

At length the telegraph has removed the painful suspense under which we have labored for some days past. To the reports which the telegraphic column contains we would refer our readers. It has been said that anything is preferable to suspense. Perhaps it is, but if it be a relief to know the worst, we hardly know whether the remedy be not about as bad as the disease. At least we do know the worst. Let us look the thing fairly in the face. Let us not attempt to disguise from ourselves the force of the blow—the extent of the misfortune. It is a heavy blow, a grave misfortune.

The fall of the noble city of New Orleans—for whatever negotiations may be pending, or whatever course desperation may prompt the civil authorities to pursue, we may regard that as a foregone conclusion—the fall of this noble city is well calculated to cast a gloom over the Confederacy. But the mere possession of New Orleans, save for the prestige of the thing, could not advance the military objects of the invaders one iota, and of this they are no doubt aware themselves. The retention of that city during the summer would be sure to bring to it pestilence in its direst form, sweeping off whole regiments of its northern garrison with a rapidity and certainty far beyond anything that war has ever presented, or imagination pictured, on this continent—New Orleans, if attempted to be held during the summer and fall, will prove itself to be a poisoned ulcer eating into the vitals of the North. Nor will its capture at all answer the expectations of the captors, nor help them to redeem their promise or make good their boasts of getting a quantity of cotton at an early period. It is a cotton port, but that is not cotton, and at least one good thing will come out of this evil. It will show whether or not the people of the Confederacy are really and desperately in earnest, if any additional evidence upon that point be needed. The people will bring an option to market, and the process of a forcible collection, in plain English, open robbery, although a mercantile captivity will be upon, on trial, to turn out very unprofitable as a commercial speculation, rewarding the energy of Mr. Butler with no adequate returns.

It is the entrance of the enemy's fleet into the Mississippi River that is the most serious evil, cutting off, for the present, at least, the vast stretch of Texas, Arkansas and Missouri, and much of Louisiana, from the balance of the Confederacy, and lying open the navigation of the main stream, and of its great tributaries, the Red River, the Arkansas, the White River, and the Washita, with their affluents, together with many smaller streams and innumerable bayous, lakes and cuts.—Few or no streams of any importance enter the Mississippi from the East in the lower part of its course. The first visible effect in the Southern Atlantic States, will be to first raise the price of sugar, as nearly all the sugar plantations were west of the Mississippi River, and the stock of the past year had been debased at New Orleans to an unusual extent, by the difficulties of transportation.

A glance at the above stated facts will enable our readers to form some estimate of the extent of the misfortune. We have not attempted to say that it is not a misfortune—a grave one; on the contrary we have said it is all its magnitude. Let us now look at the dark side of the picture. The avenues which this movement opens to the enemy give him the opportunity of penetrating vast and fertile regions, and also of involving himself in the intricacies of a country which, to his unmaximized soldiers, will be almost certain death, if not by the bullet, then by the malaria of the climate. It will increase his expenses to an enormous extent. The possession of New Orleans, demonstrating the futility of expectations of opening trade by the mere opening of ports, even the greatest of all the ports, will exhibit the necessity for decisive action upon land, and will thus multiply the costs of carrying on the war, and open fresh outlets from which the energies and resources of the Federal Government will not simply pour, but percolate upon. There are some, and those not among the least able or well informed, who think that instead of prolonging the war, these successes of the Federal Navy will really tend to shorten it by more rapidly the exhaustion of the resources of the North, the dignit of the Northern people at being sent to die on the Southern seaboard, the demand for an advance into the interior which must be ruinous, etc., etc. Possibly all this may be so; certainly some of it is. It assuredly offers some considerations that go to show that the results of recent events are not all evil, or at least that the evil is not confined to one side of the house.

But at the worst, New Orleans is not the Confederacy. Misfortune is not ruin. But much longer inaction on the part of our leaders may be. We fear that "falling back" too much will depress the spirit of our armies. We do very much need dash. John Morgan stands out so conspicuously his dash of his grand-daring, although he is as daring as anybody, that because of the great absence of that quality, as a characteristic of the war, on either side.

