# NEWS FROM PORT ROYAL.

## Arrival of the United States Steamers Arago and Crusader.

## DISBANDMENT OF THE NEGRO BRIGADE.

## The Contrabands Employed in Making Baskets and Tubs.

## REBEL RAMS BUILDING AT CHARLESTON.

## Efficiency of the Blockade of the Coast.

## Seizure of a Rebel Truce Boat in the Savannah River,

## &c., &c., &c.

The United States transport Arago, Henry A. Gadsden commanding, from Port Royal, S. C., at a quarter past eight P. M., August 10, with passengers, mails and ammunition, consigned to Colonel D. D. Tompkins, Assistant United States Quartermaster General, arrived at New York at ten o'clock yesterday morning.

The Arago brought sixty-five first and ninety second class passengers. Among the latter were thirty-three prisoners, escorted by a guard of twelve men, in charge of Colonel J. D. Fessenden.

Her cargo consists of 2,405 boxes cartridges, consigned to Major R. H. R. Whitely, Governor's Island.

The Arago brought in tow from Hilton Head to New York the United States steam corvette Crusader. Engine disabled.

Died on board, August 13, James Brady, waiter; August 14, Rufus Barnard, of Orville, Ashtabula county, Ohio, late a clerk in the Chief Quartermaster's office at Hilton Head.

At half past five A. M., Tuesday, August 12, passed the steamship McClellan, towing the ship Planter, hence for Port Royal; ten A. M., Wednesday, August 13, passed steamship Ericsson, bound south.

We are indebted to Mr. Fred. Grantegem, purser, for favors.

There was nothing new at Port Royal. The health of the troops remained good. The rebel ram that was expected down the Savannah river had not made her appearance. General Hunter and Commodore Dupont had made all necessary arrangements for her capture.

The United States steamer Crusader, Chas. H. Cushman, Lieutenant Commanding, arrived at this port yesterday morning from Port Royal for repairs.

The following is a list of her officers:—

*Lieutenant Commanding*—Chas. H. Cushman.
*Acting Assistant Surgeon*—John H. B. Brientnall.
*Acting Paymaster*—I. McDanley Brower.
*Acting Master*—P. D. McDougall.
*Paymaster's Clerk*—Hy. B. Taylor.
*Surgeon's Steward*—Julius Koch.
*Acting Third Assistant Engineer*—P. O. Brightman.
*Acting Master's Mates*—G. W. Nelson, Henry Parsons and Albert Bulmer.

### Our Port Royal Correspondence.

PORT ROYAL, August 6, 1862.

*Capture of the Ladona—Result of a Visit Thereto—Efficiency of the Blockade—Changes in the Squadron, &c.*

The English steamer Ladona arrived at this port last evening, in charge of Lieutenant Green and a prize crew from the Unadilla, having been captured while endeavoring to make her way up the Ogeechee river on the morning of the 4th instant. The Ladona and her cargo are worth nearly a million of dollars. The vessel was new in June last, and sailed from Hull on the 1st of July, with the purpose of running the blockade. She stopped at Falmouth, again at Bermuda, and again at Nassau, first reaching the rebel shores at Tybee on Sunday night last, and receiving a shot from the battery at the martello tower in her unsuccessful attempt to enter the Savannah river.

To the battery at Tybee island, under command of Captain Ferguson, of the Forty-eighth New York Volunteers, belongs much of the credit of this capture. After its excellent artillery practice on Sunday night had compelled the Ladona to put back to sea, her captain followed the coast line down to Ossibaw Sound, thinking, as he says, to elude the vigilance of the blockade in that quarter. The entrance was unguarded, and he steamed confidently in; but as he was getting slowly up the Ogeechee he discovered the Unadilla ahead of him. He immediately endeavored to put his vessel about; but in the attempt the Ladona got aground and could not be moved. When the Unadilla came down, a request from Captain Collins, to the effect that the Englishman should make an immediate and unconditional surrender, was at once complied with.

Through the courtesy of Lieutenant Green I was permitted to visit the prize this morning. She is an iron steamer, owned by Z. C. Pearson, of Hull, and, as I said before, new in June last. She is laden with an assorted cargo, which cost in England about three-fourths of a million of dollars. She was cleared on the 7th of June last, by the American Consul at Leeds, for Beaufort, N. C.; Port Royal, S. C., and New Orleans, La.; but before her arrival Admiral Dupont had advices of her departure and of her destination. She would make an elegant gunboat, and it is to be hoped that the navy, after she shall have been condemned, will retain her for that purpose. Her captain, whose name is Lucky, is a jolly Britisher. In enumerating her cargo, he mentioned "five and thirty thousand gallons o' brandy, and five and twenty thousand gallons o' wines—sparklin' Burgundy and sparklin' 'ock—Lord," he added, "wouldn't them Southern fellows been glad to got it? and wouldn't I a' been glad to got their money for it?" He says he was to make no more voyages at sea had he been successful in this, but that he will give our people no trouble in condemning his ship.

