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JAMES GORDON BENNETT,
EDITOR AND PROPRIETOR.

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Volume XXVII.....No. 123

AMUSEMENTS TO-MORROW EVENING.

NIBLO'S GARDEN, Broadway.—THE ENCHANTRESS.

WINTER GARDEN, Broadway.—THE HUNCHBACK.

WALLACK'S THEATRE, 844 Broadway.—LOVE IN A MASS.

LAURA KEENE'S THEATRE, Broadway.—REASON AND FOLLY.

NEW BOWERY THEATRE, Bowery.—GAME COCK OF THE WILDERNESS—DER FREISCHUTZ—PLINCE AND THE WAGGMAN.

OLYMPIC THEATRE, 485 Broadway.—NEW ORLEANS—GOLDEN AXE.

BARNUM'S AMERICAN MUSEUM, Broadway.—COM. NUTT—LIVING WHALE, &c., at all hours.—FLOWERS OF THE FOREST, afternoon and evening.

BRYANTS' MINSTRELS, Mechanics' Hall.—472 Broadway.—BOGGLE FAIR.

NIBLO'S SALOON, Broadway.—GOTTSCHALK'S CONCERT.

CANTERBURY MUSIC HALL, 585 Broadway—SONGS, DANCES, BURLESQUES, &c.

PEOPLE'S MUSIC HALL, 45 Bowery.—SONGS, DANCES BURLESQUES, &c.

NOVELTY MUSIC HALL, 616 Broadway.—INSTRUMENTAL CONCERT.

PARISIAN CABINET OF WONDERS, 563 Broadway.—Open daily from 10 A. M. till 9 P. M.

New York, Sunday, May 4, 1862.

THE SITUATION.

We publish to-day very full and highly interesting details of the capture of Fort Macon by our special correspondent, who was present during the affair. General Burnside advanced from Core Sound, under a flag of truce, towards the fort on the 23d ult., when he was met by one of the rebel officers. The terms proposed were such as given in our previous report, a conditional surrender, which was for a time declined. A personal interview between General Burnside and the rebel commandant of the fort, Colonel White, took place on the 24th, during which General Burnside informed the latter of the recent victories of the Union armies at Corinth and the surrender of Fort Pulaski. The interview, however, had no amicable result. On the following morning our mortars, siege batteries and gunboats, comprising the blockading fleet, opened fire on the fort, which was responded to by the rebels until four o'clock in the afternoon, when, their guns being silenced one by one, a white flag was hoisted and the fort surrendered upon the original terms proposed by General Burnside. We refer our readers to the map of the vicinity and the elaborate description of our correspondent.

In connection with the affair at Fort Macon, we give interesting details of the battle at Camden—or South Mills, as the rebels call it—which preceded the reduction of the fort by six days, accurately described by the same correspondent. A full list of the killed and wounded accompanies our account.

The occupation of Fort Macon opens another Southern port to the Union arms in addition to New Orleans and Savannah, and it is believed that the government will avail itself of the opportunity to open the leading commercial cities of the Southern States to the commerce of the world immediately.

Despatches from Corinth, dated on Monday, state that General Beauregard was moving large bodies of his troops southward. Purdy was evacuated and the town burnt on the night previous. It is quite possible that Beauregard was endeavoring to form a junction with the forces of General Lovell. The Memphis papers express the utmost indignation at the abandonment of that city by General Beauregard, and such is the condition of public feeling there that we should not be surprised if an attempt is made to fire the city, in accordance with the recent decision of a meeting of citizens, that a domestic broil will be the result.

The United States steamer Santiago de Cuba arrived at this port yesterday, from Port Royal, bringing as a prize the celebrated rebel steamer Ella Warley (formerly the Isabel), which she captured while on her way from Havana, laden with Enfield rifles, cannon and ammunition for the rebels, and bound for Charleston. This formidable rebel cruiser—which has for months past been endeavoring, and often, no doubt, successfully, to run the blockade with arms from the neutral West India Islands—now lies at the Brooklyn Navy Yard: her career of mischief at an end. The Santiago de Cuba also captured two or three smaller rebel vessels, laden in part with arms and cotton—all of which are on their way to New York, with prize crews on board. The Santiago had an exciting chase after the privateer Nashville before she fell in with the Ella Warley; but the Nashville was too swift for her. We publish in another column a most interesting account of the exploits of the Santiago, which we commend to the attention of our readers.

The British steamer Bermuda and the steamer Florida were also brought into Philadelphia yesterday as prizes, making four contraband steamers in all which arrived under charge of prize crews at the two ports of New York and Philadelphia, including the Signora Nostra de Regle.

MISCELLANEOUS NEWS.

