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IT SHINES FOR ALL

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THE WEEKLY SUN.
SATURDAY, FEBRUARY 8, 1862.

The Burnside Expedition.

From our Special Correspondent.

THE VOYAGE TO HATTERAS—ROUGH EXPERIENCES—GETTING OVER THE SWASH—ADVANCE ON ROANOKE ISLAND INTENDED.

Hatteras Inlet, Jan. 20th, 1862.

We left Hampton Roads on the evening of the 13th, our steamer, the New Brunswick, having in tow the Grapeshot, one of the five canal boats intended to be used as floating batteries. The weather then was calm, but next morning the wind freshened from the North-east, and towards noon blew almost a gale. The Grapeshot towed heavily, and about 12 o'clock the towing line parted. We lost three-quarters of an hour in getting her in tow again, this time attaching two cables. About half an hour afterwards both cables parted, one at the Grapeshot's bow, and the other four or five fathoms' length from the New Brunswick's stern. The latter in parting recoiled, striking Mr. Morris Farrar, first officer of the steamer, on the right leg just below the knee, badly bruising the flesh. He had a narrow escape from more serious injury, having moved his position but a moment before. We were then about 12 miles from Cape Hatteras, the wind blowing more briskly, and a heavy sea running. After some consultation, it was concluded to take the men, six in all, from the Grapeshot, and abandon her, as from her construction it was impossible to steer her in such a sea, and should we part from her in the night, all on board of her might be lost. One of the New Brunswick's life-boats had been put on board of her before leaving Fortress Monroe, at Capt. Tiscomb's suggestion.

The Grapeshot rolled on the waves like a log, and for the steamer to attempt to run alongside would have endangered the lives of all on board. The men were directed to lower the life-boat, which they did with some difficulty, as there was great risk of its being stove. The pull to the steamer was also a hazardous task, and the men seemed to lose the self-possession in which they had previously displayed. As they came alongside a wave lifted the steamer, and as she went down the life-boat fell under her guards. To escape being struck three of the men jumped into the water, but were speedily rescued by means of ropes. The others were caught by the clothes and pulled on board by the New Brunswick's men. The life-boat was stove, and floated away with all the traps of the Grapeshot's crew in her. The Grapeshot was in charge of a young man from Brooklyn, N. Y., named Wm. B McKean, and was loaded with oats, hay, and two kegs of powder. It is reported that she was driven ashore near Cape Hatteras.

We proceeded on our way and arrived off Hatteras Inlet at 8 P. M., and cast anchor under the lee of the land. The gale continued all night and next day, when we could see the principal portion of the fleet, which had preceded us from 10 to 24 hours, at anchor inside the inlet. At 10 A. M. of the 15th, the weather having moderated, the New Brunswick weighed anchor and safely crossed the bar, anchoring inside at 12 M.

As we entered, we saw the wreck of a vessel in the breakers on the south side of the bar. We soon learned that it was that of the steamer "City of New York" which went ashore on the afternoon of the 13th, while attempting to enter the Inlet in a disabled condition. It appears that the steamer was attempting to make the Inlet Monday forenoon by crossing the shoal which runs out south of the Cape, struck heavily four times, bounding each time and jamming on her rudder, twisting the shaft of her propeller and injuring her steering gear. She got off, however, and coming to another under the lead hoisted a signal of distress. A tug boat was sent out to her, and she then attempted to get in side. As she neared the Point, the tug hooked on to her stern quarter, those in charge believing that they could help her tow off. It appears, however, the vessel drifted in. The tug hooked her stern round and the current swept her on the bar among the breakers. A vain effort was made to pull her off, when the tug left to pick up and report, but did not return. Soon after the steamer grounded, the mate and four of the crew (numbering 25 in all) took one of the boats and made their escape to a schooner at anchor inside the bay. In this boat, it is said, were the oars belonging to the steamer's large boats, and the carrying of them off made those on shore believe the vessel lost. Night came on, but no relief came to the hapless crew of the ill-fated steamer, and it was not until the morning of the 17th that they were taken off. They were nearly 48 hours on the wreck, and for the last 24 hours were lashed to the rigging to prevent the waves and breakers which dashed violently over the ship sweeping them off. From the time they grounded until they were taken off, they had neither sleep nor food. The vessel and cargo which was a total loss, are valued at $300,000. The "City of New York" was loaded with ordnance and ordnance stores, consisting of large quantities of shot, shell and cartridge powder, besides several hundred barrels of beef and pork, four to five thousand Sibley tents, bedding for the officers, 1200 Enfield rifles, and all the Quartermaster's stores for the Division. The loss is a serious one, but it will not hinder the purposes of the expedition, as I am informed that most of the articles were duplicated, and that the duplicates were safe in other vessels.

