

OFFICIAL RECORDS  
OF THE  
UNION AND CONFEDERATE NAVIES  
IN THE  
WAR OF THE REBELLION.

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PUBLISHED UNDER THE DIRECTION OF  
The Hon. JOHN D. LONG, Secretary of the Navy,  
BY  
PROF. EDWARD K. RAWSON, U. S. NAVY,  
SUPERINTENDENT NAVAL WAR RECORDS,  
AND  
MR. ROBERT H. WOODS

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BY AUTHORITY OF AN ACT OF CONGRESS APPROVED JULY 31, 1894.

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SERIES I—VOLUME 6.  
ATLANTIC BLOCKADING SQUADRON  
FROM JULY 16 TO OCTOBER 29, 1861.  
NORTH ATLANTIC BLOCKADING SQUADRON  
FROM OCTOBER 29, 1861, TO MARCH 8, 1862.

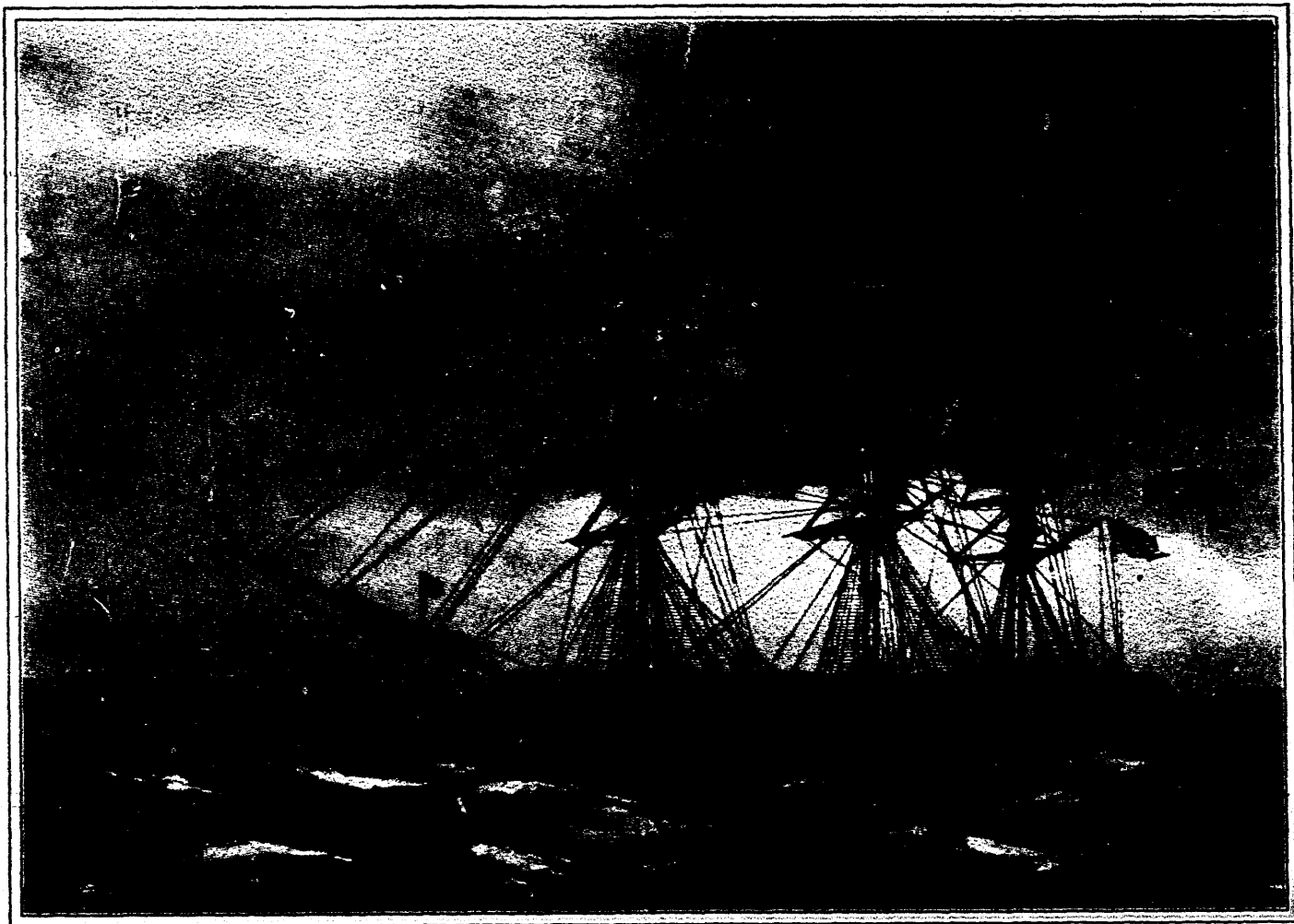
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WASHINGTON:  
GOVERNMENT PRINTING OFFICE.  
1897.









UNITED STATES SHIP ST. LAWRENCE.  
Made from photograph of painting.

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## PREFACE.

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The work of preparing for publication the Official Records of the Union and Confederate navies, which was begun July 7, 1864, was organized under the superintendency of Prof. J. R. Soley, U. S. Navy, at that time librarian of the Navy Department, afterwards Assistant Secretary of the Navy.

In August, 1890, the work of collecting these records and their classification was ably continued by his successor, Lieut. F. M. Wise, U. S. Navy, who, having received orders to sea, was relieved by Lieut. Commander Richard Rush, U. S. Navy, in May, 1893.

The long-delayed publication was finally authorized by act of Congress approved July 31, 1894, and begun by Mr. Rush. The first five volumes were published under his efficient administration, and the important duty of organizing the office for the distribution of these volumes was accomplished.\*

In March, 1897, Mr. Rush, having been ordered to sea, was succeeded by Prof. Edward K. Rawson, U. S. Navy, as superintendent.

No change is contemplated at present in the outline of the plan of publication as approved by the Department. This plan includes only the use of such material as may be certified to be contemporaneous naval records of the war, which is divided into three series, in the following order of arrangement:

I. The first series embraces the reports, orders, and correspondence, both Union and Confederate, relating to all naval operations on the Atlantic and Gulf coasts and inland waters of the United States during the war of the rebellion, together with the operations of vessels acting singly, either as cruisers or privateers, in different parts of the world. These reports are accompanied by occasional maps and diagrams.

In this series the papers are arranged according to squadrons and flotillas, chronologically, and, as far as possible, the Union reports of any events are immediately followed by the Confederate reports.

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\* From January, 1887, the office has had the competent assistance of Mr. Robert H. Woods, a graduate of the Naval Academy, as chief clerk, under whose immediate supervision the volumes are prepared for the press.—E. K. R.

II. The second series embraces the reports, orders, and correspondence relating to—

1. The condition of the Union Navy in 1861, before the commencement of hostilities, and to its increase during the progress of the war, including the annual and special reports of the Secretary of the Navy and chiefs of the various bureaus.
2. The construction and outfit of the Confederate Navy, including privateers, setting forth also the annual and special reports of the Confederate Secretary of the Navy and chiefs of bureaus.
3. Statistical data of all vessels, Union and Confederate, as far as can be obtained.
4. Returns of naval and military property captured by the navies of both sides during the war.
5. Correspondence relating to naval prisoners.

This series is also arranged chronologically in each of the above sections, as far as practicable.

III. The third series embraces all reports, orders, correspondence, and returns of the Union and Confederate authorities not specially relating to the matter of the first and second series.

It is the intention of the Department to introduce throughout the volumes of the different series illustrations of each class or type of vessels referred to, in order to preserve the identity of these ships as they actually appeared during the war. These cuts have been reproduced either from photographs of the vessels themselves or from the carefully prepared drawings made from official sources.

Much difficulty has been found in collecting the records, for, while the official reports of commanders of fleets and of vessels acting singly are on file in the Navy Department, it is found that the correspondence between flag-officers and their subordinates is frequently missing. Without this squadron correspondence the historical value of the work would necessarily be incomplete, and the Department therefore has spared no pains to secure the letter books and papers of the chief actors on both sides. These papers have for the most part been obtained, and they have been copiously used in the compilation of the work. The reports of the Union commanders are full and fairly complete. It is to be regretted, however, that the Confederate records are not equally complete, due to the great difficulty found in collecting them, and also to the fact that a large part of the archives of the Confederate Navy Department was burned at the close of the war. Frequent careful

searches throughout various parts of the country, conducted by a special agent of the Department, have brought to light many duplicates of these papers, found among the personal files of participants. It is hoped that the publication will revive the interest of participants in the events referred to, and lead them to bring to the notice of the Department the whereabouts of any papers bearing upon naval operations in the civil war of which they may have knowledge.

The present volume of the records (Series I, vol. 6) was divided into two divisions, and comprises (1) the reports of operations of the Atlantic Blockading Squadrons from July 16 to October 29, 1861, and (2) the operations of the North Atlantic Blockading Squadron from October 29, 1861, to March 8, 1862. On the former date, October 29, 1861, the Atlantic Blockading Squadron was divided into two divisions, which were called, respectively, the North and the South Atlantic Blockading Squadrons.

The reports and correspondence are placed chronologically in each division, with a distinct heading for every paper. In the record of events in which both sides took part, the Confederate reports (where they could be obtained) immediately follow the Union reports, while the miscellaneous Confederate correspondence is placed at the end of each division. Reference to the table of contents will show the context of these Confederate papers. It is believed that the chronological arrangement of the records, in connection with the full and complete index to each volume, will afford ample means of reference to its contents without other subdivision or classification. In reports of special or single events, in which the papers bear specific relation to those events, the chronological order has been somewhat modified, and such documents have been placed together in the compilation.

EDWARD K. RAWSON,

ROBERT H. WOODS,

*Compilers.*

NAVY DEPARTMENT,

*Washington, D. C., November, 1897.*

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NOTE.—The following is an extract from the law governing the distribution of the sets comprising the publication (act of Congress approved July 31, 1894):

\* \* \* Of said number, six thousand eight hundred and forty copies shall be for the use of the House of Representatives, two thousand one hundred and twelve copies for the use of the Senate, and one thousand and forty-eight copies for the use of the Navy Department

and for distribution by the Secretary of the Navy among officers of the Navy and contributors to the work. The quotas herein authorized of said publication for the Senate and House of Representatives shall be sent by the Secretary of the Navy to such libraries, organizations, and individuals as may be designated by the Senators, Representatives, and Delegates of the Fifty-third Congress, it being the purpose of this distribution herein provided for to place these records in public libraries, and with permanent organizations having libraries, so far as such libraries may exist in the several States and Territories. Each Senator shall designate not exceeding twenty-four and each Representative and Delegate not exceeding nineteen of such addresses, and the volumes shall be sent thereto from time to time, as they are published, until the publication is completed; and all sets that may not be ordered to be distributed as provided herein shall be sold by the Secretary of the Navy for cost of publication, with ten per centum added thereto, and the proceeds of such sale shall be covered into the Treasury. If two or more sets of said volumes are ordered to the same address, the Secretary of the Navy shall inform the Senators, Representatives, or Delegates who have designated the same, who thereupon may designate other libraries, organizations, or individuals. The Secretary of the Navy shall inform distributees at whose instance the volumes are sent:

The following joint resolution regarding the distribution of the work was approved January 30, 1896:

*Resolved by the Senate and House of Representatives of the United States of America in Congress assembled, That the Secretary of the Navy be, and he is hereby, authorized and directed to send the undistributed copies of the Official Records of the War of the Rebellion, both of the Union and of the Confederate navies, to such libraries, organizations, and individuals as may be designated before the meeting of the next Congress by the Representatives in the Fifty-fourth Congress of the districts whose Representatives in the Fifty-third Congress failed to designate the distributees of their quota of said Official Records, or any part thereof, as authorized by the act of Congress approved July thirty-first, eighteen hundred and ninety-four, and the joint resolution approved March second, eighteen hundred and ninety-five, to the extent and in the manner and form provided in said act.*

The following is an extract from the act of Congress of May 28, 1896, which increased the edition from 10,000 to 11,000 copies:

\* \* \* For printing, binding, and wrapping one thousand additional copies of series one, volumes one, two, three, and four, for supplying officers of the Navy who have not received the work, two thousand four hundred dollars.

# ORDER OF COMPILATION OF NAVAL WAR RECORDS.

## SERIES I.

### 1. Operations of the Cruisers, 1861-1865.

#### Union cruisers.

West India (Flying) Squadron, under Acting Rear-Admiral Wilkes, U. S. N., 1862-1863.

West India (Flying) Squadron, under Acting Rear-Admiral Lardner, U. S. N., 1863-1864.

#### Confederate cruisers and privateers.

### 2. Operations in the Gulf of Mexico, January to June 7, 1861.

Surrender of the Pensacola Navy Yard.

Cooperation of the Navy in the relief of Fort Pickens.

### 3. Operations on the Atlantic Coast, January to May 13, 1861.

Cooperation of the Navy in the attempts to relieve Fort Sumter.

Abandonment and destruction of the Norfolk Navy Yard.

Home Squadron, under Flag-Officer Pendergraast, U. S. N.