The "sister ship" of the Ladona—the Peterhoff—has sailed from Hull with a clearance for the port, and the most superlative breadth of cheek I have yet seen is exhibited in the person of the supercargo of the Ladona, who wishes to remain here to attend to the landing of the Peterhoff's cargo when she shall have arrived. His desires in this respect cannot be gratified; he will be sent North in company with the unlucky Lucky. The crew of the Ladona—twenty four in number—have been transferred to the Crusader.

Occasional complaints are still made about the inefficiency of the blockade of the South Atlantic coast, but they are uttered by parties who have a very faint conception of its magnitude. There never was known in the history of nations a blockade so extensive and so complete as the one which now deprives the confederacy of the privilege of intercourse with foreign countries, and in fact shuts out its people from the world. Let me enumerate the entrances on which Admiral Dupont has set his seal. They are as follows:—

| | |
|---|---|
| Georgetown, | Warsaw, |
| Bull Bay, | Ossibaw, |
| Charleston, | Sapelo, |
| Stono, | Doboy, |
| North Edisto, | Altamaha, |
| St. Helena, | St. Simons, |
| Port Royal, | St. Catherines, |
| Calibogue, | Fernandina, |
| Savannah, | St. Augustine. |

These avenues to the confederacy are all barred by the watchful, faithful squadron of Dupont. Georgetown and Bull Bay are held by gunboats. Charleston is encircled by a fleet of fifteen vessels. Stono, Edisto and St. Helena are held by an inside blockade. Port Royal is now a port of entry, and as a naval station has several vessels of war at all times in its waters. The road to Savannah is blocked by Pulaski and Tybee. Through Warsaw and Ossibaw our boats are always cruising; and the other entrances are guarded with unflagging zeal. The labors of both officers and men on blockade duty are most arduous and severe. At night they must be up and dressed, and during the day they are ever on the alert. Separated from all sources of intelligence from home, cut off for weeks at a time from all supplies of fresh provisions, &c., they still devote themselves to their duties as cheerfully as thoroughly.

Yet vessels do sometimes elude their vigilance. It is to be wondered at that more do not escape them, when we think of the astounding combinations made in England to run the blockade and to sustain the confederacy. If he had ships to spare the Admiral could find plenty of work for them in rendering still more impenetrable the numerous inlets on the South Carolina and Georgia coasts.

Several changes in the squadron have been made of late, the more important of which I will note:—

Lieutenant Commanding Rhind, detached from the Crusader and ordered to the Seneca.

Lieutenant Commanding Ammen, detached from the Seneca and ordered to the Sebago.

Lieutenant Gillis, detached from the E. B. Hale and ordered to the Alabama as executive officer.

Lieutenant Green, detached from the Unadilla and ordered home in charge of the prize steamer Ladona.

Acting Master Gregory, detached from the Isaac Smith and ordered to the Ladona.

Acting Master Snell, detached from the Pawnee and ordered to command the E. B. Hale.

Acting Master Lamson, detached from the Wabash and ordered to the Pawnee.

Acting Master Gardner, detached from the O. M. Petit and ordered to command the Henry Andrew.

Acting Master Crail, detached from the Conemaugh and ordered to the South Carolina.

Acting Master Brown, detached from the South Carolina and ordered to the Conemaugh.

The Crusader, Lieutenant Prentiss; the Isaac Smith, Lieutenant Commanding Nicholson, and the Potomska, Acting Lieutenant Commanding Watmough, are ordered home for repairs.

The schooner Aquilla, laden with turpentine, was captured by the Huron off Rattlesnake Shoal, yesterday, while making her way out of Charleston.

### Our Hilton Head Correspondence.

HILTON HEAD, S. C., August 10, 1862.

*The Negro Brigade—Its Disbandment—The Rum Fungi at Savannah—Ram Building at Charleston—Inactivity of the Rebels—Experiments with the James Projectile—The Order Against Granting Furloughs—Fatal Substitute for Forage—Admiral Dupont's Love—Advice to the Friends of Soldiers—A Rebel Salute, &c., &c.*

It has fallen to the lot of other correspondents to chronicle the rise and progress of the "negro brigade," to follow the contrabands from their organization as soldiers through the many weeks of drill; to narrate to greedy listeners the welcome intelligence of their unequalled proficiency in the use of arms, their precision of step, their manly bearing, their veteranly air, and the terrible earnestness with which they had entered the ranks of the army, to deal death and vengeance to their late masters.

It is my lot to record the fact that the negro brigade is disbanded.

This event occurred last evening. It was very quietly brought about. Very few, indeed, of the officers or the civilians on the island were aware of the fact until they saw the recent arms-bearers in their scarlet trowsers suddenly scattering themselves in picturesque attitudes about the post, or hastening to catch the first means of transportation to their homes on the adjacent islands. They received their discharge from Uncle Sam's service with evident delight, and rejoiced with simple glee at the liberty thus afforded them.