On the morning of the 16th Col. Allen of the 9th New Jersey Volunteers, commanding the Brigade, and Dr. Weller, with the second mate of the ship Ann A. Thompson, were drowned while attempting to cross the bar in a row boat. The boat was borne by the current among the breakers and capsized. The boat's crew managed to right the boat again and to recover the bodies of Col. Allen and Dr. Weller, which have since been temporarily interred on the beach near Fort Clark.

Next day, the 16th, the schooner Farran, laden with coal, ran ashore inside the bar and afterwards filled. Part of her cargo was saved, and she has been stripped of her rigging, and her spars and masts taken out of her. The steam transport Zouave, having soldiers on board, ran upon her anchor, which tore a hole in her bottom. She filled and sank, but not before the soldiers were all safely taken off. On the 17th, the steamers Shawmen and Virginia, the Savyskoe Hunchback and several sailing vessels came in. On the 18th the Shawmen let go her anchor the chain parted, and she drifted after her second anchor. It was then attempted to make her fast to a schooner, but the experiment failing, an order was given to run her aground to prevent her drifting and coming into collision with other vessels. It was supposed that she could easily be got off as soon as the means to make her safe could be obtained, and, perhaps, if the right spot had been chosen, the alternative resorted to would have succeeded. But she was run aground in a place where she was much exposed to the swell of the sea, and in less than the first night she started her bed plate and crushed one of the main braces. The soldiers which she brought from Fortress Monroe have been taken off, but the vessel remains fast aground. The stores she brought have been removed.

The steamer Northerner was aground several days, and it was feared would never be got off. She lays easy, however, in a place where she is but it is expected to the tide and the prevailing winds. The Northerner is an old boat, and it is said, was sold for $25,000 a few weeks before she was purchased for the Government, at the price of $75,000. When sold for $25,000, an examination of her proved unsatisfactory, and the sale was not completed. There are also reports afloat that the Government has been deceived and swindled in the purchase of other vessels for this expedition, and if they be true, there's truth might account for some of the difficulties with which the commanding general has had to contend. For instance, out of thirty vessels assigned to the first brigade for transport service, less than one half were found, after arriving here, to be of sufficiently light draft, when loaded, to go over "the swash" or bar which obstructs the passage up Pamlico Sound. Except at a very high tide, vessels drawing eight feet and over of water cannot cross it. This obstruction, and the want of sufficient means and facilities for overcoming it, have been the main immediate causes of the delay here of the fleet, and of most of its disasters. Could the vessels have entered the Sound readily, and obtained a good anchorage, the Shawmen and the Zouave would be safe, and the expedition would not be deprived at this point of the services of a large number of the transports in carrying its troops and stores to the intended scene of its first operations. You may say that the difficulty should have been foreseen, and sufficient provision made against it; but it is probable that the Government did the best it could to make such provision, and that parts of its best plans have been frustrated by circumstances which it could not control. It could not control the winds and weather about Cape Hatteras, deepen the Inlet, widen the anchorage ground, prevent the tides and sea from raising the bar between the Inlet and the Sound, or improve to a large fleet of steam and sail vessels, all when loaded drawing less than eight feet of water, and safe to send in midwinter to this coast, with human freight and property of immense value. Yesterday I counted from the deck of the New Brunswick, 83 vessels of a fleet seen in sight. About 30 of them are propelled by steam. The ships, barks and barks number 10 or 12; there are four or five canal boats used as gunboats, and the rest are schooners. In falling the gunboats most noted for the regular naval service, and the vessels yet to arrive, the total number of vessels belonging to the expedition, is about one hundred.

During the last two or three days, experiments have been made with several of the steamers drawing from 5 to 9 feet, by taking off the soldiers and military stores, to see how much that would reduce their draft. A plan similar in principle to that sometimes used in raising sunken vessels, for carrying the steamers of deeper draft over the bar, has been proposed and discussed, but with the means at hand it is scarcely practicable. The troops and stores on board the steamers, which can be lightened enough to get them over the bar, will be transferred to schooners and re-shipped on the other side. The men are as anxious now to get away from the ships, as they were to break camp at Annapolis; and they entertain the opinion that when they meet "John Secesh," as they call the rebels, since John Bull took their emissaries, Mason and Slidell, under his protection, they will give him a good drubbing—unless he disappoints them by a prudent retreat, or a still more prudent repentance of his error, and a wise return to his allegiance to the Union. It is very confidently anticipated that North Carolina, a large majority of whose people were, and, no doubt, still are opposed to disunion, will cast off, with gladness, the yoke of the Richmond despotism, just as soon as she has practical evidences that the Federal Government has the power, as well as the will, to protect her in adopting a loyal course of action. It is, undoubtedly, one of the main objects of the Burnside Expedition to assist and afford opportunities to the loyal citizens of North Carolina to give free expression to their sentiments of attachment to the Union.

