IMPORTANT FROM CHARLESTON.

Arrival of the Steamship Arago with News to Saturday Last.

Evacuation of Edisto and Stono by General Hunter's Forces.

The Monitors to Leave Charleston with the First High Tide.

WHY THE EXPEDITION WAS A FAILURE.

Destruction of the Armed Transport George Washington.

INTERESTING REBEL ACCOUNTS.

LETTER FROM CAPTAIN ERICSSON,

&c., &c., &c.

The United States transport Arago, Captain Gadsden, from Charleston bar 11th inst., arrived at this port yesterday.

The ironsides and six other iron-clads remained off the bar at Charleston. Nothing new had transpired since the bombardment on the 7th.

The Arago brings eighty first and ninety-eight second class passengers, government stores and the mails from Port Royal and the Charleston expedition.

Among the passengers are General Truman Seymour and staff, General Gordon and Mons. G. de Sibourg, Vice Consul for France at Charleston, S. C.

General Hunter, with his army, was to leave Charleston bar for Port Royal the same day the Arago sailed.

AFTER THE FIGHT.

OUR NAVAL CORRESPONDENCE.

OFF CHARLESTON BAR, April 8, 1863.

THE LAST HOURS OF THE KEOKUK.

In coming out of the action yesterday the Keokuk had the advance, and before she had arrived at the buoy I was alongside of her in a small boat. It was nearly dark at the time; but I could see in the dim light that she had been the target of the most powerful guns the rebels could command. Great holes were visible in her sides, her prow, her after turret and her smokestack. Her plates were bent, and bolts protruded here and there all over her. She was making water rapidly, and it was plain to be seen that she was used up and disabled. Before the action her sloping sides and her turrets had been "slushed" with tallow, and to avoid contact with this substance I placed my feet in the shot holes, and literally ascended to her deck as by a ladder. Until that moment I confess my conception of the terrible earnestness with which the rebels had fought was far behind the reality. So thickly did she wear her scars that no one had been able at that time to count them. One round shot penetrated her after turret, the sides of which, it will be remembered, are frustrums of cones, while the turrets of the Monitors are perpendicular cylinders. Another shot passed through her port bow, and still another through her starboard quarter. These were all steel projectiles of one hundred pounds weight, and polished to the smoothness of a knife blade. The terrible effect of these projectiles may be imagined when it is stated that one of them, striking the after turret at an angle, when the vessel was almost under the walls of the fort, buried itself in the iron mail, and there remains. These shots, let it be remembered, were furnished to the rebels by neutral Englishmen, and have certainly proved a striking illustration of the fair play and uprightness which characterize the conduct of John Bull toward us in this war.

The Keokuk was run within four hundred yards of the fort. At this distance her sides presented a fair mark, and the rebels rained broadside after broadside down upon her. Her construction, at the best, was faulty, and her model has been repeatedly condemned by scientific men. It is not strange, therefore, that at less than point blank range her thin iron plating should be pierced. The wonder is that she was not immediately sent to the bottom.

At daylight this morning the wind was blowing freshly from the northeast, and a long swell set in, making the anchorage of the Keokuk uncomfortable and unsafe. She had been kept afloat during the night through the untiring exertions of her crew, and her pumps had been actively at work from the moment she quitted the scene of action. Very suddenly the water began to gain upon them. Dr. Slocum, the surgeon of the vessel, whose attention to the wounded on board was constant and unremitting, was one of the earliest to discover her condition, and through his personal exertions the wounded were removed from the sick bay to the upper deck shortly after seven o'clock. Through the holes in her bows the water was rushing in with great fury, and she began to settle perceptibly by the head; yet none on board seemed to comprehend her imminent loss until about eight o'clock. At that hour the tug Daffodil had a hawser out to the Keokuk's stern, and was endeavoring to tow her to a position near the New Ironsides, when at one moment the officers and crew became aware of their peril, and the tug was hailed to come alongside. The wounded were first removed, Dr. Slocum bearing unaided in his arms the heavy form of Ensign McIntosh from the shaking craft to the Daffodil. The injured were first removed to a place of safety, and then, bidding his men to save themselves as best they could, Captain Rhind was assisted to the tug. Officers and men had no time to save their personal effects. The captain's charts, the paymaster's funds and the doctor's instruments—such as had remained undestroyed during the fight—were got off. But beyond these little if anything was preserved. At a few moments past eight o'clock the waves closed over her, and she now lies on the bottom.

WHY NO MORE WAS ACCOMPLISHED.

The iron-clads were delayed somewhat in getting into action on account of the failure of the Weehawken—the leading vessel—to read the signals from the flagship. The Ironsides attempted to enter the inner channel, but was obliged to anchor twice in order to prevent going ashore. At the time she was enabled to engage the forts the sun was shining directly in the face of the fleet, and as her ports were opened and her guns run out, the glare of the light, bursting into the thick darkness in which the gunners were entombed, made it impossible for them to fire with accuracy. The effect upon the eyes was like thrusting a calcium light in the face of a sleeping man. Owing to this they fired rarely and wildly.

