THE ORETO.

ARRIVAL OF THE EAGLE.

HIGHLY IMPORTANT FROM THE GULF.

The Destructive Operations of the Oreto, or Florida.

MORE VESSELS DESTROYED.

A Spanish War Ship Fires Into the United States Steamer Reanie.

EXCITING CHASE OF THE ORETO.

Successful Escape of the Privateer from Havana, &c., &c., &c.

The steamer Eagle, Captain Adams, from Havana on the 24th inst., brings us very important and exciting news from Havana and the Gulf of Mexico.

Our letters and reports, giving details of the operations of the new rebel privateer Oreto, or Florida, are exceedingly interesting and important.

Our Havana Correspondence.

HAVANA, Jan. 23, 1863.

Chase of the Oreto by the Mobile Fleet—Boldness of the Pirate Maffit—Alleged Losses of the Oreto—Armament of the Privateer—Destination of the Vessel—Maffit in Havana—His Personal Appearance—How He Enjoys the Dolce Far Niente—Able Conduct of Our Consul—Connivance of the Spanish Authorities, &c.

The rebel man-of-war, privateer or pirate Florida, otherwise known as the Oreto, has safely arrived in this port, although she was chased up to the very walls of the Moro Castle by the Mobile blockading squadron, nine in number. The chase was a most exciting one, but unfortunately without the result so much to be desired.

It appears that the pirate Maffit came out of the port of Mobile with as much impudence as he entered it. The steamer seems to have been well punished with shot and shell from the federal ships, and it is reported that she lost her first lieutenant and sixteen men killed by one shell from one of the men-of-war.

One of her pursuers lost her foremast by a shot from the Oreto, and consequently had to give up the chase. A friend of mine who has been on board the Florida informs me that the crew are greatly in want of clothing, but that they appeared content while in port, and only seemed anxious to coal and get out to sea. She is a fine propeller of 1,100 tons burthen, is bark rigged, having raking masts, a low, sharp hull, and two smokepipes issuing out of her deck. Her hull was formerly black, but has since been painted white, though the paint is wearing away gradually, imparting a dirty effect. She originally had a crew of 130 men, though the number may now be something less. She is armed with two sixty-four-pounders, two pivot guns, two eleven-inch guns and two thirty-two-pounders, rifled. It is also said that she has a gun that can throw a fifteen inch shell, but this is not positively known. She is very fast, and, it is said, can easily make sixteen knots an hour.

From reliable information, I am enabled to state, or, rather, I am convinced, that this vessel will sail for the East Indies in a few days. Our government had better look out for her advent in those waters. Captain Maffit is no ordinary character. He is vigorous, energetic, bold, quick and dashing, and the sooner he is caught and hung the better will it be for the interests of our commercial community. He is decidedly popular here, and you can scarcely imagine the anxiety evinced to get a glance at him. He was at the Dominico this morning in citizen's clothes, and was the observed of every one. Nobody, unless informed, would have imagined the small, black eyed, poetic looking gentleman, with his romantic appearance, to be a second Semmes, probably in time to be a more celebrated and more dangerous pirate. He was alone, taking a cup of coffee, seemingly unconscious of having any more serious occupation on hand. As soon as he perceived that his presence attracted attention he blushed like a girl, paid his bill and decamped.

The zeal, energy and patriotic devotion to the interest of our cause, as manifested by Consul General Shufeldt, is worthy of the highest commendation of his government. The Florida arrived here on the morning of the 20th, and proceeded to her anchorage amid the rejoicings of the secessionists of Havana. The American Consul, having heard that she would leave on Thursday, the 22d, requested the captain of the Port to detain her until eleven A. M. of the 23d, so as to enable him to advise the United States cruisers of her movements; but Captain Maffit afterwards saw the Spanish officer, and told him that if he acceded to the request of Mr. Shufeldt his vessel would certainly be captured. The Port Captain then gave directions to allow the Oreto to pass the guardship after nightfall of the 22d. It is needless to say that Maffit would and did make the best use of this obliging conduct of the Spanish official. A few hours after the departure of the Oreto Admiral Wilkes arrived in the gunboat Wachusett, but was detained at the guardship until next morning, when he was allowed to go into port. The Admiral's flagship is very much in want of repairs, her machinery being very defective, and her hull leaky and almost unserviceable. What we need is a fleet of fast and powerful steamers in these waters, if we would check the outrages of rebel pirates.

Were it not for the connivance of the authorities of Havana, there is scarcely a doubt but that the Oreto would have been captured. On the arrival of the rebel steamer our Consul took prompt measures to have a larger fleet brought off the harbor, and it was confidently expected that we would have captured or sunk this rebel scourge.

The Florida has destroyed considerable property, even while being chased by the federals. The captain and crew of the brig Estella have arrived here. The captain say the brig and cargo cost $144,000. This must be put an end to.

HAVANA, Jan. 24, 1863.

Destruction of the Brig Windward by the Florida—Movements of United States Vessels—Spanish Feeling on the Subject of Destroying Merchant Vessels at Sea—Remarks of the Diario de la Marina—Operatic Matters, &c., &c.