And though the Expedition has been subject to difficulties and delay, no one here whose heart is in the cause, entertains the least doubt that it will perform an important part in the accomplishment of the great end which the people of the North, in all their efforts and sacrifices, have steadily in view—the restoration of peace to their country, and the consolidation of the Republic upon the old Constitutional basis of equal rights between the states, and the fullest protection of all its citizens in the enjoyment of that regulated freedom which it was the desire and aim of the founders of the Republic to establish for ever upon this continent. What are all the difficulties in our way compared with those which they encountered and overcame?—mere trifles, barely sufficient to make us brace ourselves more firmly for the accomplishment of the work we have to do, and impress us with higher conceptions of the value of that liberty and those privileges which an unnatural rebellion, with wicked and fratricidal hands, seeks to destroy.

Jan. 22d.—The steamer S. R. Spaulding has just arrived from Port Royal, and she may be permitted to take a mail North. No movement of troops has yet been made. A number of vessels have been got over the bar, and it is probable that by the end of next week, should the weather be favorable, an advance in force to capture and occupy Roanoke Island will be made. The island is said to be strongly fortified, and have a garrison of from two to three thousand men. Reinforcements, however, may have been sent, as the rebels are, doubtless, now well informed of the purposes of the expedition. The possession of Roanoke Island will open the way into Albemarle Sound, and to Norfolk, in the rear; but what the expedition will attempt after taking the island, is not known to outsiders.

Yesterday we learned that the steamboat Pocahontas, carrying horses, was driven ashore above Cape Hatteras, her machinery having been disabled in a gale. The crew were all saved, and out of 130 horses, 78 were lost. The gunboat Grapeshot, abandoned on the 14th, was found ashore by the crew of the Pocahontas, and the corn and hay with which she was loaded, afforded a fortunate provision for the horses saved. The men and horses arrived safe yet at our encampment—two regiments, the 13th Pennsylvania, and the 9th New York Volunteers (Hawkins's Zouaves), occupying Hatteras Island before our arrival.

The weather is very variable—in fact, we generally have four to five changes a day, and sometimes more. We have had days since our arrival, parts of which have been favorable, but the weather added to the want of good anchorage for a large fleet and the shoal obstructions, has seriously impeded the expedition and embarrassed those charged with its direction. Some of the vessels can be got over the "swash" only at high water, and others when both wind and tide may favor them. The small schooners of light draft can be got over almost at any time, but there is no use in sending them up until the steamers and larger vessels are worked over, and to transfer soldiers and stores from these, that must be lightened, requires calm weather.

There is poor accommodations here for a large fleet, and the vessels are either so closely crowded that they are in danger of coming in collision at every change of tide or are obliged to anchor so far outside as to expose the men to the risk of getting wet and chilled in riding their anchors. The captains and their crews are thus kept in a careless state of anxiety and watchfulness, and they are heartily sick of Hatteras Inlet. Tonight it blows a perfect gale, but tomorrow we may have fair weather.

Jan. 23, 10 A. M.—The storm continued all night, but has abated in the fury of its violence. The Shawmen and accompanying tug came in the gale last night, I hear of no disaster this morning.

News from Rebeldom.

CUTTS'S OF OUR OWN COMMUNICATIONS.

The Richmond Dispatch, Jan. 3.—The enemy are meeting shipwrecks with great vigor to destroy our remaining lines of railway communication. Rosencrans and Buell are busy in the summer in trying to rend the Virginia and Tennessee railroad at some point between Lynchburg and Wytheville.

For the present that plan of approach is abandoned by the enemy, and our railroad enjoys temporary possession in the rigors of winter.

Their next point of attack, upon the same line of communication, farther west, was from the direction of Kentucky into East Tennessee, by means of the army of Buell. Nine days ago, Zollicoffer, commanding our left wing, was ordered to cross the Cumberland mountains, leaving the Kentucky shore, and advance to Somerset, in the rear of Buell's advance, with a view of cutting off the enemy's retreat to the West, and of forming the wing of the great army of invasion in Kentucky. The necessary of the design upon the railroad was not important part of the movement; and, irrespectively of the invasion, the work was of value as threatening the railroad. Independent bodies of both these forces, the movement was abandoned, all falling countenance to the proclamation of Buell in East Tennessee.

We are not advised what steps have been taken by our authorities to prevent their approach to the threatened line, but have no doubt that ample provision has been made against such a contingency as the movement at the crisis of a programme.

