

in the centre, and Heintzelman on the right; both corps co-operating in one movement.

Porter's advance was at once met and checked by heavy masses of the enemy's infantry, and almost at the same moment became exposed to an enfilading fire of the enemy's artillery.

The troops endured this with heroic bravery more than an hour. An officer who watched them with a glass says that he could see the ground strewn with dead and wounded. Finally they fell back in disorder.

The reserves of both corps became disordered by the stream of fugitives which poured back upon them. The enemy advanced his batteries rapidly and poured in a storm of shot and shell upon these confused and flying masses. The right wing was badly beaten and the battle became seriously endangered.

McDowell then advanced in support and endeavored to hold the centre, but his movements were anticipated by the enemy, and both he and Sigel were surrounded on the left and outnumbered at all points. Then Sigel shone out, and his qualities as a soldier became more than ever conspicuous. Riding everywhere over the field, he brought up his brigades skillfully to their positions, holding them to the front, while the tide of fugitives poured by.

Large bodies of McDowell's division broke and retreated in disorder, making pell-mell across Bull Run. At 5 o'clock in the afternoon the battle was going heavily against us. Gen. Pope had ordered up and into the fight the last of his reserves, and was still endeavoring to retrieve the day; but along the Centreville road, artillery, infantry, wagons and cavalry were mingled together in confusion, and falling to the rear. Our right remained comparatively firm, and prevented the enemy from following up his advantage. Indeed, the last of the crossing of Bull Run was in perfect order, and by 8 o'clock the stream was crossed, and the enemy troubled us only by a few shells. We were falling back to Centreville.

Franklin and his whole corps was between Stone Bridge and Centreville, and pressing on. Sumner and his corps were close behind, between Centreville and Fairfax Court House, urging his troops forward at the greatest speed.

Gen. McClellan is universally and bitterly blamed for this reverse. He received the order to advance Gen. Franklin's corps from Alexandria to Pope's support as early as Wednesday, but he sent word that it was impossible to do so for lack of transportation and supplies. The order was twice repeated, and Friday night Franklin's corps was moved as far as Avondale, seven miles from Alexandria, and within sound of the enemy's guns. Here the troops were stopped by Gen. McClellan's order, for the alleged reason that it was unsafe to advance. Thus the march was delayed for three days, during which Gen. Pope was fighting against terrible odds.

Gen. Halleck and the President do not hesitate to ascribe our reverse to the tardiness of Gen. McClellan's movements; and a general order has been issued relieving him of the command of the army of the Potomac, except that portion in and about Alexandria. There was no general engagement on Sunday up to three o'clock.

### A Step Ahead in the Navy.

A law passed at the recent session of Congress affecting beneficially the men and officers of our glorious Navy, went into effect on Monday, 1st of September—namely, the suppression of that part of the Navy Ration which allowed spirits to be issued twice a day to sailors. This must be something novel with "Jack;" though for many years, we understand, a large portion of the crews of our vessels of war have not drawn their "grog."—Those men who do, will, we are sure, cheerfully acquiesce in this change,—as the Army did twenty years ago. We have as yet heard but one exception in the South Atlantic Blockading Squadron; and, learning that Admiral DuPont had noticed it in an official communication, we have obtained a copy to gratify the earnest wishes of our numerous Navy readers to see the views of so distinguished an officer as Admiral DuPont. We omit the name of the vessel and the Captain to whom the letter is addressed.

FLAG SHIP WABASH,  
Port Royal Harbor, S. C., Aug. 23d, '62.

To CAPTAIN \_\_\_\_\_,  
Commanding U. S. Ship \_\_\_\_\_

SIR:—A memorial from the petty officers and crew of the \_\_\_\_\_ has been forwarded to me by the senior officer of the division of this squadron off Charleston, on the subject of the withdrawal of the spirit portion of the ration, by a recent act of Congress. The memorial had not your approval, as

the commander of the \_\_\_\_\_, which I am pleased to notice.

I am always ready to forward any appeals, from either officers or men under my command, whether to the Navy Department or to the Congress of the United States, but these must be couched in proper terms, go through the proper channels, and be in conformity with Naval usage and military propriety.

