VOL. LAII

RALEIGH WEDNESDAY MORNING, JUNE 4, 1862.

NO 22

## The Raleigh Register.

"Ours are the plans of fair delightful peace Unwarp'd by party rage to live like brothers."

RALEIGH, N. C.

SATURDAY MORNING, MAY 31, 1862

THE LATE VICTORY IN THE VALLEY. The news of Stonewall Jackson's late glopublished in our last issue, is more than confirmed. He not only thrashed Banks soundoners, and immense quantities of stores, arms and munitions. Where Jackson will turn up him on the line of the Baltimore and Ohio rights in the most effectual manner. We have been taught to believe that thousands upon thousands of the people of Maryland are ready to avail themselves of the first opportunity to shake off the yoke of the oppressor, and we have strong hopes that that opportunity will now be vouchsafed: What if Fort McHenry does command Baltimore ? Will the Yankees dare to shell it? We believe not. And if they do, what frue citizen of Baltimore would not rather see it a mass of rubbish than see it held as an appanage of the Yankee Government?

P. S .- Since the above was written we have received the cheering intelligence that old Stonewall Jackson has not "stood upon the order of his going" in pursuit of the fig- good notes or securities in the South. ing foe, but is after bim with the sharpest kind of a stick, driving him beyond Martinsburg, and across the Potomac in broken columns. Banks' rout is a total one, and if Jackson follows him up, as he doubtless will, he can never rally his army.

At Martinsburg, we got possession of the Baltimore and Ohio Railroad, and captured an innumerable quantity of stores.

Martinsburg is the county seat of the county of Berkley, is situated about 20 miles Northeast of Winchester, and is a most important point. In it are located necessary shops of the Baltimore and Ohio Railroad, and me would not be surprised to bear that Old Stonewall had helped himself to sundry stance, at the daring feats of the gallant locomotive engines. Northeast of Martinsburg are two tunnels, which we shall expect to hear have been blown up. Martinsburg, too, is on the direct route to Harrisburg, Penn., distant, in round numbers, 100 miles, the road passing through one of the finest campaigning countries in the world. A few miles distant from Martinsburg is the Chesapeake and Ohio Canal, of which, of course, Stonewall will make a proper disposition by blowing up the locks and cutting the dams. by far the most fascinating of any branch of Looking at the time and circumstances, this lick of old Stonewall is the hardest struck during the war.

THE GREAT IMPENDING BATTLE. There still continues the awful pause be-

fore the expected battle at Richmond-s battle fraught with more momentous consequences than any which has been fought for the last hundred years, and consequences as momentous as any that ever was fought. Heavy skirmishing has been going on for several days, and it seems well-nigh miraculous that the general engagement has not taken place. It will be seen that on Tuesday, the 28th N. C. Regiment, commanded by the gallant Col. Lane, had a very handsome and creditable skirmish, or perhaps we might say, engagement, with a New York regiment, capturing some sixty or seventy prisoners, who state that a large number of their number were

Thursday evening, but we learn from the Petersburg Express, which came to hand, that soldiers arriving in Richmond on Wednesday, report that there was a severe engagement near the Central Railroad on Tuesday between Gen. Branch's Brigade and a own immediate family-and the wholesome dislarge force of the enemy. No particulars cipline to which they are subjected in habits and are given, and as Branch's Brigade is composed of North Carolina troops, there is naturally a great deal of auxiety felt in this section concerning the casualties of the en-

Persons recently from Richmond give the most cheering accounts of the condition of our army. The men are well armed, well drilled, in good health, and " eager for the fray," entertaining no doubt of their ability to make the enemy rue the day on which he sat down before the Capital of the Old Dominion and the Southern Confederacy.