### 4. Operations on the Potomac and Rappahannock Rivers, 1861-1865.

Potomac Flotilla, under Commander Ward, U. S. N., 1861.

Potomac Flotilla, under Captain Craven, U. S. N., 1861.

Potomac Flotilla, under Lieutenant Wyman, U. S. N., 1861-1862.

Potomac Flotilla, under Commodore Harwood, U. S. N., 1862-1863.

Potomac Flotilla, under Commander Parker, U. S. N., 1863-1865.

### 5. Atlantic Blockading Squadrons, 1861-1865.

Atlantic Blockading Squadron, under Flag-Officer Stringham, U. S. N., May 13 to Sept. 23, 1861.

West India Squadron, under Flag-Officer Pendergraast, U. S. N., 1861.

Naval Defenses of Virginia and North Carolina, under Flag-Officer Barron, C. S. N.

Atlantic Blockading Squadron, under Flag-Officer Goldsborough, U. S. N., 1861.

North Atlantic Blockading Squadron, under Rear-Admiral Goldsborough, U. S. N., 1861-1862.

Naval Defenses of Virginia and North Carolina, under Flag-Officer Lynch, C. S. N.

James River Squadron, under Flag-Officer Buchanan, C. S. N.

James River Squadron, under Flag-Officer Tattnell, C. S. N.

James River Flotilla, under Commodore Wilkes, U. S. N., 1862.

North Atlantic Blockading Squadron, under Rear-Admiral Lee, U. S. N., 1862-1864.

James River Squadron, under Flag-Officers Forrest and Mitchell, C. S. N.

\* Naval Defenses Inland Waters of North Carolina, under Commander Pinkney, C. S. N.

\* Naval Defenses Cape Fear River, North Carolina, under Flag-Officer Lynch, C. S. N.

North Atlantic Blockading Squadron, under Rear-Admiral Porter, U. S. N., 1864-1865.

James River Squadron, under Flag-Officers Mitchell and Semmes, C. S. N.

\* Naval Defenses Cape Fear River, North Carolina, under Flag-Officer Pinkney, C. S. N.

North Atlantic Blockading Squadron, under Acting Rear-Admiral Radford, U. S. N., 1865.

South Atlantic Blockading Squadron, under Rear-Admiral Du Pont, U. S. N., 1861-1863.

\* Naval Defenses of South Carolina and Georgia, under Flag-Officer Tattnell, C. S. N.

\* Naval Defenses of Charleston Harbor, South Carolina, under Flag-Officer Ingraham, C. S. N.

Fourth Atlantic Blockading Squadron, under Rear-Admiral Dahlgren, U. S. N., 1863-1865.

\* Naval Defenses of Charleston Harbor, South Carolina, under Flag-Officer Tucker, C. S. N.

Naval Defenses of Savannah, Ga., under Flag-Officers Hunter and Tattnell, C. S. N.

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\* The Confederate material under this head is very scant. It is therefore hoped that those who have any Confederate naval documents upon the subject will communicate with the Office of Naval War Records, Navy Department, Washington, D. C.

## XVI ORDER OF COMPILATION OF NAVAL WAR RECORDS.

### 6. Gulf Blockading Squadrons, 1861-1865.

- Gulf Blockading Squadron, under Flag-Officer Mervine, U. S. N., 1861.
- Gulf Blockading Squadron, under Flag-Officer McKean, U. S. N., 1861-1862.
  - \* Mississippi River Defenses, under Flag-Officer Hollins, C. S. N.
- East Gulf Blockading Squadron, under Flag-Officer McKean, U. S. N., 1862.
- East Gulf Blockading Squadron, under Acting Rear-Admiral Lardner, U. S. N., 1862.
- East Gulf Blockading Squadron, under Acting Rear-Admiral Bailey, U. S. N., 1862-1864.
- East Gulf Blockading Squadron, under Captain Greene, U. S. N., 1864.
- East Gulf Blockading Squadron, under Acting Rear-Admiral Stribling, U. S. N., 1864-1865.
- West Gulf Blockading Squadron, under Flag-Officer Farragut, U. S. N., 1862-1863.
  - Mortar Flotilla, under Commander Porter, U. S. N., 1862.
  - Lower Mississippi River Defenses, under Commander J. K. Mitchell, U. S. N.
  - \* Mobile Defenses, under Flag-Officer Randolph, C. S. N.
  - Trans-Mississippi Marine Department, under Major Leon Smith, C. S. A.
- West Gulf Blockading Squadron, under Commodore Bell, U. S. N. (ad interim), 1863.
- West Gulf Blockading Squadron, under Rear-Admiral Farragut, U. S. N., 1864.
  - \* Mobile Defenses, under Admiral Buchanan, C. S. N.
- West Gulf Blockading Squadron, under Commodore Palmer, U. S. N., 1864-1865.
- West Gulf Blockading Squadron, under Acting Rear-Admiral Thatcher, U. S. N., 1865.
  - \* Mobile Defenses, under Flag-Officer Farrand, C. S. N.

### 7. Operations on the Western Rivers, 1861-1865.

- Naval Forces on Western Waters, under Commander Rodgers, U. S. N., 1861.
- Naval Forces on Western Waters, under Flag-Officer Foote, U. S. N., 1861-1862.
  - \* Mississippi River Defenses, under Flag-Officer Hollins, C. S. N.
- Naval Forces on Western Waters, under Flag-Officer Davis, U. S. N., 1862.
  - \* Mississippi River Defense Fleet, under Captain Montgomery, C. S. A.
  - \* Mississippi River Defenses, under Commander R. F. Pinkney, C. S. N.
  - \* Mississippi River Defenses, under Flag-Officer Lynch, C. S. N.
- Mississippi Squadron, under Rear-Admiral Porter, U. S. N., 1862-1864.
- Mississippi Squadron, under Acting Rear-Admiral Lee, U. S. N., 1864-1865.
  - \* Naval Defenses of Red River, Louisiana, under Lieutenant J. H. Carter, C. S. N.

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\* The Confederate material under this head is very scant. It is therefore hoped that those who have any Confederate naval documents upon the subject will communicate with the Office of Naval War Records, Navy Department, Washington, D. C.



LIST OF UNITED STATES VESSELS OF WAR SERVING IN THE ATLANTIC AND NORTH ATLANTIC BLOKADING SQUADRONS DURING THE PERIOD COVERED BY THIS VOLUME.

NAME.	RATE.	TON- NAGE.	CLASS.	CREW.	GUNS.
Albatross .....	Fourth .....	378	Screw steamer.....	68	5
Amanda .....	Fourth .....	368	Bark.....	71	6
Baltimore .....	Fourth .....	500	Side-wheel steamer .....	18	1
Ben Morgan.....	Fourth .....	407	Ship.....	35	.....
Brandywine.....	Second .....	1,726	Storeship .....	72	.....
Braziliera .....	Fourth .....	540	Bark.....	68	6
Cambridge .....	Third.....	858	Screw steamer.....	96	5
Ceres.....	Fourth .....	144	do .....	40	2
Charles Phelps.....	Fourth .....	362	Supply ship.....	23	1
Chippewa .....	Fourth .....	507	Screw steamer.....	80	4
Cohasset .....	Fourth .....	100	do .....	12	4
Commodore Barney .....	Fourth .....	513	Side-wheel steamer .....	96	4
Commodore Perry.....	Fourth .....	513	do .....	29	4
Congress.....	Second .....	1,867	Sailing frigate.....	406	50
Corwin.....	.....	.....	Coast Survey steamer .....	56	2
Cumberland.....	Second .....	1,726	Sloop of war.....	288	24
Dale.....	Fourth .....	566	do .....	123	15
Dawn .....	Fourth .....	399	Screw steamer.....	34	2
Daylight.....	Fourth .....	682	do .....	57	4
Delaware.....	Fourth .....	357	Side-wheel steamer .....	68	5
Dragon.....	Fourth .....	118	Screw steamer .....	42	1
E. B. Hale .....	Fourth .....	220	do .....	46	4
Fernandina .....	Fourth .....	297	Bark.....	79	6
Flag .....	Third.....	938	Screw steamer.....	116	7
Gemsbok.....	Fourth .....	622	Bark.....	103	6
Granite .....	Fourth .....	75	Sailing sloop.....	15	1
Harriet Lane.....	Third.....	619	Side-wheel steamer .....	160	5
Henry Brinker.....	Fourth .....	108	Screw steamer.....	18	1
Hetzl .....	Fourth .....	200	Side-wheel steamer.....	69	2
Hunchback .....	Fourth .....	517	do .....	99	4
Iroquois .....	Third.....	1,016	Screw sloop.....	154	6
Isaac N. Seymour.....	Fourth .....	133	Side-wheel steamer .....	30	2
Jamestown.....	Third.....	1,150	Sloop of war.....	186	20
John L. Lockwood .....	Fourth .....	180	Side-wheel steamer .....	30	3
Keystone State .....	Third.....	1,364	do .....	119	2
Louisiana .....	Fourth .....	295	Screw steamer.....	85	5
Miami.....	Third.....	730	Side-wheel steamer .....	84	6
Minnesota .....	First.....	3,307	Screw frigate.....	540	47
Monticello .....	Fourth .....	655	Screw steamer.....	96	3
Morse.....	Fourth .....	513	Side-wheel steamer .....	78	2
Mount Vernon .....	Fourth .....	625	Screw steamer.....	50	3
Mystic.....	Fourth .....	541	do .....	65	5
Pawnee.....	Second .....	1,289	Screw sloop.....	161	9
Penguin.....	Fourth .....	389	Screw steamer.....	69	5
Perry .....	Fourth .....	270	Sailing brig.....	77	7
Philadelphia .....	Fourth .....	500	Side-wheel steamer .....	24	1

*List of United States vessels of war serving in the Atlantic and North Atlantic Blockading Squadrons during the period covered by this volume—Continued.*

NAME.	RATE.	TON- NAGE.	CLASS.	CREW.	GUNS.
Powhatan*	Fourth	500	Side-wheel steamer	14	1
Quaker City	Second	1,600	do	129	4
Rescue	Fourth	111	Screw steamer	20	1
Roanoke	First	3,425	Screw frigate	347	44
Roman	Fourth	350	Sailing ship	19	1
Sabine	Second	1,726	Sailing frigate	395	49
St. Lawrence	Second	1,726	do	374	52
Savannah	Second	1,726	Sloop of war	264	26
Seminole	Third	801	Screw sloop	120	5
Shawsheen	Fourth	180	Side-wheel steamer	40	2
Southfield	Fourth	751	do	61	4
Stars and Stripes	Fourth	407	Screw steamer	94	5
State of Georgia	Third	1,204	Side-wheel steamer	113	9
Stepping Stones	Fourth	226	do	21	1
Susquehanna	First	2,450	do	264	15
Underwriter	Fourth	341	do	69	4
Union	Fourth	1,114	Screw steamer	75	4
Vally City	Fourth	190	do	48	5
Vandalia	Fourth	783	Sailing sloop	179	20
Wabash	First	3,274	Screw frigate	523	46
Whitehall	Fourth	326	Side-wheel steamer	62	4
Whitehead	Fourth	139	Screw steamer	45	1
William Badger	Fourth	334	Sailing ship	29	1
William G. Putnam	Fourth	149	Side-wheel steamer	17	2
Young America	Fourth	173	Screw steamer	13	1
Young Rover	Fourth	418	do	85	5
Zouave	Fourth	127	do	25	1

\* Afterwards U. S. S. King Philip.

# CALENDAR.

## 1861.

JULY.							AUGUST.							SEPTEMBER.						
Sun.	M.	T.	W.	T.	F.	Sat.	Sun.	M.	T.	W.	T.	F.	Sat.	Sun.	M.	T.	W.	T.	F.	Sat.
....	1	2	3	4	5	6	....	....	....	....	1	2	3	1	2	3	4	5	6	7
7	8	9	10	11	12	13	4	5	6	7	8	9	10	8	9	10	11	12	13	14
14	15	16	17	18	19	20	11	12	13	14	15	16	17	15	16	17	18	19	20	21
21	22	23	24	25	26	27	18	19	20	21	22	23	24	22	23	24	25	26	27	28
28	29	30	31	....	....	....	25	26	27	28	29	30	31	29	30	....	....	....	....	....

OCTOBER.							NOVEMBER.							DECEMBER.						
Sun.	M.	T.	W.	T.	F.	Sat.	Sun.	M.	T.	W.	T.	F.	Sat.	Sun.	M.	T.	W.	T.	F.	Sat.
....	....	1	2	3	4	5	....	....	....	....	....	1	2	1	2	3	4	5	6	7
6	7	8	9	10	11	12	3	4	5	6	7	8	9	8	9	10	11	12	13	14
13	14	15	16	17	18	19	10	11	12	13	14	15	16	15	16	17	18	19	20	21
20	21	22	23	24	25	26	17	18	19	20	21	22	23	22	23	24	25	26	27	28
27	28	29	30	31	....	....	24	25	26	27	28	29	30	29	30	31	....	....	....	....