THE REBEL FIRE CONTRASTED WITH OUR OWN.

The rebels could not have fired during the action less than two thousand shots. They fell continuously, like the patter of mighty hail. The water about the iron-clads was incessantly thrown up in shifting, changing jets, giving to the scene an appearance such as myriad magic fountains might bestow, and presenting a spectacle never to be forgotten by those so fortunate as to witness it. Our fleet, on the contrary, fired not more than one hundred and sixty times during the entire engagement. Their deliberativeness was positively painful, and, coupled with their seemingly aimless and bewildered movements, gave to the beholder the impression, from the start, that they would not succeed in the task they had attempted.

OUR HILTON HEAD CORRESPONDENCE.

HILTON HEAD, April 11, 1863.

THE GREAT FAILURE OF THE WAR.

The expedition against Charleston is to be turned back. Its object, for the present at least, is abandoned. The people of that city will be permitted to remain behind their fortifications, secure from molestation or from fright by our forces on land or sea. With the earliest favorable opportunity the iron-clads will be withdrawn. The troops have been ordered to return to Hilton Head. The division of General Heckman left Edisto yesterday, and the forces of Generals Ferry and Terry are re-embarking at Stono this morning.

WHY THE ATTACK IS ABANDONED.

It would be useless to attempt a portrayal of the shame and indignation which burned upon the cheeks of all of us here when the above determination and the reasons which actuated it were announced. The latter are not boldly stated; but enough has transpired to assure our commanders of the folly of any further attempt to capture Charleston with their present force. The government sent them a baby to perform a giant's task. The order to attack the city was from Washington, and made peremptory by the authorities there. It was urged repeatedly while but two Monitor batteries were yet attached to Admiral Dupont's squadron. Against the fortifications on which the rebels had expended uninterruptedly for two years all the science, skill and labor which they could command, he was bidden to lead a little fleet whose combined armament amounted to less than three dozen guns.

INSUFFICIENT LAND FORCE OF GENERAL HUNTER.

It would be next to impossible to convince the people of the North, or the rebels, whose batteries command every approach to Charleston, how small is the land force with which General Hunter had been supplied. His troops were ordered to confront an army many times the size of his own, intrenched behind earthworks whose strength, so fatally exhibited to us on James Island ten months ago, has been steadily and rapidly increased by the unremitting energy of the Confederates.

WHO IS TO BLAME?

Neither Gen. Hunter nor Admiral Dupont is responsible for the failure of the expedition. The administration, if it knew the strength of the rebels—and it certainly was its business to know—was to blame if it ordered an attack without furnishing the proper attacking force. If such a force had been furnished, then the failure would have been due only to the commanders who neglected properly to apply it. It is safe to say that Admiral Dupont and Gen. Hunter did the best they could. Never was there exhibited a loftier courage or a more noble daring than by the gallant men who went beneath the terrible fire of the rebel strongholds, and solved the question as to the offensive abilities of their untried vessels. That the test was too much for them was not their fault. They alone cannot take Fort Sumter. The government must send other means before the reduction of that work or the capture of Charleston can be accomplished.

ALL COMING BACK TO HILTON HEAD.

As soon as the Admiral's determination to withdraw his fleet and to seek no further contest with the fortifications was made known to General Hunter, the anchor of the Ben Deford, the latter's flagship, was lifted, and that vessel was despatched to Stono Inlet, where she has since remained until this morning. Preparations for returning were immediately commenced. On the 10th instant Gen. Heckman, whose division had been awaiting orders on transports in Edisto river, was instructed to proceed at once to Hilton Head, disembarking one brigade here and assuming command at this post, and sending another, under command of Col. W. W. H. Davis, of the One Hundred and Fourth Pennsylvania Volunteers, to Beaufort, to report to Gen. Saxton. The pickets on Coles' Island were withdrawn, and the brigade of Col. Dandy, which had marched across Folly Island, and were stationed within range of the rebel works at Lighthouse Inlet, were called in. As I left Stono last evening, the transports, laden with their disappointed freight, were crossing the bar and heading southward.

DESTRUCTION OF THE STEAMER GEORGE WASHINGTON BY THE REBELS.

The armed transport George Washington was destroyed by the rebels in Coosaw river, near Port Royal ferry, on Thursday morning last. She was one of the very few steamers which the great expedition did not absorb, and remained behind for special service under Colonel Hawley, who was acting as post commandant while the forces were away. General Saxton, who was in command at Beaufort, evidently became nervous at the proximity of the rebels on the mainland, and sent for the Washington to make a reconnoissance around the island. The vessel was in use and could not be spared. He then sent a positive order, which Colonel Hawley declined to obey; but on Wednesday night, there being no duties for her to perform here, she was permitted to accompany the gunboat Hale on General Saxton's expedition through the Coosaw river.

THE HALE GETS AGROUND.

They had proceeded but a short distance up the river when the Hale got aground, and the Washington was called to her assistance. Failing to get her off, she went on towards the ferry, returning towards morning to find that the Hale had floated off and departed.