Nothing is talked of now but the steamer Florida. Last evening we read in the evening papers that the previous day, the very day on which she had left this port, she had captured and destroyed, near Matanzas, an American brig, the Windward, which had sailed that morning for some port in the United States. Since then we have heard of two others having shared this same fate, the names of which I have not yet ascertained. I give you the telegram to the *Diario de la Marina*, which announces the destruction of the Windward:—

MATANZAS, Jan. 23—11:05 A. M.

The Confederate steamer Florida has captured, at some miles distance from this port, the American brig Windward, which had sailed from this same port for the United States with a cargo of molasses. The brig's crew have arrived here in a boat.

The United States steamer Wachusett, with Admiral Wilkes on board, arrived here night before last, and yesterday the Oneida came in to receive orders, and left a few hours afterwards, going in a southerly direction. Among other arrivals yesterday was the schooner Ray, from Mobile, with a cargo of cotton.

There are other United States vessels expected here to assist in the search for the Florida, which will be "bagged" (is that the right expression?) without any trouble whatever.

The *Diario de la Marina* of Thursday has an editorial on the subject of burning merchant vessels at sea, suggested by the destruction of the Estelle, and since I have no local news of any consequence I will give some extracts from the article in question, which strikes me as being very sensible and to the point throughout:—

The repetition of these lamentable acts of violence, perpetrated sometimes by Southern, sometimes by Northern vessels, even if they be considered as inevitable accidents of war, is a thing which should be reprobated by every impartial man, and gives the contest which at present divides the several States of the American federation a character for harshness and brutality to which we are unaccustomed in these times, and certainly very foreign to the civilization and tendencies of the age.

This thing of destroying, now by one, now by another, not only the hulls of inoffensive vessels, which—although circumstances may constitute them enemies, without regarding the fact that they belong to one nation—carry lawful merchandise, the property of neutrals, is certainly unworthy of those who boast of being a cultivated people, and calculated to excite in favor of neither of the belligerents the sympathies of other nations, which have hitherto given proofs of the most scrupulous respect for the rights of neutrality, even to sacrificing to this principle very cherished and vital interests.

And let it not be said in extenuation of these excesses that they are the penalties of war, and that every belligerent has a right to injure and inflict the greatest possible amount of damage on his enemy. We know what war is; we see that, unfortunately, it may be called the invariable law of mankind, and that, almost coeval with man, it is a fact which is continually reproduced in all periods and among all nations, without there as yet appearing the slightest glimmer of the means whereby to put an end to this scourge of society. But we know also that, in proportion as nations have advanced on the road to culture, the ferocity of war have been softening in a parallel ratio, and through means of this progress the science of international law has succeeded in establishing certain common principles of humanity and mutual convenience, the practice or neglect of which establishes the true difference between humane and barbarous warfare.

Without going back to the days of the ancient Romans, among whom war began to wear a milder form in the enslaving of prisoners, formerly condemned to death, we notice in modern history this uninterrupted tendency to temper the horrors of war, and render its dreadful effects less disastrous, especially in sea combats, the theatre of which, being the wide extent common to all nations, might occasion at any time serious injury to the commerce of neutrals. Even in the Middle Ages, a period to which the celebrated compilation known as the "Consulate of the Sea" goes back, this spirit of moderation was noticed, and since then has been gradually introducing in treaties and international practices certain principles which should fix the mutual rights of belligerents and neutrals among the nations of Christendom, ever aiming at diminishing the evils inseparable from war. More recently the works of great jurisconsults, such as Grotius, Puffendorf, Vatel, and in our days Martens, Ortolan and Wheaton, the intimacy between nations, the multiplicity of business relations and commerce, have produced the beneficial result that wars now-a-days do not present the frightful character of other times, when the backwardness of civilization and the darkness of ignorance might at least excuse their horrors.

Thus we have seen with satisfaction, before and since the Crimean war, the principal maritime Powers of Europe concert in establishing fixed principles in matters of navigation and commerce, which should place out of all danger, once and forever, the property of neutrals. If not the stipulations which preceded the rupture of hostilities, let the instructions given by the respective governments to the commanders of squadrons relative to blockades be consulted, and, above all, the declarations of the Congress at Paris, April 28, 1856, after the adjustment of peace with Russia.

Even the United States, declared neutral in that struggle, gave evidences then of their being disposed to practise sound principles in relation to the rights of neutrals, and on the 22d of July, 1854, had concluded an agreement with Russia, the first article of which establishes the following:—

The two high contracting parties recognize as permanent and immutable the following principles:—1. Free ships make free goods; that is to say, goods or merchandise which may belong to the subjects or citizens of a belligerent State are free from seizure and confiscation when found on board neutral vessels, with the exception of articles contraband of war. 2. That the property of neutrals on board an enemy's vessel is not liable to confiscation, unless it be contraband of war.