An intelligent correspondent of the Memphis Appeal puts down the effective force of the Yankee army before Corinth at 65,000, and gives good reasons for believing that it does not much, if any, exceed this number. Judging from the letter to the New York World, published in our last paper, we are inclined to believe that the estimate of the correspondent of the Appeal, is very nearly correct. It is said that the rotten lime-atone water of the country in which they are encamped has proved very unwholesome, and made whole regiments unfit for duty. THE ATTEMPT TO DEPRECIATE CON-FEDERATE MONEY AND STOCKS. We repeat to-day the declaration which

we made in our last paper, that nothing can be more treasonable than an attempt to depreciate the credit of the Confederate Government, for unless this credit is sustained, we will surely become the subjects of Yankee domination, and with our liberties, lose all our property. It is, then, very much worse than idle for holders of Confederate rious achievemen's in the Valley, which we money or securities to part with them for less than their face, for the purpose of investing in State stocks or any other descriply, but captured between 4 and 5,000 pris- tion of property. With the loss of the Southern cause, (and it will be lost unless the credit of the Government is sustained,) next we cannot at this time tell, but we have State stocks will become worthless, and eva strong belief that we shall next hear of ery other description of property share the same fate. North Carolina State stocks are Railroad, where he will be putting things to as good as any in the Confederacy, but with the Confederacy subjugated, what would they be worth? Not a cent. And what would bank stocks and bank notes be worth? 'Not a button. It is manifestly, then, the interest of every man in the South to uphold to the full the credit of the Government, and to frown upon every attempt to depreciate it.

> In this connection we may mention that we have heard of a recent transaction in this city in which the individual entitled to a sum of money refused to take any thing but notes of the Bank of North Carolins. If such an example as this is followed generally, the worst of consequences must ensue, for we repeat that if Confederate notes and securities are not good, there will soon be no

> > PARTISAN RANGERS.

We call attention to the advertisement of Cel. Guy, in another column, calling upon service by the re-organization of the companies and regiments to unite with him in organizing a company of Mounted Partisan Rangers, to be attached to Col. Scott's corps of Rangers. Such a company as this, composed of such material, could not fail to be of more service to their country than a regiment of undisciplined men. In such a corps, too, there will be afforded opportunities for personal distinction which may not occur in the regular service. wook, for, fu-Morgan and his brave compeers. Who had not rather be a private in the ranks of Morgan's corps than a captain in the regular army? And besides, these bands of partisan rangers are not kept for weeks and months confined at some one particular spot, where they must necessarily chafe under the restraints and dull monotony of camp life, but they lead a life full of adventure and excitement. To our mind the partisan service is the military service.

FINE SALT. We have been presented by Professor Emmons with a specimen of beautiful table salt, extracted from the salt taken from an old fish barrel. We have before us a specimen of the salt before it was purified, and the contrast with the pure article is wonderful

SALEM FEMALE ACADEMY.

indeed.

We have received the catalogue of the Teachers and scholars of the Salem Female Academy for the scholmfic year from July, 1861, to June, 1862. The Principal of this Academy is the Rev. Robert DeSchweinitz; Assistant Principal, Rev. M. E. Grunert. The Teachers are all ladies, and embrace a list of twenty-eight. Mr. E. W. Linebeck is the Professor of Music. The school contained during the past year 254 pupils. This institution, founded A. D. 1804, is believed to be the oldest existing boarding school for young ladies in the South. It stands under the auspices and control of the Moravian Church, and is lo-No Richmond papers were received here on | cated at Salem, N. C. | From all we can hear, the discipline of this school is admirable, and the education acquired by the young ladies attending it is thorough in every respect. The salutary restrictions imposed upon the pupils-they being prohibited from either visiting families in the town or receiving visitors except those of their manners, as well as the thorough instruction which is imparted in every branch of education all combine to render this institution one of the best in the whole country.

> FROM EUROPE .- By a recent arrival from Europe, we learn that the question of intervention is still kept prominently before the public. One since had put upon her upwards of two hundred of the British journals says that if a vote were to be taken in England upon American affairs an immense majority of the people would be found in favor of the South.

The Richmond Enquirer has authentic accounts from Western Virginia stating that the Yankees have already put to death some members of our guerrilla bands captured by them, and that they declare their purpose to put to death every guer-rilla captured by them. Our government should retaliate forth with, and we doubt not that it will.

The people of Alabama are vigorously pushing forward works of defence on the Alabama river, against the enemy's gunboats, which it is thought will make an attempt to ascend that stream ere

LATEST FROM VICKSBURG. Vicksburg, May 26 -All quiet here. Two vessels arrived at the fleet to day. It is supposed that the Yankees are awaiting reinforcements. Our men are eager for the fight.