The memorial in question, which I return, is deficient in all these respects. The memorialists among other points, have overlooked the terms of their obligations, and enlistments. The SHIPPING ARTICLES, which they have all signed, state in their second clause, "we do also oblige "and subject ourselves to serve during the term "aforesaid; and we do severally oblige ourselves "during such service to comply with, and be subject to, such laws, regulations and discipline of the "Navy as are, or that MAY BE established by the "Congress of the United States, or other competent authority."

Congress has always regulated the Navy Ration, and it has recently passed a law, approved by the President—who is moreover our "Commander in Chief"—changing that portion of the ration which allowed spirits, and substituting a liberal compensation in money.

I regret to see in this petition that United States seamen belonging to the South Atlantic Blockading Squadron should look upon any act of their Government, in reference to them, as an act of "tyranny"—for

No nation or Government in the world pays its seamen as the United States do:

No Government issues such a ration to them, whether in quantity, quality, or variety:

No Government supplies such clothing at cost: No Government cares, to the same extent, for the health of its sailors:

No Government allows such comforts in their declining years: and

No Government provides so liberally for those who come after them.

I feel mortified to think that even a few of the men under my command should, instead of appreciating such blessings, evince a querulous spirit with the exercise of lawful authority beneficially directed.

If your crew desire to petition for the restitution of the spirit ration, and do it respectfully, it is my duty to forward the same; and I will do so without fail.

Please have this communication read to them on the first Sunday muster after its reception.

Respectfully, your obedient servant,  
S. F. DUPONT, Rear Admiral,  
Commanding South Atlantic Blockading Squadron.

### Statistics of Negro Labor.

HEADQUARTERS, BEAUFORT, S. C., Sept. 4, '62.

To the Editor of the New South:

The following statistics may interest some of your readers. The population of this Division, (including Port Royal, St. Helena and Ladies Islands, with the smaller ones thereto adjacent, but excluding Hilton Head and its surroundings,) is as follows:

Effective.....3,817  
Non-effective.....3,110  
Total.....6,927

The number of acres under cultivation in the same is

Corn.....6,444  
Cotton.....3,384  
Potatoes.....1,407

A little calculation will show that the negroes have thus raised enough corn and potatoes to support themselves, besides a crop of cotton, somewhat smaller, it is true, than in former years, but still of very considerable value to the Government.  
G. M.

### LOCAL NEWS.

BURNING OF A STEAMER IN THE SAVANNAH RIVER.—At daylight on the morning of Sunday, Aug. 31, the pickets on the southeastern shore of Cockspar Island, discovered and reported a steamer, under rebel colors, apparently ashore off Cunningham's Point, the south-western end of Jones' Island. The night had been dark and stormy, with a thick fog, which accounted for the fact that the vessel was not seen before. When first observed, two boats, filled with men, had left the steamer and were already a mile up the river on the way to Savannah, and a third soon followed. As it was very evident that the steamer was hard and fast aground her copper showing plainly, the fire of the fort was not directed at her, but upon the retreating boats; which being at extreme range of the guns, suffered no damage. The armed tug *Starlight* was at once started in pursuit of the fugitives, but unfortunately blew out the packing of her valves, which materially lessened her speed. Had it not been for this

untoward accident, there is no doubt that the boats would have been captured. As soon as the third boat had left the steamer she was discovered to be on fire, and the flames soon enveloping her, she burnt to the water's edge. Boats from the fort immediately went to the wreck and found that she was the steamer *Emma*, with a full cargo of cotton—a vessel much prized by the rebels on account of her beautiful model, high speed and light draft.—The *Emma* was scarcely a year old and Tatnall used her as the flag-ship of his "mosquito fleet." She had several times run the blockade to Nassau, and about a month since was driven back by the guns of the fort in the night, since which time she has been watching an opportunity to get out. Col. Barton commanding at Fort Pulaski, some weeks since called the attention of Gen. Hunter to the fact that vessels of light draft could go to sea by the passage which the *Emma* attempted to take, without encountering any obstacles, as the channel is nearly three miles from the fort; but at that time Gen. Hunter had no means at his disposal to render the blockade at that point effectual. The boilers and engines of the *Emma* can be saved, and probably a quantity of cotton from the lower hold.