Turning our attention to the great Southern line of railway leading to the Gulf States and Gulf cities, we find it second in importance and value. One of them running through East Carolina, from Weldon to Wilmington, is threatened by Burnside; and the other, leaving this city and passing through Danville, Greensboro', Salisbury, Columbia and Atlanta, along the Piedmont country that supports the Gulf States, is threatened, though not threatened, and the safety of all our routes, yet looks a link of forty miles between Danville and Greensboro' not yet completed. The President, with great sagacity and propriety, urged the completion of this link upon the country in his annual message; but whether Congress has responded to the recommendation by directing the immediate execution of the work, is still involved in the mysteries of their secret conclave. This much is certain, that the work is not yet accomplished; perhaps it is not yet begun; and the fact remains that our only line of connection with the South, except the one through the mountains of West Virginia and East Tennessee, is imminently threatened by Burnside.

We confess to have lost all apprehension of serious danger or harm to result from the naval expedition of the enemy. In their history, so far, they have proved unwieldy, inefficient and frightfully costly to the federal exchequer. They have inflicted little or no injury on the Confederacy, while a military point of view have turned out to be the most wretched abortions. Great expectations were cherished of Burnside's armada, and the probabilities are that it will prove the most stupendous failure of them all.

A SAD PICTURE OF WAR.

Norfolk Day Book, Jan. 30.—We are pained to learn that the Hampton soldiers are still suffering for the want of many essential articles of comfort, and they suffer not only in body but in mind. Their physical ills have been borne with heroic fortitude, but what language can depict the unbearable anguish these brave men have felt to see their families suffering privations which none of them had ever seen endured by their slaves. We know few soldier pictures than this in history, and painful as is the task, we shall hold it up to our readers today, with the hope that after gazing upon its sorrowful aspect, they will inaugurate some mode of alleviating the distress of which we speak. Eight months ago Hampton stood enthroned in its green trees, as fair a type of village quiet and picturesque beauty as we could wish to look upon. The town was rich with its colonial and Revolutionary histories. Not only rich in histories and traditions, but rich in all that can adorn and embellish life.

In corroboration of this view, the census returns show a valuation of three million two hundred and fifty seven thousand five hundred and ninety-five, ($3,257,595)—and a population of five thousand seven hundred (5,700.) No more conclusive evidence than this could be offered of the substantial comfort of that unhappy community than is exhibited in the stern prose of the Auditor and census taker. And now this town may be represented by zero. The fertile fields are growing up in brambles, the pretty country houses are deserted, even if still left standing the cattle have been slaughtered by the enemy, the enslaved slaves driven into worse bondage than the Jews suffered in Babylon, and the town itself stands a mournful heap of ashes, to attest with pathetic eloquence the devotion of the people of Hampton to the name and fame of Virginia—to the honor and interests of the South. Out of the male inhabitants of that devoted county the Confederate states have today six companies in service. The Old Dominion Dragoons, who have furnished gallies to Magruder's army, the Wythe Rifles, the Lee Rangers, the Hampton Grey's, Smith's artillery and one company of militia. All of which were organized before the war. Now is this all mustered in for six months, they have volunteered for the war with alacrity, and only ask that they may be allowed to strike in defence of the honor of Virginia until the last hostile foot has been driven from her borders.

But alas! the picture lacks its saddest coloring. There men have wives and children tenderly reared, dearly loved—wives and children for whom each one, in his allotted sphere, has toiled, finding his labors sweetened by the reflection that it was for them. Now, what think you are the emotions of these men when they pass their solitary limits on guard, or sit by their camp fires in ragged coats this wintry weather, knowing, as they do, that their wives and little children have not wherewithal to make life tolerable? When the sleet drives into the sentry's face, would you blame him if it mingled with a hot, despairing tear? When he crouches by his watch fire, is there any wonder that his face looks prematurely old? Not. But is there no wonder that the sufferings of these gallant men, of their wives and children, have not engaged more largely the sympathies of their countrymen? We cannot give the same answer, for it is a wonder and a shame that they have been thus neglected. That they have been cruelly neglected, we propose to show; that they may be relieved, we shall endeavor to establish. *Up to this time they have not received so much from all quarters as the city of Norfolk contributed to the Charleston sufferers.*

Hampton was a commercial dependency of ours, and in times of peace paid us a rich tribute. Let us now, of our greater abundance, give back something to alleviate the bitter necessities of her citizens.

A GOLDEN VISTA.

The same paper, of another date, says:—

With peace fixed on permanent foundations, the prospect arises before the South, not only of repose and security, but of a career of prosperity and happiness rarely paralleled in the history of nations. We shall be sole masters of our own rich soil and its unexampled products, and no longer be dependent of their value by the rapacious commercial vultures of the North. Our commerce will go to build up our own cities, and our wealth to be diffused through our own borders. We shall be a homogeneous people, separated forever from the incongruous and distracting elements of northern society, and from the tyrannical race who, because we refused to remain forever hewers of wood and drawers of water for Yankee taskmasters, are trying to cut our throats. We shall be delivered from all future association in every shape and form, with the rascally, hypocritical, swindling, humbugging, wooden nutmeg making sons of the Pilgrims. We shall have our own laws, literature, civilization, and sit under our own vine and fig tree with none to molest us or make us afraid.