The news from other parts is as received. The iron-clads are gathering about Hampton Roads. The Yankee papers talk about big fighting at hand, and indeed we think it very probable that there will be terrible times even before this present week is out. We had remember having published the report of a rather peculiar dream or vision that a sick soldier had or saw while in a trance, from which he learned that he would be on the next day—that the last week in April would be the bloodiest battle of modern times, and that the month of May would bring peace. The man died at the time he had fixed; and in that there was nothing remarkable, for the influence of such a presentment, with persons subject to cataleptic affections, is to work its own fulfillment, but it would be a little strange if the other part of his dream should happen to come true. It is especially peculiar to do honor to Delphos itself, as it leaves so much open to conjecture. If a big battle is to be fought, each party may hope to be the winner, and if a peace is to be concluded, the terms are still left open to debate. In truth, however, it requires no revelation to assure us that great events are at hand, and that upon their result much depends.

If we can win a substantial victory at Corinth we may roll the tide of war much farther north, and destroy the calculations founded upon the fall of New Orleans. We can at present only wait for revelations with what patience we can command, for of the details connected with the fall of New Orleans we are wholly ignorant beyond the slight ones contained in our issue of today.

P. S.—Our recent despatches, which are of course the most reliable, as being official, leave things at New Orleans in a dead lock, which will puzzle the Commanders, whose name ends with "gen." to relieve. Apparently the Federal fleet is about as bad off as the city of New Orleans. Commodore Farragut is in the position of the man who held the bear by the ears, and was more in fear of the bear than the bear was of him, and in greater danger.

The experiment of running boats past a fort without silencing it, is as yet one of doubtful safety, and Commodore Farragut has not solved the doubt. Transports with supplies and troops cannot pass, and vandalism itself will not justify the holding of a city which has been evacuated by its troops, and which cannot be occupied.

The N. C. State Convention, we understand, has created the office of Lieutenant Governor, and provided as we are informed, that the Governor elected at the coming election in August next, shall take his seat in September, until which time Governor Clark will occupy the Executive Chair.

We have the following details of this event which took place on Friday last, when the enemy opened fire from strong batteries of heavy Parrot and other rifled guns and mortars planted within 1,400 yards of the Fort, and behind very high sand-banks, which prevented their being seen by the garrison until the fire was opened. After ten hours fire of shot and shell the Fort was breached and completely torn to pieces. The fleet outside did no damage whatever to the Fort. Most of the guns in the Fort were disabled, including all that could have been brought to bear upon the enemy.

Under these circumstances Col. White surrendered the Fort with the honors of war, the officers retaining their side arms. All the baggage of the officers and men was saved. Col. White and 155 of his command was brought to the main Cape Fear Bar yesterday (Monday) afternoon, on board the U. S. gunboat *Chiriquier*, where they were transferred to one of our transport steamers under a flag of truce. They reached town at 12 o'clock last night. The remainder of the men composing the garrison were sent through the Sound—to Newbern, we presume. They are all on parole. The loss on our side was seven killed and eighteen wounded, two of them mortally. The latter two were left in the Fort.

P. S.—We have just learned that fire upon the Fort was opened at a quarter before six on Friday morning, and that the engagement between the Fort and batteries was kept up until about 7 o'clock that evening, when the Fort became wholly untenable and was surrendered as above.

All the guns on the side of the Fort opposite to that attacked were dismounted. All but three of the guns bearing upon the enemy's batteries were dismounted.—The enemy's central battery of breaching guns was within eleven hundred yards. The right and left flanking mortar batteries were more distant.

It turns out that the report of fifteen of our men having been killed in a scout undertaken some time since against the enemy's pickets is untrue. One man only was even wounded and none killed until Friday last, the day of the attack.

The fall of Fort Macon being regarded simply as a matter of time, may add a little to the rather depressed feeling abroad, and but little, for it would seem so though little effort was made to succeed it. Perhaps its position rendered that impossible, and after the fall of Newbern, it possessed no value sufficient to warrant any great sacrifices being made to relieve it. The garrison and the arms and munitions of war is the great and real loss. The real pity is that it was not evacuated at once on the fall of Newbern, as we think it could have been.

The last dispatches from New Orleans left things in such a position as renewed the suspense under which we had been laboring for some time past, in regard to the fate of that city. Yesterday morning the Federal war vessels were in the river near the city, but without soldiers, and said to be short of supplies, and the Forts not having been taken, the transports could not pass with troops or stores.

Since the last dispatch published in yesterday's Journal, we have received nothing by telegraph from any point at the date of this present writing, (11 o'clock a. m.) but may be going to press. We learn that yesterday afternoon or evening, a private despatch passed through from New Orleans direct, and of that day's date. Of course we do not state this as showing anything more than the fact that the city had not been occupied by the Federals.