THE REBELS OPEN FIRE ON THE WASHINGTON—HER RUDDER CARRIED AWAY AND HER MAGAZINE EXPLODED.

The Washington then resumed her reconnoissance, proceeding slowly along the channel and within easy pistol range of the hostile shore. Captain Campbell was acting under orders from Captain Briggs, of the Third Rhode Island artillery, whose company was on board for the purpose of manning the guns. As she approached a slight bluff, a company of rebels, who had brought down a battery of field pieces during the night and planted it behind some dense undergrowth, suddenly opened fire upon her. The first shot from the masked battery tore away her rudder, and almost before a reply could be made from the howitzers of the Washington a second shot penetrated her magazine. The destruction of the vessel was complete.

THE SOLDIERS FIRED UPON WHILE ATTEMPTING TO ESCAPE, AFTER HOISTING THE WHITE FLAG.

I learn that as soon as her magazine exploded Captain Briggs hoisted the white flag, and then attempted, with his men, to escape to the opposite shore. The rebels no sooner perceived their intention than they reopened with redoubled energy, killing two, mortally wounding three or four, and slightly injuring eight of the men in the boats. Their names I have been unable to ascertain. Captain Campbell is safe, as are also Captain Briggs and Lieutenant Blanding.

SKETCH OF THE VESSEL.

The Washington was a small river steamer, drawing about seven feet of water, and formerly known in New York and upon the North river as the Constitution. She came into this department last June, and was chartered as a transport at $150 per diem. General Hunter subsequently annulled her charter party, and when General Mitchel assumed command in September last he found her lying idle in the stream at Beaufort. By his order she was razzed and transformed into an armed picket boat, in which capacity she has been of valuable service. She had lately been purchased by the government at a cost of about $20,000. She was armed with two twenty-four pound howitzers amidships, and one rifled twenty-four pound Parrott gun forward. Her guns are now sticking out of the mud at the edge of the river, and will doubtless be secured by the rebels.

A NEW POSTMASTER APPOINTED.

Mr. Joseph H. Sears has been superseded as Postmaster at Hilton Head by Mr. B. K. Lee, a former superintendent of contrabands, but latterly connected with the *Free South* newspaper as its business agent. If he proves himself as capable and accommodating as his predecessor there will be none to complain. The Post Office at this place has grown from small beginnings to an establishment of considerable magnitude, and requires for the management of its business a thoroughly competent and active man.

ARRIVAL OF GENERALS.

Brigadier Generals Vogdes and Gordon were passengers in the steamship Arago, which arrived on Tuesday. The former has been assigned to the command of a brigade in General Ferry's division, while the latter, who came merely for rest and recreation, will return North by the next steamer.

DEPUTY PROVOST MARSHAL GENERAL.

Lieutenant Colonel G. S. Batchelder, of the One Hundred and Fifteenth New York Volunteers, has been appointed Deputy Provost Marshal General of the department.

ANOTHER NIGGER REGIMENT.

The organization of the Third colored regiment has been commenced. Captain Arthur M. Kinzie, who commanded General Hunter's original negro regiment, is to be the colonel. Captain A. G. Bennett, Eighty-first New York Volunteers, has been made lieutenant colonel. Ten of the line officers are also from the Eighty-first.

OUR NAVAL CORRESPONDENCE.

FLAGSHIP NEW IRONSIDES, INSIDE CHARLESTON BAR, April 11, 1863.

THE CLOSING SCENES OF THE AFFAIR.

Since the departure of the Flambeau, on Wednesday last, nothing unusual has occurred. This frigate and the Monitors remain at their original anchorage taken after the termination of the conflict on Tuesday last. It has been finally determined, in view of the present condition of the Monitors, and the strong probability of future accidents to them in case they should again engage, with the additional liability of losing a portion of them without obtaining a corresponding gain, to withdraw them from the harbor and send them to Port Royal, where necessary repairs can be made, faults remedied and risks provided against as well as may be. In this conclusion of Admiral Dupont he has received the heartiest and most entire concurrence of all the commanders of the iron-clads. There is but one opinion in the circle of naval commanders relative to the propriety of making a second attack on Sumter, and that is against it. Those who know the condition of the defences of Charleston will have no trouble in accepting as correct the conclusions arrived at after a full deliberation and a careful weighing of the arguments in favor of an attack, and the stern, uncompromising facts against it. The Department will soon know upon what grounds the Admiral has based his determination to withdraw his forces and relinquish for the present all ideas of taking Sumter. It is better that the grounds of such action should reach the public through official channels rather than through this medium, and I shall therefore refrain from noticing them.