-A REPLY TO COMMODORE TAT-NALL'S REPORT.

To the Editors of the Enquirer:

RICHMOND, May 21st, 1862. Gentlemen: The undersigned, Pilots on board the late noble steamer Virginia, were astonished and amazed to see in the Richmond "Enquirer" May the 19th, the afterthought communication of Josiah Tatnall, late Flag officer commanding the Steamer Virginia, as it was the First intimation we had that we were to be the "scapegoats for the sine" of those higher in authority. Humble as we are in station, yet we are free, native born Virginians, and dare to burl back in the ry missiles, and, if we have the ability, to pour hot shot into his exposed broadsides. To do this it is necessary to begin at the begining of his letter to Secretary Mallory. Near, the commencement, he says: "I begin with your telegraphic despatches to me of the 4th and 5th instant, dideavor to afford protection to Norfolk as well as the James River, which replaced me in my origi-nal position." Why did he not state that his "original position" was in the Elizabeth River, a short distance below Crancy Island, which position only protected Norfolk, when, by lying in the mouth of the James river, he protected Norfolk and at the same time protected Richmond; because at all tides and at any time, night or day, the ship could be gotton under way, and either intercept the Monitor, if she attempted to go to Norsolk, (of which there was no danger, as she was afraid as death of the "Virginia,") or get in her rear, and follow her up and capture her. He says: "On the 7th inst. Commodore Holtins reached Norfolk with orders from you (Sec. Mallery) to consult with me, and such officers as I might select, in regard to the best disposition to be made of the 'Virginia,' under the present aspect of things." But on the next day, before the time appointed for conference, the enemy attacked Sewell's Point Battery, and he (the Commodore) left the Navy Yard to attack the Yankee fleet, and in the meantime three of the enemy's vessels had gone up the James river, bound for Richmond-one of them being the iron clad steamer Galena that lately attacked Drury's Bluff, below Richmond. But it will be said that Commodore Tatnall had to go to Norio!k with the "Virginia" mouth of the Elizabeth river, or in the mouth of the James river, and water, provisions, coal, yea, the old officers who have been thrown out of all she required, could have been carried down all she required, could have been carried down least, in bringing in the weather beaten mariner ration. He seems completely to have outwitted the rivers to her without the slightest difficulty to a haven of safety. We have never served Banks. Surely, the latter would not so lately have or danger. So the awful blunder of going up o our country in times of peace on Dead Sam's Norfolk, where she could only come out at high water, and permitting the enemy to ascend the James river unmolested, cannot be justified or excused by falsely accusing the pilots of deception. The order from the Secretary of the Navy directed that the "Virginia" should afford protection to the James River, as well as to Norfolk: and this order Tatnall disobeyed by going up to Norfolk and leaving the James River entirely open and exposed to the enemy !-And even when the the Elizabeth River just below Crancy Island, instead of lying in the mouth of the James

> We now come to the assertion where Commohey could take the ship, with a draught of eighteen feet, to within forty miles of Richmond."- let Buchanan, Jones and others say so. This we deny. We said with favorable tides we could take the ship to Westover, about three miles below Harrison's Bar, which is about fiftythree miles from Richmond. But let us see what was the real object in lightening the ship. On and Jones, gallantly encountered the Cumberland the return from Norfolk, where they learned that the Congress, the Minnesota, the Monitor, the General Huger had retreated, the batteries being St. Lawrence and several gunboats, a crowd of abandoned and the enemy about to take possession of Norfolk, he says: "It was about seven o'clock in the evening, and this unexpected information rendered prompt measures necessary for the safety of the "Virginia." Now, if words are to convey ideas, is it not plain that the lightening the ship was not for the purpose of coming up the James river to attack the iron-clad steamer, Galena and two other formidable gunboats, with the the "Virginia" was handled in a masterly and wooden sides, bow, stern and rudder of the "Virginia" entirely exposed. At first the Commodore says the "Virginia" was lightened for the safety of the ship; and yet, in the same communication, he says, "I determined to lighten the ship at once, and run up James River for the Protection of Richmond." Now, was there no panic here? Was there not wanting the spirit. the coolness and calm decision of our dear and beloved Buchanan? What! the "Virginia," that noble specimen of the genius of her constructorshe that was mistress at least of all of Virginia's water's-required prompt measures for her safety! At her very approach the Yankee iron-cled gunboats, yea the whole Yankee navy, seemed to tremble, and she had only to make her appearance and they ran in a moment.

