

THE SIEGE OF CHARLESTON.

BALTIMORE, August 24.—The steamer Maple Leaf arrived this morning from off Charleston, and reports leaving Stono last Thursday, at which time the guns of Fort Sumter were silenced, and several breaches made in its walls. No doubt exists that the Confederates would soon surrender Fort Sumter; at the time the monitors were close under the guns of Fort Wagner, and by the aid of the Federal sharpshooters had nearly silenced the Confederates.

NEW YORK, August 24.—A Charleston letter to the Herald, dated the 20th instant, says: From one end of the Federal lines to the other the Federal guns are pouring in fire against the gorge wall of Fort Sumter, but it still holds together. It will, however, be gradually torn to pieces.

The iron-clads moved up abreast of Fort Sumter last evening, but a heavy sea prevented their operating.

Lieutenant Webb, of the Fortieth Massachusetts, had his head taken off this morning, and four men of his company were wounded by the premature explosion of one of the Federal shells, caused by poor ammunition. Two men of the One Hundredth New York regiment were also wounded. Lieutenant Holbrook, of the Third Rhode Island battery, was wounded yesterday. The gale to-day is subsiding.—More guns were mounted at the front last night. The heaviest pieces have not opened yet. The steamer New Brunswick is stranded upon the bar, and her cargo is being taken out by lighters. The numerous torpedoes are now powerless for harm, as effective measures have been taken to avoid them. The health of the troops is good, and they are in excellent spirits.

Admiral Dahlgren in his official dispatch dated the 18th, confirms the account published yesterday, in the main, and says:—

"After a steady and well directed fire Wagner was silenced about 9½ a. m., and that of our own vessels was slackened in consequence. Meanwhile the fire of our shore batteries was working effectually upon the gorge of Sumter, which appeared to have been strengthened in every possible manner.

At this time the flag was shifted to the Passaic, which, with the Patapsco, (both having rifle guns,) steamed up the channel until within two thousand yards of Fort Sumter, where fire was opened on the gorge angle and southeast front of the work.

The Patapsco fired very well, and is believed to have struck the southeast front nine consecutive times. To all this Sumter scarcely replied; Wagner was silenced, and Battery Gregg alone maintained a deliberate fire at the Passaic and Patapsco.

It was now noon. The men had been hard at work from daybreak and needed rest, so I withdrew the vessels to give them dinner.—During the afternoon our shore batteries continued the fire at Sumter with little or no reply from the enemy, and I contented myself with sending up the Passaic and Patapsco to prevent Wagner from repairing damages.—The fort replied briskly, but in a brief time left off firing.

I am not able to state with exactness the result of the day's work, but am well satisfied with what a distant view of Sumter allowed.

Our entire power is not yet developed, as it will be daily, while the enemy is damaged without being able to repair."

CHARLESTON, August 18.—All day yesterday the bombardment was more furious than on any day. The Ironsides, six Monitors and six gunboats, with all the enemy's land batteries, opened on Battery Wagner at daybreak, throwing twenty shells per minute at the Federal works. This continued until eleven o'clock,

when the fleet and land batteries turned their attention to Fort Sumter. The Ironsides and six Monitors approached within three-quarters of a mile of Sumter, and battered vigorously against the south face of the fort. Sumter replied briskly from her barbette guns. The contest lasted about three hours, when the fleet, having been struck very often, stood out of range, with flags at half-mast. It is supposed some high naval officer had been killed.

The enemy's land batteries, of 200-pounder Parrott guns kept up a constant fire yesterday evening, and all last night against Sumter.—The roar of cannon heard in the city was tremendous. The casualties at Sumter yesterday was one killed and thirteen wounded; at Battery Wagner, seven killed and twenty-four wounded. Among the killed is Captain Wampler, of Virginia, chief engineer at Wagner.

The cannonade was resumed at daybreak this morning, and now at 9 o'clock a. m. is progressing with great vigor. Batteries Gregg and Wagner are unimpaired.

JOHN MINOR BOTTS.—A correspondent of the Indianapolis Journal, writing from Virginia, says:—"Did you ever hear tell of John Minor Botts? Well, on Saturday last, while the Third Indiana Cavalry were engaged in a skirmish, about six miles south of here, Major McClure, seeing a hale looking, oldish gentleman in a door by the roadside, hailed him and inquired—"Which way did the Rebel cavalry; that a moment since passed here, go?" "Sir," was the reply, "I am under parole to the Confederate Government, to tell nothing I see.—But, sir, my name is John Minor Botts, as devoted a Union man as the world can find. I put no 'ifs' nor 'buts' in the case."

TRUSTEES' SALE.

ALEXANDRIA AND WASHINGTON RAILROAD.

BY AUTHORITY of a Deed of Trust executed to us by the Alexandria and Washington Railroad Company, bearing date the 19th day of April 1855, and recorded in the County of Washington, and District of Columbia, in Liber J. A. S. No. 96 folios 367, 368, 369, 370, and 371 one of the land records for said county, and by the request in writing of Richard Wallach, esq. Mayor of the city of Washington, addressed to us, we will on Wednesday, the 16th day of September next, expose for sale, at public auction, the road made, and to be made by the said Alexandria and Washington Railroad Company including the right of way and land occupied thereby, together with the superstructure and tracks thereon, and all rails and other materials used thereon, or procured therefor, including the iron rails and other materials for the construction of said road, and all bridges, viaducts, culverts, fences, depot grounds and buildings thereon, engines, tenders, cars, tools, materials, contracts, and all other personal property, and all rights, immunities and franchises of the said Alexandria and Washington Railroad Company in, to or concerning the said premises.

The sale to take place at 12 o'clock meridian, at the Court House in Alexandria. The terms of the sale to be one tenth paid cash; the residue to be paid in ten equal instalments with interest from the day of sale, every six months from the day of sale. The deferred payments to be secured to the satisfaction of the trustees.

J. H. BRADLEY, } Trustees.
A. T. BRADLEY, }

Washington, aug 13—eots

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WILL BE SOLD, at Public Auction, on the premises, at 12 o'clock, ON WEDNESDAY, SEPTEMBER 23D, the THREE-STORY BRICK DWELLING HOUSE, No. 24, Royal street. M. G. KINZER, Adm'r. of I. L. Kinzer, dec'd. aug 8 -law15thSept&dts

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FOR ALEXANDRIA, WASHINGTON, AND LANDINGS ON THE POTOMAC RIVER.—The steamer KEYPORT, Capt. E. A. Rythe; will leave pier foot of Barry street, Baltimore, every Friday, at 3 p. m. for Alexandria, Washington, and landings on the Potomac river.

Returning, will leave Washington every Tuesday, at 7 a. m., and Alexandria same day at 8 a. m., for Baltimore and landings on the Potomac river.

Custom House permits must accompany freight for Alexandria and landings on Potomac river.

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BOOT AND SHOE STORE.—MR. JOSEPH KAUFMAN has taken the old and well-known stand of Mr. Ballenger, where he intends to keep a good stock of all kinds of BOOTS and SHOES. Please give him a call at No. 126 King Street. jy 23—tf