

WHOLE NO. 9697.

NEWS FROM NEW ORLEANS.

Arrival of the Steamship George Cromwell.

IMPORTANT MILITARY OPERATIONS

THE BAYOU TECHÉ EXPEDITION.

Success of the Movement on Pass Manchac.

Our Steamer Breeze Correspondence.

Return of the Steamer to Baton Rouge.

General Banks and Staff returned to New Orleans.

boats and blankets are now, for the first time since I have been here, necessary. Yesterday morning we had the most severe hail storm I ever witnessed, and the hail was nearly falling for an hour. It was followed by a heavy rain, and in the afternoon a gale from the north.

General Banks and staff have returned to New Orleans.

Our New Orleans Correspondence.

The Destruction of the Steamship Bio Bio—Opinions of Naval Officers Regarding the Late Affairs at Port Hudson.

Interesting Incidents—General Weitzel and the Operations on the Teche and Bayou Sauvage—Pensacola Evacuated by Our Forces—They Now Occupy the Many Forts and Ports Only—Delightful Weather—Matters in the City—News from the Hartford—The Manches Expedition a Success—Reports from Port Hudson, &c.

The destruction of the steamship Bio Bio on Sunday morning last, of which you have had a partial account, was in all respects complete. The steamer, with her crew of 200 men, was completely destroyed, and the cargo and a great part of the passengers' baggage. The passengers have great cause to congratulate themselves that she was destroyed alongside the levee instead of at sea; for it was well established that her being lost was a very serious occurrence. On her passage from New York to New Orleans, in November last, the light wood work around the smokestack and coal galley was on fire constantly, so often that the hose was laid along from the forward deck pump and hands stationed by it constantly in order to prevent the fire from extending beyond that locality. It is fully for any one, owners or agents, to deny this assertion. The fact was well known to every one on board, and as your correspondents formed one of the passengers, it is not surprising that he should not have been, but from having seen for himself all that he asserts.

Since the sailing of the steamer New Brunswick and McClellan on Sunday last, we have had nothing of interest to occur in this department. The rebels have the means, as will be perceived at a glance, of concentrating in a few hours any number of men they need, and it would be folly, when these circumstances are considered, to venture upon an assault of their strong intrenchments without their equal in numbers to attack, and having a strong reserve. You will have heard through rebel channels, long before it would have been in my power to communicate it, their account of the attempted passage of the fleet on the night of the 14th inst. It is claimed to have succeeded but small loss. It is many several officers with whom I have conversed, and who were present on the occasion, that had the Admiral carried out the instructions he himself gave to the other commanders of the squadron before attempting the passage of the batteries, the majority, if not all the squadron, would have passed with very little if any injury. The Admiral's instructions were that the fire of the batteries must not be returned, as it was not the object to engage, but to pass the enemy's works, and then to anchor in New Orleans, or the Texas Bayou. The Admiral's instructions were that the fire of the batteries must not be returned, as it was not the object to engage, but to pass the enemy's works, and then to anchor in New Orleans, or the Texas Bayou.

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THE BAYOU TECHÉ EXPEDITION.

Map of Brashear and Berwick Cities and Surrounding Country and Waters, Giving the Position and Force of the Rebels Under General Sibley, with Fortifications and Intrenchments.