But let us lift the veil a little higher. The Commodore said he "had retired to bed, and between one and two o'clock the first Lieutenant reported to me that after the ship had been lifted so as to render her unfit for action, the pilots had declared their inability to carry eighteen feet above Jamestown flats." Now here is an admission that she was unfit for action; and yet this Commodore says he intended to take her up James River to contend with the "iron-clad Galena and wo gunboats," that had ascended James River while he was protecting Richmond by lying at

Now we desire to state a fact, and we defy contradiction : that after the 'Virginia" was lightenso as to render her "unfit for action," having thrown over all her ballast and much of her coal, she draw aft twenty feet six inches, and twenty feet forward. This was ascertained by chief Pilot Parrish's going in a boat and ascertaining her exact draft. And here we wish to state another fact, exposing the ignorance of this Commander of the draft of his ship-so plainly that even he that runs may read." When the "Virginia" Wa first floated from the Dry Dock at Gosport Navy Yard, she drew eighteen feet four inches aft, and seventeen feet forward, with fifty tons of coal, ten tanks of water forward, and her-boilers filled .-She had no guns on, no shell, no ballast, and has tons of iron. Thus she drew two feet six inches more than we had ever said she could carry to within forty miles of Richmond, (even admitting what he says, though we deny its correctness.)-Now, is it not plain, that the fact of the "Virginia's" having had added to her weight more than two hundred tons of iron, besides her guns, shot, and shell, and stores, since she first came out of dock, when she drew eighteen feet four inches, had escaped the memory of the Commander, or he was ignorant of what he ought to have known? He says: "After the ship was rendered unfit for action, be was informed by the first Lieutenant the pilots had declared their inability to carry eighteen feet above the Jamestown Flats." What the pilots did say was, that they desired, if posible, the ship should be lightened to less than eighteen feet, as the wind had been several days to the westward, which made the tides much lower. But at the same time, we said we were ready and willing to obey the commands of the Commander. One of us remarked, we were not afraid.

THE DESTRUCTION OF THE VIRGINIA | not be lightened to draw eighteen feet water, unless theguns, ammunition, provisions, and nearly her entire supply of fuel had been thrown overboard, which would have placed her at the mercy of the y, and Commodore Tatnall ought to have known it before he attempted to lighten her.

The Commodore says we heard his address the crew. But at the same time we were not consulfed as to the tides, wind, or depth of water that could be carried at that time. He says . "On demanding from the Chief Pilot, Mr. Parrish, an explanation of the palpable deception, he replied that eighteen feet would be carried after the prevalence of easterly, winds and that the winds for the last two days had westerly." This statement Pilot Parrish utterly teeth of a Commodore his futile and contradicto denies, and says no such demand of an explanation of "this palpable deception" was made. No man charged him with it. So far from it, not one word of censure or complaint er the fighting implied in the despatch, took place all felt grateful for the kind treatment we had re- there or nearer Winchester, we are left to ceived, and the Commodore in particular acted surmise. It resulted in Banke's defeat and recting me to take such a position in the James generously and kindly. So much so that our way flight, and the flight became a rout. The River as would entirely prevent the enemy's ascending it." Father on he says: "On the 5th the eart with him and gave him a good drink out large, exceeding the captured in most of you (Secretary Mallory) telegraphed me to enin Richmond he endorsed all our bills for pay. Now we did not deserve this treatment, if we had acted with palpable deception. Why were we not charged with this deception on board the ship and at the time the first Lieutenant informed him the Pilots said eighteen feet water could not be carried our hands. over the Jamestown Flats?