And not the least gratifying result of peace will be its effects upon the Yankee nation, which it will leave high and dry, without a dime in its pocket or a friend on the face of the earth. It will be at once the most impoverished and despised of nations. It will be shut up to the cultivation of cabbages and potatoes, and the contemplation of its own miraculous imbecility. Its people will spend their days in cheating one another, and their nights in remorse, that, in making war upon the South, they "cast away a pearl richer than all their tribe."

The Passage of British Troops through Maine.

The report that permission had been granted by our Government for the passage of British troops across the State of Maine, has led to a call for information from the authorities of that State, in response to which Mr. SEWARD has written a letter to the Governor of Maine, giving his reasons for this step.

The principle upon which this concession was made to Great Britain is, that when humanity, or even convenience, renders it desirable for one nation to have a passage for its troops and munitions through the territory of another, it is a customary act of courtesy to grant it, if it can be done consistently with its own safety and welfare. No foreign nation indulged to Great Britain is likely to complain of the United States for extending such a comity to that power. If, therefore, there be any danger to be apprehended from it, Mr. Seward argues, it must come in the form of direct hostility on the part of the British Government against the United States. The United States have not only studiously practiced the most perfect justice in their intercourse with Great Britain, but they have also cultivated on their part a spirit of friendship towards her as a kindred nation, bound by peculiar ties of commerce. And though political aspirants have recently appeared in Congress as well as in England who have sought to inflame a growing alienation of sentiment among portions of the British people, the government of Great Britain has, notwithstanding, all the time, held towards us its accustomed language of respect and friendship. This government, adds Mr. Seward, "cheerfully and with entire confidence, yields its full faith to the assurance of the government of Great Britain. The public apprehensions to which I have alluded are believed to have had their origin in accidents and apprehensions of a temporary character. While the policy of this government has been to fortify its territories so as to be able to resist all foreign as well as domestic enemies, if such enemies must come, it has been equally careful at the same time to secure even greater strength, by showing itself consistent in all things, scrupulously just, and, if possible, magnanimous towards all other nations."

Irish Intelligence.

In consequence of the numerous applications for money presented to Mr. O'Brien, under the supposition that he is the holder of certain estates bequeathed to him by his grandfather, he has published a pamphlet stating the exact circumstances of the case.

It appears that in 1848, before the outbreak of the Irish rebellion, he executed two deeds, assigning the whole of his property to his eldest brother, Lord Inchiquin, and Mr. W. Greig, a personal friend—to be held by them in trust for the use of his wife and children. On his return from exile, he lived with Mrs. O'Brien and his family, at the family residence of Cahermoyle, and was permitted by Mrs. O'Brien to enjoy the rents and profits of the said estates, and to enjoy the said trust premises as he had formerly done, but the receipts were given in the form following, that is to say, "Trustees of William S. O'Brien." Mrs. O'Brien died in June last, and immediately afterwards, Mr. S. O'Brien called upon the trustees to re-convey to him the estates granted by the deed of 1848, to which demand they declined to accede, as they were apprehensive they could not legally or with propriety comply therewith, but the said W. S. O'Brien insists that it is against equity and good conscience that he should be held bound by the said deeds." He has threatened proceedings in Chancery, to compel the trustees "to execute a re-conveyance, and at other times it has been stated by the said William Smith O'Brien, that he intended to defeat the said deeds by effecting a sale of the lands comprised in them to a purchaser for value." Under these circumstances the trustees have filed a petition in the Irish Court of Chancery, praying to be relieved from further responsibility in relation to the deeds, and that the trusts may be administered under the direction of the Court.

A deputation of gentlemen from the counties Sligo, Roscommon and Galway, headed by the O'Conor Don, waited on the Lord Lieutenant to present petitions on the subject of the prevailing distress in those counties, and desiring that the government should adopt measures of relief. His Excellency stated that the subject should receive the attention it deserved, but that the Government had information that the distress was likely to prove less formidable than was apprehended.