Whence it may be seen that those same States, then rightly called United, and whose several members are now waging with each other a war of extermination by land and sea, contrary to all the principles of the rights of nations and perturbatory at the same time of the rights of neutrals, recognized, eight years since, rational and enlightened principles, which might be serviceable when they were a neutral Power, and which now they do not practise, to the disgrace of their good name among civilized nations. It will be said that, the federal government considering the Southern States not as belligerents, but as rebels, they are not bound to observe the laws of war in regard to them. But this, in addition to being a cruel fiction, is a two edged sword, which wounds equally the hand that holds it. Rebels or not, the Southern States are considered as belligerents by the Powers of Europe, declared neutrals, and since they possess effective armies, ships on the sea, an organized government, and, in a word, all the means to carry on war and to conquer sometimes, there is no reason why, through a motive of self-esteem, which cannot change the nature of things, the war should not be regulated as is practised in civilized countries, and which daily acquires, on land as well as on sea, a more disastrous character.

During the first moments of its existence, and when it might be supposed that the movement begun in Charleston could be easily extinguished, it might well be considered as an act of rebellion, but after two years of desperate strife have passed, after battles lost and won, since no one is capable of foreseeing the end of the war, we consider it an absurd act of madness to persist in qualifying as rebels eight millions of people who fight to constitute themselves a separate nation, and are so in fact. Such obstinacy can only conduce to exasperate the passions, increase the horrors of war, and provoke, as a last result, the intervention of Europe, which has already suffered too much from the effects of the present war. If it be that there are no means of ending it—if mutual hatred and a blind spirit of vengeance are to prolong it indefinitely—it would be well to endeavor to regulate it on land and sea, by avoiding those repugnant spectacles of beholding the property of inoffensive neutrals burnt, whose acts of real depredation we shall censure with all our energy, come from whence they may—from vessels of the South or of the North, be the property destroyed Spanish or foreign.

These remarks have, at least, the merit of being impartial.

Admiral Wilkes left this morning on board the Wachusett, and, since it is said there are four or five United States vessels outside the harbor, we may hear of a naval engagement one of these days.

Another small schooner arrived this morning from some blockaded port, notwithstanding the number of United States war steamers said to be cruising in these waters. The San Jacinto was at Mayaguez, Porto Rico, on the 1st instant.

An American vessel had a narrow escape from capture yesterday, as I have just heard. She would certainly have been taken had not a Spanish war steamer made her appearance, whereupon the Florida recalled her boats, which had already put off to board the prize. The name of the vessel is the Cygnet, I think, from Portland, Maine.

Exchange on New York this morning ranges from 32 to 34, according to circumstances.

Mr. Joel, the operatic agent, returned in the Eagle, which steamer leaves to-day. Mr. Joel informs me that the company now here will positively go to New York on the termination of the season here, which will be in a couple of weeks. I have said enough about these artists in former letters to excuse anything further at my hands. I consider Mesdames Medori and Charton very good artists, and they are certainly so considered in Europe by better judges than I. The tenor, Signor Mazzolini, is very good, and Minetti, also a tenor, has an exceedingly sweet voice. The basso, Signor Biacchi, has a fine voice, and is also a good artist. When they appear at the New York Academy of Music you can judge whether my verdict is in accordanae with facts or not.

Our Havana Correspondence.

HAVANA, Jan. 24, 1863.

Sailing of the Oreto from Havana—Chase of the Brig Cigueña—Failure to Catch Her—The Windward Seized and Burned—Destruction of the Corris Ann—The Princesa de Asturias (Spanish) Fires on an American Steamer—Fernando Wood's Daughter at a Rebel Reception in Havana—French Draft Cashed by the Spanish Bank, &c.

The Florida left this port at daybreak on the 22d inst., and met the American bark La Cigueña, fifteen days from Portland. The Florida had the English flag hoisted on approaching the La Cigueña, but subsequently hoisted the rebel flag and lowered a boat. Captain Addie, of the Cigueña, seeing this, made directly for the Jaunico shore, from which he was only about two miles distant. As the boat could not catch up with the La Cigueña, it was signalled and recalled, and the Florida left for Matanzas.

Between two and three o'clock on the afternoon of the 22d instant, when about four miles from the coast of Matanzas, the Florida captured the American brig Windward, Captain Roberts, which had just left that port. The Windward was burnt, and her crew, eight men in all, were sent ashore in their own boat. She was loaded with molasses, and was bound to Portland. The cargo belonged to a Spanish merchant. The captain owned about six hundred dollars in the vessel, and a purse is being made up for him among the shipmasters and merchants of this port. Four hundred dollars had been collected up to this morning.

The Florida next went to Cardenas, where, early yesterday morning, the 23d instant, she boarded the American brig Corris Ann, of Machias, Maine, Captain Small. The Corris Ahn was loaded with shooks from Philadelphia. She was burnt when one mile from land, between Cayo Piedra and Cayo Mono. The captain and crew of the Corris Ann were sent into Cardenas in their own boat.

Soon after the Florida captured two more brigs, just out from Cardenas. She burnt one and sank the other.