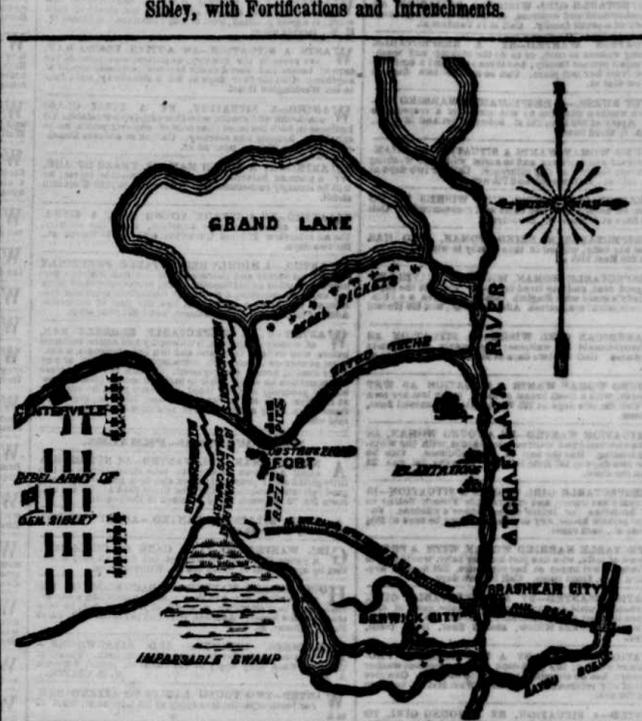


Table titled 'THE REBEL FORCE UNDER GENERAL SIBLEY.' listing various military units and their respective strengths.

McClellan's Campaign in Maryland.

Preliminary Report of Gen. McClellan Regarding the Brilliant Military Operations in Maryland—The Surrender of Harper's Ferry—The Trophies of Antietam, &c.

The Republic contains the preliminary report of Gen. McClellan, dated October 18th last, respecting the military operations under his charge, since the evacuation of Harper's Landing, which that paper says was furnished by the government. Owing to the absence of full reports of corps commanders, a simple outline only of the brilliant operations which resulted in the carrying of the two passes, could at that time with justice to the troops and commanders be communicated.

In the course of his narrative, he says:—On the 18th, he received a verbal message from Col. Miles, informing him of the condition of affairs. The messenger stated that there was no apparent reason for the abandonment of Maryland Heights; and although Colonel Miles asked for assistance, he said he could hold out certainly two days. He directed the messenger to make his way back, if possible, with the information that he was rapidly approaching and would undoubtedly relieve the place. He states on the 12th he was directed to assume command of the garrison at Harper's Ferry, but this order reached him after all communication with the garrison had been cut off, and he did not leave Washington until the 15th.

I recommended to the proper authorities that the garrison of Harper's Ferry should be withdrawn via Hagerstown road in covering the Cumberland Valley, or that, taking up of the position bridge and obstructing the railroad bridge, it should fall back to the Maryland Heights and there hold its own to the last. In this position it could have maintained itself for weeks. It was not deemed proper to adopt either of these suggestions, and when the subject was left to my discretion it was too late to do anything except to try to relieve the garrison. I directed artillery to be frequently fired by our advanced guards as a signal to the garrison that relief was at hand. This was done, and I learn that our firing was distinctly heard at Harper's Ferry, and that they were thus made aware that we were approaching rapidly. It was confidently expected that this place could hold out until we had carried the mountains and were in a position to make a detachment for its relief. It is considered as follows:—While it gives me pleasure to speak of the gallantry and devotion the officers and men generally displayed through the conflict, I feel it necessary to mention that some of the officers and men were skinned from their places until the battle was over. Death on the spot must hereafter be the fate of all such cowards, and the hands of the military commanders must be strengthened with all the power of the government to inflict it summarily. The easy and disgraceful surrender of Harper's Ferry deprived my operations of results which would have formed a brilliant sequel to the substantial and gratifying success already related. Had the garrison held out twenty-four hours longer I should in all probability have captured that part of the enemy's force engaged in the attack on the Maryland Heights, while the whole garrison, some 12,000 strong, could have been drawn to reinforce me on the day of the decisive battle. Certainly on the morning of the 18th I would thus have been in a position to have destroyed the rebel army. Under the same circumstances had the besieging force on the Virginia side at Harper's Ferry not been withdrawn, I would have had 35,000 or 40,000 less men to encounter at Antietam, and many more captured or destroyed. It is a matter of regret that I had to engage an army fresh from a recent and, to them, great victory, and to reap the disadvantages of their being freshly and plentifully supplied with ammunition and supplies. The objects and results of this brief campaign may be summed up as follows:—In the beginning of the month of September the safety of the national capital was seriously endangered by the presence of a victorious army, who soon after crossed into Maryland and then directly threatened Washington and Baltimore, while they occupied the soil of a loyal State and threatened an invasion of Pennsylvania. The army of the South, inferior in numbers, wearied by long marches, deficient in various supplies, worn out by numerous battles, the loss of which had been so numerous that they were unable to meet the superior force of Washington and Baltimore, then boldly attacked the rebel army in their chosen strong position and drove them back with all their superiority of numbers into the State of Virginia, thus saving the loyal States from invasion and fully dispersing the rebel armies of carrying the war into our country and subverting our government. Through gain and thirty-one miles, more than fifteen thousand men of small arms and more than six thousand pieces were the trophies which attest the success of our arms. Thanks to the skill of the brave soldiers of the Army of the Potomac, I have the honor to report that we have secured the safe return of the army to the State of Virginia, and we are engaged to be renewed worthy to receive the commendations of the government and the country.

