. Ingraham; Chief Engineer—E. W. Tritt; Second Engineer—Hosea Larson; Second Mate—Peter Johnson; Carpenter—Frank Cleveland; Steward—Michael Harvey; Quartermasters—James Bernard, George Daylight; Seaman—Peter B. La Fere; Firemen—Thomas Kunderson, Richard Hickey, Thomas Oaks, John Berks; Coal Passer—Charles Carloun.

The Black Joker, which claimed to be a British steamer, left Havana on the 12th of March, bound for Matamoros, with an assorted cargo. The captain pushed her severely, and on the 15th ult., during a heavy northwesterly gale, she sprung aleak and foundered. She had two lifeboats, and they were lowered, and the above party got into one, while the captain, first mate, the balance of the crew and three passengers—of whom two were the parents of little Miss Alma Pennister—got into the other.

The boats just got away from the stern of the ship as she sank, going down bows foremost. The boat which arrived here drifted about in the Gulf for five days, a part of the time being in sight of Santa Rosa Island, but afraid to attempt a landing on account of the breakers. They had but little provisions and a small quantity of water and wine in the boat. On the fifth day they were picked up by the United States schooner Maria A. Wood, Capt. Anthony Chase, of Massachusetts, off Santa Rosa, and on the 26th were transferred to the United States sloop-of-war Vincennes, from which they were placed on board the Jackson and brought to Ship Island. The fate of the other boat is unknown; but it is feared that she went down. The separation of the little girl from her parents must have been owing to the confusion at the time of the accident. The child belongs in New Orleans, where her father is a physician, and she had just returned from Europe with her parents, who had been making a pleasure trip to the continent. Mr. Payne is a resident of New Orleans, but a native of England, and had his passports about him vised up to the 10th of March by the British Consul at Havana. He is supposed to have been the owner of the cargo, though he protests that he was simply a passenger and had no other connection with the steamer. Mr. Hart resides at Pass Christian, and undoubtedly expected to get home by means of the Black Joker. The steamer may have been bound for Matamoros; but no one here doubts that the cargo was intended to find its way to the Southern confederacy. General Butler examined the passengers and crew, and thought it prudent to detain them here for the present, although they (particularly Mr. Payne) think it hard that they cannot return to Havana or be sent to any other place out of the active scenes of war. They have been confined, or rather they have been the guests of Captain T. P. Howes, of the transport ship Black Prince, since they arrived here.

Out of the events chronicled above has sprung a matter of no little importance to the residents of Biloxi, and probably Mississippi City. On the 1st of April, General Butler's schooner yacht, the Jessie L. Cox (recently captured) proceeded under flag of truce to Biloxi to deliver the child, Alma Pennister, to the rebels. Major Strong, chief of General Butler's staff, went in command and was accompanied by our Postmaster, Mr. J. M. G. Parker, and two other officers as guests. After delivering the child, Major Strong returned to his schooner, and in getting away got aground, and while in this predicament the rebels came down to the beach and fired upon the schooner twice. Two barges laden with Home Guards then went off to the schooner and demanded of Major Strong that he should surrender. While they were approaching and within hearing, the Major walked to the hatches and sternly commanded an imaginary force below not to move until he gave the word, and then to come up by companies. The ruse took finely, for when, in reply to the impudent demand of the rebels, he drew his sword and informed them that perhaps they could oblige him to surrender, but he had serious doubts of it, they withdrew, and shortly after the schooner got off and soon met the New London, which had been sent out towards evening to look for her. General Butler was very angry at having his flag of truce fired upon, and the next day he sent an expedition to teach them better manners. The Ninth Connecticut regiment, Colonel Thomas Cahill, and a section of artillery were embarked on the steamer Lewis, and, accompanied by the gunboats New London and Jackson, went over to Biloxi. Major Strong and Captain Jonas French, of General Butler's staff, accompanied the expedition.