The experiment of negro soldiers has been tried. They will not answer the purpose for which they were created. Whether General Hunter's course was adopted with a view to strengthen the army, or to benefit the contrabands, or to build up popularity for himself, it has certainly proved unsuccessful; and so, with less ceremony than attended its beginning, it has been abandoned. The conservative policy of the administration has not been without its due effect in closing the military career of the negroes; but I nevertheless believe that General Hunter had become thoroughly convinced that they would never be of any benefit either to him or his command. Placing them on a level with white soldiers, who came hither from their comfortable homes to fight for their country at thirteen dollars a month, had no good effect upon the volunteers. The negroes, before insolent and supercilious, became more so as they were elevated; and instead of being treated kindly, as they had formerly been, the spirit of dissatisfaction begotten by their gay uniforms and fine airs vented itself in sundry and divers kicks, and cuffs and jeers, which kept both whites and blacks in an unpleasant and continual foment. Now that the negroes are returned to the plantations and to the workshops, where they belong, and the work of ending the rebellion is recommitted to the hands of white men, we may hope for a better state of feeling, not only in this department, but throughout the country.

The excitement which raged so violently a week ago to-day, in anticipation of the Savannah ram, has subsided. It has pleased our commanders to believe the more recent reports of the contrabands, to the effect that the new rebel engine of destruction was a failure; that, instead of being of the formidable character at first ascribed to it, it was simply a floating battery which on its trial proved ineffective. So we relapse again into a condition of oppressive dulness. Still we know that the rebels are constantly on the alert, and constantly alive to the importance, if they would prolong the existence of their "celebrated Southern confederacy," of breaking or destroying the blockade. Their Merrimac and their Arkansas are but samples of what a beleaguered people can accomplish. How much more in the way of preparations for offence ought we with our vast resources to do! At Charleston three hundred men are actively employed in the construction of a couple of iron-clad vessels, which we are told will be completed about a month hence. In Savannah the rebels are also hurrying up their ram and their battery. Let us not wait for their advent in the midst of our fleet, but go and take them.

The rebel force at Bluffton has not been increased during the past week. With the disappointment which the rebels seem to have experienced in their abortive attempt at a ram, there is an evident disposition on their part to suspend whatever active operations they may have undertaken on the main.

The rifled pieces which were captured when Fort Walker, now Fort Welles, was taken, have been mounted and were fired, for the first time since they came into our possession, on Wednesday afternoon. Experiments were made with the James projectile, which, although not perfectly fitted to the calibre of the pieces, was nevertheless propelled with a good degree of accuracy. They are the only shot we have, beside a few rounds captured with the guns, which can be made available.

The firing of the guns and the whizzing of the rifled shot evidently produced some commotion in the fleet at Bay Point. The men-of-war had received no intimation of the intended experiment, and it so happened that the number of shots fired, together with the intervals of firing, was precisely the same that had been agreed upon as a signal for the approach of the ram. The vessels were signalled to prepare for action, and an officer was despatched to Hilton Head to ascertain particulars. He returned in a quiet frame of mind.

The new order of the President, cutting off the army from the privilege of furloughs and leaves of absence, has been received and is extensively canvassed. It seems to have been promulgated with special reference to the Army of Virginia and the force before Richmond, when three days will suffice for an application to reach Washington and return. It cannot consistently be applied to the Department of the South, nor yet to the command of General Butler. Suppose that in this variable and treacherous climate a poor captain is smitten with bilious diarrhœa. An immediate change of air is necessary for the preservation of his life. Under the new and rigorous regime this would be the manner in which he would undertake to effect a restoration to health. He would obtain from his surgeon a certificate of disability. Armed with this document, he would apply, if sufficient strength remained, to his colonel for a leave of absence; his colonel would forward it to the post commander, who would refer it to the brigade commander, who would send the papers to the major general, who would hand them to the medical director, who would transmit the application to the Board of Examining Physicians, who would report the case to the Assistant Adjutant General, who would forward the documents to the War Department, where they would be pigeon-holed. By the time the unfortunate man's permit to go home is received his grave is dug and filled and sodded. Great are the entanglements of red tape.

I have merely supposed a case. As the medical department of this command is at present organized, the applications for leave of absence are comparatively rare. Since the 9th of July, when the Medical Board held its first session, only twenty-eight officers have sought the privilege of going home, and of these not twenty have been allowed to leave. The health of the command continues good, and the deaths are relatively few. The extreme heat of the past week, however, is telling upon the men, and great caution is necessary to preserve them from the terrific fervor of the sun.

Speaking of the health of the command, I am induced to mention a case which must be interesting to veterinary surgeons. For three or four days of last week we were without forage, and the cavalry horses, as well as those in the Quartermaster's Department, were withdrawn from duty. Allowed as they were to roam at large, many of the animals fell to eating sand, and in the stomach of one poor beast that dropped down in my presence there were found one hundred and eight pounds of fine Hilton Head soil. The cavalry has lost some ten or twelve horses from no other reason than this.