It is quite certain, from all that could be seen by the commanders of the iron-clads, that Fort Ripley, on the middle ground, is an iron battery of immense strength, encasing English rifle guns of the largest calibre and power. A network of obstructions, consisting of sunken vessels, nets, sunken cribs of stone, and faced by two lines of torpedoes, extends from Fort Ripley to Fort Johnson, on James Island. A small lane is left open for their own vessels to go through; but on each side of this are two rebel gunboats—the Palmetto State and Chicora on the right or northern side, and the Turtle and a heavy wooden gunboat, barricaded with cotton, on the other. These practically make the line perfect in its entire length. Below them is a double line of huge spiles, standing twelve feet out of water and protected by torpedoes, extending from Fort Sumter to a point inside of Mount Pleasant. A small opening was left in this, somewhere under the walls of Sumter, but at what precise point could not, in the smoke of battle, be definitely ascertained.

Another and third row of fishing nets, cordage, iron chains, &c., attached to buoys, swings lower in the bay. To this one our vessels went, but could not pass. Thus the obstructions stand to-day.

An effort was made last night to blow up the Keokuk by Capt. Rodgers, Lieut. Mackenzie, Chief Engineer Robie and Chief Engineer Newell, of this ship, but without success. She was found to be full of sand, and it was impossible at that time to put the magazine of powder below her deck to blow her up. This morning an effort was made to fix on the raft, with a torpedo attached, to the bow of the Weehawken; but the sea was too rough inside, and, after breaking all the lashing repeatedly the effort was given up. To-night another attempt will be made to blow her up, and as the weather is fair it is likely to be successful. At all events she is useless to the rebels. She is filled with sand and will be broken up or buried after the first gale. The rebels cannot raise her, as she is covered by the guns of the blockading fleet, and will ever be beyond their reach.

The wounded men from the Keokuk and Nahant are improving rapidly. They are considered by Surgeon Duvall to be out of danger.

Admiral Dupont will remain on the New Ironsides until she recrosses the bar and resumes her station on the blockade. He will then return to Port Royal, and hoist his flag upon the Wabash again.

Active operations are suspended for a season in this department, and we shall again fall into the old service of preserving a blockade as rigorous as may lie in our power.

THE MONITORS AT CHARLESTON.

TO THE EDITOR OF THE HERALD.

NEW YORK, April 14, 1863.

I feel called upon to state, for the information of the country, that the imperfections of the Monitors, shown by Admiral Dupont's trial of their strength at Charleston, are not of a serious character. What has happened will be readily obviated for the future. Everything connected with our new fighting machines worked precisely as intended, not a single change of plan being called for. The pilot house proving of insufficient thickness was not an unforeseen circumstance. The limited experience which we have had in actual conflict indicated that eight inches thickness would be sufficient, but it was by no means assumed to be a settled point. Hence such a construction was adopted that, without removing the structure or changing its interior arrangements, any number of additional plates might be attached to the exterior, and its thickness increased to any extent. So with regard to the turret: it is constructed of an interior skeleton cylinder, composed of plates firmly riveted together, to which any number of plates may be bolted. It is by no means yet established that our turrets require increased thickness, excepting, possibly, at the base. The public will do well not to be alarmed by the remarks of inexperienced observers, who are startled on seeing the indentations produced by the enemy's projectiles. We apply armor to keep out hostile shot, not to prevent scars and indentations. So far we have fully succeeded.

It will be proper to observe that the supposed imperfect steering qualities are utterly groundless. There is no class of vessels in the navy that obey their helm so readily as the Monitors. The reason is self-evident. The large equipoise rudder employed is acted upon by the powerful current from the propeller with such force as to change the course of the vessel with the slightest motion of the helm. In strong currents and shallow water, as in Charleston harbor, no vessel can be readily manœuvered.

Admiral Dupont's preliminary attack on Charleston, the first practical test of iron-clads, must be regarded as the most important event in naval history. To this country the gallant assault on Sumter by the new and untried vessels, exposed to the terrible flanking and raking fire of numerous other forts, is fraught with incalculable benefit. Whatever may be the ulterior object of government, the substantial advantage has already been secured of knowing exactly what the iron-clads can endure, and what remains to be done to render the new system perfect. It was high time that a practical test was instituted, since we are building a more numerous iron-clad fleet than possessed by all Europe. The nation may thank the commanders of the Monitors for the knowledge gained through their gallantry. With less daring on their part the Navy Department would yet lack some information necessary to direct the completion of the impregnable fleet now building. At the same time the spirited attack on Sumter, and the havoc made during half an hour's contest, warns the Confederate leaders that they must keep their numerous batteries fully manned, and that they must not for a moment slacken their vigilance with Dupont and his Monitors within half a day's sail.

The history of war may be searched in vain for an instance of such costly preparations, kept up at such vast expenditure, as Charleston now requires to ward off the blow from half a dozen small vessels, manned, provisioned and coaled at less cost than an ordinary first class screw ship. Yours, very respectfully,

J. ERICSSON.

REBEL ACCOUNTS.

The Long Period of Doubt and Delay at an End—First Appearance of the Iron-Clad Fleet—They Cross the Bar—Opening of the Fight—The Battle Becomes Fierce and General—A Grand Scene—The Enemy (Union) Retire Discomfited, &c.

[From the Charleston Mercury, April 8.]