Our European despatches and files of papers to the 17th ult. brought by the America, reached this city last night. The advices have been anticipated by telegraph.

By an arrival at this port we have news from Nassau, N. P., to the 19th ult. Business was at a stand still, save with those engaged in furnishing supplies to the vessels engaged in running the blockade of United States ports. The rebel steamers Nashville and Cecile were at Nassau, ready to attempt to run the blockade. The Cunard steamship Karnak had been given up to the wreckers, and would prove a total loss.

The British schooner Evelina, for Nassau, was overhauled by the Custom House authorities of this port yesterday, and compelled to discharge a portion of her cargo, consisting of a number of cases of dry goods, before a clearance could be obtained. The goods were purchased for and on account of a Charleston merchant who has recently run the blockade at that port, and is now residing temporarily at Nassau.

Southern accounts inform us that William L. Yancey, ex-rebel commissioner from Secessia, will soon be appointed a brigadier general in the rebel army. This honor is to be conferred upon him, according to a letter from Jeff. Davis, for the "distinguished ability he has displayed in representing in an eloquent and a forcible light in the courts of Europe the claims of the Southern confederacy to recognition by the foreign Powers as a sovereign and independent nation." If the arch rebel meets with no better success in the field than he did while representing the interests of the bogus confederacy in Europe, he will never hold a place in history among the "Generals of Our Day." The only military experience Yancey ever had was as an honorary member of the Montgomery (Ala.) True Blues, in which capacity he never faced any missile more deadly than the cork of a champagne bottle at the annual supper of that corps.

The Commissioners of Excise and the police have commenced active proceedings against the unlicensed liquor dealers, many of whom were arrested last week. They seem determined to enforce the law this year, and compel all persons engaged in the business to obtain license immediately. Blank applications and all necessary information may be obtained free at the office of the Board.

The stock market was again rampant yesterday, and the volume of transactions very large. Governments sold at par and at premium, and all the speculative stocks were higher. Money was easy at 4 a 5. Exchange firm at 112¾ a 112½. Gold better, closing at 102⅝ bid. The export of the day was $742,000. Mr. Cisco sold another million of 7.30 notes for gold at par.

The cotton market was comparatively quiet. As usual on Saturday, but few spinners were in the market. The same vague feeling regarding the possibility of some increase in supplies—though exactly in what way, or by what means, no one seemed to be fully satisfied in his own mind—continued to overhang the market and check sales, while the stock has become exceedingly light and confined to comparatively few hands. The sales yesterday were confined to about 300 bales, in small lots, at 27½c. a 28c., closing mainly at the inside figure for middling uplands. The flour market was less active and buoyant, though without change of moment in quotations. Wheat was inactive and the demand limited, while supplies continued to be light. Corn was in moderate request, with sales of Western mixed, in store and delivered, at 58c. a 59c., with Jersey and Southern yellow at 58½c. a 59c. Pork was heavy and prices dull, sales of new mess were made at $12 50 a $12 75, and of prime at $10 a $10 25 sugars were quiet but steady, with sales of about 500 hhds. and 21 boxes. Coffee was quiet, and no sales of moment were quoted. Freights were firmer, while the enhanced views of ship owners tended to check transactions. Wheat was engaged to Liverpool, in bulk and bags, at 8d.; lard, 22s. 6d., and bacon at 25s.

The Approaching Dissolution of the Rebellion.

We publish this morning a highly important despatch from the Corinth correspondent of the Savannah *Republican*, dated 29th of April, stating that our army was then advancing against the rebels, and that skirmishing had commenced; also another despatch, equally important, from the Corinth correspondent of the Memphis *Argus*, dated April 28, showing that Beauregard is retreating southward from Corinth, some of his troops proceeding by railroad and others by foot, while some are going west, probably as far as Grand Junction, to take the Central Mississippi Railroad there—an arrangement which would give him two railroads to move in a southern direction. We said yesterday we did not believe, as had been reported, that Beauregard was falling back on Memphis. That opinion is now confirmed. So far from retreating to Memphis, the rebels of that city contemplate its destruction by fire from sheer desperation.