## 1862.

JANUARY.							FEBRUARY.							MARCH.						
Sun.	M.	T.	W.	T.	F.	Sat.	Sun.	M.	T.	W.	T.	F.	Sat.	Sun.	M.	T.	W.	T.	F.	Sat.
....	....	....	1	2	3	4	....	....	....	....	....	....	1	....	....	....	....	....	....	1
5	6	7	8	9	10	11	2	3	4	5	6	7	8	2	3	4	5	6	7	8
12	13	14	15	16	17	18	9	10	11	12	13	14	15	9	10	11	12	13	14	15
19	20	21	22	23	24	25	16	17	18	19	20	21	22	16	17	18	19	20	21	22
26	27	28	29	30	31	....	23	24	25	26	27	28	....	23	24	25	26	27	28	29
....	....	....	....	....	....	....	....	....	....	....	....	....	....	30	31	....	....	....	....	....



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**ATLANTIC BLOCKADING SQUADRON.**

**FROM JULY 16 TO OCTOBER 29, 1861.**

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**N W R—VOL 6—1**



# ATLANTIC BLOCKADING SQUADRON.

FROM JULY 16 TO OCTOBER 29, 1861.

*General report of Flag-Officer Stringham, U. S. Navy, commanding Atlantic Blockading Squadron, regarding the affairs of his command.*

U. S. S. MINNESOTA,  
*Hampton Roads, July 16, 1861.*

SIR: I understand the charters of the *Mount Vernon* and the *Dawn* are about expiring, and I should infer from the reports of their captains that these vessels are in about the same situation as the *Monticello*, and unfit for recharter.

It is very important to have one or two steam tugs here, as there is much towing at this point.

I would suggest that as merchant vessels with provisions for Washington often ask for convoy, and I have no vessel, I might, if permitted, put 20 or 25 armed men on board in charge of an officer.

The *Savannah*, Captain J. B. Hull, reported to me to-day, stating that his ship is short of her complement 28 ordinary seamen, 1 gunner's mate, and 1 armorer.

He also reports as passengers Captain Josiah Watson and 17 marines for the *Niagara*. As I shall order the *Savannah* to cruise off the coast of North Carolina, I respectfully enquire whether I had not better place them on board the *Susquehanna*, as she, I suppose, will eventually go to the Gulf.

I also report the arrival of the *Perry* this day, and would suggest the advantage of sending her at once to the Washington navy yard, as by report of her commander she is in need of many repairs.

I regret that Lieutenant Commanding Parrott has been obliged to leave his station before the arrival of the *Jamestown*, which vessel I have ordered to go direct to Fernandina on the arrival of the *St. Lawrence* off Savannah.

Respectfully, your obedient servant,

S. H. STRINGHAM,  
*Flag-Officer, Atlantic Blockading Squadron.*

Hon. GIDEON WELLES,  
*Secretary Navy.*

*Order of the Secretary of the Navy to Commander Thomson, U. S. Navy, commanding U. S. S. Seminole, to proceed to duty in Atlantic Blockading Squadron.*

NAVY DEPARTMENT, *July 16, 1861.*

SIR: The U. S. steam sloop *Seminole*, under your command, will form a part of the Atlantic Blockading Squadron, Flag-Officer S. H. Stringham. As soon, therefore, as she shall be ready for sea, you will

proceed with her to Hampton Roads and report to Flag-Officer Stringham for duty.

Transmit to the Department before sailing a complete muster roll of the crew of the *Seminole* and a separate list of her officers.

I am, respectfully, your obedient servant,

GIDEON WELLES.

Commander E. R. THOMSON,  
*Commanding U. S. S. Seminole, Philadelphia.*

*Report of Captain Marston, U. S. Navy, commanding U. S. ship Cumberland, transmitting account of the cruise of that vessel from North Carolina to Boston.*

U. S. SHIP CUMBERLAND,  
*Boston, July 16, 1861.*

SIR: I have the honor to report to you the safe arrival of this ship, in three days, from the coast of North Carolina, last from Cape Hatteras. Herewith you will receive a copy of my report to Flag-Officer Stringham.

Very respectfully, your obedient servant,

JOHN MARSTON,  
*Captain.*

Hon. GIDEON WELLES,  
*Secretary of the Navy, Washington, D. C.*

[Enclosure.]

U. S. SHIP CUMBERLAND,  
*Boston, July 16, 1861.*

SIR: I have the honor to report to you the safe arrival of this ship, and that in compliance with your orders of the 5th instant, I proceeded as far south as Cape Hatteras, keeping as close in on the North Carolina shore as safety would allow. During this short cruise nothing of importance transpired. Between Cape Henry and False Cape I saw five vessels on shore—one ship, one brig, two schooners, and one without any masts; also another schooner south of Wimble Shoals [N. C.]. On the 10th instant I boarded the Bremen ship *Hermine*, from New York, bound to Baltimore, and found her papers all correct.

On the night of the 10th instant spoke the *Albatross* and *Daylight*, and on the following evening again fell in with the *Albatross* with her engine broken down, which I was happy, with our mechanics, to be able to repair.

Owing to very light winds I did not reach Cape Hatteras till the 13th instant, on which day I commenced my passage to this place.

Very respectfully, your obedient servant,

JOHN MARSTON,  
*Captain.*

Flag-Officer S. H. STRINGHAM,  
*Commanding Atlantic Squadron.*

*Report of Flag-Officer Stringham, U. S. Navy, commanding Atlantic Blockading Squadron, regarding the location of the headquarters of his squadron.*

Confidential.]

U. S. S. MINNESOTA,  
*Hampton Roads, July 17, 1861.*

SIR: If it is your desire at any time that the *Minnesota* should proceed to sea, and you think my services necessary here, I would cheerfully,



for the time being, take up my quarters on board one of the vessels in this harbor, even a storeship, and let her go.

As regards myself, from the daily experience I have had, I can not but think my presence here is of very great advantage; nevertheless, this conclusion of my judgment is respectfully submitted for the concurrence of the Department, and I am frank to say I would be quite as well pleased at sea as here.

There must be a large vessel all the time at this point to cooperate with the Army, and I shall not think I am doing my duty not to keep at least one here all the time, in addition to the small steamers in the Chesapeake.

Vessels are coming and going all the time, and constantly calling upon me for directions.

It is my desire, however, solely to carry out your views.

Respectfully, your obedient servant,

S. H. STRINGHAM,  
*Flag-Officer, Atlantic Blockading Squadron.*

Hon. GIDEON WELLES,  
*Secretary Navy.*

*Report of Flag-Officer Stringham, U. S. Navy, commanding Atlantic Blockading Squadron, giving stations of vessels of his command.*

U. S. S. MINNESOTA,  
*Hampton Roads, July 17, 1861.*

SIR: I have the honor to remind the Department that as I have dispatched vessels to different stations I have made report. I now take the liberty of stating the position of all vessels under my command:

*St. Lawrence* is ordered to Savannah to relieve the *Jamestown*, which last is ordered to Fernandina.

The *Flag* is off Savannah.

*Wabash* and *Union*, off Charleston; the former is nearly out of coal, and will be absent from ten to twelve days.

*Roanoke*, *Albatross*, and *Daylight*, off coast of North Carolina.

*Quaker City* at Cape Henry.

*Minnesota*, *Brig Perry* (requiring repairs), Hampton Roads.

*Penguin*, cruising in Chesapeake Bay.

*Monticello*, mouth of James River.

*Mount Vernon*, off Rappahannock River.

*Dawn*, off York River.

*Savannah*, gone off coast of North Carolina.

The vessels composing the flotilla\* I have no knowledge of.

I have the honor to acknowledge the receipt of your confidential letter† of July 11, also your letter† of July 15, ordering *Susquehanna* to Philadelphia, and one† of the same date containing report of Lieutenant Rodgers.

Respectfully, your obedient servant,

S. H. STRINGHAM,  
*Flag-Officer, Atlantic Blockading Squadron.*

Hon. GIDEON WELLES,  
*Secretary of Navy.*

\* Potomac Flotilla.

† See Vol. 5, pp. 786, 793.

*Report of Flag-Officer Stringham, U. S. Navy, commanding Atlantic Blockading Squadron, of the sailing of the U. S. vessels Susquehanna and Savannah.*

U. S. S. MINNESOTA,  
Hampton Roads, July 17, 1861.

SIR: I have the honor to inform the Department that the *Susquehanna* has sailed to-day for Philadelphia.

As I have ordered the *Savannah* to cruise off the coast of North Carolina, I have removed the captain of marines and men who were intended for the *Niagara* from the *Savannah* on board this ship.

The *Savannah* will sail to-day or to-morrow.

Respectfully, your obedient servant,

S. H. STRINGHAM,  
Flag-Officer, Atlantic Blockading Squadron.

Hon. GIDEON WELLES.

*Report of Captain Marston, U. S. Navy, commanding U. S. ship Cumberland, regarding deficiency in the complement of that vessel.*

U. S. SHIP CUMBERLAND,  
Boston, July 17, 1861.

SIR: Since my arrival at this place I have heard that the after pivot gun is to be restored to this ship. May I ask permission from you to increase the number of the crew sufficient to man that gun, say 8 seamen, 10 ordinary seamen, 3 landsmen, and 1 quarter gunner, in accordance with the ordnance instructions. I would respectfully remind the Department that the complement of lieutenants for the *Cumberland* is one deficient. As this ship has no midshipmen, will you have the goodness to order any who can be spared from other service. On the evening of the destruction of the navy yard at Norfolk there were received on board this ship forty or fifty men from the *Pennsylvania*, all one-year men, and most of whom are near the expiration of their terms of service. I would respectfully suggest that they be transferred to the receiving ship on this station.

Very respectfully, your obedient servant,

JOHN MARSTON,  
Captain, Commanding U. S. Ship Cumberland.

Hon. GIDEON WELLES,  
Secretary of the Navy, Washington, D. C.

*Letter from the Secretary of the Navy to Flag-Officer Stringham, U. S. Navy, commanding Atlantic Blockading Squadron, transmitting memorandum and correspondence regarding the inefficiency of the blockade of Southern ports.*

NAVY DEPARTMENT, July 17, 1861.

SIR: I herewith enclose a copy of a communication from the Secretary of State, dated the 15th instant, to which your attention is invited, together with copies of the letters and memorandum therein referred to, in relation to the blockade of the ports in North and South Carolina.

I also enclose a copy of a communication \* from Lieutenant Lowry, U. S. Navy, dated June 1, which may contain information of importance to you respecting the means the citizens of Virginia have of communicating with the ocean through North Carolina, etc.

I am, respectfully, your obedient servant,

GIDEON WELLES.

Flag-Officer S. H. STRINGHAM,  
*Commanding Atlantic Blockade.*

[Enclosure.]

DEPARTMENT OF STATE,  
*Washington, July 15, 1861.*

SIR: I have the honor to transmit herewith for your information, and with the hope that such steps may be at once taken as to lead to the effectual blockade of all the ports in North and South Carolina, a communication from Hon. Moses H. Grinnell, of New York, together with a letter from Messrs. Stoddard & Clark, accompanied by a memorandum in which are mentioned the ports where vessels are enabled to arrive and depart with cargoes, to the detriment of law-abiding citizens in the loyal States.

I am, sir, very respectfully, your obedient servant,

WILLIAM H. SEWARD.

Hon. GIDEON WELLES,  
*Secretary of the Navy.*

[Subenclosure.]

NEW YORK, *July 12, 1861.*

SIR: Recently, owing to the ineffectual state of the blockade of the ports of the State of North Carolina, residents of that State, in connection with sympathizers in this city, have chartered British vessels to load with naval stores at Beaufort, Wilmington, and other ports, taking a clearance for Nassau, New Providence, and there clearing regularly, and from thence bringing and disposing of the cargoes here, thus securing a large profit, to the prejudice of United States citizens who are law abiding and without a murmur submitting to the loss of business consequent upon the proclamation of the President declaring the ports blockaded.

We are credibly informed that, at the present time, a number of vessels are loading at Beaufort and Wilmington, and respectfully ask that some steps be taken to put an end to the unlawful as well as unjust business.

Respectfully, your obedient servants,

STODDARD & CLARK.

Hon. W. H. SEWARD,  
*Secretary of State, Washington.*

MY DEAR SIR: The enclosed memorandum is from a reliable source. Why can not those ports named be blockaded? God knows there are steamers enough in this country—guns, men, and materials enough to close them up as tight as a bottle.

Yours, truly,

M. H. GRINNELL.

\* See Vol. 5, p. 688.

[Memorandum.]

Vessels are loading for England, Nassau, and Halifax at Beaufort, Wilmington, Ocracoke, and Hatteras inlets, North Carolina, and probably at Beaufort, S. C., and Georgetown [S. C.].

Vessels have been chartered at Halifax and St. John, New Brunswick, and also at New York, to proceed to Beaufort and Wilmington for cargoes, naval stores for Europe or to West Indies or the provinces, and thence to be shipped to New York.

That the British consul, who is an American and a member of a commercial house at Wilmington, N. C., is chartering, through his house, vessels and placing them under British colors for the shipment of naval stores.