THE NAVY.

Trial of the Roanoke's Engines.

On Wednesday morning the trial of the engines of the iron-clad steamer Roanoke commenced, and will continue twenty-two hours without intermission. Yesterday we had the vessel a visit, and found her machinery working in a very satisfactory manner. The steamer is ready and given promise of having some speed for a vessel of her class. She is now almost ready to turn over to the Navy Yard to receive her stores, &c. To the Navy Yard, Works belongs the credit of remodeling her. Her machinery is finished up in a beautiful style, and no doubt will be of great service.

Engineers and Appointments in the Navy.

The following promotions of engineers in the navy have been made by the Board of Examiners at the Philadelphia Navy Yard:—

Second Assistant Engineer James W. DeLoach to be a First Assistant Engineer; Third Assistant Engineer John W. White to be a Second Assistant Engineer; and John H. Thurston to be Second Assistant Engineer.

The following passed for Third Assistant Engineers: G. M. McLaughlin, of Pennsylvania; William A. Lee, Maryland; and James H. Pennington, of New York.

John H. Thurston, of New York, passed for Second Assistant Engineer; and John H. Thurston, of New York, passed for Second Assistant Engineer.

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NEWS FROM CUBA AND MEXICO.

Nothing Yet Received of General Forey's Operations at Puebla.

ALL QUIET AT ST. DOMINGO, &c., &c., &c.

The steamship Eagle, Captain Adams, arrived yesterday from Havana, whence she sailed on the 28th ult.

Our Havana Correspondence.

Arrival of the French Transport Allier from Vera Cruz—No News from General Forey—Returns of the Captain General from Rio Tuerto—St. Domingo—News from the South—The Diario de la Marina on the War—Admiral Wilkes and the Albatross—Is She Really Lost?—Comdt Schiller's Resignation, &c.

The French transport Allier arrived yesterday morning from Vera Cruz, in five days, and public expectation has been again disappointed; for not only is the news received here, via New York, in regard to the taking of Mexico City, not confirmed, but there is no news whatever from the French army. The officers of the Allier with whom I conversed, say that no news of any kind had been received from General Forey for fifteen days prior to their departure from Vera Cruz, which was on the 22d inst. The latest, therefore, from the French headquarters is to the 7th, at which time it was supposed that an attack on Puebla would take place on the 10th or 16th, as has been stated already in former advices.

The Diario de la Marina publishes a report that General Forey was in doubt whether to attack Puebla or march straight to the capital, leaving a part of his army to look after the former place. It would be better to say that the public is in doubt as to what General Forey may do; for it is not likely that that officer would move forward without having previously matured his plans. The Diario adds that the prevalent opinion was that Puebla would be attacked first. In short, any of us can appreciate as to what may occur; but for the present we must wait for the reality, which we do not know what has been done for the last three weeks, and must await patiently the arrival of the next English mail steamer from Vera Cruz, some ten or ten days hence. And we may consider it a safe conclusion to arrive at that the news published in the New York papers relative to the taking of Mexico City was premature, and that the French army is still in the interior, which was not so very far from the truth. The Diario adds that the prevalent opinion was that Puebla would be attacked first. In short, any of us can appreciate as to what may occur; but for the present we must wait for the reality, which we do not know what has been done for the last three weeks, and must await patiently the arrival of the next English mail steamer from Vera Cruz, some ten or ten days hence. And we may consider it a safe conclusion to arrive at that the news published in the New York papers relative to the taking of Mexico City was premature, and that the French army is still in the interior, which was not so very far from the truth.

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