Yesterday stocks received an immense impetus in Wall street. Not only did they go up, but sales were very large. This was the result of the cheering news from Corinth and from all other points. The rapid succession of unexampled victories, crowned by the capture of New Orleans and Baton Rouge, the capital of Louisiana, followed by the flight of Beauregard's army before the onward march of Halleck, could not fail to produce a marked influence upon the stock market. The darkening prospects of the rebels and the bright vista that now opens into the future for the glory of our arms, and for the triumphant vindication of the unity of the republic, cannot fail to give confidence to all who survey the theatre of the war with an intelligent eye. If we turn to the Southwest we find Beauregard so crippled and embarrassed by the reduction of New Orleans and the strategical movements of Halleck on his wings and flanks, that he is compelled to shift his army from the boasted strong position in which he said he would await the advance of the Union troops. His telegraphic despatch after the battle at Shiloh, whose genuineness was at first doubted, but is now fully authenticated, proves that his situation was then desperate, unless he was largely reinforced from Georgia or South Carolina. He has not since received reinforcements equal to those which have swelled the numbers of the Union army, and the capture of New Orleans, giving possession of the Lower Mississippi to our arms, has enhanced his difficulties, and circumscribed within narrow bounds the points from which he can obtain any further supplies and reinforcements, and both these of the most limited description. He is cut off from Tennessee and Northern Alabama, and henceforth all the country west of the Mississippi will be to him as a sealed book. Texas, so rich in provisions of all kinds for an army, is effectually severed from him, and the same is true of Arkansas. Even if he could cross the Mississippi, he could not move so large an army on the western side, owing to the want of transportation. East of the river he has a system of railroads for the moving of his supplies, and the rapid concentration of troops: west of it he would have no railroad to depend upon, and even the water courses would be forbidden to him. It is certain he could not procure wagons for the use of so large an army before Halleck would overtake and compel him to give battle. But when Beauregard fights again it is all over with him. If he did not feel this to be the case, he would have fought at Corinth, or somewhere between that point and the Tennessee. Such is the situation of affairs in the Southwest.

If we direct our vision to Eastern Virginia, where is to be found the only other army on which the cause of the rebellion depends, what do we see? Here, too, the affairs of the insurgents are equally desperate. They admit themselves that if they lose the impending battle the game is up. Deserters from their army state that Magruder and Johnston have addressed the troops and declared to them that a victory at Yorktown is the last hope of the cause, for if the battle should be lost irretrievable ruin would be the consequence. The Richmond *Examiner* makes the same admission. It says, "If the confederacy loses Virginia, it loses the back bone and right arm of the war. * * * The wisest plan of the South is to place all its force on the peninsula, stand the hazard of that great throw of the dice without flinching, and think about flight only when they are sure to have lost it." That they are pretty sure to lose we have the guarantee in our splendid army, splendidly equipped, and the ample preparations of General McClellan.

That the rebel leaders at Richmond have no hope of success is clear enough from the hasty adjournment and precipitate flight of the Confederate Congress, leaving very important business undisposed of in their anxiety to reach some place of greater security than the capital of the confederacy. But whether they will be safer at any point further south is extremely doubtful. The Richmond papers cover them with measureless ridicule, and remind them that by fleeing south they will "be caught in a snare by which goslings would not be entrapped." The *Examiner* says:—"The dispersion of Congress is a most untoward event. It is an odious example to all classes." The *Whig* says the members left on the canal boats, from fear of accidents on the railroads; that a regiment of ladies has been detailed by General Winder to protect them in their flight to some remote village, where they will be taken care of by the children, the women then returning to defend the country. How like the abolition leaders at the North, who did their utmost to produce this civil war, but keep aloof from the dangers of the battle field. The *Examiner* denounces not only the cowardice of the rebel Congress, but of the government, which has evidently shown symptoms of weakness in the knees. It says, with great force and truth, "they had better seek death on the field that will decide the fate of the capital than attempt to prolong a nomadic resistance at Montgomery." And is it true, then, that it is in contemplation to remove the government back to Montgomery, after failing in Richmond? Perhaps both the government and the main army are already on their way south, and that only a few troops have been left behind in the fortifications to delay the pursuit of McClellan. As to falling back on Montgomery, that city is just as accessible to our gunboats as New Orleans, and the new capital must be fixed at some other point.

It may be that the last desperate chance is a junction of the army of Virginia with the army of Beauregard, in order to crush Halleck before McClellan could come up; and that this explains the retreat of Beauregard from Corinth, in order to gain time and space to effect the desired combination. But we think Halleck will keep too sharp an eye upon Beauregard, and that McClellan will have too bright a look out for Johnston, to let these generals slip through their fingers, and thus prolong the struggle to a fall campaign. All the indications from the seat of war go to show that the days of the rebellion are numbered. It has already received its death blow in the capture of New Orleans, under which it will reel and stagger till it falls. To complete the pacification of the South it is only necessary to open its ports and permit the planters to sell their cotton and tobacco, and all the world to trade with them as before. This would be so much better for them than the destruction of those staples by the rebel leaders, that it would induce them to abandon the insurrection and cling to the Union, which can protect their property. That our government is shortly to take this step we have every reason to believe, and, when it does, that will be at once the finishing blow to the rebellion and the beginning of a new era of good feeling between the North and the South, whose fruits will be the rapid development of the greatest and most powerful government the world ever saw.