A schooner reports having seen the Florida, with the English flag flying, steering for the Bahamas.

The United States steamer Reanie, which left Havana at ten o'clock yesterday morning, returned about one o'clock this afternoon, she having been fired into by the Spanish man-of-war Princesa de Asturias. The commander of the Princesa de Asturias first fired a blank shot at the Reanie, which Captain Bell, her commander, took to be a signal for a pilot, as he was only about six miles from the Moro Castle, and consequently paid no attention to it.

Soon after there came another shot at the Reanie, when Captain Bell ordered his vessel to be stopped, and just as this was done two more shots came from the Princesa de Asturias.

The captain of the Reanie then went on board of the Spanish man-of-war, a boat being sent to him for that purpose, but Captain Bell, not understanding what was said to him, returned to Havana to communicate with the American Consul, who ordered him immediately back to his vessel.

The United States gunboat Oneida, which had come in, gone out and come in again, went out soon after.

The rebels here are in the greatest glee, and are having merry times.

Mr. Helm, the agent of the rebel government, holds receptions every Friday evening. At the one held last night Mayor Wood's daughter was present.

The rebel schooner Ray arrived here on the 23d instant, after a seven days' passage from Mobile. She is forty-five tons burthen, and is loaded with cotton.

Arrived January 24, the rebel schooner General Worth, after a passage of four days from Florida. She is seventeen tons burthen, and has a cargo of cotton.

The rebel schooner Mary C. Harris will sail from here for Matamoros to-morrow, the 25th inst.

The French Consul General here drew on the French treasury last week for a million of dollars, and the draft was cashed by the Spanish Bank.

Sketches of the Vessels Destroyed by the Oreto.

THE BRIG ESTELLA.

This brig, captured and burned by the rebel steamer Oreto, is owned by Mr. Foster, of Milbridge, Maine. She was a new vessel, upon her first voyage, and was at the time bound from Santa Cruz, Cuba, for Boston. She had a cargo of sugar, consigned to Homer & Sprague of Boston, owned by a Spanish house in Cuba. The officers and crew of the brig were taken by the Oreto to Havana. We understand that there was a certificate on board that the cargo was Spanish property. She was a very superior vessel of two hundred and ninety-eight tons burthen.

THE BRIG WINDWARD,

as registered in American Lloyds, is a brig of one hundred and ninety-nine tons burthen, and was commanded by Captain Roberts. She was built at Bucksport, Maine, and belonged to the port of New York, and was owned by R. P. Buck & Co.

THE BRIG CORRIS ANN

was a vessel registered as A1½ at American Lloyds, of two hundred and fifty-five tons burthen, copper and iron fastened. She was built in the year 1860, at Machias, Maine. She was commanded by Captain Small and was owned by John Holway, Esq.

The Escape of the Oreto.

[Correspondence of the New Orleans Delta.]

OFF MOBILE, Jan. 16, 1863.

There was great commotion among the blockading fleet off this harbor last evening. The rebel steamer Oreto, which has been lying in Mobile Bay for some months, succeeded in escaping to sea in presence of seven blockading vessels. The R. R. Cuyler, one of our fastest steamers, immediately gave chase, and was gaining on her when the two disappeared in the distance. The Cuyler was firing at her continually during the chase from her long range guns, and, as she was gaining rapidly, great hopes are entertained that she will bring the audacious rebel to. The Oreto is commanded by Maffit, formerly of the United States Navy.

The other day the British Consul came out of Mobile under a flag of truce, and went on board the Susquehanna to await communication with an English ship. Towards nightfall a rebel armed vessel, filled with men, came out under a flag of truce. She was hailed and responded that she wanted to see the British Consul. A boat was sent aboard, but the commander of the rebel vessel would not give further explanation of his audacity than that he wanted to see the British Consul.

It is just to say of the British Consul who, during this "interlude," was on board the Susquehanna, refused to see the rebel commander, and declared that he could not account for his assumption and presumption in asking for him.

Undoubtedly the rebel boat came out with the intention of surprising the blockading fleet, just as the Buffalo Bayou rebels surprised the fleet at Galveston Jan. 1, 1863.

NEWS FROM WASHINGTON.

WASHINGTON, Jan. 29, 1863.

FRENCH MEDIATION.

There is the best authority for saying that the statement that the Emperor of the French has made a renewed proposal of mediation to the British government since the battle of Fredericksburg is entirely without truth. The unfriendly interpretation put upon the Emperor's remarks respecting the United States by a portion of the press, and the reports of conferences with Mr. Slidell, are unjust and unfounded.

THE PROTRACTED SESSION OF THE HOUSE ON THE NEGRO SOLDIERS BILL.

The House continued in session upon the Negro Military bill until half-past five o'clock this morning. An effort was made to refer it to the Military Committee, which was unsuccessful. A call of the House was had, and the whole night was spent in efforts of the radicals to obtain a vote upon the bill and filibustering on the part of the opposition. Not a single vote was taken upon the bill itself, and its friends, tired with their efforts, agreed to an adjournment just before daylight.