Letters to July 2 state there has been no blockade notified at Wilmington, N. C.

Schooner *Willet S. Robbins* and brig *John Balch* [*Hannah Balch*], with West Indian cargoes, have been captured and carried into Ocracoke Inlet.

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*Report of Flag-Officer Stringham, U. S. Navy, commanding Atlantic Blockading Squadron, transmitting reports regarding fugitive slaves.*

U. S. S. MINNESOTA,  
Hampton Roads, July 18, 1861.

SIR: I have the honor to enclose to the Department copies of reports, July 15 and 17, of Commander O. S. Glisson, of the *Mount Vernon*, with a request by him to me that I shall instruct him what to do with the negroes on board his vessel, and with others that may come. If we are to receive the reports of these negroes at all, I can not see how we can divide their statements, accepting only that which may appear useful to us and rejecting the balance. If it is true what they state about the murdering of a Union man, the name of whose widow they give, and her place of residence, and the amount and disposition of the traitors in Mathews County, I can not see how we can well escape receiving the other portion of their statements, that the rebels propose using them in their armies, etc, and that if they are forced to return (they will not voluntarily) they fear being murdered.

With such a case presented to me I should do exactly what Commander Glisson has—receive them and take care of them until I could hear from the Department.

If negroes are to be used in this contest, I have no hesitation in saying they should be used to preserve the Government, not to destroy it.

These men are destitute; shall I ration them? They may be serviceable on board our storeships.

Respectfully, your obedient servant,

S. H. STRINGHAM,  
Flag-Officer, Atlantic Blockading Squadron.

HON. GIDEON WELLES,  
Secretary of Navy.

[Enclosures.]

U. S. S. MOUNT VERNON,  
Rappahannock [River], July 15, 1861.

SIR. I have to report that this morning at daylight we observed a boat adrift near Stingray light-house, and soon after discovered a man

in the light-house. We manned a boat, armed her, and sent her with an officer to pick up the boat and to ascertain who was in the light-house.

At 8:30 the boat returned, bringing with her six negroes who had deserted from the shore during the night and taken shelter in the light-house, casting their boat adrift to avoid detection.

They appear to be very much frightened and state that the people on shore are about arming the negroes, with the intention of placing them in the front of the battle. Their taking this course has caused much excitement amongst the negro population, who are deserting in every direction. Two other boats made their escape last night, in the hope of being picked up by some vessel passing in the bay.

I have rationed these negroes on board of this vessel, until I receive orders from you as to their disposal. They inform me that there is not a Union man near the entrance of the river. A few weeks since they murdered the only Union man near Stingray Point. His widow, Mrs. George Wilson, with three little children, are yet on the farm near the point; they are apparently unmolested.

These negroes further inform me that ammunition is very scarce and that the 500 men in Mathews County have not two rounds of cartridges with them. These men are about 10 miles from Stingray Point, and are the nearest armed force in this vicinity.

Enclosed I forward you a list of these slaves, together with a list of the names of their owners.

I am, sir, very respectfully, your obedient servant,

O. S. GLISSON,  
*Commander, U. S. Navy.*

Flag-Officer SILAS H. STRINGHAM,  
*Commanding the Atlantic Blockading Squadron.*

[Subenclosure.]

List of slaves.	Owners.
John Hunter .. } Samuel Hunter } Miles Hunter .. }	Joseph Moore
Peter Hunter ..	S. Crittenden
Alexander Franklin ..	Robert R. Carter
David Harris ..	Jeremiah Harron

U. S. S. MOUNT VERNON,  
*Rappahannock [River], July 17, 1861.*

SIR: I have to report that three more slaves, named, respectively, Lewis Ransom, Robert Brookes, and Albert Hutchings, belonging to John H. Dunlavey, of Mathews County, Va., gave themselves up this morning.

Will you please inform me how I shall dispose of these men and how I shall act in future when they come on board? They say that if they should be returned they would be murdered.

We are all well on board and everything is quiet off the Rappahannock.

I am, sir, very respectfully, your obedient servant,

O. S. GLISSON,  
*Commander, U. S. Navy.*

Flag-Officer SILAS H. STRINGHAM,  
*Commanding the Atlantic Blockading Squadron.*

*Instructions of the Secretary of the Navy to Flag-Officer Stringham, U. S. Navy, commanding Atlantic Blockading Squadron, regarding-fugitive slaves.*

NAVY DEPARTMENT, July 22, 1861.

SIR: Your dispatch No. 70, in relation to certain negroes who have fled from Virginia and are on board the *Mount Vernon*, asking what disposition shall be made of them, is received.

It is not the policy of the Government to invite or encourage this class of desertions, and yet, under the circumstances, no other course than that pursued by Commander Glisson could be adopted without violating every principle of humanity.

To return them would be impolitic as well as cruel, and, as you remark, "they may be made serviceable on board our storeships," you will do well to employ them.

I am, respectfully, your obedient servant,

GIDEON WELLES.

Flag-Officer S. H. STRINGHAM,

*Comdg. Atlantic Blockading Squadron, Hampton Roads, Virginia.*

*Report of Flag-Officer Stringham, U. S. Navy, commanding Atlantic Blockading Squadron, transmitting report of commanding officer of the chartered steamer Union regarding the cruise of that vessel.*

U. S. S. MINNESOTA,

*Hampton Roads, July 18, 1861.*

SIR: I have the honor to report the arrival to-day of the steamer *Union*, and I am more fully prepared to renew the opinion formerly expressed that she is unfit for sea blockading.

I enclose a copy of the report of Commander J. R. Goldsborough, by which you will perceive she has been considerably injured by being run into.

I await the instructions of the Department.

Respectfully, your obedient servant,

S. H. STRINGHAM,

*Flag-Officer, Atlantic Blockading Squadron.*

Hon. GIDEON WELLES,

*Secretary of Navy.*

[Enclosure.]

U. S. S. UNION,

*Hampton Roads, July 18, 1861.*

COMMODORE: I report my arrival at this place, three days from the blockading squadron off Charleston, where I left the frigates *Roanoke* and *Wabash*, also the sloop of war *Vandalia*. The latter had been ordered to take a position off Bull's Inlet [Bay] as a blockader.

I coasted it along on my way until up with Cape Hatteras, at which point I was compelled to seek an offing on account of a severe storm of wind, accompanied with thick, rainy weather. Off Wilmington, N. C., I communicated with Commander Lockwood, of the *Daylight*, and should have communicated also with Commander Prentiss, of the *Albatross*, but the thick, stormy weather prevented my seeing him; and at this point several vessels to seaward hove in sight, one of them a suspicious looking schooner, to which I gave chase; an account of her will be found in my abstract.

I regret to inform you that the *Union* has been leaking badly for some time. The carpenter of the *Wabash*, upon examination, reported she had started some of the butts, and that in places under her battery she required recalking. My impression is that her battery is too heavy and that she has strained herself, for even in a moderate seaway she trembles and labors considerably.

I have also to report that on the 2d instant, while off Charleston, I was run into by the Spanish ship *Plus Ultra*, carrying away my foreyard, starboard main and mizzen rigging, starboard side of the hurricane roof, moving the entire building and engine room over to port, and starting her upper works above the bends on the starboard quarter, together with the total destruction of our starboard quarter boat. Through the kindness of Captain Mercer, of the *Wabash*, who sent his carpenters to my assistance, our damages have been but partially repaired, for when it rains the officers' apartments, including their sleeping berths, are uninhabitable, and my own are but a very little better.

I deem it my duty to make known these facts before this vessel is returned to her owners; but should it be the intention of the Department to recharter or purchase her to express a hope that she may be repaired, magazine, shell room, and flooring altered, and the officers, myself included, made as comfortable as her very limited space will admit.

I am, very respectfully, your obedient servant,

J. R. GOLDSBOROUGH,  
Commander.

Flag-Officer S. H. STRINGHAM,  
Commanding Atlantic Blockading Squadron.

*Report of Flag-Officer Stringham, U. S. Navy, commanding Atlantic Blockading Squadron, transmitting report of Commander Lockwood, U. S. Navy, commanding U. S. S. Daylight, regarding the blockade of Wilmington, N. C.*

U. S. S. MINNESOTA,  
Hampton Roads, July 19 [18], 1861.

SIR: I have the honor to enclose copies of reports\* of Flag-Officer Pendergrast and Commander Lockwood.

The *Penguin* made a cruise yesterday and day before up on the west side of the Chesapeake Bay and down the east side, anchoring [a] short time in Tangier Sound.

Nothing of importance reported by her commander.

The *Savannah* has sailed.

Respectfully, your obedient servant,

S. H. STRINGHAM,  
Flag-Officer, Atlantic Blockading Squadron.

Hon. GIDEON WELLES,  
Secretary of Navy.

[Enclosure.]

U. S. S. DAYLIGHT,  
Off Cape Fear River, July 16, 1861.

SIR: I have the honor to report that I arrived off the New Inlet of Cape Fear River on the 13th instant, and saw a small steamer pass out the old channel without being able to prevent it, as the passage around the shoal is 50 or 60 miles, and on our going around, off the South

\* For Pendergrast's report see Vol. 5, p. 791.

Channel, we noticed that several small vessels and one or two small steamers passed out the New Inlet. Thus you will perceive that it is quite impossible for us to keep up an effective blockade.

There should be a vessel stationed at each entrance to keep up a close blockade, and we should have a vessel off Beaufort Harbor, for I boarded an English schooner, bound to Halifax with cotton, turpentine, and peanuts, and he informed me that there was an English brig there, and he thought that an English vessel was also at Wilmington.

In addition to the above we should have a blockading vessel off Georgetown, S. C. I trust the flag-officer will detail another gunboat to cooperate with me that we may effectually shut up Cape Fear River.

I spoke the U. S. ship *Cumberland* the first night out from Hampton Roads, and I find nothing passing along the coast on the same side of the shoal that we happen to be on. All well.

I am, sir, respectfully, your obedient servant,

SAMUEL LOCKWOOD,  
Commander.

Flag-Officer S. H. STRINGHAM,

Comdg. Atlantic Blockading Squadron, Hampton Roads, Virginia.

*Report of Flag-Officer Stringham, U. S. Navy, commanding Atlantic Blockading Squadron, advising cooperation of a land force in the movements against the coast of North Carolina.*

U. S. S. MINNESOTA,  
Hampton Roads, July 18, 1861.

SIR: I have the honor to acknowledge receipt of the copy of Lieutenant Lowry's communication.\*

While I do not agree with him in all respects, yet, if the Government can spare him from the Potomac and supply him with the vessels, he may be usefully employed in the region he speaks of, and he may rely always upon such aid and assistance as I can render him.

The inlets may, for the time being, be cleared, and while our ships are in sight nothing will venture out, but I am satisfied that only permanent benefit can result by the aid of a cooperating land force to occupy the forts, batteries, etc., at the mouths of the harbors.

I venture in this connection to refer the Department to Flag-Officer Pendergrast's report,† July 14, by which we are informed of the presence of armed forces at the forts and inlets.

I hope to see the day when Norfolk will be taken, but believe the course of Major-General Butler, of which he has politely informed me, will be the true one for that service.

I am in receipt of the report of Captain John Marston, of the *Cumberland*, dated Boston, July 16, in which he informs me he first cruised down the North Carolina coast to Cape Hatteras, speaking the *Daylight* and *Albatross* twice, and the second time found the latter crippled in her machinery, which he was, fortunately, able to repair.

I have the honor to acknowledge receipt of copy of letter from the honorable Secretary of State, containing communications from M. H. Grinnell, esq., and Messrs. Stoddard & Clark.

Respectfully, your obedient servant,

S. H. STRINGHAM,  
Flag-Officer, Atlantic Blockading Squadron.

Hon. GIDEON WELLES,  
Secretary of Navy.

\* See Vol. 5, p. 688.

† See Vol. 5, p. 791.



*Report of Commander Ridgely, U. S. Navy, commanding U. S. ship Alleghany, of the arming of that vessel for the protection of Annapolis.*

U. S. RECEIVING SHIP ALLEGHANY,  
Off Annapolis, Md., July 18, 1861.

SIR: This ship has received a battery of six 32-pounders from the Washington navy yard and is moored with springs on the cables to command the harbor of Annapolis.

I am, very respectfully, your obedient servant,

DANL. B. RIDGELY,  
Commander, U. S. Navy.

HON. GIDEON WELLES,  
Secretary of the Navy, Washington, D. C.

*Report of Commander Ridgely, U. S. Navy, commanding U. S. ship Alleghany, regarding disposition of public property at Annapolis, Md.*

U. S. RECEIVING SHIP ALLEGHANY,  
Off Annapolis, Md., July 18, 1861.

SIR: In obedience to your order I have taken charge of the public property enumerated in a letter from Captain Turnley, of the Quartermaster's Department.

The two light-boats I have placed in charge of a ship keeper by authority of the Light-House Board. The launches belonging to the school I have hauled up in the boathouse attached to the Naval School, with the exception of one that broke loose from her moorings when in use by Professor Hopkins, of the Naval School, in recovering the anchors and chains of the frigate *Constitution*.

