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THE DAILY NATIONAL REPUBLICAN is published every afternoon (Sundays excepted) by W. J. MERRIAM & Co., (No. 511 Sixth Street), and is furnished to our subscribers (by express) at 40 cents per month. Mail subscribers, \$5.00 per annum; \$2.00 for six months; and \$1.00 for three months, invariably in advance. Single copies, 5 cents. THE WEEKLY NATIONAL REPUBLICAN is published every Friday morning. One copy one year, \$5; three copies one year, \$15.00; Ten copies one year, \$15.00.

RAILROADS.

BALTIMORE AND OHIO RAILROAD.

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At six o'clock on the morning of the 24th December we steamed in towards Fort Fisher. As soon as we got within easy range we received the attention of the rebels, and gave in return our compliments to our anchor for two days, and was struck several times without doing any damage, save making some honorable scars. The failure of the first attack on the rebel fort is still too prominent in the public mind for any comments at this time. Suffice it to say, the navy did its duty. As Cape Fear is anything but a fine harbor for vessels to lay in, especially for the comfort of those in iron vessels, the Admiral determined to return to Beaufort, and there await further action from the Government. Our passage there was not marked by anything worthy of note. Bores was in repose and the Monadnock steamed along easily at the rate of 8 knots the whole way. At Beaufort we lay till the 12th of January, when the army transports having arrived, the fleet got under weigh and again sailed for the second attack on Fort Fisher. This time the weather was favorable and sea smooth; arrived at our station on the morning of the 13th inst., and came to anchor off the fort, though closer in than before; and here we poured forth the thunders of American wrath against the well-constructed and well-manned rebel citadel for three more days. We were struck several times, but, as before, sustained no material damage,—expending ourselves 123 tons of iron and 15 tons of powder during both bombardments.

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After having been actively engaged in both fights and witnessing the glorious downfall of the Gibraltar of the South, the Monadnock changed her base of operations for another scene, viz: Charleston. We left on the 18th, with the Keystone State as convoy; arrived on the 19th of the bar; next morning moved inside and came to an anchor abreast Morris Island, along with the rest of the iron-clads. During our run here nothing transpired to mar the pleasure of those aboard; an ordinary sea was running, and with 60 revolutions the engines made 7-4 and 7-6 knots. More speed could easily be obtained, but the engines racing slightly, caused me to run her at moderate speed to avoid accidents. We remained in the van of the monitors, though did not have occasion to use our guns, until the final evacuation of Charleston, on the 18th of February, when we moved up to the front, abreast battery Bee. But our stay was doomed to be short. The Stonewall was out from Fort Mifflin, and the ram-freer was raging fearfully, so of course the Monadnock must needs have her stay in the matter; therefore in obedience to orders, started down the coast for Warsaw Sound, Ga., at which place we arrived the 26th, after a pleasant passage. Our next course was to return to Hampton Roads, which we did on the 1st of March—the Mohican as convoy again. Made Fort Royal early in the morning; went in to coal up and came out the same afternoon; weather fine, sea smooth all the time; passed Charleston Bar at 3 a. m. next morning, and Fryer Pan shoals in the evening; the next day, early passed Beaufort—the ship logging all the time nine, eight, and eight-and-a-half knots; everything is working beautifully; when midway between Hatteras and Beaufort the Mohican's engine gave way, and nothing could be done but the monitor to tow her in. Making fast a heavy hawser, again the Monadnock cleaves the foam—Mohican at her stern; during the night, by our log, we were making seven and a half knots steady; passed Hatteras light late at night and made Cape Henry on the 14th; went at once to our anchorage, having made the trip in eighty-two hours, including stoppages to take in stores and coal, and towing the sloop-of-war from twenty miles to the southward of Hatteras. All were charmed with the working of the ship. If we had any doubts of her ability to cross the ocean before, all were now dispelled, for we had steamed up and down the coast in the dead of winter, passing Hatteras four times in heavy weather. The ship acted as well as any ship could do, steering well, and in fact giving us no uneasiness at all. After remaining here for a few days we steamed up James river to participate in the closing scene of the rebellion at Dutch Gap Ferry. Lee's surrender we returned to the Roads, and there remained until the unexpected orders came for us to proceed to Havana to fight the Stone Wall. We sailed in company with flag-ship Susquehanna, Admiral Godon, and rest of fleet, stopping at Port Royal on the 19th May to take the monitor Canonicus to the fleet. From thence we proceeded slowly on our way along the coast with a hope that we might fall in with the Stonewall, but luck did not favor us. Our arrival at Havana was the cause of much wonder and speculation. Never before had an American iron-clad been in foreign waters, and this vessel was the first one to have that honor; the Canonicus following soon after. While there we were thronged from morning