The protracted session last night was conducted in such an orderly manner that some of the veterans in such affairs were greatly surprised. There was no capping of pistols or display of Bowie knives, and the whole session was conducted in the spirit of comedy. The yeas and nays were called forty-two times. Speaker Grow and Speaker *pro tempore* Mr. Colfax, held watch and watch, and found their duties very arduous during the eighteen hours' session. About a dozen reading clerks were worn out. The restaurants in the Capitol were exhausted long before daylight, and servants were sent foraging for supplies. At four o'clock A. M. the ladies, with one exception, had disappeared from the galleries, and the members began to grow slightly cross. There was no yielding on the opposition side, and at half-past five o'clock Mr. Stevens was compelled to move an adjournment.

The bill was debated throughout the session to-day, and it is expected that after some further debate the House will vote upon the bill to-morrow. Mr. Wadsworth, of Kentucky, has the floor. The bill will doubtless be passed, with some modifications.

THE REBEL FORCE AT FREDERICKSBURG.

It is stated in high military circles that the rebel force at Fredericksburg has been lately diminished by one-half.

EXPECTED SUPPLIES OF COTTON.

In addition to the naval depot and Custom House General Hunter will establish at Brunswick, Ga., he goes out with instructions to take possession of the Brunswick and Florida Railroad, for the purpose of securing large supplies of cotton for shipment North. The base thus selected by the government will also be used for organizing the negroes of that section into regiments for service and permanent operations in the future both by land and water.

THE MILITARY APPOINTMENTS AND PROMOTIONS.

The Military Committee of the Senate has not yet taken up the military nomination, and probably will not do so until it has been determined how many major and brigadier generals there are to be.

It is understood that the Senate will decline to confirm any of the nominations for major or brigadier generals recently submitted by the President, as there is no law in existence authorizing these appointments. It is probable that Congress will authorize a small increase in the number of officers of these ranks, and the nominations will have to be made anew after the passage of such a bill.

The number of brigadier generals now in service is about two hundred, and of major generals, forty. The President has recently nominated to the Senate one hundred and fifty-four additional of the former grade, and fifty of the latter. It is believed by those who have direction of military affairs in Congress, that the law limiting the number of such officers, will be amended so as to add fifty brigadier generals and twenty-five major generals to the army.

THE VICTIMS OF THE MONITOR DISASTER.

It has been ascertained that the following officers and men of the Monitor were lost when that vessel foundered a short time since:—Norman Atwater and George Frederickson, acting ensigns; R. W. Haws and Samuel A. Lewis, engineers; John Stocking, James Fenwick, William Bryan, petty officers; Daniel Moore, Robert H. Howard, Jacob Nickels, William Allen, William Eagan, Robert Cook, Thomas Joice, Robert Williams, George Littlefield. Sixteen in all.

PRIZES CAPTURED BY THE BLOCKADING SQUADRON.

The United States steamer Aurora on the 10th inst. captured the English steamer Rising Dawn, with a cargo of 2,638 bushels of salt and a large quantity of lucifer matches, soap, coffee and gunny bags. She was from Nassau, N. P., and was trying to run the blockade.

The United States steamer Ottawa on the 21st inst. captured the schooner Hellwan, with ninety-nine bales of cotton, while attempting to run out from Charleston.

On the 8th inst. the steamer Tropic, formerly the Huntress, of Charleston, while attempting to run the blockade, was destroyed by fire. Her crew and passengers were saved by the boats of the Quaker City.

THE WAR IN TENNESSEE.

NASHVILLE, Tenn., Jan. 29, 1863.

A fleet of twenty-nine transports and three gunboats, the Lexington, St. Clair and Brilliant, arrived this morning. The former, reconnoitering above the shoals, was attacked by two hundred guerillas, with three six-pounders. The boat was struck three times, but not damaged. She returned the fire and shelled them from their position. The fleet was not interrupted. The gunboats, with eight unloaded steamers, left for Clarksville at six P. M.

The river is at a stand. There are ten feet of water on the shoals.

The Missouri Legislature and Emancipation.

JEFFERSON CITY, Jan. 29, 1863.

The Senate to-day passed the House resolution asking Congress to appropriate twenty-five millions of dollars for emancipation purposes in this State by a vote of 26 to 2.

News from Fortress Monroe.

FORTRESS MONROE, Jan. 28, 1863.

The flag of truce steamboats Empress, New York and Metamora arrived about dark last evening from City Point, in charge of Captain Mulford. They brought down 1,800 Union prisoners, exchanged from Richmond, and left here at a late hour last night for Annapolis.

There are no new developments in favor of the exchange of officers, except that the recent captures at Arkansas Post make the rebels sorry, and they seem more desirous of falling back upon the old cartel.

The ship Wm. Woodbury is now at anchor in Hampton Roads.

The steamer Vanderbilt is still at anchor in Hampton Roads.

Important captures of contraband goods have been made in Gates county, N. C., to the amount of $30,000, by our officers in that vicinity.