"It will be asked (he says) what motives the Pilots would have had to deceive me The only imaginable one is, that they wished to avoid going into battle. Had the ship not been lifted so as to render her unfit for action, a desperate contest must have ensued with a force against us too great to justify much hope of success, and as battle is not their occupation, they adopted this de-ceitful course to avoid it; for I had seen no reason to doubt their good faith to the Confeder-

One would suppose from the foregoing para-graph, that the Pilots ordered the "Virginia" to be lightened, to prevent her going into action for the Commodore says "if she had not been lightened a desperate contest must have ensued against a force too great to justify much hope of success." It was the Commodore that knew of the great force he had to contend with, and he had the ship lightened. But he says it was fear that prompted us to deceive, and that as battle is not the tempestuous ocean in sunshine and in storm, and we do not tread the decks of men of-war Commodores; but we encounter some danger, at deck, but we were present with the trave Buchapan, Jones and other officers and crew when they

We have stood exposed to the enemy's fire on the uncalled for destroyed "Virginia," when minie balls and cannon balls fell thick as hall. One of us (First Pilot Parrish,) was on board the Harmony, commanded by the brave Capt. Fairfax, when she fought the Savannah off Newport News. "Virginia" was not at the Navy Yard she lay in He was also on board the Sea Bird, under the brave veteran Com. Lynch, when he took the Sherwood from the "Express," and was under fire Richmond and of the enemy for two hours. From the first day he "Virginia" flung to the breeze the flag of our beloved Southern Confederacy, we have acted as dore Tatnall says, "The pilots had assured me that her Pilots; and if we have shown cowardice or an unwillingness to obey orders, or incompetency,

> Now a few words as to the management of the shin :- On the memorable battle of the 8th and 9th of March, when the wonder of the world ("the Virginia," under command of Buchanan twenty thousand persons, with many naval officers, united in one voice in saying that the Virginia is "splendidly managed." One of us (Pilot) Geo. Wright) piloted the French ship "Gassendi" from Norfolk, with the French Minister on board, and had the high gratification of hearing from the lips of the French Commander, the compliment, "that on the battle of the 8th and 9th. seamen-like manner." "And, sir," he said, "I have a drawing I will show you of the battle, and the victory." Pilot Wright remarked, "sir, it is very correct." Thus it will be seen that, so far from fault being expressed, nothing but commendation was bestowed upon us until we reached Richmond, when, for the first time, we are charged with DECEPTION. Commodore Tatnall says: "I have seen no reason to distrust their good faith to the Confederacy." Sir, we did not require your endorsement. We are known by men at least fully your equals; and no man has ever dared to doubt our loyalty to our State and to the South. If we had chosen to be traitors, thousands and tens of thousands might have been at our command; if we could have been bribed to pilot Union ships instead of Southern ships .-Though poor, and three of us men of large families, dependent on us for subsistence, there is not Yankee gold enough in all the land to induce us to betray the Southern Confederacy. No Virginia Pilot has disobeyed the proclamation of our Governor, prohibiting them from piloting Yan-

kee men-of-war or merchant vessels. We have nearly concluded this communication, and though a more thorough and elaborate answer would have exposed the fallacy and inconsistency of Commodore Tatnail's communication. yet we hope enough has been said to open the eyes of the authorities and the public.

Before closing, it is proper to notice the unjust and unmerited treatment manifested towards Chief Pilot Parrish. Since the "Virginia" was launched, Pilot Parrish has been with her in good and in evil report. He received a commission as Master in the Navy, signed by President Davis, and has endeavored to do his duty to his State and

On his arrival in Richmond he was ordered to the batteries of Drury's Bluff. He immediately repaired to that post, and commenced with all his pewers to aid in blockading the James river, which had been exposed to Yankee gunboats, by the withdrawal of the "Virginia" from the defence of the James River. While thus engaged, Pilot Parish received from Secretary Mallory an order revoking his commission and dismissing him from the service without affording him the form of a trial, and without even a notice of a charge. Pilot Parrish would rather have fallen in defence of his country, leaving a good name to his wife and children, than thus, without a hearing, to be deprived of that to which he is justly entitled. But conscious that a full investigation of this whole matter will fully exhonerate the Pilots from all blame in relation to the destruction of the "Virginia." Pilot Parrish will conteat himself meanwhile with the consciousness that he has done his duty; as have also the Pilots associated with him on board the "Virginia." In conclusion, we say that, in the destruction of the "Pride of the South," the Pilots on board had no part or lot; and no fault or blame can be

WILLIAM PARRISH, GEORGE WRIGHT, WM T. C. CLARK, H. WILLIAMS.