On Friday the Wabash returned to Port Royal, and on the following day Rear Admiral Dupont flung out his pennant from her mainmast. The occasion was one of rejoicing among the fleet. A salute befitting the Admiral's rank was fired from the Vermont, and was returned by the Wabash and then Fort Welles and Port Seward sent their thundering echoes to the din. A one o'clock the Admiral gave a levee, which was attended by the various naval commanders, and which was a very pleasant and creditable affair.

There is a dearth of war news. The navy, however, still finds plenty to do. Yesterday the gunboats Pembina and Mercury were despatched to Warsaw Sound, in considerable haste. It is rumored that they have gone down to capture a large side-wheel steamer, which has got in and gone further than the blockading ships, with their draft, can follow.

Colonel Moore, of the Forty-seventh New York Volunteers, has tendered his resignation, which has been accepted.

Permit me to give parties who send boxes to their soldier friends a bit of advice. Keep all liquor out of your packages. Every article received here by express is examined by the Provost Marshal, and not a drop of the ardent is allowed to pass. By the Arago on her last trip there came over five hundred bottles, vials, flasks and cans of strong drink, in boxes addressed to soldiers in this command. They are all in the hands of Dr. Craven, the medical purveyor, and will be dispensed by him for hospital uses. The most severe regulations have been adopted to rid the camps of intoxication, and to continue to send liquor to your friends in the army is useless.

The gunboat Marblehead—which by the way is one of the fastest and best of the new gunboats—arrived yesterday from the blockade off Charleston. She reports that the rebels fired a salute of one hundred guns from Fort Moultrie on Friday.

### Our Beaufort Correspondence.

BEAUFORT, S. C., August 7, 1862.

*The Case of Contractor Sedgwick—The Military Commission in Connection Therewith—Comments Thereon—Contrabands as Basketmakers—Peace Supreme at Beaufort, &c., &c., &c.*

The case of Mr. H. D. Sedgwick has been once or twice referred to in this correspondence. Your readers have been told of his arrest, and of the nature of the charges against him; but a narrative of the circumstances surrounding the affair, derived from Mr. Sedgwick, and corroborated by other parties, will, I think, prove interesting.

Late in the month of January last, Mr. Sedgwick, while in Washington, was informed by Mr. Fox, Assistant Secretary of the Navy, that Commodore Dupont was desirous of having a constant supply of beef cattle, live stock, &c., furnished to the squadron at Port Royal, and suggested that he should undertake an enterprise of the kind. With the permission of Secretary Chase, Mr. Sedgwick sent to this port a vessel laden with fresh supplies, which he sold to the navy. There was profit in the operation, and since then Mr. Sedgwick has continued in the business, to the satisfaction of the parties with whom he has had to deal, and of the government, whose privilege he has not abused.

On Mr. Sedgwick's first visit to Port Royal, a man named Ward, who acted as his agent, called his attention to some timber, suitable for shipbuilding, lying on the beach, and remarked that as it would be valuable at the North it might be gathered and sent there. As Mr. Sedgwick's vessel was making each return trip in ballast, he thought enough of the proposition to speak of it to Commodore Dupont, who saw no objection to its removal, and stated that, so far as he was concerned, there should not be the slightest objection. Mr. Ward was accordingly directed to collect what he could, with the purpose, if there should be found enough of the timber to make it an object, of sending it North.

On Mr. Sedgwick's next voyage, the result of Mr. Ward's labors did not warrant him shipping any of the timber home; but at the time of his last arrival there had been collected about one hundred and twenty logs. Two or three days after the vessel reached Port Royal, however, Mr. Ward was placed in arrest, charged, as is alleged, by one of General Saxton's superintendents, with cutting timber and shipping it North. Upon examination he was discharged. Meanwhile, as Mr. Sedgwick's business was suffering in the absence of his agent, he came to this place to ascertain what had become of him. While here he called on General Saxton, and in connection with the business on which he came the subject of the timber was introduced. The General was informed how Mr. Sedgwick came to be engaged in its collection. He was told that it came from an English vessel, laden with cotton and Georgia pine, which sailed from Savannah about two years since, and was wrecked off Bay Point Island; that in Mr. Sedgwick's opinion it did not belong to the government, but that if it did, the property was in such a situation—scattered along the beach, buried in the sand, or drifting among the breakers—that it was of very little worth to the government; that whatever value it possessed had been imparted to it by his efforts in collecting it and getting it ready for shipment. Under these circumstances Mr. Sedgwick insisted that he ought to be allowed to take it away.

General Saxton replied that the government owned all that was here; that it had expended about $40,000,000, and intended to get some of it back; that it was his purpose to sell all the timber and all the property in the department which was not needed for the use of the army. Mr. Sedgwick then proposed to relinquish all claim to the property if the government would reimburse his expenditures in getting it ready for shipment, or to take it home as freight, General Saxton to pay out of the proceeds the money previously expended. As a substitute for both these propositions, General Saxton proposed to give Mr. Sedgwick the privilege of taking the property away on condition of his procuring the certificate of two disinterested parties as to its value. On the following day the certificate of appraisal was handed in, valuing the logs at from $6 to $7 each. Mr. Sedgwick had already paid out more than the appraised value in collecting the timber; but, as General Saxton appeared reluctant to close the transaction, an additional amount of $200 was offered, when permission to take the property was granted, and the money was duly paid over to Quartermaster Moore.