The opening of Hilary Term was attended by the usual ceremonies at the Four Courts, Dublin. The Court of Chancery was thronged with spectators, and during the day a curious application was made to the Lord Chancellor. About 160 years ago, Robert Briddick, a member of the now extinct Corporation of Trim, left the interest of $2,800 forever, in trust, for four Protestant freemen of that town, that each might get every year a coat, a pair of breeches of gray cloth, lined with green baize or serge, with eight cents a week for bread, and sums of five shillings and ten shillings on the principal festival. Such of the freemen's sons as were apprenticed to the woollen trade were to be supplied with a Bible and Prayer book each. In time the fund accumulated to $9,500. There being now no Protestant freeman in Trim, application was made to divert the funds to some other object. The Lord Chancellor ordered the funds to be paid into Court, and referred the matter to a Master in Chancery.

The Burnside Expedition.

THE VOYAGE OF THE STEAMER NEW BRUNSWICK—INTERESTING PARTICULARS OF THE LOSS OF THE FLOATING BATTERY.

The following letter of our special correspondent with Gen. Burnside, which has been detained on its way to us, contains some interesting particulars of matters to which only brief reference has before been made:—

STEAMER NEW BRUNSWICK, OFF HATTERAS INLET, Jan. 19, 1862.

As you have already been advised, the vessels belonging to the Burnside Expedition left Hampton Roads on the evening of the 13th and morning of the 14th. The New Brunswick, however, having Gen. Foster and staff, and seven companies of the 10th Connecticut Regiment on board, was detained, under orders, to permit Gen. Foster to complete some arrangements—Gen. Burnside having left in advance the previous night in the steamboat Picket. By half-past ten P. M., of the 14th, all was ready, and at a few minutes to eleven the New Brunswick put to sea, having the gunboat Grapeshot in tow. It was a fine moonlight night, the air balmy, and scarcely a ripple on the water. We knew that we were bound round Cape Hatteras, and many were the speculations whether we would be allowed to pass this "place of storms" without experiencing any of its dreaded hardshipes. The sea rose rapidly this morning, but our anticipations of continued calm weather were soon to be unsolicited. As we neared Hatteras the wind sprang up briskly from the northeast, and rendered towards noon, when we had sea enough to make the gait of landsmen unsteady, and to upset the appetites of sea sickly passengers. The Grapeshot, a short squat, but clumsy, round bowed, flat bottomed canal boat, intended to carry two guns, towed very heavily, and the helmsmen could not keep her from swinging about like a log. The chafing of the towing line caused it to part at her bow, and the cry that the gunboat was adrift produced quite an excitement. Three quarters of an hour was lost in taking and getting her in tow again. This time two stout hawsers were attached to her, and the men on board busied themselves in putting around the ends to be at the bow, to prevent their parting by the friction to which they were exposed. About half an hour afterwards, the sea increasing, both cables parted, and the Grapeshot was again adrift, rolling helplessly upon the waves. The steamer put about, but it had now become a question whether it was not the more prudent course to take the men off before a heavier gale should come on. A very slight one could not, as it was evident that the towing lines we had could not be depended on to stand the strain 20 minutes. The first line had snapped at the bow of the gunboat, but the second and shorter one parted about four or five fathoms length from the stern of the New Brunswick, and the shorter part recoiling, struck the first officer of the steamer, Mr. Morris Farrer, on the left leg below the knee, badly bruising the flesh. Mr. Farrer had been engaged in putting paroelling on the cable where it passed through "the chock," and was passing out to get a piece of matting for its better protection, when struck. Had he remained in his previous position, he could scarcely have escaped more serious, if not fatal injury. Gen. Foster being consulted, directed that another effort be made to keep the Grapeshot in tow, but, before the lines were thrown, the shoal came from some of those on board that she had sprung a leak, and was making water fast. The General then ordered the men to be taken off. By the prudent forethought, and at the suggestion of Capt. Liscomb, of the New Brunswick, one of the steamer's life-boats had been given to the Grapeshot before leaving Fortress Monroe. The lowering of this boat was a tedious labor, the men seeming to lose the self-possession which they had manifested up to this time, in a manner to excite the admiration of those who were watching them from the decks of the steamer with a deep and sympathetic interest. Finally the boat was safely lowered, and the men, with their traps, placed safely in it. The pull to the steamer, in the heavy sea running, was no easy labor. The rolling of the steamer also created a new danger. A wave lifted her as the life-boat came alongside, and as she came down again the boat fell under her guards. Three of the men, to escape being struck, jumped into the water, but were speedily rescued by means of ropes. The other men were grasped by their clothing and drawn on board. The life-boat, however, could not be saved, and it floated away, much battered and stove. The men saved only the clothing they had on them, but there was general congratulation that their lives had been saved. An hour and a half passed from the time the cables parted until the men were safe on board the steamer. We were about 12 miles from Cape Hatteras, and in sight of the shore. The Grapeshot had 1,365 bags of oats, 50 bales of hay, and two kegs of powder as freight. W. B. M Kean, a young man from Brooklyn, N. Y., was in charge, and his crew consisted of five soldiers, who had experience as seamen. We left the Grapeshot drifting in shore, and proceeded on our way, but did not arrive off Hatteras Inlet until after nightfall. Rounding the shoal and not deeming it safe to attempt to enter the Inlet at night in such weather, we ran up under the lee of the Cape and came to anchor at 8 P. M. There we found several of the sailing vessels at anchor, and by their lights could see that the larger portion of the fleet had passed the bar and were safely anchored inside.