In truth we are anxious to hear good news, but prepared for the worst in regard to any point on our coast. There is not much in a name to be sure, but still when cotemporary quotes from the *Wilmington Journal*, there can be no sense in their crediting it to our former worthy cotemporary of the *Wilmington Herald*. People like to be called by their own name, no matter how humble. By the way, speaking of names—a gentleman lately called in to speak to us very seriously about some article or correspondence which he said had appeared in the *Journal*. So it had to be sure—in the Raleigh paper of that name. There again was an inconvenience. Why can't the name of a paper be copyrighted to guard against mistakes, and save trouble?

Things on the Coast.—From Fort Macon. The following from a very obliging and trustworthy gentleman who has been favored us with news from the coast between this point and Newbern, gives some interesting intelligence of which, no doubt, our authorities are already in possession:—

OSWEGO CORVETTES, April 25th, 1862. MESSRS. FLETCHER & COMPANY, have very reliable information that Fort Macon has held out three days against a combined attack by Burnside's land and naval forces. The guns can be easily heard at this place—ten miles above Jacksonville. Last night the bombardment lasted until after one o'clock. The guns are now heard at long intervals. Burnside has drawn in all his pickets and marauding parties. He is also having his men and horses put aboard ship. That looks as though something were in the wind. We are glad to hear of the success of the fort.

We are in receipt of a communication from the camp of the Sealhead Neck Mounted Rifles, which gives some further account of the fall of Fort Macon, as stated in Monday's *Journal*. Our correspondent says that the enemy's own account of their loss is some four hundred and fifty. This information of course our correspondent received from what appeared to be good authority, but we cannot find that the paroled officers who arrived here have received any account of the killed or wounded of the enemy. Although the arrival of many of the prisoners here has anticipated our correspondent's letter, we are equally grateful for his attention. We give the following postscript relating to another matter which may interest our readers. We trust our friend "B." will continue his favours:—

P. S.—It may not be amiss to give you an account of the escape of a "Union" man named David Scott, who was visited a few nights since by two of Captain Newkirk's men, who happened to have on blue overcoats, and were consequently taken for Yankees by Scott. The men humoured the joke, and soon found Scott to be a real traitor. They asked him all about the number and position of the rebels. His information was found to be very correct. Scott told the men he had been looking for them some time, and would take pleasure in piloting them wherever they wished to go, but charged them particularly to secure the services of a certain negro, whom they afterwards did secure. The men unfortunately made an appointment to meet Scott the next morning, (instead of making sure of him then) but he would not attend for them. When they went to the place previously appointed, they saw Scott well out in a sail boat, going to the vessel outside.

Whenever anything of importance takes place up here, I will take pleasure in giving you the facts as they occur. Respectfully yours, B.

Re-Organized. We hear that the 18th Regiment N. C. T., re-organized last week by electing the following Field Officers: Robert H. Cowan, Col. Thomas J. Pardee, Lt. Col. Forney George, Major.

Col. Cowan at present holds the position of Lt. Col. of the 3d Regiment N. C. T. The following are the officers of the Wilmington companies so far as we have been able to learn: Wilmington Light Infantry—Henry R. Saison, Captain; Fred. J. Moore, First Lieutenant; John J. Poisson, Second Lieutenant; Wm. G. Nixon, Third Lieutenant.

Wilmington Rifle Guards—John D. Barry, Captain; Wm. A. Wootter, First Lieutenant; ————, Second Lieutenant; George Higgins, Third Lieutenant. German Volunteers—Thomas W. Brown, Jr., Captain. As soon as we get the full reports in regard to the company officers elected, we will publish them. The 30th Regiment (Col. Parker's) has re-organized for the war and re-elected all its field officers.

The news from all quarters is meagre and unsatisfactory, that from New Orleans most of all. Of course speculation about the very peculiar character of the events which have occurred there, is now too late for advice and too early for history. We may, however, remark that not only the telegraphic and other reports are incorrect themselves, or are incorrectly understood, there must have been surprise, panic, and mismanagement on the part of the military authorities; and if the last chance for averting the severe disaster at New Orleans be lost, that it will prove to have been lost through this very cause.