At last the long period of doubt and delay is at an end, and this goodly city, girdled with the fiery circle of its batteries, stands confronting the most formidable armada that the hands of men have ever put afloat.

The first scene in the novel drama of the war, which, we trust, is to add new lustre to the fame of Charleston, has closed. Let us render thanks to the Lord of Hosts that the result thus far has been one of proud triumph to our country. As yet, however, we have but entered upon the ordeal. It will be for the next few days to tell the tale of our sad disaster or complete success.

In view of the reticence which (for reasons of military policy) has heretofore marked our allusions to the presence of the iron-clad fleet, a brief review of the events of the week will not be out of place. About noon on Sunday last the first intelligence was flashed to the city from Fort Sumter that the turrets of the far-famed Monitor gunboats were looming up against the southeastern horizon. During the afternoon the entire fleet hove in sight. Eight Monitors, besides the frigate Ironsides and twenty-seven wooden war vessels took up their position just beyond the bar. As the news became bruited about the city very many of our non-combatant population (previously incredulous of danger) made hasty preparations to depart, and every train that has left the city has come heavily laden with the eleventh hour refugees and their effects.

Sunday night passed quietly by. Monday morning brought us reports of the movements of transports up the Stono river, and the debarkation of a considerable force of Yankee troops on Coles' Island. But throughout Monday and Monday night the armored fleet held its position beyond the bar. On Tuesday morning it was observed that another Monitor had arrived, making a force of no less than ten iron-clad vessels, including the Ironsides.

At two o'clock on Tuesday afternoon, a despatch from Fort Sumter announced that these ten vessels had crossed the bar, and were cautiously steaming inward—the foremost one having at that time reached a point about three thousand yards from the Fort. The next news was brought to us an hour later, by the dull detonation of the first gun from Fort Moultrie, which was immediately answered by a heavy report and a cloud of white smoke from the turret of one of the Monitors. At ten minutes after three, the enemy having come within range, Fort Sumter opened her batteries, and, almost simultaneously, the white smoke could be seen puffing from the low sand hills of Morris and Sullivan's Islands, indicating that the Beauregard Battery on the left, and Battery Wagner on the extreme right, had become engaged. Five of the iron-clads, forming in line of battle in front of Fort Sumter, maintained a very rapid return fire, occasionally hurling their fifteen inch shot and shell against Fort Moultrie and the minor batteries, but all directing their chief efforts against the east face of Fort Sumter. Gradually, but visibly, the distance between the attacking vessels and the Fort was lessened, and as the enemy drew nearer the firing became hot and almost continuous.

About half-past four o'clock the battle became fierce and general. The scene at that hour, as viewed from the Battery promenade, was truly grand. Battery Bee had now mingled the hoarse thunder of its guns in the universal din, and the whole expanse of the harbor entrance, from Sullivan's Island to Cumming's Point, became enveloped in the smoke and constant flashes of the conflict. The iron-clads kept constantly shifting their position; but, whichever way they went, their ports, always turned towards the battlements of Sumter, poured forth their terrible projectiles against the walls of that famous stronghold. Ever and anon, as the huge shot went ricochetting towards the mark, the water was dashed up in vast sheets of spray, towering far above the parapet of the fort, while the wreaths of smoke constantly ascending from the barbette guns showed how actively the artillerymen of the post were discharging their duties. In the foreground our own staunch little iron-clads—the Palmetto State and Chicora—could be seen steaming energetically up and down their chosen fighting position, evidently impatient to participate in the fray.

Up to this time the frigate Ironsides had borne a very conspicuous part in the fight. Her long hull lay at the distance, apparently, of a mile from our batteries, and her tremendous broadsides were more than once fitly answered by broadsides from the fort. It soon became apparent that she was unable to stand the severe fire directed against her. Steaming rapidly southward she gave Fort Sumter a few parting shots and withdrew from the action. The Keokuk, a double turretted Monitor, soon followed her example, and before five o'clock the fire had evidently began to slacken. The remaining Monitors, however, still kept up the bombardment, and our forts and batteries replied with undiminished alacrity. At a quarter after five P. M. the Monitors began to retire, and at half-past five the enemy fired the last shot of the engagement.

Gratifying as were the general results of the fight, the late hour at which it closed precluded the possibility of our receiving the full details from the forts. A despatch from Fort Sumter informs us that the Ironsides and Keokuk were both very roughly handled and retired seriously injured. The Keokuk had her flag shot down, her boat shot away, three holes in her smoke-stack and a portion of her bow shot off. The practice of our gunners was most creditable. Nearly every shot struck some one of the iron-clads, but with what effect is not known. Fort Sumter was struck thirty-four times. One of our guns was dismounted, but otherwise the fort is in good condition. Fort Moultrie was uninjured. The casualties at Fort Sumter were a drummer boy, named Ahrens, mortally wounded, two men severely wounded, and three others slightly injured. At Fort Moultrie one man was accidentally hurt by a fall from the flagstaff, on which he was replacing our flag, which had been shot away. We learn that he afterwards died. Two small houses on the back beach of Sullivan's Island were demolished by the enemy's fire.