Pilots.

Lincoln has repudiated General Hunter's prowhen a Lieutenant replied, "No, we know that; for you have been tried and have proven your-solves men of courage." The fact is, the ship could clamation, and that officer, it is said, will probaSPLENDID VICTORY IN THE VALLEY. Generals Jackson and Ewell have smote Banks, hip and thigh, at Front Royal and Winchester chased out of the Valley his whole force! The official despatch which appears in another column; tells as much of the story as we have yet learned. Gov. Letcher received a dispatch in almost the same words, and adding that our troops were still

in hot pursuit of the fugitives. Without pretending to speak positively, we think it probable from the report of his previous position that the blow at Front Royal was struck by Gen. Ewell. He and Gen. Jackson then, we suppose, moved in combination against Bank's at Strasburg, where he had been fortifying. Whethwas uttered during the whole time. In fact, we and have killed, captured, or probably by this time missary and Ordnance Stores taken at Winchester were doubtless very valuable-as Winchester, we believe, was Banks's depot of supplies. All the circumstances justify the hope that a large number of small arms, and probably artillery fell into

> Splendid advantages! But these are probably not all. If Jackson has been able to pursue his success, as we believe he has been, he has probably made a large addition to his captives. He will again break the Baltimore and Obio reilroad, and destroy the canal navigation. He is in position to threaten Washington City in a manner that will compel McDowell to fall back from Fredericksburg, to protect his own imperilled capital. McClellan will thus be deprived of a co-operation on which he has probably made large calculation, and will himself perhaps abandon the siege of Richmond, and fall back, if General Johnston

If General Jackson should turn his face West ward, he can pursue his destruction of the railroad-he can get on Fremont's line of supplies, and can, by throwing himself in his rear, force the Commander of "the Mountain Department" to take to some of the crossroads and run for his life, and if Generals Heth and Marshall will follow him up, they may clean out Western Virginia. told with admirable power! All honor to him and

Gen. Jackson has conducted his campaign to admisentaway Shields, with his six thousand, to strengthen McDowe I, and Rosecranz to help Millroy, if he had supposed that a thunderbolt was about to fall sank the Cumberland and destroyed the Con- on himself! Jackson first fell on Millroy and broke him up and drove him back of Chest, and before he could be reinforced and refitted, he falls on the apparently unsuspecting Banks, and scatters him like chaff! Three battles has be already fought this campaign, all brilliant, the last emi-

nently successful. The whole country is full of the praise of him and his indomitable army—and the whole country is right.—Richmond Enquirer.

FROM VICKSBURG.

AUGUSTA, May 26.—The Jackson "Mississip-pian" has a despatch from Vicksburg, dated 20th nst., which says: All quiet here. The mortar boats and transports at Bayau Sara, on Monday, 21st inst., ordered the women and children to leave the city in twenty four hours. The Mayor asked till Friday morning.

The Mobile Register has a despatch dated Corinth 22d inst., which says "Halleck failed to make an attack to-day. There was considerable skirmishing on the Montery road towards evening. Gen. Hindman's artillery shelled the enemy from a house on the Farmington road. Our pickels now occupy Farmington. The enemy are being driven back.