New Orleans has two approaches.—One by the Mississippi, the other through Lakes Borgne and Ponchartrain. In spite of the fact that some armed steamers have succeeded in running the gauntlet past the river batteries, no army has yet found its way up the river, nor is it at all certain that it can, or that any supplies can be received by the enemy so long as Forts Jackson and St. Phillip aid the other works stand. The fleet may hold New Orleans in its power. It may do harm to private property, but it cannot "hold, occupy and possess" anything. It is like a muzzled tiger; it may roar with its claws what it is unable to devour. It properly attended to it might be made to resemble a caged tiger.

This chance (and not a bad one either) of limiting the extent of the disaster, if not of wholly averting it, will be totally lost if there be any truth in the hurried evacuation of Fort Pike and the dismounting of its guns, together with the abandonment of the other works on the Lake side of the city simultaneously with the evacuation of the city by General Lovell, who is said to have carried his forces some seventy-eight miles away. This would leave an open way for Butler's army to come along without the slightest trouble, the Forts that might have annoyed him having been politely removed or rained, and the army that was supposed to have been organized for the defense of the city having politely retired.

We do most sincerely trust that these things may turn out less unfavorable than appears on the face of them, but as they stand they look badly.

Among the things that the blockade has not shut out is "red tape." We went a blockade on red tape. We want an embargo on the circulation of office. The panic office is also too widely open. If all accounts from the lower Southwest do not lie, then our men in charge must have lost their heads and hearts both. It is time surely, to do something; to stand something—to see before abandoning everything, whether something may be done. Surely, we are not so galling that we needly when no man pursueth, like unto a worthy militia man at the battle of Blenheim in the last war with England, who ran without stopping clear into Baltimore, something not very far from thirty miles, and when subsequently asked why he did not run round to see if anybody was after him, answered that he did not know who was after him, but he would just be damned if anybody was ahead of him.

As for the few gunboats we have left, and the not many more that we ever did have, we never could expect anything from them while the Navy Department remains under its present head. It is said that at first, the Montgomery Government resolved to ignore a navy. Thinking they need have no navy, they naturally thought nobody was needed as Naval Secretary, and so, to be consistent, they chose Mr. Mallory.

As for Federal reports we have to divide their sum total by four, and halve that, and perhaps we may then arrive at something near the proportion of truth they contain. Our own reports must also be taken with many grains of allowance, not that they give too much, but they frequently give too little. We do trust that they have made an error for one on the side of too much when they report the Lake Forts evacuated. The place at which General Lovell's forces are said to have been brought up, is seventy-eight miles from New Orleans. Great events are pending in Virginia, upon which much depends, being little less than the almost immediate recovery of the whole State, or the almost immediate abandonment of it for the present. We doubt much if this can or will be much longer postponed.

The more we think of it, the more dark and mysterious features does the affair at New Orleans present to us,—and we cannot help thinking of it. It has no parallel. The correspondence between the Commodore and Mayor Monroe will be found in our telegraph column.

What immediate value could troops held in camps at Raleigh be, in the event of any attack upon the coast? How long was it after the enemy's vessels appeared in the Neuse until Newbern was attacked? Could troops have been sent down from Raleigh in time to have participated in the fight, even had the troops been then at Raleigh, and the orders been immediately issued on receipt of the news? If an attack were threatened at Wilmington, not a man from Raleigh could probably help within eighty miles of us until the thing would be all over. What cartily use can there be in keeping all the State levies away above Goldsboro, where any attempt to transport them to the coast must interfere with the transportation of General Holmes' forces? Can it be that a grand panjandrum is to be kept up there to swell the consequence of that man of many offices, Major General, Adjutant General, Quarter Master General, Commissary General, and everything in general of the military establishment of this State? We enunciate these offices with no thought of personal disrespect to General Martin, but the mere enumeration itself requires no comment. Why not promptly have these troops turned over to the Confederacy, or else have them re-dressed and equipped where they may "do the State some service." Outnumbered everywhere in the field, our men in camp ought to be at least as available as fighting. This is not the best time in the world for a proclamation. There are arms for many of the regiments, and the regiments are organized.

But we forgot. Falling back is the apparent order of the day. We trust that the levies at Raleigh are not to be moved behind the Yorklin. If, by this course the whole coast is lost, then indeed the whole affair will not be worth its salt, for to save its bacon, it will have sacrificed the salt wherewith it should be saved. It surely cannot be as reported, that these camps of instruction are intended as a body guard for the Convention and all men "under authority" about the State Capitol and the Capital grounds. Perhaps we do injustice, but things don't look like they ought to.