After their withdrawal from the action the enemy's iron-clads anchored off Morris Island, where they now lie. Many think that the fight will be renewed at daybreak this morning; but up to the time at which we write (three A. M.) all is quiet. The reports we get from the Stono river say that the enemy's transports still remain in the stream. Doubtless the Yankee generals intend, before venturing upon a land attack, to await the issue of the struggle between their ships and our batteries.

[From the Charleston Courier, April 8.]

The day of trial for Charleston has at length arrived. The battle, so long threatened, was begun on Tuesday afternoon. The result of that conflict has increased the confidence felt in our ability to frustrate the devices of the foe, and protect our fair city from the pollution of his presence. As no mind was disturbed with apprehension by the boastful threats and formidable preparations of the enemy, so now, after the repulse of his first attempt, every heart is sanguine of complete and brilliant success.

We have so often been disappointed—the enemy has so often and persistently failed to redeem his promise concerning the next of the rebellion—that the booming of the signal gun, and the announcement that the battle had actually begun, was a relief to the suspense under which our community have so long suffered. The cheerful manner in which the military had uniformly spoken of the conflict between our batteries and the turretted monsters had emboldened the hearts of the people to such a degree that, when it was positively known that the engagement was opened, there came a thrill of joy to every heart, and the countenances of all declared plainly that a signal victory over the nailed vessels was reckoned upon without doubt or misgiving.

Information received from mysterious sources caused the General in command of this district to expect an attack at an early day. And that intelligence received confirmation on Sunday morning. On that day four Monitors, the Ironsides and thirty vessels of various sizes, were seen off the bar. Four Monitors and thirty five wooden vessels were added to the fleet on the following day; thirty-five vessels, for the most part transports, appeared in the Stono, and the enemy landed a force of about six thousand men on Coles' and Battery Islands. These facts, with other indications, led General Beauregard to count upon an attack on Tuesday, and the expectations of that sagacious and watchful General were realized.

The atmosphere early on Tuesday morning was misty; but as the day advanced the haze lightened, and the Monitors and the Ironsides were seen lying off Morris Island. Between two and three o'clock in the afternoon a despatch from Colonel Rhett, Commandant of Fort Sumter, informed General Beauregard that the Monitors and the Ironsides were approaching the fort. The fleet were seen rounding the point of Morris Island, the Keokuk in the advance. When the double turretted monster, the most formidable of its class, came within range, Fort Sumter opened upon her with a broadside. They kept on their way and formed in line of battle off the fort, at a distance of about two thousand yards.

At three P. M. the action was opened by Fort Moultrie firing the first gun. Fort Sumter opened ten minutes later. Battery Bee, forts Wagner and Beauregard, and the battery at Cumming's Point also opened, firing by battery. The fleet fired with great rapidity. Our forts and batteries replied with spirit and singular accuracy. The Ironsides took position to the left of Fort Sumter, directing all her guns at that fort, and throwing shells exclusively.

It was manifest that the Ironsides was appointed to test the strength of the fort, whose reduction was the inauguration of the terrific contest now going on. Fort Sumter acknowledged the compliment of the preference by pouring the contents of her biggest guns into the sides of that pride of the Yankee navy, and she was not treated with contempt by the other forts and batteries.

About forty-five minutes after the engagement began steam was seen issuing in dense volumes from the Ironsides, and she withdrew from the action, taking position to the south of Fort Sumter, but remaining a silent spectator of the exciting scene. It is believed she was seriously damaged.

The firing from our forts became more and more accurate as the engagement proceeded. The shot and shell fell thickly in the midst of the hostile fleet, and the smoke stacks of every one of them were struck several times. Fort Sumter now appeared to be the chief aim of all the enemy's iron clads.

The Keokuk, a double turreted iron-clad, and considered by the Yankees the most formidable of their terrible monsters, received a large share of attention from our gallant gunners. She occupied the post of honor; and in accordance with the custom of war it was made the post of danger. She paid dearly for her reputation, having been hit several times. At about five o'clock she followed the example of the Ironsides, and withdrew, evidently seriously crippled.

The other Monitors continued the fight till forty-five minutes past five o'clock, when they steamed away, and came to anchor off Morris Island.

During the battle a drummer boy, named Ahrens, was killed at Fort Sumter, and five men wounded, two severely in the head, the others slightly. One man came to his death from the falling of the flagstaff of Fort Moultrie. Two houses on Sullivan's Island, on the back beach, were struck, one of which was demolished. A shot passed through Fort Sumter's flag.

Colonel Rhett was in command of Fort Sumter, Colonel Butler of Fort Moultrie, Captain Stitgraves of Fort Beauregard, Lieutenant Colonel Simkins of Battery Bee, Major Huger of Battery Wagner, and Lieutenant Lesesne, with a detachment from Fort Sumter, of the battery on Cumming's Point.

Fort Sumter was hit thirty-four times, but received no damage.