Payment of the Interest on the Pennsylvania Debt in Coin.

HARRISBURG, Pa., Jan. 29, 1863.

The House has passed the bill for the payment of the State interest in coin, and the Senate will concur before the adjournment of this evening.

INTERESTING FROM NORTH CAROLINA.

Successful Raid of the Third New York Cavalry.

The Rebels Routed, Works Carried, Prisoners and Arms Captured, Bridges Destroyed, &c., &c., &c.

Our Newbern Correspondence.

NEWBERN, N. C., Jan. 22, 1863.

The Third New York cavalry, Colonel Simon H. Mix, returned to this point last night, after having accomplished a successful five days' raid into Onslow, Trent and Jones counties. They left here on last Saturday morning. The command consisted of eight companies, viz.—A, B, C, F, G, K, L and M, divided into two battalions, commanded by Majors Garrard and Cole, and the howitzer battery of the regiment, commanded by Lieutenant Allis, the whole under command of Colonel Mix, seconded by Lieutenant Colonel Lewis.

As the regiment passed through the town *en route* for their destination they rode in column of fours, every man wearing a smiling countenance as it going on a holiday parade. They crossed the river at a point near this town and followed the road on the margin of the river to Pollocksville. They took five days' rations in the wagons, with the usual ambulances and other necessary equipage. On reaching Pollocksville, twelve miles distant from here, they found the bridge across Mill creek, a tributary of the Trent, destroyed. This bridge was forty feet long, and was destroyed by the rebels last summer. From this place to Pollocksville the road, although sandy and level, is skirted by dense pine woods, here and there interspersed by swamps; yet it was considered in good order for this part of the country. Here and there, as the regiment proceeded, was seen an old plantation owner's home, and the usual concomitants in the distance, the frail negro huts.

After reaching Pollocksville, to continue the route of the regiment, it was necessary to rebuild the bridge destroyed near this town. For this purpose the regiment was accompanied by a detachment of contraband negroes, who were styled "native pioneers." The work was at once commenced, and after the expiration of six hours' hard labor, a good deal of sweating and considerable swearing, the work was accomplished.

The regiment then proceeded through Pollocksville. On reaching a point about one mile distant from the bridge, on the road to Trenton, and turning an angle in the road, the troops marching in close column, with an advance guard fifty yards in front of the main body, the latter were fired upon by a small body of the enemy in ambush. The direction of the fire was so well concealed that nothing was known of it but the peculiar whizzing of the bullets. This fire from the rebels, fortunately, wounded none of our men. The column was halted. Small parties of observation were sent forward, on the return of which they reported the road blockaded with felled timber as far as they could observe, extending over a mile. This was about four o'clock in the afternoon. Colonel Mix then ordered his auxiliary corps of contrabands to proceed in the advance, and with the use of their axes to clear the road of obstructions. In a few minutes the woods on either side resounded with the music of axes, the melody of which was interrupted with the quaint sayings of the dusky axmen and the commands of their white superiors. By the time the obstructions were removed it was deemed unadvisable to move farther during this day, and the regiment encamped to remain through the night. Pickets were thrown out and every precaution taken to prevent a surprise by the enemy. The troops bivouacked in the woods, and enjoyed themselves as best they could over the blaze of the camp fire.

SECOND DAY.

At daylight the troops were in saddle, having previously discussed their anti march meal. All were in good spirits and hilarity, and jocundity prevailed along the column. Whenever Colonel Mix, Lieutenant Colonel Lewis, or the gallant Majors Garrard or Cole would pass the column in conveying orders, they were received with hearty cheers. Their presence seemed sufficient to fire the men with enthusiasm.

Midway between Pollocksville and Trenton, on approaching a gorge in the wood, timber obstructions were found along the way. The contraband auxiliaries were again brought to the front, and the music of the axes was soon heard. At times the working party was fired upon, but no material damage was done. The obstructions being removed, the regiment dashed along in fine style, the men full of ardor and enthusiasm.

At eleven o'clock A. M., the village of Trenton (on the Trent) was reached, the inhabitants thereto, with a few exceptions, fleeing the town. Trenton is a village of eight hundred inhabitants, with about seventy houses. It has the usual appendages of a small town; has a dilapidated appearance. It is the county seat of Jones county. The natives that were left when our troops entered, said their confreres had "gone up country" (to Dixie.) The Registrar of the county, a fellow of corpulent dimensions and a jolly red nose, received our troops, acknowledged himself a "secesh," deprecated the war and swore like a trooper. He was too old for consideration and his carcass not worth the expense or trouble of making him a prisoner.

I should have stated that before reaching Trenton, a body of rebel cavalry was seen by our advanced guard. On observing our troops they cut the mill dam which flowed into the road this side of Trenton. The water rose to about two feet, but this did not impede the advance of our troops. The rebel force observed at this point consisted of two companies of cavalry and one of infantry. These rebels got behind one of the blockades near Trenton, but when the howitzer battery of the cavalry commenced playing upon them they retreated pell mell. They did not appear to relish the grape and canister compliments.