Postmasters. Among the appointments of Postmasters recently made by President Davis, by and with the advice and consent of the Senate, we find the following for North Carolina:

Wilmington, Daniel Dickson; Fayetteville, James G. Cook; Raleigh, George T. Cook; Goldsboro, John Taylor. FIGHTING AT YORKTOWN.—News has reached us that the enemy were vigorously bombarding Yorktown yesterday, with what effect we are unable to say.—*Norfolk Day Book*, 25th inst. Possible, but far from certain.—*JOURNAL*.

FOREIGN BORN CITIZENS AND MILITARY DUTY.—Judge Swaine, of Memphis, decided a few days since in the case of two men who claimed exemption from military duty on the ground of foreign birth, that foreigners who are transferred, simply passing through the country, or remaining here temporarily, are exempt from military duty. But that persons who remain here, who make this country their home, who use a technical term, are "domestic" and are entitled to the same protection and subject to the same duties, as native born citizens; and it makes no difference whether they are or are not naturalized. If this country is their domicile, they may lawfully be required to do military duty.

A Past Steamer Fitted Out as a Privateer. The following correspondence has passed between Lloyd's and the Underwriter's room of Liverpool, respecting the fitting out of a Confederate vessel for the capture and destruction of Federal vessels:—

LLOYD'S, April 3. Sir: I am directed to acquaint you that a report is current at Lloyd's, which, from the confident manner in which it is put forward, is believed, of a vessel having been fitted out for the purpose of cruising in the Atlantic for the express purpose of capturing and destroying all vessels bearing the Federal flag. The committee, considering it a matter of the greatest importance to give you notice of the fact; and to state that they will be obliged by your instituting any inquiry in your power into the matter, and telegraphing the result, and also by your afterwards communicating by letter any information bearing on the subject. I am, sir, your obedient servant.

G. A. HALSTEAD, Captain, R. N., Secretary, Lloyd's. THOMAS COCKER, Esq., Underwriter's Rooms, Liverpool. The following is a copy of a dispatch received in reply to the above communication:—

The Yorkshire, captured by Confederates, should be Yorktown. The Oviato, which left this on the 19th, is supposed to be the vessel alluded to in your letter. Rum City till this morning. The steamer Thomas L. Wragg (late the Nashville) was at anchor very near the Karnak, but, in consequence of the heavy weather, could do no service, more especially as the latter vessel had barely been fitted out. The English steamers Gladiator and Southwick were out of coal, and therefore were useless as the rest.

The Karnak rolled heavily from side to side, and presenting her starboard broadside to the breakers, thumping awfully at every turn, in half an hour from the time she struck, began to leak. The steam pumps were then set to work, but after a short time the pipes were broken. The force pumps were immediately manned, and by this time a number of men from the shore came to the vessel's assistance. When danger was found to be imminent, Dr. Liqumist, the Surgeon of the unfortunate ship, at the risk of his own life, took all the ladies and children up in his arms and deposited them carefully in the small boats which were lying around the steps. Three of the ladies fainted, but soon came to, on being assured of their safety. There were about sixty passengers in all, nearly half of whom were women and children.

In this tug, Captain Le Mesurier gave his orders with the greatest presence of mind and almost coolness, and too much praise cannot be bestowed on him and his officers generally, nor must we forget to notice the perfect discipline that prevailed among the crew. Several of the wreckers are reported to have been drowned by the upsetting of a boat in the surge, and many recruits in conformity with the regulations of the law, held, by the shifting of boxes of sugar, occasioned by her rolling motion. Since the Karnak first struck she has completely shifted her position, and now lies with her head towards the South.

Upwards of 60 passengers from this city alone had taken their passage in the Karnak for New York this trip. They will now take their departure by other vessels which are getting ready for sea. The schooner "Vigilant" has been chartered by Messrs. H. Adley & Co. The Agents here for the Canadian line, have arranged to carry the passengers to New York to-morrow; and we also hear that the brigantine "Alma," schooner "Charles Tunnel," and the brigantine "Lucy Darling" (this last being hourly expected from New York) will be made available for the American passengers; while the steamers Gladiator and Southwick will take the passengers booked for England for their destination. Dr. Liqumist, we learn, will leave in the evening.

