

THE ATTACK ON CHARLESTON.

Arrival of the United States Transport Fairhaven.

The Bombardment of Fort Sumter.

The Union Troops Landed at Stono.

Nothing Heard in That Direction.

Rebel Pickets Visible Along Shore.

The Savannah Rams Threaten a Raid in Port Royal Harbor.

Terrible Explosion in Charleston Harbor.

One of the Rebel Torpedoes Goes Off Prematurely.

Admiral Dupont Hoists His Flag On the New Ironsides.

THE VERY LATEST.

The United States naval transport Fairhaven, Acting Master C. L. Moore, arrived at this port yesterday. She was sent from Port Royal to the 4th instant, which is of great interest and importance.

We have now received from various sources positive information of the actual commencement of the attack upon Charleston.

The bombardment of Fort Sumter by the iron clads began on Monday.

Captain Moore, of the Fairhaven, brings intelligence from Captain Steadman that Admiral Dupont had, on the 8th of April, proceeded to Charleston with the following iron-clads:

- Ironclad (sloop), Commander Thos. Turner.
Pensacola, Captain A. Ammon.
Catahoula, Captain Geo. W. Rodgers.
Merrimack, Captain John L. Worden.
Palmetto, Captain Percival Drayton.
Weehawken, Captain John Rodgers.
Yorktown, Commander A. G. Rhind.
Saxton, Captain John Downes.
Santee, Commander D. N. Fairfax.

On the 9th the iron-clads were seen on our transport fleet and the iron-clads anchored inside. He also saw the ironclads lying off the inlet, with a boat riding astern.

OUR PRELIMINARY MOVEMENTS.

Port Royal, March 28, 1863.

The Monitor arrived yesterday in good condition. Four monitors are in North Edisto inlet, with three ironclad monitors, distant about sixteen miles by land from Charleston.

The troops landed at Stono are said to have accomplished a gunboat expedition. Firing has been heard there, but there is nothing definite from that quarter.

When the balance of the monitors will move to North Edisto is not known.

The rebel pickets are visible all along the shore at North Edisto, and at night signals by colored lights are displayed along the coast from thence to Charleston.

The rebels at Savannah threaten to bring down their rams and attack and retake Port Royal, sink the Weehawken and Vermont, and capture all the troops left there by General Hunter.

It is said that it may seem, the stockholders at Hilton Head, in consequence of this threat, are selling their dry goods and other stores lower than the same articles can be bought in New York.

A tremendous explosion took place in the harbor of Charleston five days since, causing a jarring sensation to the whole blockading squadron six miles off. It is supposed to have been a premature explosion of some submarine torpedo.

Was it a MONSTER TORPEDO THAT EXPLODED? It is quite likely that this explosion has caused the rebels some serious annoyance, and the fact that along the Rappahannock the rebel soldiers maintain a profound silence in reference to affairs at Charleston adds some strength to this surmise. Perhaps their greatest internal machine has gone up, and their hopes with it, and that our iron-clads will now have an unobstructed passage by the forts. In such an event the fall of Charleston would be hastened in a great measure.

THE REPORTED BIG GUN AT SUMTER. It is reported that the rebels have constructed an elevated platform on the top of Fort Sumter, on a barbette, on which they have mounted a very heavy gun, for the purpose of attacking a plunging fire upon our Monitor batteries. This story is believed in many quarters; but it seems a very ridiculous one, as a gun could not be placed in such a position and fired without great danger of being captured, first by its own recoil; and secondly, our gunners would, in half a dozen well directed shots, upset it for them. The yarn deserves to be put in the same category as the one which made Sumter an iron-clad fort.

WHAT AN ENGLISH OFFICER THINKS OF THE STRENGTH OF CHARLESTON. An English officer, who left Charleston on the 25th of March, gives some interesting information concerning the strength of that place, and the opinions entertained by several military men upon the probable results of the attack contemplated by the federal fleet.

He says that, in the estimation of all those who have been permitted to visit the harbor and the fortifications adjoining it, the place is as well defended as time and the means enjoyed by the rebels would allow, but that it is by no means impregnable.