Bulter has suppressed the New Orleans "Delta" and "Bee," for styling the buening of cotton "patriotism." He has also issued a proclaration that, after the 27th of May, Confederate money shall cease to be a medium of trade in New Or-

The Memphis "Appeal," of the 20th, says. All quiet at Fort Pillow. No firing for several

The Savannah "Republican" save that 40 to 50 Federals landed West of Fort Pilatka and marched to Welaka, where they were fired upon by the Confederates, and 12 of the enemy killed. On Tuesday a barge containing 21 Yankees approached St. Marks. They were ambuscaded,

THE DESPOTS IN WASHINGTON N. C. We have been kindly remitted to see a private letter from a lady formerly resident in the vicinity of Washington, but who has been forced to make her escape from the insults and depradations of the invaders, who have run off most of her servants, ransacked her house, searched every nook-opened every drawer or closet, taken what they wanted and given the rest to the negroes to take away. On Tuesday of last week, after the lady had gone, they returned to the house-told a servant who would appear to have remained, that there was some blackberry wine hid, saying that they had heard so from the negroes. They then made another negro come and dig it up.-They found out where her meat was concealed and took away all of that they could find. They also said they knew there was china and glass buried, and they intended to have that. The information about these things, they got from a negro woman. In fact, they used and took everything they wanted. They of course entice the negroes away from their owners and paralize all farming

It is said that the jail in Washington is being cleaned out to be used as a place of imprisonment

People staying in the town of Washington can get nothing fresh to eat, either in the way of meat everything. Indeed, the ladies that are there would give anything to get away.

Wilmington Journal.

McCLELLAN'S FACILITIES .- Within the past few days the enemy has established communica-tion on the York River Railroad, between Dis-patch Station, within their lines below the city. and the White House, on the Pamunkey, and thence to West Point, having imported a sufficient number of locomotives and cars for the purpose. They have also established telegraphic communi-cation between McClellan's headquarters and Washington, via Fortress Monroe.

Richmond Enquirer. GOVERNMENT FOUNDRY .- We learn that the Government has bought the Foundry of Alex-

ander & McDougald, in this place, and intend carrying on work on a large scale. The sum paid for the Foundry was \$11,500—said to be a reasonable price. A number of workmen are already here, and we presume more will soon arrive.

Several buildings in town are occupied with
Government stores, stuff removed from Norfolk

RICHMOND AND WASHINGTON.

It would appear from events in another quarter, and a lack of them here, that it was a part of General Johnston's plan to draw McClellan's army gradualty to a point near Richmond, while, at the same time, General Jackson, in the Valley, decimated the army of Banks, and by menacing Washington to place the grand army of the Con-federacy in the vantage ground here. These op-erations, whether carried out independently or conjointly, have proven a success, it would seem, both occurring in their details almost simultaneously. With the evacuation of Yorktown and battle of Williamsburg on the Peninsula Jackson commenced his masterly descent into the Valley; with the evacuation of Norfolk Jackson made another telling stroke; and, with the taking up of the present position of General Johnston's army on the Chickshominy, Jackson "doubled" again and defeated theenemy at Front Royal, following it up

Less than three weeks ago there were not 5,000 Federal troops at Washington or its defences south of the Potomac. Washington threatened from the east would render the immense fortifications on Arlington beights valueless, while on the east there are no defenues whatever, not even a redoubt. The distance from Winehester to Washington, in a direct line, via Leesburg and Alexandria, is less than fifty miles, attainable in twenty-four hours by a forced march, such as no one knows better how to accomplish than the here of Kernstown, Front Royal and Winchester We know nothing of the intentions of the two distinguished generals of the Confederacy who have conducted this strategy through its various movements to its present, and it may be providen-tial, consummation, but simply recall the coinci-dental events as they have occurred.

with the capture of Winchester and the enemy

TO THE TOBACCO PLANTERS OF VIR-GINIA AND NORTH CAROLINA.

C. S. NITRE BURBAU, Notwithstanding the large yield of Natre from caves, frequently advertised in our newspapers, the receipts from that source have not been sufficient, and the Government is under the necessity of looking to other sources to meet the demand of the service. It is well known that the tobacco barns of Virginia and North Carolina contain a considerable quantity, which, by a very simple process to get water, provisions, &c. This we deny, be- to avoid it. It is true, our occupation send us on cause the "Virginia might have been kept in the the tempestuous ocean in sunshine and in storm, told with admirable power! All honor to him and

is so very important to the Government at this time. Experiments on the earths of tobacco barus were first instituted, under the direction of Captain Minor, by Mr. F. J. Barnes, and it was satisfactorily ascertained that all tobacco barn floors contain more or less Nitre, according to the length of time they have been in use. A barn which has been in use some twenty years will contain nitrous earth to the depth of six or nine inches; and one which has been in use come five years only, two or three inches. Many of the older barns, it is believed, will yield as much as 150 pounds of Nitre; and planters will find it no less profitable than it is patriotic to engage in the manufacture of Saltpetre, inasmuch as they will be paid by the Nitre Bureau seventy-five cents per pound for all Nitre which contains no impurities over 10 per cent. Cantain Minor has kindly furnished this Bureau with the information which he had collected on this subject, and unites with me in the publication of this notice.