H. M. steamer Bulldog, Commander McKillop, returned from Ram Cay this morning, and reports that not a vestige of H. M. steamer Conqueror can be seen above water. We are informed that the iron steam ship *British Queen*, Commander Harrison, hitherto employed as a passenger vessel between Liverpool and Havre, is advertised to leave England this day (April 19th), for New York, en route for Nassau, to supply the place of the *Karnak*. She is said to be a vessel of the same class, but of greater speed, averaging eleven knots per hour. The tonnage is 1,200 tons, and she has a crew of 893½. She was built at Dunbarton in 1853, by W. Denny Brothers, and her engines were furnished by Talloch and Denny. She was engaged in the transport service during the Crimean war. She still lies midway between the point of Hog Island and Tony beach, nearly upright. Since the disaster she has about five and a half feet of water in her hold this morning.

We learn from an officer of H. M. S. Bulldog, (the return of which from Ram Cay we announced on Wednesday last) that when this vessel left the bay on Monday all the shipboard that had visited the wreck of the Conqueror had taken their departure. The *Aboukir* (90) had left for Bermuda a few days before the Bulldog's arrival, and the *Melpomene* left only a few hours before the flag of Vice-Admiral Sir Alexander Milne at Bermuda.

The fleet will leave Bermuda for Halifax on the 20th instant. The unfortunate steam ship *Karnak* remains in the same position in which we last described her. The diver belonging to H. M. S. Bulldog has paid a visit to the bottom of the harbor and walked round the keel of the *Karnak* for the purpose of examining her bilge. He reports that the starboard midship compartment is completely broken in.

Commander McKillop has been requested by His Excellency the Governor to send in an estimate and plan for deepening the harbor. We hope that this opportunity will not be allowed to pass without completing this long-required desideratum. Commander McKillop's experience in submarine explosions has been well tested in a recent blowing up of the wreck of H. M. S. Conqueror.

THE HARBOR OF NASSAU.—The absolute necessity of affording greater facilities of ingress and egress to our harbor becomes daily more and more apparent. At this moment no less than eight steamers lie at anchor here, and as it is a question of vital interest to the whole colony, Captain McKillop, the gallant Commander of H. M. S. Bulldog, has proposed to make an experiment on the harbor for the purpose of examining her bilge. He offers to remove some of the principal obstructions at the narrowest entrance of the harbor, and should the experiment be successful, it would be suicidal on our part to allow the present opportunity to pass without completing a work long acknowledged to be necessary in order to meet the present requirements of the city.—*Guardian*, 23d inst.

The steamer *Thomas L. Wragg* left this port yesterday, for St. John's, N. B. The Earl of Dunmore, who was a passenger on board the ill-fated *Karnak*, and who was on his way to join the Sec. Fisher Guards in Canada, called in here. We learned that his lordship appears to be highly pleased with his short visit to Nassau; and also with the very kind manner in which he had been entertained by his Excellency the Governor at government House.—*Bahama Herald*, 25d inst.

THE PRISONERS.—The prisoners who arrived yesterday are a rough-looking set of fellows, and just as filthy as it is possible for men to be. We understand that a friend who knows says this is an excellent appointment. He has been some thirteen years in the Federal service, resigned in April last, and in the battle of Manassas.—*Spirit of the Age*. It is currently reported in the city that Gen. Reno, who commanded the 6th of Federal Cavalry, and who was killed, and that Col. Hawkins was wounded in the arm. The report is said to be from one of the Federal prisoners brought up yesterday morning.

Mobile Tribune, 12th. SERRILL'S CAVALRY.—We learn that Gov. Clark has appointed Maj. J. H. Davis, of Butherford, Colonel of Serrill's regiment of Cavalry. A friend who knows says this is an excellent appointment. He has been some thirteen years in the Federal service, resigned in April last, and in the battle of Manassas.—*Spirit of the Age*.

It is currently reported in the city that Gen. Reno, who commanded the 6th of Federal Cavalry, and who was killed, and that Col. Hawkins was wounded in the arm. The report is said to be from one of the Federal prisoners brought up yesterday morning. *Norfolk Day Book*, 24th inst.

From the Nassau Guardian, April 16. Week of the Screw Steamer *Karnak*. We deeply regret to announce that the screw steamer *Karnak*, which has been so faithfully and successfully carrying our mails from and to New York, Nassau and Havana for the last four years, is now lying in a hopeless condition at the entrance of our harbor.

