

endeavoured to anticipate it by a general assault, and from the state of the works, having completed his third parallel and pushed a mine and two trenches to within a few feet of the ditch of the Star redoubt, every prospect of success was before him. Accordingly at noon, on the 18th June after a severe cannonade two parties were thrown from the trenches into the ditch and attempted to make a lodgement, while two heavy brigades were thrown into the third parallel and a cavalier made of wood at an early period of the siege, which dominated the works, was filled with riflemen; the garrison had no notion of allowing Gen. Greene to carry Ninety-six so easily; a sally was organized of two parties, of thirty men each, who entered the ditch in opposite directions and using only the bayonet quickly met in the centre of the American lodgement, killing, wounding, or taking prisoners the whole detachment; this so paralysed the assault that Green was obliged to draw off his men, and on the evening of the 19th finally raised the siege, his loss being over five hundred men in killed, wounded and prisoners. The loss of the garrison was 27 killed and 58 wounded.

This able defence reflects the greatest credit on Lt.-Col. Cruger and his garrison, and is one of the few deeds of arms which reflected any credit on the military power of Great Britain during this contest.

On the 21st June Lord Rawdon arrived at Ninety-six and when he found Gen. Greene had retreated to the Saluda he at once started in pursuit but could not overtake the Americans, although he continued his advance to the Enoree.

It having become necessary to evacuate Ninety-six as one of the consequences of Earl Cornwallis' movement on Virginia, Lord Rawdon imprudently divided his force leaving more than half with Lt.-Col. Cruger to protect the Royalists who had decided to follow the fortunes of the British troops while himself with 800 infantry and 60 cavalry took post on the Congaree expecting to be joined by a strong detachment from Charleston, but the commandant of that town recalled the detachment in consequence of an unsuccessful attack made on Monks Corners by Marion, Sumpter and Lee. The letter sent to inform Lord Rawdon of this circumstance was carried to Gen. Greene who at once advanced by forced marches to the Congaree hoping to obtain an advantage over Lord Rawdon while waiting for a reinforcement which was not to join him, and the American general had actually succeeded in getting his cavalry under Lee well in the rear of the British troops before the movement was known. But their presence having assured Lord Rawdon that Green's army was at no great distance, he fell back upon Ogdensburg, having forced his passage over the Congaree at noonday in the presence of the enemy, although they had broken down the bridges and guarded the fords.

General Greene advanced with his whole army on the 10th July to within five miles of the British encampment which he reconnoitred without opposition as Lord Rawdon wished to provoke an attack, but the American general hearing that his old opponent the commandant of Ninety-six, Lieut.-Col. Cruger, having escorted his convoy of loyalists to a place of safety, was now retracing his march for the purpose of again trying his fortunes against him, decamped during the night in greater haste than that with which he advanced, and did not halt till he reached the hills of Santee. A cessation of hostilities was enforced by the hot weather during which Lord Rawdon resigned the command of the British troops to Lieut. Col. Stuart and returned to England to recruit his health which had been impaired by arduous service.

TELEGRAPHIC NEWS.

LONDON, 5th.—The *Pall Mall Gazette* to-day says it is unable to admire the American policy of seeking to appropriate all the odds and ends of territory in the market, regardless of the character of the people, or value of the land.

A project is on foot for laying a new transatlantic cable, which is to be smaller and lighter than those heretofore made. The estimated cost of the cable will not exceed £2,500,000.

A scheme is talked of for connecting England with all her colonies by telegraph.

CONSTANTINOPLE, 5th.—The Turkish Government has abolished the collection of tolls from foreign vessels passing through the Bosphorus. Merchantmen are no longer subjected to delay and visitation during passage.

BRUSSELS, 5th.—The new postal treaty between Belgium and the United States, which will reduce the ocean postage to one-half the present rates, has been ratified by the present government.

STERNEN, 5th.—The ice in the Baltic has broken up, and navigation will soon be resumed.

MADRID, 6th.—The Duke de Montpensier arrived here to-day, and entered the city amid the firing of guns, ringing of bells, and enthusiasm of the people. He will not settle here with his family.