The boats have been shamefully abused, the sails and rigging have been cut up, and [a] portion of them taken away by the troops stationed here.

I am, very respectfully, your obedient servant,

DANL. B. RIDGELY,  
Commander, U. S. Navy.

HON. G. WELLES,  
Secretary of Navy, Washington, D. C.

*Report of Captain Mercer, U. S. Navy, commanding U. S. S. Wabash, regarding the inefficiency of blockade of Charleston, S. C.*

U. S. S[TEAM] FRIGATE WABASH,  
Off Charleston, July 19, 1861.

SIR: When I wrote to you by the *Perry* I told you it was my intention to keep the *Union* here so long as I could keep her supplied with coal from this ship, or until she was relieved by another suitable steamer for the blockade of this place.

On the 14th instant the *Roanoke* arrived here with Flag-Officer Pendergrast on board. The next day he ordered the *Union* to Hampton Roads and the *Vandalia* to the northward of this, about Bull's Bay, I believe, but I am not acquainted with the instructions which Commander Lee received.

On the morning of the 17th at half past 3 the *Roanoke* took her departure for the South, as far down as St. Augustine, to be back probably in five days, on her way to the North again, and will take our

letters, as the flag-officer informs me, leaving this ship alone off this place. Now, Flag-Officer, you know as well as I do that to blockade this port efficiently with this ship alone is next door to an impossibility. Assisted by the *Vandalia* we might have done our work pretty well by a judicious disposition of the two vessels. The question then arises, would it not be better to dispose of our few vessels here so as to insure the blockade of Charleston and Savannah, rather than by disposing of them so far apart as to neglect these two important points and to accomplish nothing which will compensate for leaving them comparatively open? I will say to you unhesitatingly that I do not consider Charleston as efficiently blockaded by the presence alone of this ship off the harbor, and I can not hold myself responsible for vessels getting in and coming out, although you may rely upon my doing my best to prevent them.

July 19.—The flagship *Roanoke* has just arrived off this port again, and has made signal for our letter bag to be sent on board immediately, leaving me no time to conclude.

I am, sir, respectfully, your obedient servant,

SAML. MERCER,  
Captain.

Flag-Officer S. H. STRINGHAM,  
Comdg. U. S. Atlantic Blockading Squadron, Flagship *Minnesota*.

P. S.—I shall have to leave here pretty soon.

*Report of Captain Chauncey, U. S. Navy, commanding U. S. S. Susquehanna, of the cruise of that vessel from Hampton Roads to Philadelphia, and naming vessels boarded.*

U. S. S. SUSQUEHANNA,  
Navy Yard, Philadelphia, July 19, 1861.

SIR: I have the honor to report the arrival this morning of this ship, under my command, at this yard, in obedience to instructions from Flag-Officer Stringham, of the 17th instant, to proceed hither for the purpose of placing the ship at the service of Messrs. Merrick & Son, in order to renew the broken shaft and to effect any necessary repairs to the machinery.

I have reported the ship to Captain Du Pont, commandant of the yard, as in a state of readiness to commence the preliminary work necessary in order to receive the shaft, and that we shall require mechanics from the yard for that purpose. I shall use my best exertions to expedite the repairs so far as they may depend upon me.

The ship left Hampton Roads on the afternoon of the 17th instant, and off Cape Henry fell in with and boarded the American bark *Pericles*, of Boston, owned in Boston, ninety-six days from Callao, laden with guano, bound to Hampton Roads for orders. Also the American brig *J. Rhoades*, of and from New York, with Government stores for Fortress Monroe. Endorsed the papers of both vessels and allowed them to proceed.

I have the honor to be, your obedient servant,

JNO. S. CHAUNCEY,  
Captain.

Hon. GIDEON WELLES,  
Secretary of the Navy.

*Report of Commander Green, U. S. Navy, commanding U. S. ship Jamestown, of the cruise of that vessel and of the erection of a fort in Savannah Harbor by the Confederates.*

U. S. SLOOP OF WAR JAMESTOWN,  
Off Savannah, July 19, 1861.

SIR: My last letter, dated July 3, informing you of the arrival of this ship off Charleston, was left on board the *Wabash* to be forwarded.

In the further pursuance of your instructions, I left Charleston after communicating with Captain Mercer, and arrived here early on the morning of the 4th.

The *Flag* was spoken early in the morning.

At noon I directed a salute of thirty-four guns to be fired.

This ship and the *Flag* are usually at anchor in 9 fathoms of water, having the light-house bearing W. by N., and Hilton Head about N.

There appear to be some craft plying back and forth inside the harbor, but none have attempted to come out, and no vessels have been spoken since my arrival.

There appears to be a large fort in process of erection at the point of entrance, near the light-house.

I have the honor to be, respectfully, your obedient servant,

[CHARLES GREEN,]  
Commander.

Flag-Officer SILAS H. STRINGHAM,  
Commanding Atlantic Blockading Squadron, Hampton Roads.

*Report of Lieutenant Sartori, U. S. Navy, commanding U. S. S. Flag, regarding the qualities and requirements of that vessel.*

U. S. S. FLAG,  
Off Charleston, July 19, 1861.

SIR: I feel it my duty to submit the following report for your consideration, requesting it may be communicated to the Department:

I left Philadelphia on the 29th of May, and have been under steam ever since, a period of fifty-three days, carrying, even while at anchor, about 6 pounds, being ready at any moment for a move. During this period I have been underway on an average about twelve hours out of every twenty-four, at a fair rate of speed a considerable portion of those twelve hours, and up to this time I have only consumed about 200 tons of coal, making an average of  $3\frac{1}{2}$  tons every twenty-four hours.

I have frequently gotten underway from 6 pounds of steam in five to eight minutes, never having to wait for steam, as it was always ready by the time the anchor was weighed, the boiler generating steam so true and fast.

The ship has fine speed, and, so far as I can judge, having as yet experienced no heavy weather, will prove herself a beautiful seaboat; her roll is extremely easy, carries her battery well, and does not feel the recoil more than the staunchest built ship of her class. She, however, requires a few things to render her still more efficient, and she is well worthy of the expense. In the first place she requires coppering, and at once, for the grass and barnacles are forming fast upon her. As she is copper-fastened she is already prepared for it, and her bottom would thus be preserved.

She requires about 20 tons of kentledge in her after hold, for I find she should be at least 3 feet 6 inches by the stern for speed and to bring out her superior qualities as a seaboat. I have tried all manner of ways to get this trim, but can not do so without the kentledge. She also requires an alteration in her bunkers, building them up through her between decks, which would aid in trimming the vessel and be a good security for the boilers, the drumhead of which is now entirely exposed to shot. This would cost but little. Also some contrivance might also be used to protect, in a great measure, the cylinder, which is much above the water line. By this alteration of her bunkers she could carry about 350 tons of coal, sufficient for nearly thirty-five days of full steaming, or eighty days of such steaming as I have just gone through.

I also require two good boats, not having a safe one to lower in a seaway; also some little alteration to her sails for heavy weather and a heavy anchor. All this would cost but little, and render her a highly useful and efficient vessel.

I could mount two more 8-inch guns in place of the 32-pounders, thus giving her a battery of eight 8-inch guns, and she could carry efficiently a 24-pounder rifled howitzer forward and aft with very little expense for mounting.

I would require fifteen men for the difference of the two guns and about fifteen additional for the rifled howitzers (of which six seamen and four ordinary seaman), making a total of 130 men independent of the engine room. My present complement of 100 is barely sufficient to do the work of the ship, and is subject to reduction by prize crews. Six are now absent by this cause. I therefore request the additional men, even if I do not get the rifled cannon. I have plenty of room to berth them, and can, if necessary, carry provisions for a year and tanks for 20,000 gallons of water. Some little repairs are needed to the machinery and a condenser placed for making fresh water for the use of the crew, at very small expense.

I feel called upon to make this report that you, as commander in chief of the squadron, may know the true qualities of this vessel, more particularly as she is a stranger to the service. And if the alterations and repairs are to be made, I would request her being sent to Philadelphia, as the naval constructor at that place is well informed as to her construction, etc. I will also mention that her propeller should be arranged so as to uncouple to be ready should anything happen to her machinery during her cruising this autumn and winter.

I am, respectfully, your obedient servant,

L. O. SARTORI,  
*Lieutenant, Commanding.*

Flag-Officer S. H. STRINGHAM,  
*Comdg. Atlantic Blockading Squadron, U. S. Frigate Minnesota.*

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*General instructions from the Secretary of the Navy to Flag-Officer Stringham, U. S. Navy, commanding Atlantic Blockading Squadron.*

NAVY DEPARTMENT, July 19, 1861.

-SIR: The receipt of your several dispatches, Nos. 66 to 69, inclusive, is hereby acknowledged, and the Department makes the following suggestions in reply:

The movements of the *Minnesota* must in some measure be left to the judgment of the flag-officer. Should the Department be apprised of any

event requiring her departure from her present station, it will not fail to communicate with you. It is hoped that the vessels touching for orders will be sent to their several destinations with as little delay as possible.

The steam propeller *Stars and Stripes* has been purchased and will be sent to you. The *Mount Vernon* and *Dawn* will probably be retained until other vessels can be procured. You are authorized to place armed men on board vessels transporting provisions, etc., for Washington, where, in your judgment, it is necessary. The Potomac is now considered safe for vessels unarmed, without convoy, as there are seven armed vessels cruising in the river.

You are desired to furnish the *Savannah* with men to complete her complement, and the Department will supply their places at as early a day as possible if you will send the number you require.

Send a competent officer to Baltimore early next week to confer with Francis S. Corkran, esq., naval officer, who is engaged in hunting up vessels to be loaded with stone for closing Southern ports.

Very respectfully,

GIDEON WELLES.

Flag-Officer S. H. STRINGHAM.

*Letter from the Secretary of the Navy to Flag-Officer Stringham, U. S. Navy, commanding Atlantic Blockading Squadron, regarding the U. S. brig Perry.*

NAVY DEPARTMENT, July 19, 1861.

SIR: A steamer has been sent from the navy yard to-day to bring the *Perry* at once to Washington for repairs. The Department is of opinion that Captain Watson and the marines now on the *Savannah* had better be transferred to the *Susquehanna* as suggested.

Very respectfully,

GIDEON WELLES.

Flag-Officer S. H. STRINGHAM,  
Commanding Atlantic Blockading Squadron.

*Report of Commander Glisson, U. S. Navy, commanding U. S. S. Mount Vernon, of the seizure of the sloop Wild Pigeon.*

U. S. S. MOUNT VERNON,  
*Rappahannock [River], July 20, 1861.*

SIR: I have to report that last night at 3.30 a. m. a sloop attempted to run past us, the night being quite dark. Called all hands to quarters and fired a shot across her bow. Fired a second shot at the hull of the vessel, which caused her to come to an anchor; sent an armed boat on board for the captain and crew. At 4 a. m. the boat returned with Howard Gamage, who stated that he was the owner and only person on board of the vessel, which proved to be the sloop *Wild Pigeon*, of Accomac, and that he was running away from the rebels, as they were going to impress every person on Monday, the 22d instant. He was bound to Chesapeake City [Md.] to take the canal through to the North. He has no cargo, but has with him \$108.86 in gold and silver.

I will send the vessel and the man down to you, subject to your order, by the first United States steamer that comes up.

We are all well on board, and everything is quiet here.

I am, sir, very respectfully, your obedient servant,

O. S. GLISSON,  
Commander, U. S. Navy.

Flag-Officer SILAS H. STRINGHAM,  
Commanding Atlantic Blockading Squadron.

*Report of Flag-Officer Stringham, U. S. Navy, commanding Atlantic Blockading Squadron, regarding a refugee, and the station of the U. S. S. Penguin.*

U. S. S. MINNESOTA,  
Hampton Roads, July 20, 1861.

SIR: I have the honor to inform the Department that yesterday the *Quaker City*, Commander O. Carr, picked up a small sailboat containing one man, off Cape Henry. He was coming up the coast from some 30 miles below Cape Henry, trying to get North, having escaped from Norfolk.

His family left in the flag of truce [boat] which brought down women and children to this point from Norfolk soon after my first arrival here. He represents that he then wanted to leave, but was prevented. I have sent him to General Butler.

I have received your order of July 18, with reference to the *Monticello*. I shall order the *Penguin* to take her station at mouth of James River.

Respectfully, your obedient servant,

S. H. STRINGHAM,  
Flag-Officer, Atlantic Blockading Squadron.

Hon. GIDEON WELLES,  
Secretary Navy.

*Report of Flag-Officer Stringham, U. S. Navy, commanding Atlantic Blockading Squadron, regarding capture of the schooner Velasco.*

U. S. S. MINNESOTA,  
Hampton Roads, July 20, 1861.

SIR: I have the honor to acknowledge the receipt of your letters of July 19.

The *Perry* will go immediately to Washington. The *Albatross*, Commander George A. Prentiss, captured on the 18th of July the schooner *Velasco*, of Galveston, from Matanzas, loaded with sugar. He brought her to me to-day. The vessel is owned in Florida and Texas.