The *Karnak* left Havana on Saturday last about half past 12 o'clock, P. M., with a strong northerly wind, and at half past 11 o'clock, A. M., on Monday, on nearing Nassau, took on board Mr. Cooke, one of the branch pilots of this port. Captain Le Mesurier, we are informed raised objections to coming in the harbor, but being assured that it would be no more difficult to enter than it was during the March trip from South West Bay, he consented to do so. On crossing the bar at 12 o'clock the vessel struck heavily, and the Captain appeared to be re-mounting with Mr. Cooke for not piloting properly. The ship was then thrown by the surf on the coral reef, the engines all the time working in perfect order, with the hope of getting her off.

In this trying emergency, what was to be done. Out of five steamers lying in our harbor, not one of them was in a condition to render the slightest assistance.—Had H. M. steamer *Bulldog* been in port the casualty would have been averted; but she did not return from Rum City till this morning. The steamer *Thomas L. Wragg* (late the *Nashville*) was at anchor very near the *Karnak*, but, in consequence of the heavy weather, could do no service, more especially as the latter vessel had barely been fitted out. The English steamers *Gladiator* and *Southwick* were out of coal, and therefore were useless as the rest.

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In this tug, Captain Le Mesurier gave his orders with the greatest presence of mind and almost coolness, and too much praise cannot be bestowed on him and his officers generally, nor must we forget to notice the perfect discipline that prevailed among the crew. Several of the wreckers are reported to have been drowned by the upsetting of a boat in the surge, and many recruits in conformity with the regulations of the law, held, by the shifting of boxes of sugar, occasioned by her rolling motion. Since the *Karnak* first struck she has completely shifted her position, and now lies with her head towards the South.

Upwards of 60 passengers from this city alone had taken their passage in the *Karnak* for New York this trip. They will now take their departure by other vessels which are getting ready for sea. The schooner "Vigilant" has been chartered by Messrs. H. Adley & Co. The Agents here for the Canadian line, have arranged to carry the passengers to New York to-morrow; and we also hear that the brigantine "Alma," schooner "Charles Tunnel," and the brigantine "Lucy Darling" (this last being hourly expected from New York) will be made available for the American passengers; while the steamers *Gladiator* and *Southwick* will take the passengers booked for England for their destination. Dr. Liqumist, we learn, will leave in the evening.

H. M. steamer *Bulldog*, Commander McKillop, returned from Ram Cay this morning, and reports that not a vestige of H. M. steamer *Conqueror* can be seen above water. We are informed that the iron steam ship *British Queen*, Commander Harrison, hitherto employed as a passenger vessel between Liverpool and Havre, is advertised to leave England this day (April 19th), for New York, en route for Nassau, to supply the place of the *Karnak*. She is said to be a vessel of the same class, but of greater speed, averaging eleven knots per hour. The tonnage is 1,200 tons, and she has a crew of 893½. She was built at Dunbarton in 1853, by W. Denny Brothers, and her engines were furnished by Talloch and Denny. She was engaged in the transport service during the Crimean war. She still lies midway between the point of Hog Island and Tony beach, nearly upright. Since the disaster she has about five and a half feet of water in her hold this morning.

We learn from an officer of H. M. S. Bulldog, (the return of which from Ram Cay we announced on Wednesday last) that when this vessel left the bay on Monday all the shipboard that had visited the wreck of the Conqueror had taken their departure. The *Aboukir* (90) had left for Bermuda a few days before the Bulldog's arrival, and the *Melpomene* left only a few hours before the flag of Vice-Admiral Sir Alexander Milne at Bermuda.

The fleet will leave Bermuda for Halifax on the 20th instant. The unfortunate steam ship *Karnak* remains in the same position in which we last described her. The diver belonging to H. M. S. Bulldog has paid a visit to the bottom of the harbor and walked round the keel of the *Karnak* for the purpose of examining her bilge. He reports that the starboard midship compartment is completely broken in.

Commander McKillop has been requested by His Excellency the Governor to send in an estimate and plan for deepening the harbor. We hope that this opportunity will not be allowed to pass without completing this long-required desideratum. Commander McKillop's experience in submarine explosions has been well tested in a recent blowing up of the wreck of H. M. S. Conqueror.

THE HARBOR OF NASSAU.—The absolute necessity of affording greater facilities of ingress and egress to our harbor becomes daily more and more apparent. At this moment no less than eight steamers lie at anchor here, and as it is a question of vital interest to the whole colony, Captain McKillop, the gallant Commander of H. M. S. Bulldog, has proposed to make an experiment on the harbor for the purpose of examining her bilge. He offers to remove some of the principal obstructions at the narrowest entrance of the harbor, and should the experiment be successful, it would be suicidal on our part to allow the present opportunity to pass without completing a work long acknowledged to be necessary in order to meet the present requirements of the city.—*Guardian*, 23d inst.