He also says that many of the implements of war to be used by the rebels have not yet been introduced in naval warfare to such an extent as to make them perfectly reliable, it is very difficult to speak positively of the results to be obtained by these new engines of destruction. Submarine batteries and torpedoes are quite a new invention, which have not yet been fully

THE DIANA AFFAIR.

Our Bayou Boat Correspondence.

BRIDGEPORT, GEN. WETTER'S COMMAND, 1863.
RAYON HARBOR, LA., March 30, 1863.

Our Position at the Mouth of the Bayou. The Loss of the United States Steamer Diana—Death of Her Commander and Other Officers—How it Occurred—Value of the Capture to the Enemy, &c.

Although the main body of the division of the Nineteenth Army Corps has fallen back to this point, still a strong force occupies Brashear City, seven miles in front, from which point the enemy's pickets can be frequently seen and information often had of their movements. Their attempts to get into our rear with small parties, and also to burn bridges, bearing up track, &c., were effectively checked by the movements of our river watch commander, and we now hold a position from which we can annoy all they do, and where it is impossible for them to advance us by land. Where upon an attack they dare not. Nothing would please us better if they would; but they prefer to burrow in their intrenchments, never coming out except in small parties on foraging, or rather stealing excursions, and in hopes of picking up an occasional venturesome picket or obtaining a few conscripts.

I regret, however, to have to record an affair that occurred on Saturday last, which has caused us the loss of a valuable boat, with her armament, several valuable lives, and a number of our best troops taken prisoners. The disaster was caused by falling to carry out the instructions of the Commanding General, who was under the impression that the expedition in a manner to accomplish all he desired without incurring any risk. Nothing would please him more than to proceed into Grand Lake and discriminate in value the result of the expedition. The facts of the case are as follows—General Wetzel received information last week that a steamer had succeeded in running up the Atchafalaya river, and escaped into the upper rivers through Grand Lake; also that a force of the enemy were in position around the mouth of the Atchafalaya, and that they were organized an expedition for that purpose, and the plan he proposed had been carried out as directed. Important information would have been gained without the loss of life or even a man wounded.

The United States steamer Diana, Acting Master Peterson commanding, was detached for that purpose, and two companies embarked on board of her, one of which was Company A, Twelfth Connecticut regiment, under command of Lieutenant Buckley, and the other Company B, One Hundred and Twenty-ninth New York regiment, under command of Lieutenant Francis, of the Twelfth Connecticut, went with the party as a volunteer. General Wetzel had received information that the Atchafalaya river was being used by the rebels to transport arms and provisions, and he was determined to intercept them, and to go as far up the river as the Atchafalaya empties into Grand Lake, but not further, and to return the same way. The expedition left Brashear City at ten o'clock A. M. on the 25th inst., and reached the mouth of the Atchafalaya river, and proceeded up the river, endeavoring to communicate with any one from whom they might obtain information, and to go as far up the river as the Atchafalaya empties into Grand Lake, but not further, and to return the same way.

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NEWS FROM ALONG THE COAST.

Arrival of the United States Transport Fairhaven—The Crews of the Harriet Lane and Queen of the West on Board—First Lieutenant and Some of the Crew of the Private Retribution Prisoner—Savannah News Along the Coast, &c.

The United States naval transport Fairhaven, Acting Master C. L. Moore, arrived yesterday from the naval station along the coast. She reports—

Arrived at Key West on the 25th ult. Left Key West on the 31st. Arrived at Port Royal on the evening of the 3d inst.

All the fleet, with the exception of the frigate Weehawken and gunboat Paul Jones, had gone to Charleston to assist in the attack on the city.

The United States ships Vincennes, Pinta and storeship Relief were lying at Ship Island.

The town of Pensacola had been evacuated by order of General Banks.

The following vessels were lying at Pensacola—United States steamers Susquehanna, Bonville and frigate Potomac.

Mr. Mobile had communicated with our blockading fleet. Received on board the Fair Haven at Key West from Admiral Bailey the crew of the private steamer Peterloo and seven other officers, including the First Lieutenant, and the private Retribution.

At Port Royal received from senior officer Captain Steadman the following news—

The Fairhaven has on board seventy men paroled from the late United States steamer Harriet Lane, and sixteen men paroled from the Queen of the West, had on board seven other officers, including the First Lieutenant, and the private Retribution.

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