I have this day ordered her to Providence, R. I., and the *Albatross* to return to her station off North Carolina.

The master of the *Velasco* says the same parties who loaded the *Hallie Jackson* offered him a cargo to clear for Philadelphia and try and get into Savannah, and I have no doubt that this was the case with this vessel—she cleared for New York, but hoped to get into North Carolina. She was cleared under Captain Brant, and is in charge of Captain Southac.

Respectfully, your obedient servant,

S. H. STRINGHAM,  
Flag-Officer, Atlantic Blockading Squadron.

Hon. GIDEON WELLES,  
Secretary of Navy.

*Report of Flag-Officer Stringham, U. S. Navy, commanding Atlantic Blockading Squadron, requesting instructions in the case of an English brig seized by the U. S. ship St. Lawrence.*

U. S. S. MINNESOTA,  
Hampton Roads, July 20, 1861.

SIR: I have the honor to inform the Department that Captain Purviance, of the *St. Lawrence*, has sent in here, in charge of a prize officer, an English brig\* which cleared from Boston in ballast about a month since, and loaded at Beaufort, N. C., with naval stores. On her way out and but a short distance from the coast, Captain P. overhauled her, found she was bound for Liverpool, with clearance and papers made out by secession officers from the pretended Confederate States of America, and finally ordered her to this point for me to decide. As she wants overhauling, which will take a few days, I have concluded to refer this case to you for instructions.

Respectfully, your obedient servant,

S. H. STRINGHAM,  
Flag-Officer, Atlantic Blockading Squadron.

Hon. GIDEON WELLES,  
Secretary of the Navy.

*Letter from the Secretary of the Navy to Flag-Officer Stringham, U. S. Navy, commanding Atlantic Blockading Squadron, calling attention to the case of the ship Peter Marcy.*

NAVY DEPARTMENT, July 20, 1861.

SIR: The Secretary of State has submitted to this Department a dispatch from the U. S. consul at London stating that the American ship *Peter Marcy*, of and from New Orleans, arrived in that port on the 23d of June with a register and clearance issued under the assumed authority of the so-called Confederate States and bearing the flag adopted by those States.

Of course such a register and such a clearance, as well as the flag, are entirely unauthorized, and the *Peter Marcy*, or any vessel with such a register, clearance, and flag, should be at once seized.

Your particular attention is invited to the *Peter Marcy*, should any of the squadron under your command fall in with her, and to any vessel under similar circumstances.

I am, respectfully, your obedient servant,

GIDEON WELLES.

Flag-Officer S. H. STRINGHAM,  
Comdg. Atlantic Blockading Squadron, Hampton Roads, Virginia.

*Letter from the Secretary of the Navy to Flag-Officer Stringham, U. S. Navy, commanding Atlantic Blockading Squadron, transmitting information of the transportation of provisions and ammunition into Virginia.*

Confidential.]

NAVY DEPARTMENT, July 20, 1861.

SIR: I enclose for your information a copy of a letter referred to this Department by General Scott.

Very respectfully, etc.,

GIDEON WELLES.

Flag-Officer S. H. STRINGHAM, Etc.

\* This was the English brig *Herald* See p. 42.

[Enclosure.]

SIR: Since I had the honor of writing to you last, some facts have come to my knowledge which I proceed to lay before you and leave you to judge of the attention they demand. I am informed by the collector at the port of Snow Hill, Worcester County, Md., that provisions, ammunition, etc., are now carried to various parts of the eastern shore of Virginia by vessels owned by rebels, who, by a fictitious sale of the vessel to citizens of Maryland, have their vessels licensed from this State.

I am informed from other sources that large quantities of provisions, etc., are furnished to them by consigning them to parties at Newtown, on the Pocomoke, and they are landed at Pitts Creek, near the line of Virginia, and thence distributed through Accomac and Northampton counties, Va. Still further, that there are 800 men drilling daily at Eastville, Northampton County, Va., and that enlistments are being made from Worcester County, Md., which borders upon Virginia. Not less than six young men left Snow Hill for that place during last week; and that there is constant communication between the rebels there and secret traitors in this State, by which means information is carried to the western shore of Virginia by means of canoes across the Chesapeake, and letters brought to and carried from the Snow Hill post-office.

It is feared by many here and there that there will be a movement from Eastville upward through this peninsula. It would find this part of the State entirely without protection, as the people in general are almost entirely destitute of arms, even had we the necessary organization; and the invaders would find a number of sympathizers in their route through these counties to render persons and property exceedingly unsafe.

It would be well enough for a cruiser occasionally to look in at a place called Somer's Cove, the proposed terminus of the Eastern Shore Railroad. Eleven hundred barrels of flour have been sold recently to Virginians at that place, I am informed. The storehouse is at the extreme head of the cove.

V. S.

P. S.—A man named Humphrey Humphreys, in Salisbury, a colonel of militia and a violent secessionist, has now somewhere concealed a 4-pounder fieldpiece, of which I am told he is owner. During the difficulties in Baltimore, under the orders of General Tench Tilghman, he was making arrangements to call out the militia of the county. Since, however, the occupation by Federal troops at Baltimore his gun has not been seen.

V. S.

*Engagement between the U. S. S. Albatross and the North Carolina steamer Beaufort, near Bodie's Island, North Carolina, July 21, 1861.*

Report of Commander Prentiss, U. S. Navy, commanding U. S. S. Albatross, of the engagement, and of the recapture of the schooner Enchantress.

U. S. S. ALBATROSS,  
Hampton Roads, July 31, 1861.

SIR: I have the honor to report that in obedience to orders I proceeded on my cruise the 20th instant. On the 21st, being in the vicinity



of Bodie's Island, discovered two rebel steamers, one of which was towing a schooner through Oregon Inlet, the other being nearer, but partially sheltered by Bodie's Island. I opened fire upon her, which she returned from a heavy gun upon her spar deck. After exchanging some twenty shots with her she hauled off, with the other steamer apparently in a crippled condition.

I then stood to sea, overhauling and examining other vessels. On the 22d, while off Hatteras Inlet, I fell in with and recaptured the schooner *Enchantress*, of Newburyport, having on board a prize crew from the pirate vessel *Jefferson Davis*, which I have brought into port, to be disposed of as you may think proper.

I am, respectfully, your obedient servant,

GEO. A. PRENTISS,  
Commander.

Flag-Officer SILAS H. STRINGHAM,  
Commanding the Atlantic Blockading Squadron, Hampton Roads.

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Report of Lieutenant Duvall, commanding steamer *Beaufort*.

NORTH CAROLINA NAVAL STEAMER BEAUFORT,  
*Oregon Inlet, July 22, 1861.*

SIR: I have the honor to report the first entirely naval engagement which has as yet taken place between our forces and the Lincoln forces. The engagement commenced with the *Beaufort*, under my command, on yesterday morning at 10:15 and ended at 11 a. m. The enemy's vessel was a large, three-masted propeller, with a crew of at least 175 men, and carrying a battery of eight guns, one rifled cannon forward and one aft, working on pivots; the distance selected by the enemy not exceeding  $1\frac{1}{4}$  miles from the *Beaufort*, with a strip of land three-fourths of a mile intervening between us. The enemy's vessel showed no colors during the entire action. I will copy from my log book such remarks, in substance, as were entered, and which will give a plain statement of facts unembellished:

At 8:20 signal made from lookout on shore "man-of-war steamer in sight to the northward." Cleared ship for action. Sent a note on shore by Mr. Young, master's mate, to Colonel Morris, engineer in command, informing him that a man-of-war steamer was bearing down for us, and asking him what he intended doing; also alluding to the two guns which he had mounted and the good effect it would certainly produce if he would have them served. At 9:25 the steamer *Currituck* came in, having in tow the schooner *Hugh Chisholm*, with Captain Martin's company of 100 men from Roanoke Island. As they passed us, gave them three hearty cheers, which were returned with great enthusiasm by the soldiers. This was the kind of feeling I wished to inspire before the enemy opened fire on us. Colonel Morris and Captain Barney came alongside on shore. I again urged the necessity of the two guns at the fort being used; if for no other good, it would draw the enemy's fire and give us a better opportunity of working our gun to advantage. Colonel Morris said the guns were not in proper position and that he had no gunners to serve them. I offered to supply him, and told him that the *Beaufort* was entirely at his service. He remarked that it would do no good. I replied: "Then I will do what I can with my one gun and as long as I can." The soldiers landed and marched in double-quick to the opposite side of the island under cover of a

sand hill. At 10:15 the enemy's three-masted propeller, showing no flag, rounded to off and to the southward of the fortification, close inshore and opposite the *Beaufort*, distant about  $1\frac{1}{4}$  miles. We brought our gun to bear upon her and awaited her pleasure to open the engagement. As soon as the frigate lost her headway she opened upon us with her forward rifled cannon, the shot passing over and beyond us on the flats, nearly a mile to leeward. Some of the shot which were afterwards picked up I shall send to you to be presented to Governor Clark as mementoes sent to the gallant little *Beaufort* from our black Republican visitor. The smoke had scarcely cleared away from the gun before we answered with our gun, being just able to elevate sufficiently from where we lay to graze the top of the sand hill, and, as we thought, struck the vessel between her main and mizzen mast. The firing then became general, the enemy during the engagement throwing rifle-cannon shot and shell, and from the distance the 32-pound shot and shell carried the gun must have been of the 62-hundred-weight class. We answered every shot as long as we could get our gun elevated to graze the sand hill, throwing the shot beautifully in line. I either sighted or adjusted the sight in person, though this action has given me entire confidence in the coolness and judgment of the captain of the gun crew, who is also my chief boatswain's mate. The enemy finally, not fancying our shot, cowardly moved around and dropped farther to the southward behind a higher sand bank, which completely prevented us from firing a shot, the line of our greatest elevation striking near the base of the hill behind which our soldiers on shore were placed for protection. The enemy's vessel being higher out of the water enabled his guns to rake us over the hill, while we could not fire a single gun. The frigate's first shot from this position passed near our smokestack and struck the water about 30 yards from us; the second passed between the captain of the gun and the man next to him, and struck the water about 20 feet from our port bow. You may imagine my feelings at this stage of the action. My little steamer had done bravely, and my officers and men had gallantly performed their whole duty. I thought of the unwarrantable sacrifice of life and the property of the State, and the days of constant labor in getting the *Beaufort* ready to take her place in doing service to our State and country. We could use the gun no longer in the position which the enemy, under the circumstances, had so cowardly taken, having a battery of eight guns throwing 32-pound shells and balls, and rifled cannon throwing shot and shell, and a crew of not less than 175 or 200 men to work his guns, against our little vessel of one gun and 26 men, only 13 of whom were at the gun on deck. I therefore gave the order to cast loose and heave off out of range of the enemy's guns, since he would not honorably uncover and give us a fair chance. On leaving our moorings the enemy fired two shells, one of which struck and exploded about 50 yards on our port quarter, when he ceased to fire any longer. It is impossible to say what damage, if any, the enemy received. Some of the officers and soldiers on shore, who were in a position to see the shot strike, say that three (ricochet) rolling shot, as they term it, struck her. They also heard plainly the dead sound when the shot struck against the steamer's side. My lookout, however, says that he thinks our shot fell short some 200 yards. He may have taken at his altitude a "white cap" for the shot striking the water. If we could have obtained a half degree greater elevation I have no doubt in saying that the *Beaufort* would have made her name memorable in the history of our good old State. If I had had, as I

tried so hard to have, one 12-pounder rifled cannon I am confident we would have annihilated her. The enemy fired no guns after we got out of range, and after lying for some time off the light-house, dropped slowly down the coast, keeping near the beach in shallow water, which would argue that her pumps were at work. When off New Inlet she headed in for the entrance, but finally proceeded down toward Hatteras, and thus ended the engagement. The enemy with all his superior force and choice of position was compelled to draw off and drop behind a sand hill, where he knew it would be impossible for us to injure him, and from which position he could throw his heavy shot and shell into us unanswered. I therefore have the right to claim a victory to the *Beaufort*, which, under the circumstances and disparity in vessel, armament, and crew, will not unfavorably compare with any that has yet fallen to our arms. We received no damage in any respect from the enemy, though the wind from some of his shot was felt as they passed harmlessly through us. We fired eight shots, equal to 256 pounds of metal and 56 pounds of powder. The enemy fired about thirteen shots—rifle cannon, solid 32s, and shell. I have nothing more to say than to reiterate my expressions in behalf of the officers and crew of the *Beaufort* for their gallant conduct during the entire engagement, and to express the hope that you will be pleased to bring them favorably to the attention of the executive. I send you enclosed a list\* of their names. I forgot to mention that during the firing a burning cylinder was blown from the gun on to the hurricane deck, which set fire to some hammocks, cots, sails, and tents stowed away to give room on deck. We soon extinguished it by throwing the most of them overboard. My water being nearly out, I am compelled to leave to-morrow morning for fresh water, and shall send this report from Elizabeth City. I will return here immediately after filling up with water. My steamer is so small that I have not room for more than twelve days' water. I can conscientiously leave now, as the fort has, or will have by to-morrow, four guns mounted. A large sail is beating up from the northward, or I would leave this evening. I am very anxious to hear from you, and hope that what I have done will meet your approbation.