We learn that six men belonging to Captain Mathews' artillery company, stationed at Battery Wagner, were wounded. Two of these have since died. Two were very seriously wounded, and it was thought one would die before morning. The other two, including an officer, were but slightly wounded.

The last gun was fired by the enemy at half-past five P. M.

Three iron-clads, one supposed to be the Keokuk, were seen about six o'clock going south, apparently in tow of a large steamer. The others were all outside the bar. The Ironsides was struck in the stern by a rifled shot from Battery Wagner.

There were no casualties at the Cumming's Point Battery.

The practice was admirable, and reflects great credit upon officers and men. All who took part in the battle performed their duties with ardor, skill and fidelity. Their behavior and the accuracy with which they used their guns assure us that they are sufficient for the important work assigned them, and furnish us with strong grounds upon which to bottom our hope of a decisive and glorious victory. When they come again and nearer, the iron sheathed vessels will fare worse.

It is expected the enemy will renew the attack to-day.

The Battle in Charleston Harbor.

[From the Petersburg (Va.) Express, April 11.]

After a lapse of nearly two years from the institution of the blockade on our coast, and after innumerable threats, day after day, week after week, and month after month, in that long interval, of the terrible things they were going to do, the Yankees before Charleston have at last screwed their courage up to the sticking point. They have actually crossed the bar, got fairly into Charleston harbor, and have tried conclusions with our batteries. The attack was immediately preceded by the most grandiloquent flourishes in the Lincoln war journals of the immensity of the preparations, the splendor of the equipments, and the certainty of the success of this tremendous naval expedition to "seize, occupy and possess" the hotbed of rebellion. It was bound to achieve a complete and glorious triumph. The rebels could not resist the overpowering and invincible force that would be hurled upon them. Charleston was a doomed city, and nothing could save her from the destruction to which she was devoted. The fiat had gone forth, and it was as omnipotent as irrevocable. There were no "ifs" and "ands" in the matter. Just as certainly as the sun arose on the day of the attack would be the capture of the forts and their garrisons, the city and everything in and about it. True, some of these ferocious journals said two or three iron-clads might be lost in the conflict; but this was a small matter. They would only serve as beacons to the others by which the more safely to steer their course onwards right to the front of the city and demolish it. The movement once begun would be vigorously and unceasingly pushed forward until the grand object was fully accomplished. Such were the braggart explosions from the Lincoln journals just previous to the battle, and such the programme of operations after it was begun.

Well, the hour when the effort to realize this magnificent long boasted conquest (that was to be) came at length. On Monday evening, April 6, the Yankee fleet, consisting of nine iron-clad Monitors and the frigate Ironsides, crossed the bar and entered the harbor of Charleston. At three o'clock P. M., on the 7th, four of them moved up, and when at a distance of three thousand yards from the forts they opened fire and the ball commenced in earnest. Now was to be tested the capacity of our batteries for contending successfully with the most formidable craft of modern times, completely cased in iron and deemed invulnerable. The guns of Morris Island and Moultrie thundered forth and rained a terrific storm of shells and solid shot upon the turreted monsters. Fort Sumter also poured its death dealing missiles upon them. It was against this last named fort that the iron-clads chiefly directed their fire. For two hours and a half, from three to half-past five o'clock, the harbor and adjacent country reverberated with the echoes of the furious cannonade. In all that time the vaunted Monitors, that were to carry everything before them like a tornado, were held at bay and advanced not an inch. At half-past five o'clock their fire began to slacken, and soon afterwards it entirely ceased. The battle was over, and now for the result. The Ironsides withdrew in a badly damaged condition. The Keokuk, a brand new and crack iron-clad, with turrets, was sunk with all on board on the beach of Morris Island, and will prove a total loss. The other vessels which participated in the attack were all well peppered, but what was the extent of their injuries is not known only to the officers and crews of the fleet. We doubt not that they were considerable, from the fact of their hauling off instead of advancing. This was on the evening of the 7th. Up to a late hour of the 10th they had not ventured to renew the attack, from which it is apparent that they were satisfied with their first trial, and were shrinking from a second.

Thus closes the first scene in the bloody drama of Charleston upon a terribly discomfited foe. What will the vaporing, lying Yankee war journals say now? Their lofty and arrogant predictions have been signally falsified. Their plethoric assurances of victory have turned out to be arrant delusions, and the mighty armada from which such prodigious things were expected, and which the public mind at the North was tutored also to expect, has proved a dead failure in the first shock of battle in front of Charleston. False reports of the capture of that city just on the eve of the conflict, for the purpose of exhilarating the spirits of the credulous populace, were resorted to. Gold tumbled three or four per cent under the ridiculous canard, and Wall street was in a ferment. What must be the reaction when the whole truth shall be known, as it will soon be, if it is not already? What will the HERALD, the *Tribune*, the *Times*, the *Evening Post*, and all the other Lincoln presses, have to say upon the subject of this new and startling blow upon the Yankee navy by rebel batteries? We feel curious to see, and hope that in two or three days our curiosity will be gratified. Of course, we expect the affair to be garnished for a while with lies of the rankest description, as usual in such cases. But these journals will have to face the music, and confess that Charleston, like Vicksburg, Port Hudson and Fort McAllister, has been and will continue to be an exceedingly ugly customer to the Yankees. Each and all of these now historically celebrated places are the roughest kind of files for the teeth of the viper. At every bite they are badly broken, and a few more will leave the venomous reptile toothless and harmless.