JAN. 14—The blow which had continued during the night, abated a little this morning, but increased in vigor towards noon, when it was accompanied by a driving rain. We lay at anchor all day, the wind blowing steadily from the north-east. Charles H. Haswell, Esq., the Chief Engineer of the expedition, proposed going to the fleet inside, in a boat, but upon second thought concluded that the enterprise was of too dangerous a character. The sea was very rough, and we could see the white foam and thick spray of the breakers as they dashed violently upon the bar. At intervals we could distinguish with glasses, through the clouds of spray, the masts and hulls of vessels lying in the broken water within the mouth of the Inlet, the channel of which, as you know, is very narrow and has but about 14 feet of water at high tide. In a heavy nor'easter the wind sweeps the water off the bar, and it would be a desperate venture for any vessel, except a steamer of very light draft and having the best machinery, to attempt an entrance.

Our "Butler" Correspondence.

The following letter has, as its date shows, been travelling on its own account, but to "keep up the connection," we make room for it.

FORTRESS MONROE, VA., Thursday, Jan. 22, 1862.

Why the Expedition landed at Ft. Monroe—The Jones and Sibley Tents—Who responsible for scanty and poor rations—Cantoned Cavalry guarding Back River—Good water, and plenty of it.

EDITOR OF SUN—The filthy condition of the ship "Constitution," and the fact that measles had made its appearance among the troops, induced an order to disembark last Monday evening by Maj.-Gen. Wool. The first trip after disembarking, many of us slept on a small steam tug, as our tents could not be pitched in time. There was a heavy rain falling, and the company of zouaves under Capt. Kelly, who slept in the rain on the beach, somewhat soiled their new uniforms. The next morning the rations were not delivered till nearly eleven o'clock, and since then we have been on rather short allowance, and on the poorest rations I ever saw delivered to troops. Why we were taken at all from Camp Chase, where we were comfortable, and knocked around the way we have been since, is something I have been unable to find out. The Sibley tents provided for the troops are, as far as my knowledge and experience goes, very poor indeed for a cold climate. Our sick, and a number detailed as guard, are still on board the vessel, and I am told that she has been thoroughly cleansed and fumigated, and that we will probably go on board again in a day or two, and start for Ship Island.

I am informed that the responsibility of scanty and poor rations, and some other great and unnecessary sufferings we have had, falls upon the officers of the ship, but I cannot find out to a certainty whether this is the case or not. Since landing there has been no firing from the Rip Raps or Newell's Point.

Our cavalry is encamped within two miles of the outposts, who guard the approaches from Back river, but as they have neither horses, arms or ammunition, they would have to fall back on the forces in case of attack. We have built ovens in our tents to keep warm, but when we look at the fine "James" tents drawn for other corps, we wish that we were fixed in the same way. By digging about three feet in the sand, we obtain very good water, and all our food, such as it comes to us, is really cooked on from the vessel. I have a very strong suspicion that the next time Government wants volunteers, there will be very few of this division ready to enlist again. Jots.

The annual report of the Superintendent of Public Schools in New Jersey, shows that the number of these in operation last year was 1069, which were attended by 137,578 pupils, or 58,264 on an average. In forty-two cities and towns ships the schools are free. The amount of money raised and expended in 1861, was $549,123, an increase of $17 385, as compared with 1860. Of this sum, $80,000 was appropriated by the state for the support of public schools, $10,600 for the Normal School, and $1,200 for the Farnum Preparatory Institute. The remainder was mostly raised by local taxation. $40,440 having been derived from "other sources."

HATTERAS INLET.

Pamlico Sound and Hatteras Inlet.

As will be seen by the above map, Pamlico Sound, the seat of Gen. Burnside's operations, is a shallow inland sea, 60 miles long, and from 9 to 25 wide, connected with the Neuse and Pamlico rivers on the west, and Albermarle Sound on the north. It is separated from the ocean by long sandy islands, scarcely one mile wide, covered with bushes. The principal entrances to the Sound are Hatteras and Ocracoke Inlets. Hatteras Inlet can be approached from the eastward and northward. The water on the bar at ordinary low tide is 11 feet; the rise and fall of the tide but two feet. After the inlet is passed, the anchorage affords protection from all but southwest and eastward storms. Cape Hatteras, which has to be doubled, just before entering the Inlet, is one of the most dangerous points on the Atlantic coast, surrounded by treacherous shoals extending off the point for ten miles, and with a current drawing in shore. Ocracoke Inlet is about 12 miles southwest of Hatteras Inlet. The depth of water on its bar, is given by the Coast Survey at six and three-quarters, seven, nine, four and three and a half feet in the channel, which is quite crooked, and must be approached from the southward.