Subsequently the commandant at Bay Point was ordered not to allow any timber to be removed, and the shipment of Mr. Sedgwick's property, for which he considers he paid the government all its interest in it was worth, was stopped. Mr. Sedgwick remonstrated and presented his claim to the timber. The facts in the case were submitted to Gen. Hunter, who called the attention of Gen. Saxton to the matter in a pertinent note. The latter immediately came to Hilton Head, placed Mr. Sedgwick in arrest, brought charges against him, and appointed a military commission for his trial.

The trial has been concluded. After a laborious session Mr. Sedgwick has been found guilty. The following is the sentence of the court:—

EXTRACT.

The Court does therefore sentence him, the said H. J. Sedgwick, to forfeit all claims for expenses in collecting the timber referred to in this case; also the two hundred dollars paid by him to Captain John H. Moore, Assistant Quartermaster, and to forfeit the sum of one thousand dollars to the United States, and to be imprisoned for the period of four months; or, in default of paying the fine, to be imprisoned for the period of one year.

H. L. HIGGINSON,
Major First Massachusetts Cavalry,
President of the Military Commission.
J. H. WORCESTER,
Lieutenant Co. H, Seventh New Hampshire Vols.,
Judge Advocate.

Upon the rendition of the verdict and the announcement of the sentence, the following order was issued:—

HEADQUARTERS, BEAUFORT, S. C., August 5, 1862.

The proceedings, finding and sentence of the Military Commission, in the case of H. J. Sedgwick, are approved. In the belief that the interests of the government will not suffer, nor the moral effect of the lesson taught by the just sentence of the Court be lost by such leniency, the General Commanding directs that so much of the sentence as requires an imprisonment for the period of four months be, and the same is hereby, remitted. The remainder will be carried into effect.

By order of Brig. Gen. R. SAXTON, Commanding.
GEORGE MURRILL, Captain and A. A. G.

After the termination of these proceedings Mr. Sedgwick was again placed in arrest until the sentence of the court should be complied with. For two days he could find no one to accept the amount of the fine imposed on him; but at length Quartermaster Moore consented to receive it, and it was accordingly paid. A protest against the proceedings of the Court, as illegal and unjust, was at the same time submitted, but was not received.

In this extraordinary affair General Saxton has appeared as an accuser, a witness and a judge whose decision was final. He has pursued to the extremity of his power a man who, on his charges and on his testimony, has been convicted of an ignominious attempt to defraud the government. He has been zealous in the discharge of what he has considered to be his duty; but the question of the legality of the Court and the fairness of its findings is still an open one. For the writer hereof to discuss it is needless.

The Ben Deford left Beaufort on Thursday evening, having on board General Saxton and a portion of his staff. They are going on a reconnoitering excursion down the coast, and will undoubtedly come back with many negroes. What the precise object of their mission is, however, I cannot say.

The vast number of contrabands brought from Edisto and Stono, together with those imported from Georgetown, has made some provision for their employment necessary. They are, accordingly, to be instructed in the fine arts, so far as they relate to the construction of tubs and baskets. The following is the circular of Gen. Saxton announcing his plan:—

HEADQUARTERS, BEAUFORT, S. C., August 2, 1862.

In consequence of the abandonment by our troops of certain districts under cultivation, the late inhabitants thereof have been driven from their homes and are now without employment.

With a view of guarding them from the evils of idleness, and in the hope of finding a profitable market at the North for the products of their industry, it is proposed to introduce the manufacture of rush baskets and cedar tubs. This being the proper season for the labor, the superintendents having any of the people referred to in their charge will immediately set them to work in gathering and curing rushes, the more skilful being employed in making them into baskets.

These and the cedar tubs will be shipped to the North, where it is believed they will find a ready sale, both on account of their real utility and of the laudable object sought to be attained by their manufacture. The proceeds of the sales will be applied for the benefit of those who contribute the articles.

The district superintendents will keep the accounts necessary to this end, and forward the articles as occasion requires, with accurate invoices, to the assistant quartermaster at these headquarters for shipment to the North.

By order of Brigadier General R. SAXTON,
Commanding.

Lieutenant Colonel O. T. Beard, of the Forty-eighth New York Volunteers, formerly Provost Marshal during General Sherman's administration, has been appointed to a like position by General Saxton, to exercise the functions of the office over all persons not in the military service, throughout the department. He is an energetic and fearless officer, and will prove the right man in the right place.

There is nothing in the way of military movements to chronicle. The enemy are taking it easy, and so are we. Here in Beaufort absolute quiet reigns.

### First Regiment South Carolina Volunteers.

The following is a copy of the order lately issued by the Colonel of the First regiment of South Carolina Volunteers:—

REGIMENTAL ORDERS—NO. 32.