The rebels burnt the bridge across the Trent river to impede our advance. This bridge was about one hundred feet long. Colonel Mix again ordered the contraband pioneers to the front, planted his howitzers so as to command their operations and the rebuilding of the bridge was commenced. The bridge completed, the troops crossed and followed the road leading to Whitehall, distant from Trenton about seven miles. The route was through a dense wood, at times flanked by swamps. They then came up to another bridge which the rebel runaways had just commenced to destroy. The last rebel, while attempting to move one of the planks of the bridge, was shot dead by one of our carbineers. The attempted destruction of the bridge by the rebels was a failure; it was a success when our troops fired it. This being completed, our troops pursued their route to a point within seventeen miles of Kenansville, on the Wilmington and Goldsboro Railroad, but learning that the enemy were in force at that town, changed our course to a more southerly or circuitous route. The road leading to Kenansville was heavily blockaded with felled timber. The regiment was then countermarched and returned to Trenton, where it encamped for the night.

THIRD DAY.

The night previous was cold, damp and chilly. The troops bivouacked in the open air, but not a murmur was heard in the whole command—officers and men sharing the same exposure. The command left Trenton at daylight, proceeding *en route* of march back to within four miles of Pollocksville, the same road the regiment passed over the day previous. From this point they made a detour to another road, marched eight miles and again reached Young's Cross Roads, seventeen miles from Trenton. The country in this vicinity was well scoured, farm houses and barns searched, but nothing in the shape of armed rebels were found. The houses were nearly all deserted, and here and there was observed the ruins of houses destroyed by rebel bands. A bridge, laid down in the military map as crossing a creek was sought, but nothing but ruins were discovered. The regiment having marched thirty five miles, the Colonel ordered a halt. The troops bivouacked in a lovely piece of woods, and the men, as they discussed their improvised evening meal, forgot the fatigue of the day and made no murmurs, except their regrets for not getting "a fair show at the rebs." On reaching this point and before coming to a halt, six rebel cavalrymen were discovered, but they retreated on observing our advance. At Young's Cross Roads the bridge crossing the stream to Onslow Court House, or Jacksonville, was found destroyed. It was forty feet long, over a deep rapid stream. On the opposite side the river bank was heavily stockaded and pierced for rifles. On this point the howitzer battery was brought into use, and for five minutes a brisk interchange of shots was had, but the grape from the battery of the Third regiment soon drove the rebels. At this point the rebel officer in command was shot dead at the first discharge. His body was pierced in three places. During the night the bridge across this stream was partially rebuilt, and was continued until eleven o'clock A. M. the next day, when it was completed.

FOURTH DAY.

At eleven o'clock in the forenoon the regiment crossed the bridge, and started in the direction of Onslow Court House, twenty-five miles distant from Young's. They had proceeded but five miles when they came upon a rebel cavalry camp. It was in plain sight before the rebels were aware of our approach. Major Cole, of the Third battalion, was in advance, and at once ordered a charge on the rebels, which he did with his squadron, the troops moving at a gallop. The rebels were on the alert and scrambled to their saddles. The charge was amusing. From the first time they saw our troops to the time when we reached the rebel camp the rebels commenced throwing away their arms, equipments, guns, sabres, haversacks, coats, hats, &c. It was a regular John Gilpin chase, the rebels being the fleetest of foot. In the chase the rebels were fired upon whenever the nature of the ground would permit, at times emptying saddles. When our troops reached a point about six miles from the place where the chase commenced numerous rebel wagons, loaded with forage and army stores, were overtaken and their contents captured. The rebels attempted to empty the wagons and escape with them, but in this they were frustrated. Our troops next reached a gorge heavily wooded on both sides, a creek running through the centre, and a bridge crossing the creek. This bridge was prepared in such a manner that, after the retreat of the rebel troops over it, it could be destroyed before our troops could get over it. Colonel Baker, the rebel officer who had charge of the destruction of this bridge, did it skillfully after his retreating troops had passed it. The last rebel crossing this bridge sprung a trap, and the bridge was rendered untenable, on the opposite side of the river the rebels had a splendid redoubt, wide just room enough for one horse to enter at a time. From this work the rebels opened a brisk fire of musketry on our troops, which fire was promptly returned by ours. At the first fire of the rebels private Charles Morey, of Company C, Third New York cavalry was shot dead. He was struck on the head by a buckshot. The same volley wounded private Archibald McCarty, of the same company. He was shot in both hands, in the head and in the leg. His wounds are not considered serious, and he will recover. Several horses were shot dead or wounded.

After the first volley from the rebels the cavalry howitzer battery was brought to the front and a shower of shrapnel sent into the rebel works. It was subsequently learned that the rebel loss in this affair—which was a success to our side—was heavy, including the rebel commander, who was killed. Three horses were seen on the rebel side galloping off without riders.