SAN DOMINGO, Feb. 24th.—The revolution is extending and becoming more general on the island. The revolutionists declare that the majority of the inhabitants of the island are opposed to its annexation to the United States.

QUEENSTOWN, 7th.—The steamer *Minnesota* from New York, has arrived.

LONDON, 7th.—A meeting of the representatives of the Press Association has been summoned to consider what action is required of the public journals in consequence of the continual mismanagement of the telegraph service by the postal authorities.

LONDON, 8th.—Lord Penzance has decided to hear arguments in favor of proceeding with the Mordaunt case.

NEW YORK, 5th.—The monthly meeting of the Woman Suffrage Association was held yesterday, at the Cooper Institute, and the members proceeded to congratulate each other upon the appointment of a female Justice of the Peace in Illinois, and a jury of women in Yoming. Mrs. Doctor Hallock made a speech, and advanced the startling theory that women, as the Conservative in politics, ought to form the Senate.

WASHINGTON, 9th.—The steady decline in the premium of gold causes great rejoicing here, and already the resumption of specie payments is talked of by Congressmen generally. Letters have been received here from gentlemen connected with some of the largest banks in the country, indicating their willingness to resume specie payments at once, provided the government take the initiative. They do not propose to pay gold on deposits, but only on circulation.

LATER.—Secretary Fish received a despatch from the Captain of the British steamer *Bombay*, which run into and sunk the *Oncida*—in which the commander says the *Oncida* was under both steam and sail at the time, making about thirteen knots an hour, while his steamer was making but six knots. He was cognizant of striking the *Oncida* but says the jar was so slight that he had no idea any injury was done to her, and kept on in his course. He makes no reference to heaving the guns of the *Oncida*.

THE IRON-CLAD VANGUARD.

The new armor-plated twin-screw steamer *Vanguard* of the British Navy, has been floated from the dry dock in which she had been built, at the new works of Messrs. Laird Bros., Birkenhead, and taken to the Alfred Dock, Birkenhead, where she will be at once prepared for sea. The *Vanguard* is one of six vessels known as the "Invincible" class, and built to the design of Mr. E. J. Reed, the chief constructor of the British Navy. These vessels are broadside ships, fully rigged as ocean cruisers, and are built on the central battery and armor belt system. The armor belt extends from a few feet below the water line to a moderate height above, ending at a deck of which the beams are covered with iron plating, and protects the most vital parts of the ship, including the rudder-head and steering apparatus. The armor-plating is 8 in. at the water line and 6 in. on the broadside, reduced, as usual, at the extreme ends, backed by 8 in. and 10 in. of teak respectively, and by 1½ in. skin plating, with the usual arrangement of girders. The armor-plating is continued up to such a height above the upper deck for a portion of the length amidships, so as to form an octagonal battery to protect four heavy guns mounted at the angles, the ends being enclosed by transverse iron-plated bulkheads. These guns can be fired in the line of keel as well as on the broadside, and as they are such a considerable height above water, can be fought in weather when the ports of the main deck battery cannot be opened. In combination with the six guns in the main deck battery, which have the ordinary broadside training, this arrangement gives large arcs of training to protected guns, every point on the horizon being commanded by one gun or another. The accommodation for officers and crew is in the unprotected parts of the ships, fore and aft of the battery, and is very commodious and well ventilated. The principal dimensions are as follows: Length over all, 300 ft.; length between perpendiculars, 280 ft.; breadth, extreme, 54 ft.; tonnage, 3774 ft.; draught of water abaft, 22 ft.; 6 in.; draught of water forward, 21 ft. 6 in. The engines, designed and made in the establishment, are two separate pairs of the ordinary horizontal return connecting-rod type, each pair driving a separate screw propeller 16 ft. in diameter. The collective nominal power is 800-horse power, and the indicated will not be less than 4800. The four cylinders have each a diameter of 72 in., with a stroke of 5 ft. The cylinders are steam-jacketed, and the engines are provided with surface condensers.