HEADQUARTERS, FIRST REGIMENT, SOUTH CAROLINA VOLUNTEERS, CAMP AT DRAYTON'S, August 1, 1862.

The Colonel Commanding takes pleasure in announcing that free papers will soon be issued to those faithful soldiers who have steadfastly stood by their colors and performed with willingness and alacrity the duties of a soldier. They have shown by their prompt and willing obedience to the orders of their officers and by their fidelity in the discharge of the various duties of camp, that they deserve to be free; and the Colonel Commanding hopes that their conduct hereafter will justify the exercise of the authority which has made them freemen. By order of

JAMES D. FESSENDEN, Colonel Commanding.
LIEUT. LUTHER G. RIGGS, Adjutant.

The following is a copy of one of the "free papers" issued to the soldiers of this command:—

HEADQUARTERS, DEPARTMENT OF THE SOUTH, PORT ROYAL, S. C., August 1, 1862.

The bearer, Prince Rivers, a Sergeant in First regiment South Carolina Volunteers, late claimed as a slave, having been employed in hostility to the United States, is hereby, agreeably to the law of the 6th of August, 1861, declared free forever. His wife and children are also free.

D. HUNTER, Major General Commanding.

### Our Naval Correspondence.

UNITED STATES STEAM GUNBOAT MOHAWK, NORTH EDISTO RIVER, S. C., August 8, 1862.

*Arrival of the Mohawk at Edisto River—Discovery of a Horde of Rebels—Their Encampment—The Mohawk Gives Them a Treat to Some Heavy Shells—Skedaddle of the Rebels—Destruction of a Rebel Battery, &c., &c.*

We have just returned to this place, after an absence of five days upon the blockade off Charleston.

Nothing of importance occurred while off Charleston, but, on the 30th of July, while lying quietly at our anchorage, in company with the gunboat Planter, in the Edisto river, we suddenly discovered a large body of rebel horsemen in and around some houses on King's plantation, on Simon's Point, about five miles up the river; and, having learned from two contrabands whom we had picked up the day before that a large number of rebels—over eight hundred strong—had encamped a short distance from the Point, we immediately got underweigh and stood up the river, followed closely by the gunboat Planter. Having beat to quarters, we commenced firing on them with fifteen second fuse shells from our rifled thirty-pounder pivot gun, and as soon as we ran in close range we opened with our broadside guns, firing five second fuse shells and canister with great precision, while the rebels, being taken wholly by surprise, beat a very hasty retreat, or, in other words, skedaddled, our shells following in hot pursuit.

They left behind them a large number of cattle and sheep, which they were driving into the rebel camp.

We returned shortly afterwards to Edisto Island, where we came to anchor for the night. The following day we got underweigh and started out towards Rockville Point, at the entrance of the harbor. Commander Aaron R. Hughes, in his gig, and Acting Master's Mate Thomas J. Speights, in command of the second cutter, and an armed body of men, landed and destroyed a deserted battery or fort by setting fire to it, and a number of huts and camps, and then returned to the ship. Since then everything has been very quiet here. Edisto Island is about sixty miles in circumference, with beautiful plantations upon it. We are now enjoying the fruits of the season, which are abundant—apples, oranges, figs, grapes, limes, lemons, watermelons, &c., &c.

But the mail is closing, the Planter is going to sail for Port Royal. I must close.

### Our Fort Pulaski Correspondence.

FORT PULASKI, GA., August 10, 1862.

*Capture of the Rebel Steamer General Lee—Violation of Flags of Truce by the Rebels, &c.*

The rebel steamer General Lee was captured this morning in the Savannah river, under circumstances of a peculiar nature. At about seven o'clock word was reported to Colonel Barton that a flag of truce from the rebels was in sight and approaching the fort. A letter of instructions was at once prepared, and the tug Thomas Foulkes, unarmed, with Adjutant Goodall on board, was sent out to meet her. She was halted at the extreme range of the guns, and ordered to remain there till her errand could be communicated to the Colonel in command. This was done. She brought down a Mrs. Handley and her son, who left Charleston yesterday, and whose friends are at the North.

On the facts being made known at the fort, Adjutant Goodall returned, and ordered the rebel boat to remain until communication could be had by signal with the department headquarters. To this the rebel officers assented, and gave their word of honor that they would not leave the spot where they were anchored.

No sooner, however, had the Foulkes returned than the General Lee put on all steam and started up the Savannah. The guns of Pulaski at once opened on her but she was at a distance too great for effect. Her flagstaff was shot away, and the rebel colors floated out to sea, but otherwise she received no damage.

The Foulkes was immediately brought into the wharf, and a couple of brass field pieces were run down from the Colonel's quarters on the double quick. These were placed aboard, and the tug was sent in swift pursuit. By the time she caught up with the General Lee the latter had nearly reached Savannah.

Running alongside, the Lee was boarded, a guard placed over her machinery, her officers taken prisoners, and the steamer returned to Pulaski under her own steam.