Under cover of the fire of our howitzers the bridge was rebuilt, before the completion of which the rebels had retreated. This bridge was across what is known as the Northeast river, four miles distant from Onslow Court House. The rebels had got well off in the retreat and had crossed the bridge of the New river before our troops could overtake them.

When the last of the rebels reached the eastern bank of the river they were only in time to set the Jacksonville bridge, three hundred yards long—a fine structure—in flames. The rapidity with which the torch was applied to this work, among the best public works of North Carolina, shows that the rebels had anticipated our movements in that direction and prepared for the destruction of this bridge. So far as the actual damage to us goes, it is a mere trifle, to the rebels the loss will be severely felt. Should it become necessary for our army to cross this stream at any time, our pontoons can soon be thrown over it. The destruction of this bridge ended for the present the pursuit of the rebels. Late in the afternoon Colonel Mix counter marched his regiment, and returned to Young's Mills with three rebel prisoners and a numerous staff of contrabands, who joined the rear of our troops to escape from their masters. Some of these negroes had been living secreted from their masters in the woods for upwards of five months, and sustained life only with what scanty food they received from friendly negroes. Our troops travelled fifty-two miles in ten hours on this, the fourth day. The regiment reached camp at eleven o'clock P. M., after being exposed to a most pitiless, cold, drenching rain storm, the horses sinking knee deep at every step. The rebel troops opposed to ours in this raid were Rhoulhart's cavalry, Jenkins' cavalry, Netherscate's partisan rangers, Oglesby's cavalry and Ned. Wade's cavalry. These troops wear no uniforms. They wear common homespun of various hues, and seem to eschew attempts to appear like soldiers.

FIFTH DAY.

The return home was ordered to-day, and the regiment marched from Young's Crossroads to Newbern, twenty-one miles, bringing with them the prizes. They entered Newbern with flags flying and trumpets sounding, and, although somewhat bespattered with mud, yet every man bore a cheerful countenance and seemed ready for another dash at the rebels. From some of the prisoners it was learned that Stonewall Jackson is in command at Wilmington, and Longstreet, each with their respective corps, at Goldsboro. Among the trophies captured at Trenton were two American regimental standards, one belonging to the Twenty first brigade North Carolina militia, and the other to the Eighteenth brigade. Both these regiments held themselves loyal until the pressure of public opinion made them give way. Another important capture by the gallant Third was a numerous pack of bloodhounds, belonging to Mr. McDaniel, which were used for catching runaway negroes. An old negro, the trainer, had charge of them when the capture was made. In reply to a question relative to the leading dog, the old negro replied "dat he would fotch a nigger from a swamp quick enough, if he only smell his heel." The result of this raid was that three counties of North Carolina—Onslow, Trent and Jones—on which our troops have never been before, were secured, and the rebels driven out; prisoners, arms, negroes, mules and colors captured, and much valuable information obtained.

Colonel Mix, Lieutenant Colonel Lewis (recently promoted), the gallant soldiers Garrard and Cole—both of whose names belong to the history of the battles of Kinston, Whitehall and Goldsboro—were on this occasion ever on the alert, and were prepared at all times for a desperate opposition to the rebels.

The government should send to this point without delay at least two additional cavalry regiments. There is a wide field for them here to operate upon, and this measure would afford some relief to the Third cavalry, which have been hard at work for the last year.

Rebel Accounts.

GOLDSBORO, N. C., Jan. 25, 1863.

It is reported that the abolition fleet—ninety-two sail, including two Monitors and six other iron-clads—are in Beaufort harbor; also that fifty-two thousand abolitionists are encamped in Moorehead and Carolina cities.

The Raleigh *Standard* says, in speaking of the rebel authorities at Richmond:—"They labored to break down the old government because they were about to lose the 'beef,' and they would wreck the new one before they would part with the carcass upon which the vultures were settled. Their motto was, divide and destroy, and their motto now is, consolidated, rule or ruin. Hence they are destructives, and those who oppose them are conservatives. We still walk the soil and breathe the air of freedom, and are not to be influenced in our course by the blandishments or the frowns of power."

IMPORTANT FROM KEY WEST.

Another Anglo-Rebel Steamer Captured.

THE CHASE AFTER THE ORETO, &c., &c., &c.

Our Key West Correspondence.

KEY WEST, Jan. 23, 1863.

Arrival of the United States Steamer Tioga—Capture of the Anglo-Rebel Steamer Pearl by the Tioga—Description of the Pearl—Her Beauty and Great Speed—Prospects for Her Condemnation—Arrival of the United States Steamer Sonoma—The Prize Steamer Virginia on Her Way to Key West—She is a Plain Case for the Court—Her Condemnation Certain—Sailing of the United States Steamer San Jacinto and Oneida—Another Prayer for a Steamer to be Stationed in Key West Harbor, &c.

Last evening at eight o'clock the United States steamer Tioga, commander Cleary, arrived from a cruise, bringing with her as a prize the Anglo-rebel steamer Pearl, which vessel she captured a few days since off the Bahama Banks, when *en route* from Scotland to Nassau.

The Pearl is