FINANCIAL.

NEW YORK, Monday, Feb. 3

The Stock market was less excited this morning, and prices in some cases showed recovery from the decline of Saturday. The combination for a rise on the plea of inflation is however broken, and there is now a well defined interest operating for the fall. The chances for a rise, even in the event of paper money being resorted to by Congress are less. The capital of the country is in the meantime declining, and is less able to bear the weight of stocks existing and accumulating. After the board there was less doing, and prices were steady.

The sales of gold at the board were fair at the rates of Saturday, 3¼ per cent.

The Assistant Treasurer has called upon the banks for the last instalment of $3,500,000 due the Government, to be paid tomorrow. The banks having then no further use for the government notes, will no longer receive them on deposit. It will result that being no longer "currency" they will depreciate.

The exchanges at the Bank Clearing House today were $5,211,[illegible], balances $1,[illegible]. The large amount was due to maturity of government and interest notes yesterday.

The Oriental Bank has declared a semi-annual dividend of [illegible] per cent, payable [illegible].

The Long Eye Land Company have declared a [illegible] per cent, payable [illegible].

The Hartford Carpet Company have declared a dividend of one and a half per cent, payable [illegible].

The stock of the Pittsburgh and Fort Wayne Railroad has been advanced 21¾ since [illegible], copper $12,600.

The Government [illegible] at the money market for the week ending [illegible] Saturday, the leading notes of [illegible] and [illegible] for next week. The rate of [illegible] 5 6 per cent, interest 90 day bills 6 per cent and upwards.

At Chicago the premium on gold is [illegible] per cent.

At Milwaukie 2@3¼ per cent. Government Notes 1 per cent premium.

At Boston gold is 2@2¼. Government Notes are ⅛ discount. The banks there do not make memorandum of [illegible] because [illegible] them from paying out anything but their own notes.

The shipment of produce from Milwaukie the past year was $1,[illegible], against $1,[illegible] in 1860.

The receipts and exports of specie at the port of New York for the past five weeks, have been as follows:—

	From Cal.	Exports.	Price of Gold.
Jan. 4.....		$[illegible]	[illegible]
" 11.....	$26,[illegible]	[illegible]	[illegible]
" 18.....		[illegible]	[illegible]
" 25.....	3,7[illegible]	[illegible]	[illegible]
Feb. 1.....		[illegible]	[illegible]
	$1,[illegible]	$2,[illegible]	

The rate has been steady during the week, because the uncertainty that attends the action of Congress in relation to paper money has checked operations. The last arrival from California has not been pressed upon the market, while the banks have been in the market for Government Notes with which to meet the last instalment due the Government on the 1st inst. Both these circumstances have tended to stiffen the price of gold. The banks have used the last instalment in their account with the Treasury, and will in many cases now reject them for their deposits, a process that will throw them upon the market. If the note issue are authorized but as a legal tender, the presumption is that the more regular issue of notes also will be for the benefit of the, coupled with the slow manufacture of them, will maintain the value for the present.

The call upon the banks for the money for the present, comes most inopportune for the interests of the banks, to some extent in the shape of specie, and also a gradual reduction of memorandum loans.

The bank returns are as follows:—

	Loans.	Specie.	Circ.	Depos.
Jan 4..	154,115,825	22,[illegible],[illegible]	5,[illegible],146	111,159,[illegible]
" 11..	152,08[illegible],019	25,[illegible],070	8,121,512	118,[illegible],[illegible]
" 18	149,081,439	26,140,859	7,[illegible],[illegible]	118,[illegible],130
" 25..	146,[illegible],669	26,[illegible],[illegible]	6,[illegible],017	116,[illegible],[illegible]
Feb 1..	144,6,5,778	27,179,[illegible]	6,[illegible],[illegible]	112,957,[illegible]
Increase	7,[illegible]			
Decrease	1,031,5[illegible]		425,[illegible]	1,187,717

The line of loans includes the issue of securities to the Government, and which is $70,000,000.

Deducting this, the specie line loans show a decline of $35,000,000 since August, and of $25,000,000 since Feb. 1, 1861. These figures indicate the decrease in the business of the city that has taken place, notwithstanding the unusually large exported breadstuffs that have been made. The individual deposits representing idle capital have also risen $20,000,000 since August, and they have increased nearly $10,000,000 since Jan. 1, in which period there has been paid off $9,000,000 of