The Foulkes will leave immediately for Port Royal, with Colonel Barton and Mrs. Handley on board, and I am compelled to hasten the conclusion of my letter. The General Lee will be sent up to-morrow.

The rebels have once or twice before made reconnoissances of Pulaski under a flag of truce. That thing is "played out."

### Admiral Dupont's Squadron.

TO THE EDITOR OF THE HERALD.

We are requested to state, on competent authority, that the ships of the South Atlantic Blockading Squadron, under Admiral Dupont, are much in want of fresh beef and potatoes. A profitable market is open to any butcher who chooses to supply the demand at Port Royal. No rent will be charged for the cattle yard. The beef will be required, more or less, at about one thousand pounds a day, with one thousand pounds of potatoes. Ice will find ready sale at one cent per pound, or more, if necessary, to compensate the dealer. The enterprise demands immediate attention. Passage to Port Royal is easily obtained. The United States steamers Rhode Island, Connecticut and Massachusetts run regularly, besides army transports and other vessels. Beef commands from sixteen to eighteen cents per pound, and vegetables—onions, cabbage and potatoes—from three to four cents per pound.

### United States Circuit Court

Before Hon. Judge Shipman.

RECENT CONVICTION FOR MURDER ON THE HIGH SEAS—IMPORTANT QUESTION OF JURISDICTION.

AUGUST 14.—*The United States vs. Fernandino Dimanchia.*—The prisoner in this case was convicted of the murder of Frank Vincent, one of the crew of the American ship Blondell, while on the high seas, but was recommended to mercy by the jury.

Mr. Edwin James, retained by Charles F. Loosey, Esq., the Austrian Consul General, to defend the prisoner, now appeared, with his associate, Mr. Thomas Dunphy, to move for an arrest of judgment. He submitted that the indictment was defective, and the conviction against law, inasmuch as that it was only alleged that the vessel on board of which this homicide was committed was "owned in whole or in part by American citizens, and commanded by a citizen of the United States." By the act of 1792, which was analogous to the British navigation laws, it was provided that American vessels shall be registered in America, and no other ship or vessel shall be deemed of the United States and entitled to the benefits and privileges of such. There was no allegation on the part of the prosecution of the registration of this vessel, and this homicide or murder was not cognizable by the courts or laws of the United States. If two American citizens bought a vessel in a foreign country, and a murder was committed on board by an Austrian or a Frenchman, and that vessel was not registered in the United States, he submitted that the vessel was not American, and the offender was not amenable to American courts; or suppose two Americans built a raft on the Chinese waters and that a homicide was committed thereon, would the party be amenable to the laws of the United States? He contended that he would not. He, therefore, submitted that it was essential to prove the nationality of the vessel in order to maintain the legality of the conviction. It was not proved that the vessel on which this murder occurred was an American ship, duly registered and entitled to the privileges of an American vessel. Two American citizens cannot purchase a ship abroad and sail about the world without having registered her in the United States, and yet claim that the ship was an American vessel. The mere ownership is not sufficient to prove the nationality, and he (Mr. James) submitted that the prisoner was entitled to an arrest of judgment.

The District Attorney, with whom Mr. Andrews, his assistant, was associated, contended that the indictment, which alleges that the vessel was owned by American citizens, was sufficient. He cited several authorities, and submitted that the conviction was legal and ought to be sustained.

The Court asked Mr. James if there were any maritime nations that permit the citizens of foreign countries to own vessels in their waters?

Mr. James replied that an American citizen can hold a British vessel if he takes the oath of allegiance; but he does not forfeit his citizenship as an American.

The Court thought that when a man takes the oath of allegiance to England he is no longer an American.

Mr. James did not speak positively, but he thought that Russia and Prussia permit all foreigners to own vessels in those countries.

The Court—Then that throws their commerce open to the whole world?

Mr. James—Undoubtedly.

The District Attorney then proceeded with his argument, and, having concluded,

Mr. James replied briefly and cited Riker, p. 284, to show that American vessels, commanded by free negroes, forfeited their national character. He concluded by saying that the indictment was bad and insufficient, and that it was necessary to show that the murder was committed on a vessel having all the characteristics of an American vessel, and that the prisoner was entitled to an arrest of judgment.

The prisoner was remanded until morning, when the Judge will pronounce his decision.

On motion of the District Attorney, the order to give up private property to the Captain of the prize ship Memphis was revoked without opposition.

On motion of the District Attorney, Thos. Dunphy, Esq., a practitioner of the State courts, and a gentleman of probity and good character, was duly admitted to practice in the United States courts.

Adjourned to this (Friday) morning.

### Anglo-Rebel Steamers at Bermuda.

TO THE EDITOR OF THE HERALD.

ON BOARD SLOOP PACIFIC, August 14, 1862.

We sailed from Bermuda on the 6th instant, with a collection of live fish for the American Museum. We left in that port the British steamer Kersonese, four guns, loaded with coal and arms; captain's wife and child, first and second officers, with several of the crew, dead with yellow fever.