The "Skedaddling" of the Rebel Congress.

The extracts which we published yesterday from the Richmond (Va.) papers, commenting upon the sudden flight of the rebel Congress, furnish an amusing picture of the fright of those gentlemen composing the one horse Congress of the Southern confederacy, and the final loss of all faith in the cause they have so long been aiding Jeff. Davis to sustain. No one act since the commencement of the rebellion has given greater proof of the ultimate success of the plans of General McClellan, and the speedy crushing out of the unholy and wicked conspiracy against the best government in the world, than this—the sudden departure of the law making power of rebeldom.

When the rebellion first organized, their Congress met at Montgomery, Alabama, and there deliberately planned and matured their arrangements for a grand government, suited to their own taste, to be made the home for all the conspirators. Montgomery being too small a place for their ambition, they sought a more flourishing town further north, and finally moved their documents, chattels, &c., to Richmond, Virginia, and there hung out their flag and flourished in all their grandeur. They had not rested long in that city before they manifested a discontented spirit, and commenced sighing for Washington, with its marble building and well arranged rooms, and its Pennsylvania avenue, in which to flourish their canes and yellow kids and exercise their legs. The masterly skill of General McClellan soon set at rest all hopes of their setting up shop in the federal capital; but still clinging to the idea that they must have a new capital, they resolved in secret session upon moving to Nashville, Tennessee, to prevent being bagged by our Commander-in-Chief. But the movements of our Army of the West were too rapid for them, and before they could carry out their design that city was in our possession. Then it was reported that they were going to Raleigh, North Carolina; but Burnside's operations on the coasts of that State no doubt drove from their minds all hopes of peace if they went there. The next that we hear from them is through the rebel papers of the 23d ultimo, giving an account of their sudden departure for parts unknown. Thus, with all their vain boastings of the power, strength and invincibility of their grand Southern confederacy, after spending one short year in adopting plans and devices to keep up their courage, they have suddenly taken to their heels, and are no doubt at this time dodging about in the dismal swamps and bayous of the South, informing the alligators and bullfrogs of their brilliant victory.

The cause of this hasty stampede we will let the Richmond *Examiner* tell in its own language:—"They have been brave as lions—ayo, as tigers—and, alas! they have run away, the Lord knows why, to the surprise of their friends and the entertainment of their enemies. It would be amusing, if it were not sad, to read and hear their protests that the opinion they ran from 'apprehension' was altogether an 'outside idea,' and that their adjournment was due to the simple fact that they had nothing to do." The same article goes on to show that there was a large amount of work before them left undone, even some one hundred military appointments of the President laying on the table unopened. "Want of occupation," continues the *Examiner*, "certainly was not the reason of the 'scampering' adjournment; and if apprehension had nothing to do with it, then the Lord knows why Congress is gone, and the Lord knows when Congress will come back to us."

From the tone of the same article it is evident that the editor of the *Examiner* only looks upon this stampede of the rebel Congress as the precursor of a grand flight of the leaders and the army. A little further along the editor makes an appeal to the Confederate army, as though there were already misgivings that all the boasts that one Southerner could whip five Northerners, and such like braggadocio, no longer deceived themselves; for it adds, "It is hoped that at least the Confederate armies will not bounce off after burning a steamboat or two and a bridge the moment they learn the enemy are in the neighborhood." Then comes the evidence of the lack of faith in the Confederate government by its dupes, and a warning to the leaders of what they may expect unless they protect Richmond, as follows:—"If the Confederate government is worth a rush, it will defend Richmond to the last; for, in leaving it, nothing will remain for the heads of that government but speedy resignation to escape a load of execration and infamy such as would crush the greatest conqueror and despot that has ever ruled the world."

What blacker picture could be painted than this of the doom that awaits those who have led the South into the rebellion, and, through their will o' the wisp delusion, led them on step by step to ruin and disaster. Surely they are in a desperate plight—their Congress faded away, their government not worth a rush, and their armies preparing for a sudden flight. It needs but one more squeeze of McClellan's anaconda for the boasted confederacy to vanish.

OUR SHARPSHOOTERS.—So far our sharpshooters have supplied us with the greater part of the romance of this war. During Garibaldi's Italian campaign the adventures and exploits of a sharpshooting Englishman who went about, with all the *sang froid* of a sportsman, picking off the Austrians with his unerring rifle, attracted a great deal of attention and interest. We have three thousand such sharpshooters in the field now, and the people read with avidity the tales of such men as California Joe, who brought down the rebel negro rifleman, and of Old Seth, who captured a rebel gun by shooting down all the gunners as fast as they showed themselves. Cooper's sensation novels of forest life have no such stirring scenes and incidents as those daily recorded in our columns of the Berdan sharpshooters.