I am, very respectfully, your obedient servant,

R. C. DUVALL,

*Commanding Steamer Beaufort.*

Hon. WARREN WINSLOW,

*Naval and Military Secretary, Raleigh, N. C.*

*Order of the Secretary of the Navy to Captain Marston, U. S. Navy, commanding U. S. ship Cumberland, to report for duty in the Atlantic Blockading Squadron.*

NAVY DEPARTMENT, July 21, 1861.

SIR: As soon as the *Cumberland*, under your command, is repaired you will return with her to Hampton Roads and report to Flag-Officer Stringham as a part of the Atlantic Blockading Squadron.

I am, respectfully, your obedient servant,

GIDEON WELLES.

Captain JOHN MARSTON,

*Commanding U. S. S. Cumberland.*

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\* Not found.

*Report of Flag-Officer Stringham, U. S. Navy, commanding Atlantic Blockading Squadron, regarding sinking of vessels loaded with stone in the channels on the Southern coast and advising occupation of Bodie's Island.*

U. S. S. MINNESOTA,  
Hampton Roads, July 22, 1861.

SIR: I have the honor to enclose to the Department the resignation of A. D. Shumway, acting third assistant engineer of the steamer *Albatross*.

As the steamer was under orders to proceed to sea I did not act, and now enclose it to the Department.

The *Albatross* has returned to her station off North Carolina, having come to this point with a prize, the schooner *Velasco*, whose destination was to Providence, R. I., which I changed to New York, because she leaked badly.

I have this day ordered Lieutenant J. M. Wainwright, in compliance with your orders of July 19, to go to Baltimore and confer with Francis S. Corkran in reference to vessels to be loaded with stone and sunk in inlets, etc., and in this connection I will venture a few observations on this subject in compliance with your request.

I am of opinion that the sinking of vessels in the channels along our coast generally would be of very temporary and slight service, from the constantly shifting nature of these entrances, sand being the principal material composing the strip of land through which inlets lead into the bays and sounds by which the inland communication is carried on, and through which the small vessels are passing, of which complaint is so constantly made.

It is well known the channels of these inlets are constantly changing; that buoys are of but little importance beyond marking the entrances. The channel has to be run by a person with an experienced eye and ready judgment, the color and set of the water showing where it is deepest. A single gale often closes up a channel and opens a new one.

I must venture to recall, most respectfully, my first conclusions as to the character and number of vessels necessary to a proper blockade and guard of the long line of coast from Cape Henry to Key West, and the passing and repassing which would necessarily result, as being the only safe reliance, and can only now add that points might be taken possession of by the Army and held, some of which are already occupied by small parties of rebels.

I quote from Commander G. A. Prentiss's report, July 20, *Albatross*:

In running down the coast I discovered at Bodie's Island a battery commanding the entrance to Oregon Inlet, and a force of about 100 men, armed, encamped there.

This I have no doubt is the case along the coast generally. I would suggest the capture and occupation of Bodie's Island as a very good point for commanding the extensive inland communication of Patapsco [Pamlico], Albemarle, and Roanoke sounds and interfering very materially with transportation of provisions, stores, etc., to Norfolk from this region through the Dismal Swamp Canal.

Respectfully, your obedient servant,

S. H. STRINGHAM,  
Flag-Officer, Atlantic Blockading Squadron.

Hon. GIDEON WELLES,  
Secretary of the Navy.

*Report of Flag-Officer Stringham, U. S. Navy, commanding Atlantic Blockading Squadron, transmitting report of Flag-Officer Pendergrast, U. S. Navy, commanding West India Squadron, of the cruise of the U. S. S. Roanoke, naming vessels boarded.*

U. S. S. MINNESOTA,  
Hampton Roads, July 22, 1861.

SIR: I have the honor to report the arrival at this point this morning of the U. S. S. *Roanoke*.

I send a copy of report of Flag-Officer Pendergrast.

A survey has been held on the propeller and report made that it will take three days to disconnect and repair, after which the *Roanoke* will proceed again to sea.

I am in receipt this morning of a report\* from L. O. Sartori, of the *Flag*, a copy of which I enclose.

If the *Iroquois* reports to me, I suggest to the Department that she take the place of the *Flag* while the *Flag* returns for repairs.

I think very favorably of the latter for blockading, as I have before mentioned.

The charter of the *Union* expires to-day. I have written to the Department about her. In the meantime I shall send her down to relieve the *Quaker City* while the latter coals. Yesterday two men from Maine were sent down from the *Mount Vernon*. They escaped from Virginia. I have sent them to General Butler. The tug *Young America*, which brought them, also towed a small sloop taken by the *Mount Vernon*. She is one of the bay craft used in cruising from [the] eastern shore.

Respectfully, your obedient servant,

S. H. STRINGHAM,  
Flag Officer, Atlantic Blockading Squadron.

Hon. GIDEON WELLES,  
Secretary of Navy.

[Enclosure.]

U. S. FLAGSHIP ROANOKE,  
Off Fortress Monroe, July 22, 1861.

SIR: I have the honor to make the following report of the cruise of this ship since my last report, dated off Charleston, S. C., July 14, 1861:

July 14.—Arrived off Charleston, S. C. Found the *Wabash*, *Vandalia*, and *Union* there.

July 15.—Dispatched the *Vandalia* to Bull's Bay under [Cape] Romain Shoals to act as a blockader there; she being within short distance of the *Wabash*, will also act in connection with her off Charleston. The same afternoon the U. S. S. *Union* left for Hampton Roads. A survey was held on the engines of this ship. Two days were required to make the necessary repairs.

July 17.—Left Charleston Bar at 5:30 a. m.; 7:30 passed Edisto Inlet; at 12 m. passed the mouth of St. Helena Sound; 4:30 p. m. arrived off Savannah, Ga., and found the U. S. sloop of war *Jamestown*, Commander Green, and U. S. S. *Flag*, Lieutenant Commanding Sartori, there. Gave each of them copies of extracts for their information. At 5 p. m. again got underway.

July 18.—8 a. m., passed Fernandina light-house; brig *Perry* not there; 10:30, sighted the mouth of St. John's River; rebels fired six guns from a battery 5 or 6 miles off; number of tents on the beach. Sighted St. Augustine Harbor and then returned north.

\* See p. 15.

*July 19.*—4 a. m., made Savannah, Ga.; exchanged signals with the *Jamestown* and *Flag*; sent boat to them and received dispatches and mail. Passed St. Helena Sound, Edisto Island, and Edisto Inlet; 1:30, arrived off Charleston, S. C., and found the *Wabash* there and received a mail; passed the *Vandalia* off Bull's Bay.

*July 20.*—5:30 a. m., passed Wilmington, N. C.; met the U. S. S. *Daylight*; made signal for the captain to come on board; received a mail.

*July 21.*—5:30 a. m., beat to quarters; steamer in sight proved to be the British steamer *Gladiator*; boarded the schooner *Abby Bracket*, from Trinidad, Cuba, bound to New York; cargo, sugar and molasses; 5 p. m., boarded the schooner *Cyclone*, of New Bedford, Mass., from Frontera, Mexico, bound to New York; cargo, logwood.

I regret to say that the engines of this ship have not proved as satisfactory as I should have desired, suffering continually from hot journals and other disarrangements. It will require from two to three days to hoist the propeller and make the necessary repairs. I trust that the cruise of this ship will prove satisfactory to you. We have cruised along the coast from here to St. Augustine and back, during the day in sight of land.

I have the honor to be, very respectfully, your obedient servant,

G. J. PENDERGRAST,

*Flag-Officer, Commanding West India Squadron.*

Flag-Officer SILAS H. STRINGHAM,

*Comdg. U. S. Blockading Squadron, Hampton Roads, Virginia.*

*Report of Flag-Officer Stringham, U. S. Navy, commanding Atlantic Blockading Squadron, regarding the discovery of a Confederate torpedo in Hampton Roads.*

U. S. S. MINNESOTA,

*Hampton Roads, July 22, 1861.*

SIR: I have the honor to inform the Department that by information from one of the Baltimore pilots I learned there was a suspicious object down on the Horseshoe between Old Point and the light-boat.

I immediately ordered the tug *Young America* to go down and bring it up. It proved similar in form to the infernal machine\* at the navy yard in Washington, which was found in the Potomac, having but one weight to it, however, buoyed by two water breakers, very neatly fixed for that purpose.

It is now on shore by the fortress, not yet having been examined.

S. H. STRINGHAM,

*Flag-Officer, Atlantic Blockading Squadron.*

Hon. GIDEON WELLES,

*Secretary Navy.*

*Letter from the Secretary of the Navy to Flag-Officer Stringham, U. S. Navy, commanding Atlantic Blockading Squadron, regarding available recruits at Annapolis.*

NAVY DEPARTMENT, *July 22, 1861.*

SIR: The following force is available at Annapolis, which will be ordered to your vessel if you require them, viz, 28 seamen, 12 ordinary seamen, 41 landsmen, 13 boys; total, 91.

I am, respectfully, etc.,

GIDEON WELLES.

Flag-Officer S. H. STRINGHAM,

*Commanding Atlantic Squadron, Hampton Roads, Virginia.*

\* See Vol. 4, pp. 566-568.

*Report of Captain Marston, U. S. Navy, commanding U. S. ship Cumberland, regarding time required for repairs to that vessel.*

U. S. SHIP CUMBERLAND,  
Navy Yard, Charlestown [Mass.], July 22, 1861.

SIR: Your letter of the 19th instant was this day received, and in reply to your enquiry when the *Cumberland* can be sent to sea, I beg leave to say that I have been informed by the officers of this yard that she may be got ready in a week from this time, provided the after pivot gun, which is still at Portsmouth, does not detain her. But I am inclined to think that this is too short a time to have her ready, and that it will require full ten days. I trust, however, that my great anxiety to find myself again at Hampton Roads will be sufficient surety that every exertion shall be made to get her off at the earliest possible moment, in the accomplishment of which I feel sure that Captain Hudson will unite his utmost efforts.

Since I wrote to you relative to an increase of lieutenants for this ship, Lieutenant Murray has been detached from her, leaving but three officers of that grade on board, and only one acting master instead of two, as by your letter I find you to believe to be the case. The best interests of the service require that an officer suitable to fill the situation as first lieutenant should be ordered to her, and I respectfully request that my wishes on this point may be complied with.

In accordance with your orders, I shall send this communication through Captain Hudson, but I would very respectfully remind you that that officer is junior to myself.

I have the honor to be, your obedient servant,

JOHN MARSTON,  
Captain.

Hon. GIDEON WELLES,  
Secretary of the Navy, Washington, D. C.

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*Letter from the Secretary of the Navy to Flag-Officer Stringham, U. S. Navy, commanding Atlantic Blockading Squadron, transmitting correspondence regarding breach of blockade and depredations of privateers on the North Carolina coast.*

NAVY DEPARTMENT, July 22, 1861.

SIR: Enclosed herewith for your information [are] copies of two letters from the Secretary of the Treasury and their enclosures, dated the 16th and 19th instant, relative to unrestricted commerce and the depredations of privateers on the North Carolina coast; also copy of a letter from a Mr. A. S. Coriell, of Rahway [N. J.], dated 15th instant, on same subject.

I am, respectfully, your obedient servant,

GIDEON WELLES.

Flag-Officer S. H. STRINGHAM,  
Comd'g. Atlantic Blockading Squadron, Hampton Roads, Virginia.

[Enclosure No. 1.]

TREASURY DEPARTMENT, July 16, 1861.

SIR: I have the honor to transmit herewith a copy of a letter, under date of the 12th instant, from the collector of customs at New York, in

relation to vessels entering and clearing from the ports of North Carolina without molestation, and also to the depredations of a privateer on United States commerce.

I am, very respectfully,

S. P. CHASE,  
*Secretary of the Treasury.*

HON. GIDEON WELLES,  
*Secretary of the Navy.*

[Subenclosure.]

CUSTOM-HOUSE, COLLECTOR'S OFFICE,  
*New York, July 12, 1861.*

SIR: Mr. Benjamin Blossom, an old, reliable, and responsible ship-owner and merchant of this city, has to-day imparted to me information which I deem proper to be transmitted to you.

Two citizens of North Carolina have just passed through this city on their return home from Halifax, where they have chartered British vessels for a trade between Nassau, Bermudas, and ports on the coast of North Carolina. To Beaufort, Wilmington, and New Berne, or Ocracoke, the entrance is almost unobstructed, and no blockade has been enforced or even announced. Every day vessels are passing in or out of these ports, carrying whatever cargoes they choose. British bottoms are chartered by Carolinians and carry on this trade. At Georgetown, S. C., vessels enter and clear without obstruction. To this place the prize taken by the privateer *Savannah* is said to have been sent. Vessels are fitted out, armed, and sent from Ocracoke to capture coasters and whatever other craft they may fall in with. These shore privateers do not wait for letters of marque, but act without even the semblance of authority. They find no difficulty in taking their prizes into their unblockaded ports. These statements are made by residents of the Carolinas, and Mr. Blossom is fully assured of their correctness and trustworthiness.