There were also at St. Georges two screw steamers loaded with arms and munitions of war, one of which had applied to the Governor for permission to discharge powder, which was refused. A passenger wished to transmit sixty tons of dry goods to New York; but the captain would not consent.

The British screw steamer Peterhoff, of about 600 tons, arrived on the 2d and sailed on the 3d inst.—destination supposed to be Charleston.

The American schooner M. L. Wedmore, loaded with potatoes, &c., for government, will sail in a day or two for Port Royal.

There was no case of yellow fever reported when we left. Trade dull.

### Another Prize.

The following is a note from the managers of the Merchants' Exchange and Newsroom in Philadelphia:—

PHILADELPHIA, August 13, 1862.

The schooner Aquilla, of and from Charleston, S. C., bound to Nassau, N. P., laden with three hundred and ten barrels spirits of turpentine, was captured night of 3d instant, in attempting to run the blockade, by the United States gunboat Huron, which placed Mr. Delano, prizemaster, and six men on board, and brought her to Philadelphia this evening.

C. H. BREWER, General Manager.

The value of this cargo, at the present price of spirits of turpentine, is over $17,000.

# AFFAIRS IN NORTH CAROLINA.

### Our Newbern Correspondence.

NEWBERN, August 11, 1862.

*The Departure of Mrs. Fair and Family Under a Flag of Truce—The Proceedings at Headquarters—The Journey—Inder it in our Troops—A Comfortable Supper—The Party Handed Over to the Rebels—Troops Paid Off, &c.*

Yesterday I returned from accompanying a flag of truce to within a few miles of Kinston. The occasion of this procedure was to facilitate Mrs. Fair, child, nurse and niece—Miss Wyatt—in reaching their home at Montgomery, Alabama. As Mrs. F. is the wife of General Fair one of our ex-Ministers to Belgium, considerable attention and consideration were afforded her, but not to a degree of importunity. Before leaving the Union Hotel, in this city, the whole party were cautiously examined—one or two officers of General Foster's staff conducting the examination of the portable effects, and a lady that of a personal character.

At five o'clock the parties were placed in hospital wagons and taken to General Foster's headquarters, the rear being brought up by a transportation wagon, actually loaded with French and other trunks—decidedly reminding one of the Flora McFlimsey of Madison square. On arriving at headquarters the ladies were introduced to some four officers, and some (not a small portion) of General Foster's chickens. These they heartily partook of, much to the gratification of the hostess, but probably more so to their own feelings stomach-wise, and then recembarked, Adjutant General Hoffman kissing to baby or lady (I really forget which; but I think it was the latter), and the other "damned Yankees" manifesting their adieus in courteous form. Nothing of interest occurred till we reached Col. Mix's camp, on the Trent road, where a cavalry escort, consisting of twenty men, two non-commissioned officers and Adjutant Chamberlain, who commanded the escort, joined the flag—said flag of truce being in charge of First Lieutenant Anderson, of General Foster's staff. Thus we journeyed on and on, the heat becoming more and more oppressive (almost intolerable), yet never an enemy's vidette appearing in sight. The more we questioned the people along the road, the less we learned. They had not seen a Confederate vidette or picket since the fright the same received on the occasion of our last expedition. During all this time the ladies were quite vivacious in conversation, entertaining Lieutenant Anderson with an astonishing amount of court scandal; for you must know they have just returned from Europe, with its courts and courtiers, and came loaded with what tourists in that quarter generally get—the accumulated and fossiliferous wretchedness of antique gossips. At one place along the road a man came forward from his house and hailed Adjutant Chamberlain—"Wait," said the man, "they've taken the poor old critter, and it ye doesn't return it I'll be no Union man right smart." "What critter," inquired the officer. "The old hoss," replied the man; "yer men took it the other day, and I wants him right smart." The Adjutant promised to have the matter looked into, and passed on, ruminating on the price of this man's patriotism.

About four o'clock in the afternoon we suddenly came upon one of the enemy's guerillas, fast asleep, or pretending to be so, at the front of a farmhouse. Another skedaddled out of the back door as soon as he found out who we were. As we were out on a flag of truce we did not interfere with either of them. At this house we prevailed upon the surprised guerilla to pick up his equipments and proceed to Kinston, and inform the rebel officer in command at such place of the object of our visit. This the guerilla did, and you never saw a man more delighted to get off. Although we promised to pay him for carrying the message, still he did not return to receive the intrinsic, notwithstanding he executed his mission with commendable alacrity.

We learned that the enemy had withdrawn their pickets to within a few miles of Kinston, fearing surprise and capture.

One of our privates brought a number of peaches to the officers, saying that a lady native had gathered "a whole basket of 'em" to present us on our approach. So, you see, there are some persons here who manifest kindly feelings toward our people, either from interest or natural desire.

While waiting the conveyance of the message to Kinston preparation was made to satisfy the hunger of both man and beast. Butter we succeeded in procuring at the rate of fifty cents per pound, and salt pork, flour and corn at equally high prices. The people where we were showed a decided disposition to do us as little good as possible. The man of the house didn't want to be troubled; and as to the old woman, why "she