IMPORTANT FROM THE SOUTHWEST.

The Evacuation of Corinth by the Rebels.

Beauregard's Army Moving Southward.

Skirmish Between the Union and Rebel Outposts.

"All's Well" in General Halleck's Army.

REBEL ACCOUNTS FROM FORT WRIGHT, &c., &c., &c.

WASHINGTON, May 3, 1862.

The War Department has received messages from General Halleck, dated at Pittsburg Landing to-day. The army was well, in high spirits and eager to meet the enemy.

CAIRO, May 3, 1862.

The latest news from the Tennessee river, brought by a contraband, says that there was no fighting up to five o'clock yesterday afternoon.

CAIRO, May 3, 1862.

The river has fallen two inches in the last eighteen hours.

A deserter at the fleet reports that Hollins continues his preparations to attack Commodore Foote, loudly boasting that he will sink the entire fleet or drive them to Cincinnati. The rebels are continually throwing shells into the woods between the fleet and the fort, and occasionally fire in the direction of the flotilla, but without effect, as the boats are all out of range.

Rebel Accounts.

CHICAGO, May 3, 1862.

The Memphis *Argus* of the 29th of April has the following despatch:—

CORINTH, April 28, 1862.

General Beauregard is moving large bodies of troops southward. Some go by railroad, others on foot. A few have gone West. It is generally understood that he is evacuating the place, though he declines answering questions. He says that President Davis understands his movements.

Purdy was evacuated last night, and has since been burned. Every building is said to be destroyed. The Yankees are moving in that direction. Our outposts had a skirmish with their advance early this morning, capturing sixty prisoners, including nine commissioned officers.

SAVANNAH, Ga., May 1, 1862.

A despatch from the Corinth correspondent of the *Republican*, dated the 29th of April, says that the enemy have been reinforced and are advancing. There is heavy skirmishing daily. Quite an affair occurred to-day this side of Monterey.

The Richmond *Enquirer* of May 2, contains the following:—

MOBILE, May 1, 1862.

A special despatch to the Mobile *Advertiser*, from Corinth, on the 26th ultimo, says that Col. Scott's Louisiana cavalry, consisting of two companies, had driven out a regiment of federals from Tuscumbia, killing several and taking forty prisoners. The enemy burnt their stores, and were pursued by the confederates. The result is unknown.

FORT WRIGHT, April 26, 1862.

There has been no change in affairs here since Saturday. The steamers and gunboats from below have arrived. The Yankee fleet has gone higher up the stream, and is now lying opposite Osceola, excepting their mortars, which keep up their harmless firing.

The Defences of Fort Wright.

Deserters from Fort Wright say that the rebels have only twenty-six guns mounted in seven batteries, as follows:—

No. 1—Back casements sunk in bluffs, one ten-inch rifled columbiad.
No. 2—Shore battery, five thirty-two pounders, now submerged.
No. 3—Fires but from two ten-inch columbiads.
No. 4—Two ten-inch columbiads, one rifled sixty-four, two thirty-fours and five thirty-twos.
No. 5—One ten-inch columbiad, two eight-inch do., one thirty-two and one thirteen-inch mortar.
No. 6—Five rifled twenty-fours.
No. 7—One sixty-four.

The two last batteries are on the bluff, and the first five are shore batteries.

THE DISTRICT ATTORNEY RECOVERING.—We are happy to say that District Attorney Hall is rapidly recovering from his recent illness, and will probably be able to resume his official duties before the close of the present month.

HIGHLY IMPORTANT FROM THE GULF.

Arrival of the Gunboat Santiago de Cuba.

Capture of Several Contraband Vessels by Commander Ridgely.

The Rebel Steamer Isabel, alias Ella Warley, with a Valuable Cargo of Arms, Ammunition and Other Contraband Goods, Taken by the Santiago de Cuba.

HER ARRIVAL AT THE NAVY YARD.

The Other Prizes on Their Way to New York.

EXCITING CHASE OF THE NASHVILLE, &c., &c., &c.

The United States gunboat Santiago de Cuba, Commander Daniel B. Ridgely, arrived last evening at this port from Port Royal, bringing as a prize the rebel steamer Isabel, alias Ella Warley, which was captured while on a voyage from Nassau, N. P., for Charleston, S. C., laden with arms, ammunition, wines, segars, medicines, &c.

She has been one of the most successful of the rebel steamers in carrying on trade between Charleston, Havana and Nassau. She is in charge of Lieutenant William Gibson and Acting Master George R. Schenck.

The Santiago chased the Nashville several hours on the 23d ult., but was unable to overtake her.