Procure four barrels, with one head in each, as I

near water tight as practicable (flour barrels will do, but whiskey or molasses barrels are better), number them 1, 2,3,4. Make false bottoms in them with twigs, or otherwise, as may be most convenient line the barrels over this pretty well with straw or hay, extending this lining some distance up the sides, and fill with earth from the floor of the barn. Pour sufficient water to each barrel thoroughly to moisten it. Each barrel should be a little inclined to one side, and should have a spile hole as near the to one side, and should have a spile hole at near the bottom as possible, which must be stopped with a wooden spigot for about twelve hours after the first water is poured in, and then unstopped, and the water allowed to run or drip into some vessel provided for the purpose. The dripping now from No. 4 should be returned to it until it drips clear: that from No. 3, should be poured into No. 4, that from No. 2, into No. 3, and that from No. 1 into No. 2, pouring after this, all the fresh water into No. 1. Thus it will be seen that the fresh water passes first through No. 1, taking up its soluble passes first through No. 1, taking up its soluble substances; that this partially changed liquid goes into No. 2, getting still more nitre; that on being drawn off from No. 2 it passes through No. 3, and is finally carried through No. 4, getting an additional supply of Nitre at every change. Thus the liquid coming from No. 4 is as highly concentrated as can conveniently be obtained. The clear lye from No. 4 may be set aside in some vessel to settle, unil enough is obtained to commence boiling.

After the water has been passed through No. I four times, it will be exhausted, and can be emptied and filled with fresh earth and placed as No 4 of the series. No. 4 becoming No. 3, No. 3 No. 2 and No. 2 becoming No. 1; the present No. 1 (former No. 2) will now be filled with freeb water, and this having drained through the earth will be emptied and fresh earth put in and the barrel placed as No. 4, thus preserving a continued rotation of the barrels and avoiding the necessity of stopping to refill all at once. Care should be taken in pouring the clear lye into the vessel for boiling, to pour in as little of the sediment as possible, thus having so much less filth to get rid of ir boiling. Where it is not convenient to get barrels, hoppers may be used, conforming, as near as practicable, to the same rules as with barrels. The hoppers should be made of split timber or slabs, converging on all sides, and made as tight as practicable.

BOILING. Procure an iron pot large enough to hold the liquor to be boiled, and pouring all the liquor in-to it, boil it briskly, when a scum will rise on its surface; this seum must be skimmed off and returned to the barrels, and the boiling continued until a drop taken up by the end of a stick becomes hard or solid when let fall upon cold metal

or upon a plate.

The liquor is now to be dipped out of the pot and poured into a cloth placed over a tub or barrel, and allowed to strain through into the tub below and become cold. Assoon as the liquor begins to cool crystals of Saltpetre will commence forming, and when cold the liquor left—called mother liquor—must be poured off from the Saltpetre back into the pot with the fresh liquor for boiling, as it still has considerable Saltpetre in it.

RICHARD MORTON.

MONTGOMERY, May 20 .- Col. John Morgan arrived here to-day safe and sound, and left this evening on a steamer en route for Corinth. He reports that Lieut. Col. Wood and seventy of his (Morgan's) command, who were captured recently at Lebanon, escaped by overpowering the Yankee erew on the boat which was taking them to St. Louis. They took the boat down to Clarkville, where all landed safely and proceeded

Capt, in Charge Office

to join their command. ANOTHER OUTRAGE TO THE BRITISH FLAG.of course the large accession to our population has had a tendency to advance rents and prices of real estate. Vacant houses are not now to be had at any price. The supply is nothing like equal to the demand.—Charlotte Democrat. The schooner Albert, which arrived here yester-