City Intelligence.

WRESTLING MATCH AT MOZART HALL.—The unterrified of the scientific pugnacious fraternity assembled last evening at old Mozart Hall to witness the wrestling match between Lieutenant Ainsworth, of New Haven, and Harry Hill, of New York, for one thousand dollars a side, first fall to decide the contest. There was quite a large number of the "Knights of the Ring" on hand and money changed hands freely. Ainsworth seemed to be the favorite, and several were found previous to the contest to bet at heavy odds that he would be the winner. Previous to the opening of the match contest, in order to amuse the audience, the brother of Lieutenant Ainsworth wrestled with two professors in the art named Lalor and Collins, and came out the victor in both battles. In the trial with Lalor, with such force did that gentleman come to the stage that the flooring gave way, luckily without doing him any injury. After the damage had been repaired Lieutenant Ainsworth and Harry Hill, the thousand dollar contestants, appeared upon the stage, and at once set to work, when in twenty seconds Hill threw Ainsworth to the floor in a very scientific manner, thus being the victor and winner of the stakes.

YOUNG MEN'S CHRISTIAN ASSOCIATION LECTURES.—Rev. N. L. Rice, D. D., will deliver the next lecture in the free course, in the rooms of the New York Young Men's Christian Association, Bible House, Third avenue and Ninth street, this evening, at eight o'clock. Subject—"The Mysteries of Nature and Revelation."

SERIOUS RAILROAD ACCIDENT.

A Car on the New York Central Railroad Precipitated Down an Embankment—Several Persons Injured—Names of the Sufferers—The Probable Cause of the Accident, &c., &c., &c.

ALBANY, April 14, 1863.

A serious railroad accident took place on the Central Railroad, about five miles west of this city. As the train from the West, due here at half-past two o'clock this afternoon, was within five miles of Albany, coming at the usual speed on the down grade, the entire train went off the track, and the fourth car became disconnected from the rest, and rolled down an embankment about a dozen feet in height, completely turning over, and was a complete wreck. Had this car been its length further back it would have rolled into Reservoir Lake. The balance of the train, although off from the track, was not precipitated down the embankment.

At first it was thought that every one in the car that had turned over was killed; but it was found, on overhauling the wreck, that none had been killed, although several were seriously injured and will hardly recover. The following are the names of those who are injured to any great extent, as far as I have been able to ascertain them:—

Charles Merrill, of Newcastle, Me., concussion of the brain and fracture of right arm. Injuries quite serious.

Mrs. Olive Penfield, of Yorkville, Oneida county, contusion on the head, and injured in shoulder and arm.

R. Town, of Kingston, Canada, contusion in the head and internal injuries, not serious.

A Sister of Charity, of Rochester, name refused, dislocation of shoulder.

Mrs. Avery, of Michigan, concussion of brain and arm.

Lyman Mudge, of New York, head and internal injuries.

Mrs. Seamon, of Holland Patent, Oneida county, head and shoulder injured; not seriously.

William McGuffridge, of Oswego, head and hand injured.

Mrs. Ella Snow, of Brooklyn, head and eye injured; not seriously. Goes to New York by boat to-night.

T. D. Wright, of Williamstown, Oswego county, head, thigh and internal injuries; seriously.

Mrs. Thomas Harper, of Utica, internal injuries.

Wm. Beckwith, of Utica, head and shoulders; injuries very painful.

Mr. Dickson, of Utica, face and head badly cut and knee injured. Is a member of the Scott Nine Hundred cavalry, and was on his way to Washington.

There were several others who had slight injuries and limbs sprained, but none injured so as to delay them.

Word was immediately sent to Albany for physicians, and a train sent up. Drs. Armsby and Swinburn, of Albany, and Dr. F. W. Fisher, of New York, volunteered their services. These gentlemen deserve great credit for the prompt manner in which they dressed the wounds of the victims of the accident. In one or two instances the fractures were so bad that it was impossible for them to furnish relief with the material that they carried with them. How these passengers escaped death is almost miraculous, and the wonder and astonishment of all who saw the wreck.

All concur that the accident was caused by the spreading of the rails while going over a down grade. A train had passed over about twenty minutes before, and the rails spread to that extent that about every car went off the track. It also appeared that the sleepers were very much decayed, and no doubt but that the pressure of the train on the rails, going as the train was over a down grade, was too great for the fastenings of the rails to resist. The conductor, however, declares that it was caused by the sudden heat of the rails by the passage of the train. The rails, being crowded forward by the weight of the train, could expand in no other way but sideways, thus thro