On the same day the Santiago de Cuba captured a schooner from Charleston, loaded with cotton, which was put in charge of Acting Master A. W. Muldaur, with T. Dwyer, Master's Mate, and sent to Key West. She also took two other schooners, with assorted cargoes for Southern trade, both of which are now on their way to New York—one in charge of L. Coggeshall, the other in that of Wm. N. Ellery, Master's Mates.

The Santiago de Cuba has been out now six months, most of the time in the Gulf of Mexico and at Havana. She is now attached to the eastern division of the blockading squadron, under Flag Officer McKean.

The following is a list of her officers:—
Commander—Daniel B. Ridgely.
First Lieutenant—Wm. Gibson.
Masters—Wm. S. Cheesman, Geo. R. Schenck, A. W. Muldaur.
Paymaster—C. M. Guild.
Surgeon—R. O. Mason.
Engineers—Solon Farrar, Chief; Wm. E. Moore.
Assistant Engineers—E. A. Bushnell, John McCourt, E. D. Merritt.
Gunner—Stephen Young.
Master's Mates—Wm. H. Ellery, Thos. T. Dwyer, Lawton Coggeshall.
Commander's Clerk—Wm. J. Ridout.
Paymaster's Clerk—John M. Baker.

Many of the above officers are away on prizes, but they are the regular officers of the ship.

The Santiago de Cuba left Port Royal April 30. There was nothing of importance transpiring at that place. The United States steamships Susquehanna and Keystone State sailed for New York April 29.

Arrival of the Prize Steamer Ella Warley.

The prize steamer Ella Warley, in charge of Lieutenant Gibson, from Havana, via Port Royal three days, arrived at this port last evening. The Ella Warley was formerly the steamer Isabel, which carried the United States mails between Charleston and Havana. She has several times run the blockade at Charleston, carrying arms, ammunition, &c., to aid the rebels; but was captured April 28 off Havana, while on a voyage from Havana to Charleston, with a valuable cargo, by the United States gunboat Santiago de Cuba, Commander Daniel B. Ridgely.

The Ella Warley now lies at the Navy Yard, Brooklyn.

Interesting Particulars of the Chase and Capture of the Rebel Vessels.

The United States steamer Santiago de Cuba left Havana on the 5th of April, for a cruise off the Florida coast. For the first five days she boarded only one vessel, and she an honest molasses droger. But from the 11th to the 15th she boarded quite a number of schooners and barks, principally laden with "sweetening," and homeward bound. On the 13th of the same month she spoke the Havana mail steamer Columbia, bound for New York, and the United States transport Philadelphia on the 16th, also bound North. On the 19th instant she fell in with the United States supply ship Rhode Island, and obtained fresh beef for the crew.

On the 23d, while running along under easy steam, making about five miles an hour, about ten o'clock A. M. the lookout at the masthead gave the welcome cry "Sail, ho!"

"Where away?" shouts the officer of the deck.

"About one point on our starboard bow."

"Can you make her out?"

"She looks like a steamer, sir."

The quartermaster went aloft with a glass and reported that he could see the masts and smokestack of a steamer. The order was immediately given to stir up the fires and put the ship in the best condition for a chase. We supposed her to be the Ella Warley, alias Isabel, or the Austin, both of which rebel vessels we left in Havana. As soon as she was "hull up" we saw that it was neither the one nor the other. We were steering directly across her bow and "picking her up" fast. She continued her course until she was near enough to scan us well, when, apparently not being pleased with our appearance, she turned and fled with all speed, shifting her course from north by east to north half west. We were now about eight miles apart.

The chase now commenced in good earnest. Our awnings were taken down, our top and lower yards sent on deck, our wheel sexens hauled up, and everything that could impede the progress of the ship removed. The sea was smooth, the sky clear, and the air cool and bracing. It took us an hour to get up a full head of steam, during which time the strange steamer increased her distance a little. For the next three hours we were steering directly in her wake, holding our own certain, and perhaps gaining a trifle on her. We now made her out to be the Nashville, and knowing the speed of that famous vessel we had little hopes of overhauling her. She was evidently gauging our speed, and keeping us at a proper distance until nightfall, when she would elude us, under the cover of darkness, change her course and run into Charleston. We continued in the same relative position towards each other until four o'clock in the afternoon, when she suddenly left us, at the rate of at least three miles an hour. We were making eleven and a half. At sunset she was "hull down" to the northwest, latitude 28 20, longitude 77. It was useless to pursue her further, and seeing a suspicious looking sail about six miles distant, on our port bow, we hauled up, and were soon within hail of a small white schooner. We learned subsequently that the Nashville coaled outside the harbor of Nassau, N. P., a few days previous to our chase of her; she, being heavily laden, could not pass the bar with her coal in. She had a valuable cargo of arms, ammunition, &c. We were now within hail of the schooner.