In my last I mentioned the shelling of a rebel steamer by the Santiago de Cuba. I have since learned a few particulars which I was unable to give in my last letter. The Santiago was returning to this point from a cruise off the Texas coast, and, as she approached Louisiana, she saw a river steamboat carrying two smoke stacks and laden with cotton. The rebel steamer had just come out of the Sabine river, and, when she saw the Santiago, tried to get back into the river. The Santiago gave chase and followed the "secesher" for thirty miles; but, the rebel steamer being very fast, the Santiago was unable to overtake her within that distance; but, as she gained on the fugitive, the rebel officers ran their boat ashore, and, with the crew, escaped in small boats. The Santiago fired shell into the cotton steamer, and she was soon in a blaze, but whether from the shell or the efforts of her officers is a matter of conjecture. As deserting and burning their vessels is a favorite dernier resort of the rebels, the latter supposition is the more probable of the two.

On the 26th ult. the gunboat Cayuga, Captain W. B. Harrison, from Key West, arrived here and reported that the night before, when about one hundred and twenty miles southeast of Ship Island, she overhauled and captured the rebel schooner Jessie L. Cox, laden with thirty-six bales of cotton and eight barrels of turpentine. The captain, Lewis Green, formerly of New York city, and the crew of four men, were made prisoners. The cotton was purchased in Mobile at seven cents per pound, and the captain expected to sell it in Havana at thirty cents. The invoiced value of the cargo was two thousand dollars, and the schooner is appraised at twelve hundred dollars. She arrived at Ship Island on the 28th in charge of a prize master, and will probably remain here until the return of the flag officer from the Passes, when the disposition of the vessel and the prisoners will be made.

On the 26th the gunboat Calhoun, Captain J. E. DeHaven, left here for the Mississippi river. She arrived there the next day and got aground at the Southwest Pass. At the last intelligence from the Passes she was still aground; but as she draws only six and a half feet of water there will probably be little difficulty in getting her off.

On the 28th the gunboat Hatteras, Captain George F. Emmons, arrived from the Passes. She had been aground at Pass-a-l'Outre from the 22d to the 26th ult., and had been obliged to throw over fifty thousand dollars worth of property in subsistence and ordnance stores, including three of her guns and one hundred and fifty tons of coal.

Lieutenant Commanding George E. Welch, of the schooner gunboat Kittatinny, tendered his resignation on the 23d ult. The cause of Commander Welch's resignation is as follows:—He has had on board his vessel, as surgeon, Dr. M. T. Henry, an Englishman. For several months—indeed, ever since the Kittatinny has been attached to the Gulf squadron—there has been a bitter feeling between these two officers, owing to a quarrel between Dr. Henry and Mr. O'Grady, Master's Mate on the Kittatinny, in which Commander Welch took the part of O'Grady, who was a favorite with him. Commander Welch on several occasions sent Dr. Henry to his quarters for some petty misdemeanor, and on the 22d of February he sent him to his room and placed a sentry at the door—the doctor having, as the captain charges, induced the officers of the vessel to get drunk and sing "God Save the Queen." Dr. Henry, finding his room close, broke the window for ventilation. Captain Welch charged him with having broken up the furniture and trying to mutiny, and placed him in irons. A board of inquiry was held on the sloop-of-war Pensacola, on the 20th, 21st and 22d ult., and the above facts elicited. The inquiry was closed on the 22d, and Captain Welch was censured for having exceeded his authority in placing an officer in irons. He felt so injured by the verdict that on the 23d he resigned his commission, and will return to the North in the Connecticut. The court acquitted Dr. Henry, though they thought him not altogether free from blame. He has been transferred to the gunboat Calhoun.

Flag Officer Farragut refused to accept Capt. Welch's resignation, and it is hoped that he may be induced to recall it, for he is undoubtedly one of the most earnest loyalists in the service. At the first symptom of war he sprang from a sick bed and wrote