The steamer *Thomas L. Wragg* left this port yesterday, for St. John's, N. B. The Earl of Dunmore, who was a passenger on board the ill-fated *Karnak*, and who was on his way to join the Sec. Fisher Guards in Canada, called in here. We learned that his lordship appears to be highly pleased with his short visit to Nassau; and also with the very kind manner in which he had been entertained by his Excellency the Governor at government House.—*Bahama Herald*, 25d inst.

THE PRISONERS.—The prisoners who arrived yesterday are a rough-looking set of fellows, and just as filthy as it is possible for men to be. We understand that a friend who knows says this is an excellent appointment. He has been some thirteen years in the Federal service, resigned in April last, and in the battle of Manassas.—*Spirit of the Age*. It is currently reported in the city that Gen. Reno, who commanded the 6th of Federal Cavalry, and who was killed, and that Col. Hawkins was wounded in the arm. The report is said to be from one of the Federal prisoners brought up yesterday morning.

Mobile Tribune, 12th. SERRILL'S CAVALRY.—We learn that Gov. Clark has appointed Maj. J. H. Davis, of Butherford, Colonel of Serrill's regiment of Cavalry. A friend who knows says this is an excellent appointment. He has been some thirteen years in the Federal service, resigned in April last, and in the battle of Manassas.—*Spirit of the Age*.

It is currently reported in the city that Gen. Reno, who commanded the 6th of Federal Cavalry, and who was killed, and that Col. Hawkins was wounded in the arm. The report is said to be from one of the Federal prisoners brought up yesterday morning. *Norfolk Day Book*, 24th inst.

From the Richmond Enquirer. The following Regulations of the War Department, in relation to the Act of Congress, known as the Partisan Act, are published by authority, for the information of the public:—

II. ENROLLMENT AND DISPOSITION OF RECRUITS. 1. An officer, not below the rank of Major, who is authorized to raise and organize companies, battalions, or regiments, shall be held responsible for the proper disposition of the recruits raised by him. 2. Application will be made immediately to the Governor of the several States for permission to employ state militia, or to raise companies, battalions, or regiments, as the case may be, and the recruits so raised shall be selected by the Government to perform that duty, under such regulations as may be prescribed by the War Department. 3. The regulations of the respective States for the enrollment of recruits will be observed as far as applicable. 4. The enrolled men in each State will be collected in corps of instruction by the respective county or other authorities, the said camps to be selected with reference to the health, and the facilities for obtaining subsistence and transportation. The number of these camps shall not exceed one in each State, without authority from the Department, and to each will be allowed a quartermaster and a commissary.

The commanders of the camps of instruction in the several States will call upon the General Commandant of the military departments, in which their camps may be situated, for complete rolls to be furnished to the Department, and will prepare them for the field as rapidly as possible, and will cause them to be promptly vaccinated, and in ordering them to the field, will, as far as practicable, prefer those who are best qualified to perform the duty. They will establish hospitals in connection with their camps, and make requisitions for such medical attendance and stores as may be required. 5. The commanders of regiments, battalions, squadrons, and unattached companies, in service on the 10th day of April, will be held responsible for the proper disposition of the recruits raised by them, and will cause them to be promptly vaccinated, and in ordering them to the field, will, as far as practicable, prefer those who are best qualified to perform the duty. They will establish hospitals in connection with their camps, and make requisitions for such medical attendance and stores as may be required. 6. The commanders of regiments, battalions, squadrons, and unattached companies, in service on the 10th day of April, will be held responsible for the proper disposition of the recruits raised by them, and will cause them to be promptly vaccinated, and in ordering them to the field, will, as far as practicable, prefer those who are best qualified to perform the duty. They will establish hospitals in connection with their camps, and make requisitions for such medical attendance and stores as may be required.

III.—VOLUNTEERS FOR EXISTING CORPS. 1. Persons liable to military service under this act, and not in service on the 10th day of April, may be called into service on the 10th day of April, may report themselves to their respective camps of instruction, or to the respective field or depot, and be enrolled, prepared for service, and sent to the said company until the same shall be filled up. 2. The recruits will be apportioned among the several arms of service, according to their respective wants, and as far as possible, in preference of the men of the greatest number of years, and of the greatest number of years, and of the greatest number of years, and of the