"Schooner ahoy?" shouted the officer.

"Ay, ay, sir," was the reply.

"What schooner is that?"

"Don't know."

"Where are you from?"

"Don't know."

"Where are you bound?"

"Halifax."

"Hoist your ensign."

"Hain't got any."

"Heave to."

"Ay, ay, sir."

While lowering our boat to board her the lookout on the wheelhouse sung out "Cotton, cotton on deck." Sure enough, dusk though it was, the ends of cotton bales could be seen sticking out from under the scanty covering with which the rebels had attempted to conceal their deck load. The schooner proved to be from Charleston, bound for Nassau. She left Charleston the day previous. She had no name, no papers, no flag, no nothing. Her master's name is William Chaseman, and she had a crew of six men. Her cargo consisted of 170 bales of cotton. The master and crew were taken on board the steamer and late master Muldaur, master's mate Dwyer, and a prize crew of six men put on board the schooner. We then took her in tow and headed for Key West. The next morning, having towed her out of danger of recapture, and the wind being fair to take her to Key West, we cast her off, to make the best of her way alone, while the Santiago put about in search of the Austin and Isabel.

We had scarcely got back to our cruising ground when we saw our long sought friend, the Isabel, or, as she is now called, the Ella Warley, at a distance of about ten miles, making for Charleston as fast as she could. We knew her in an instant, and knew also that there was no escape for her. If not good for the Nashville, we can beat the Isabel as bad as the Nashville beat us. When she first saw us she mistook us for another steamer. Our yards being down disguised us. As soon as she made us out she changed her course, but instead of trying to get away she gracefully met us half way, and submitted without a murmur. When in Havana last we lay alongside of her and coaled from the same wharf. Lieutenant Gibson, Acting Master Schenck, Sergeant Hamilton, seven marines, and a crew of sixteen men were immediately put on board the Ella Warley, and the captain, mate and pilot of her taken on board the Santiago. All being ready we headed for Port Royal, whence we purposed getting a crew to take the Ella Warley to New York, as we were too much crippled for active service with so many officers and seamen out of the ship.

The next day (April 26) we fell in with the schooner Mersey, with a blockade cargo. The account they gave of themselves not being satisfactory, we took possession of the schooner and put her in charge of Acting Master's Mate Ellery, and a prize crew, and then took her in tow for Port Royal. The weather was exceedingly rough, the schooner towed badly, and our progress was very slow. We did not reach the light ship off Port Royal until nine o'clock Sunday evening. On the 27th we anchored outside the harbor and waited for daylight. At daylight we got up anchor and attempted to get in, but in about fifteen minutes we struck on the north breakers. The tide was full flood and we went on nearly the length of the ship before the engine could be reversed. Our prize, the Ella Warley, seeing us strike, avoided the breakers, got safely into the harbor and anchored alongside the flagship.

After casting off the schooner we backed off the breakers without difficulty. The Santiago got several severe bumps, but received no injury of consequence. Fearing to make another attempt, we anchored and waited for a pilot. We learn that one of the buoys has been removed, consequently the chart misled us. Having obtained a pilot, we went into the harbor and anchored. We could not obtain officers and men to man our prizes, therefore we were obliged to convoy them to New York ourselves. Spent the next day in coaling the Ella Warley and giving her water, and on the morning of the 30th left Port Royal for New York. Before leaving, however, we sent Mr. Coggeshall on board the schooner Mersey, in place of Mr. Ellery, who returned on board the steamer. The schooner was ordered to make for New York. We passed her as we came out of the harbor, beating out.

When off Charleston, the same day, we made a small schooner, whose movements were suspicious. We bore down for her, and in answer to our hail she said she was going in to the blockading squadron for water. We sent our officer on board, who found her papers to be evidently bogus, and her cargo well suited to the Charleston market. She was on blockade ground, about twelve miles from Charleston. We took possession of her, and put Mr. Ellery on board as prize master, with a crew of six men. The owner of the vessel and cargo was on board as a passenger. We took him on board the steamer, and made him comfortable, in the company of eighteen other prisoners belonging to the different prizes captured during this cruise.

All being arranged, we steamed on again, with the Ella Warley following in our wake. The weather for the next two days was what the sailors call "nasty"—squally, rainy, with severe thunder and lightning. This, with the night fogs, made our progress slow. We gave the land a wide berth, which made the passage from Port Royal longer than it would otherwise have been. We had sixty officers and men out of the ship, which made the labor much harder for the officers and men remaining on board.

Official Report of Flag Officer Dupont.

FLAGSHIP WABASH, PORT ROYAL HARBOR, S. C., April 28, 1862.