RECONNOISSANCE BEYOND BLUFFTON.—On Saturday last Col. Barton, of the New York 48th Regiment, with thirty men, went up Bluffton River, on the armed tug *Starlight*, to a point a short distance beyond the village, driving in the pickets as he advanced. When opposite Bluffton Heights, a large rebel camp was discovered, which was thoroughly shelled out, and doubtless much damage inflicted. It was also ascertained that the rebels had extensive saltworks in the vicinity of Bluffton, and that the salt was selling at \$20 a peck. The force was too small to make a landing advisable.

DEATH OF A CLERGYMAN.—The Rev. Mr. Miller, of Baltimore, Md., a minister of the Episcopal Church, died on Saturday last, on board the steamer *Delaware*, at St. Helena Sound, of pulmonary consumption, and was buried at Otter Island. He had been spending some time at St. Augustine, accompanied by his family, for the benefit of his health, and was on his way home, via this port, when his complaint suddenly assumed a fatal phase.

ANOTHER STEAMER IN DISTRESS.—The steamer *Saxon* (of Boston,) Capt. Clapp, arrived at this port on Sunday last, from New York, bound to New Orleans, with an assorted cargo. She stopped here to have her engine repaired,—it having been disabled by the breaking of the "rock shaft." Through the kindness of the military authorities our machinists have taken hold of the work, and in a few days the vessel will resume her voyage.

### DEATHS.

John T. Bysbee, Private, Co. D, 7th Conn Vol., Sept. 1st, fibris congestion.  
Wm. Riley, Private, Co. C, 47th N. Y., Sept. 3d, chronic diarrhoea.  
Andrew S. Cobb, Private, 15th Mass., Sept. 3d, fibris typhoidus.  
John Gure, Private, Co. G, 50th Penn., Sept. 4th, cardiac disease.  
Joseph Spitz, Private, Co. D, 76th Penn., Sept. 3d, camp dysentery.

### Almanac, Port Royal, S. C., August 30, '62.

SUN RISES.....5 38 | MOON SETS.....3 50  
SUN SETS.....6 19 | HIGH WATER.....5 41

### MARINE NEWS.

#### ARRIVED.

Aug. 31—Steamer *Saxon*, in distress, bound to New Orleans, Clapp, New York; Sept. 1—S. Ship *Star of the South*, Woodhull, Fortress Monroe; 2d—S. Ship *McClellan*, Gray, Alexandria; Steamer *Neptune*, Lynch, New York; U. S. Frigate *Powhatan*, \_\_\_\_\_, Philadelphia; 3d—Schr. *Julia A. Halleck*, Sinclair, New York; Schr. *Abby Z. Kelly*, Providence; Bark *Alamo*, Godfrey, New York; 4th—Schr. *Chrysolite*, Smith, Philadelphia; U. S. Steamer *Rhode Island*, \_\_\_\_\_, New Orleans; U. S. Gunboat *Norwich*, \_\_\_\_\_, New York; U. S. Steamer *Massachusetts*, \_\_\_\_\_, New York; Bark *Parker Cook*, Fulton, Boston.

#### CLEARED.

Aug. 29—Schr. *John B. Meyers*, Cobb, New York; Sept 1st—Bark *Houston*, Share, New York; Schr. *Alice*, Thompson, Philadelphia; 2d—S. Ship *Star of the South*, Woodhull, New York; 3d—Schr. *Friends*, Henderson, Nassau, N. P.; Langdon Gilmore, Chase, New York; 3d—Brig *Ellen Bernard*, Collins, Baltimore; 5th—Brig *Matron*, Taylor, New York; S. Ship *McClellan*, Gray, New York.

WANTED.—TWO SADDLE HORSES, about 15 hands high, good style, &c. Address "OFFICER," Beaufort Post Office.