SIR—I have just time this morning, before the departure of the Susquehanna, to inform the department of the arrival here of the rebel steamer Isabel (Ella Warley), in charge of Lieut. Gibson and a prize crew, she having been captured by the Santiago de Cuba, Commander Ridgely, one hundred miles north of Abaco. She is deeply loaded with Enfield rifles, and has, it is supposed, rifled cannon in her forehold, which has not yet been examined. These arms were taken on board, of course, at one of the neutral colonies off our coast.

I am informed by Lieutenant Gibson that the Santiago de Cuba discovered and chased the Nashville, but the latter was much too swift for her. The Nashville also had arms on board for the rebels, intending to run the blockade if possible. Very respectfully, your obedient servant,

S. F. DUPONT,

Flag Officer commanding Southern Atlantic Blockading Squadron.

Hon. GIDEON WELLES, Secretary of the Navy.

Arrival of the Empire City from Port Royal.

THE PRIZE STEAMER NOSTRO SIGNORA DE REGLA TOWED TO THIS PORT, ETC.

The United States steam transport Empire City, Captain Barton, from Port Royal, April 30, with passengers consigned to the United States Quartermaster, arrived at this port last night.

On the 3d inst., at 12:30 P. M., Absecomb bearing W., spoke schooner United States, from St. Augustine for New York.

The Empire City towed the prize steamer Nostro Signora de Regla from Port Royal to this port. The prize steamer was in charge of W. A. Wells.

The Empire City brought the following named passengers:—

Mr. H. C. Lelby, of the United States steamer Keystone State; Mr. H. O. Briggs, of Boston; Mr. John S. Sammis and Mr. P. Moody, of Jacksonville, Florida; Colonel J. N. Bird, of Charleston, S. C.; J. J. Cravan, Brigade Surgeon of General Gillmore's Division, at Fort Pulaski; James Hoey, Jr., Paymaster of the United States ship Wyandot; Captain Travis, of the Forty-eighth regiment New York Volunteers; Captain O'Connell and Captain Maclaria, of the Fifty-fifth Pennsylvania Volunteers; Mr. T. B. Bronson, of New York; Mr. J. N. Merriman, of Georgetown, S. C., United States Collector; Mr. Wm. T. Baker, Mr. Wm. Lee and Mr. Cogswell and wife, of Port Royal.

She also brings the following prisoners:—

Captain Benton, privateer Dixie, prize to United States steamer Keystone State. James White, John Kane, John Jones and John Nelson, seamen on board the Dixie.

Captain Ryan, prize schooner Wave. Mike Guinn and Pat. Sullivan, seamen on board the Wave.

Wm. Updigrove, mate prize schooner Bella. Frank Sara, John Morris and Antonio Leo, seamen on board the Bella.

W. Bingham and John Soles, Georgetown, S. C.

Arrival of the Prize Steamers Bermuda and Florida at Philadelphia.

PHILADELPHIA, May 3, 1862.

The rebel steamer Bermuda, which sailed from Liverpool about the 1st of April for Bermuda, was captured Sunday last off Hole in the Wall, by the steamer Meroedita, commodore Stellwagen, and brought here to-day in charge of Prize Master Abbott. Her cargo was principally powder, munitions of war and arms. The captain, crew, and twelve passengers on the Bermuda were also taken.

The steamer Florida, captured at St. Andrews Bay, Fla., also arrived at the navy yard this afternoon, in charge of Prize Master Lewis. She has aboard two hundred bales of cotton. William H. Harrison, the pilot, with engineers and nine of the crew, took the oath of allegiance and came aboard the steamer. The rest of the crew who refused to take the oath were put ashore in St. Andrew's Bay.

News from Nassau, N. P.

The schooner Levi Rowe, Capt. Keller, arrived at this port yesterday from Nassau, N. P., whilst port she sailed from on the 29th of April. She brings us the Nassau *Guardian* of that date and the following intelligence from our Consul at that place:—

All business is at a deadlock, save that of furnishing supplies to the rebel blockade runners. The House of Assembly is still in session, and mighty specimens of Bahama eloquence amuse the American visitors.

The weather is cool and pleasant, though the American visitors are turning their steps homeward, and filling all the sailing vessels northward bound.

The steamship Karnak has been given up to the wreckers, and will prove a total loss. The pilot is much censured, as Captain Le Messurier warned him that he was keeping too far to the westward. A flattering testimonial to Captain Le Messurier has been signed by all the Americans here who have sailed with him.

Business at the Cat Islands is stagnant, and provisions are scarce.

The British steamers Southwick, Ella Warley, and Gladiator, all engaged in bringing arms and munitions of war for the rebel States, are in port. Also the Confederate steamers Nashville and Cecile, ready to run the blockade. Her British Majesty's steamer Pull Dog, Commander McKillop, will sail soon for New York.