With great respect, your obedient servant,

HIRAM BARNEY,  
*Collector.*

HON. S. P. CHASE,  
*Secretary of the Treasury.*

P. S.—Since writing the foregoing I have received the following telegram, which has been duly forwarded by telegraph to you:

COLLECTOR OF PORT, U. S.,  
*Newport, July 12.*

Arrived this morning brig *Mary E. Thompson*, Havener master, of and from Searsport, Me., from Antigua. The master states that he was boarded by a Southern privateer brig, who robbed him of what they wanted; also states that several others on same and two previous days were taken and sent into Southern ports. Ship *Mary Goodell*, from New York, was boarded, afterwards released. This occurred on 9th instant, latitude 39° 16', longitude 67° 40'.

S. W. MACY,  
*Collector.*

Captain Howard, having learned these facts, has given me notice that he should proceed this afternoon with the revenue vessels *Crawford*, *Jackson*, and *Varina* in search of the privateer to whose depredations the dispatch refers.

I am, very respectfully, your obedient servant,

HIRAM BARNEY.

HON. S. P. CHASE.



[Enclosure No. 2.]

TREASURY DEPARTMENT, *July 19, 1861.*

SIR: I have the honor to transmit herewith a copy of a letter under date of the 18th instant, from the collector of customs at New York, conveying further information from Mr. Benjamin Blossom in relation to unrestricted commerce now being had with North Carolina through its several ports.

I am, very respectfully,

S. P. CHASE,  
*Secretary of the Treasury.*

Hon. GIDEON WELLES,  
*Secretary of the Navy.*

[Subenclosure.]

CUSTOM-HOUSE, COLLECTOR'S OFFICE,  
*New York, July 18, 1861.*

SIR: On the 12th instant I communicated to you certain information received by me from Mr. Benjamin Blossom, of this city, relative to the imperfect state of blockade existing upon portions of the coast of North Carolina. Other statements upon the same subject have this morning been made to me by the same reliable gentleman, which I hasten to transmit to you.

Within a few days past four British vessels, direct from Nassau [New Providence], have entered the port of Wilmington, N. C., for the purpose of there receiving cargoes. One British vessel has entered Beaufort, N. C., for the same purpose. Vessels of that nation have within two weeks entered this port direct from Nassau with cargoes of pitch, tar, and turpentine, evidently the product of North Carolina, thus lending confirmation to the statements of Mr. Blossom. He assures me that vessels belonging in Nassau and in the British provinces carry on an almost uninterrupted trade with the ports of New Berne, Ocracoke, Wilmington, and Beaufort, N. C., and with Georgetown, S. C., and this assurance is predicated upon authority which he regards as most direct and authentic.

With great respect, I am, your obedient servant,

HIRAM BARNEY,  
*Collector.*

Hon. S. P. CHASE,  
*Secretary of the Treasury.*

[Enclosure No. 3.]

RAHWAY [N. J.], *July 15, 1861.*

DEAR SIR: Anxious to be of service to my country, when possible, I hasten to inform you that large quantities of cotton are being sent to the northeastern parts of Georgia, to be shipped thence to England or France; also that numerous vessels are being or have been fitted out as privateers, harboring along the coast, making the port of Brunswick their principal depot.

Respectfully, yours,

A. S. CORIELL.

Hon. S. CAMERON.

*Report of Flag-Officer Stringham, U. S. Navy, commanding Atlantic Blockading Squadron, regarding disposition of available recruits at Annapolis.*

U. S. S. MINNESOTA,  
Hampton Roads, July 23, 1861.

SIR: I have the honor to acknowledge receipt of your letter of 22d July.

As I have not been able to comply with the order for supplying the deficiency of the *Savannah's* crew, she having sailed, if the Department should think proper to order the force mentioned as "at Annapolis" to this vessel, I could send the number required for the *Savannah* by the guard boat, as she will look in occasionally off the capes.

As the small vessels which come here are generally short-handed, I could also supply their wants.

The *Minnesota* has her full complement.

Respectfully, your obedient servant,

S. H. STRINGHAM,  
Flag-Officer, Atlantic Blockading Squadron.

Hon. GIDEON WELLES,  
Secretary of Navy.

*Report of Flag-Officer Stringham, U. S. Navy, commanding Atlantic Blockading Squadron, regarding seamen on chartered steamer Quaker City.*

U. S. S. MINNESOTA,  
Hampton Roads, July 23, 1861.

SIR: I have the honor to inform the Department that on enquiry I find the United States seamen on board the *Quaker City* were put there while the vessel was in New York.

Flag-Officer Pendergrast reports to me July 23, 1861:

On or about the 1st day of May the *Quaker City*, under command of Acting Master Mather, reported for duty. Seamen were then on board.

Commander Carr, now of the *Quaker City*, reports:

From the employes of the owners on board, I learn verbally that these men were placed on board with the armament on April 28 last, by Flag-Officer S. L. Breese, commandant navy yard, New York, on the requisition of Captain R. W. Shufeldt, who had at that time assumed command of the vessel on behalf of the Union Defense Committee, who were at that time the charterers of the vessel.

Commander Carr informs me these men are necessary to this ship.

Respectfully, your obedient servant,

S. H. STRINGHAM,  
Flag-Officer, Atlantic Blockading Squadron.

Hon. GIDEON WELLES,  
Secretary Navy.

*Report of Commander Gillis, U. S. Navy, commanding U. S. S. Monticello, of the arrival of that vessel at New York.*

U. S. S. MONTICELLO,  
New York, July 23, 1861.

SIR: In obedience to the order of Flag-Officer S. H. Stringham, I have the honor to report to you the arrival of this vessel at this port.

Very respectfully, sir, your obedient servant,

JNO. P. GILLIS,  
Commander, U. S. Navy.

Hon. GIDEON WELLES,  
Secretary of the Navy, Washington City.

*Letter from the Secretary of the Navy to Flag-Officer Stringham, U. S. Navy, commanding Atlantic Blockading Squadron, regarding additional vessels ordered to his command.*

NAVY DEPARTMENT, July 23, 1861.

SIR: The following dispatches, not heretofore acknowledged, have been received from you:

No. 65, dated July 13, 1861.

No. 68, dated July 17, 1861.

No. 69, dated July 17, 1861.

No. 74, dated July 20, 1861.

No. 75, dated July 20, 1861.

The charter of the steamer *Union* has been extended two months. The steam sloop *Seminole* has been ordered to report to you at Hampton Roads, and also the sloop of war *Cumberland*, when her repairs are completed.

I am, respectfully, your obedient servant,

GIDEON WELLES.

Flag-Officer S. H. STRINGHAM,  
Commanding Atlantic Blockading Squadron, Hampton Roads.

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*Report of Flag-Officer Stringham, U. S. Navy, commanding Atlantic Blockading Squadron, of the disposition of vessels of his squadron and the recapture of the schooner Enchantress.*

U. S. S. MINNESOTA,  
Hampton Roads, July 24, 1861.

SIR: I have the honor to acknowledge receipt of your letter\* of July 22, and am much gratified at the decision in reference to the negroes on board the *Mount Vernon*, as we well know that they are used by their rebel masters in erecting batteries and every other service within the power of their masters to employ them against the Government.

These men were not enticed at all, and I shall comply with the request of the Department and caution my officers not to use any persuasion to induce them to leave their masters.

I am also in receipt of your letter of July 23, announcing the recharter for two months of the *Union*.

I shall look anxiously for the *Seminole* and *Cumberland*.

I have stationed off Cape Hatteras and Cape Fear the *Savannah*, *Daylight*, and *Albatross*, all that I could at present. Of the disposition of the vessels of my squadron I have kept you apprised, and fast as I can I will send vessels along the coast to endeavor to prevent the illegal trade mentioned in the letters of the honorable Secretary of the Treasury and copies accompanying them contained in your second of July 23.

I have the pleasure to inform the Department of the arrival at this point this morning of the *Albatross*, Commander G. A. Prentiss, having in tow a schooner, a recapture off Hatteras by the *Albatross* of a prize to the privateer *Jefferson Davis*. She is the schooner *Enchantress*, from Boston for Santiago de Cuba, with an assorted cargo.

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\* See p. 10.

I regret to inform the Department that the steamer will be unable to resume her station for some time, because of accidents which have occurred to her machinery.

Respectfully, your obedient servant,

S. H. STRINGHAM,  
*Flag-Officer, Atlantic Blockading Squadron.*

Hon. GIDEON WELLES,  
*Secretary of Navy.*

*Report of Flag-Officer Stringham, U. S. Navy, commanding Atlantic Blockading Squadron, suggesting that the U. S. S. Albatross and her prize, schooner Enchantress, be sent to Philadelphia.*

U. S. S. MINNESOTA,  
*Hampton Roads, July 24, 1861.*

SIR: I have had the pleasure of apprising the Department of the presence of the *Albatross* with her prize (in another letter of this date), but unfortunately too much crippled in her machinery for me to venture to order her back to her station off Hatteras without first undergoing repairs.

We are unable to repair her here, and as I have the *Union* here, and rechartered, I will send her immediately off Hatteras, and I respectfully suggest to the Department that I might send the *Albatross* (if permitted), with her prize, the recaptured *Enchantress*, with the rebel prize crew, direct to Philadelphia, where she could be repaired in a short time.

Commander Prentiss informs me that one of the pirate crew (we do not know what reliance to place upon his information) informed him that the *Jefferson Davis* was going [to] St. Thomas, West Indies, for repairs.

A fast steamer from New York might run down to St. Thomas and look after the *Jefferson Davis*, and thus decide the truthfulness of the information, and coming back along the coast she might pick up some of their cruisers.

Respectfully, your obedient servant,

S. H. STRINGHAM,  
*Flag-Officer, Atlantic Blockading Squadron.*

Hon. GIDEON WELLES,  
*Secretary of Navy.*

[Enclosure.]

U. S. S. MINNESOTA,  
*Hampton Roads, July 24, 1861.*

I copy a list of articles wanted by the *Albatross* :

1 new main-crank pin.	New set of springs for cut-off.
1 air-pump crank pin.	4 air-pump valves (rubber), 3 feet 10 inches
1 force-pump crosshead.	long by 11 inches wide.
2 pistons repaired.	1 new eccentric rod.
Main shaft is out and breaking very badly.	1 portable forge and bellows.

The above list furnished me by Commander Prentiss.

Respectfully,

S. H. S.,  
*Flag-Officer, Atlantic Blockading Squadron.*

*Letter from the Secretary of the Navy to Flag-Officer Stringham, U. S. Navy, commanding Atlantic Blockading Squadron, referring to the English brig Herald and the schooner Tropic Wind.*

NAVY DEPARTMENT, July 24, 1861.

SIR: Your No. 76,\* in relation to the English brig [*Herald*], captured by the *St. Lawrence*, has been received.

The Department is of opinion, under the circumstances mentioned, that she is good prize and should be sent to some court for adjudication.

Please inform the Department if the schooner *Tropic Wind* is at Hampton Roads, and whether she has been turned over to you or what has been done with her.

Her papers were sent to the Department by General Butler.

I am, respectfully, your obedient servant,

GIDEON WELLES.

Flag-Officer S. H. STRINGHAM,

*Commanding Atlantic Blockading Squadron.*

*Letter from the Secretary of the Navy to Flag-Officer Stringham, U. S. Navy, commanding Atlantic Blockading Squadron, transmitting information from U. S. consul at Liverpool regarding the movements of the vessels Gondar, John Fraser, and Monterey.*

NAVY DEPARTMENT, July 24, 1861.

SIR: I herewith enclose for your information a letter from the Secretary of State, dated the 20th instant, with an extract from a dispatch received from the U. S. consul at Liverpool, in reference to certain vessels fitting out in England for the Atlantic ports of the insurgent States.

I am, respectfully, your obedient servant,

GIDEON WELLES.

Flag-Officer S. H. STRINGHAM,

*Commanding Atlantic Blockading [Squadron], Hampton Roads.*

[Enclosure.]

DEPARTMENT OF STATE,

*Washington, July 20, 1861.*

SIR: I have the honor to transmit herewith for your information an extract from a dispatch, No. 23, received from the U. S. vice-consul at Liverpool, in reference to certain vessels which, as there is reason to believe, are fitting out in England by parties in the interest of the insurgents.

I beg leave to suggest that the attention of the commanders of our blockading forces be called to the representations of Vice-Consul Wilding.

I have the honor to be, sir, your obedient servant,

WILLIAM H. SEWARD.

Hon. GIDEON WELLES,

*Secretary of the Navy.*

\* See p. 19.

[Subenclosure.]

CONSULATE OF THE UNITED STATES,  
*Liverpool, July 5, 1861.*

SIR: \* \* \* On the 2d July an English vessel called the *Gondar* was entered to load for Nassau, New Providence. From the fact of her probable ownership by John Fraser & Co., of Charleston, it being very unusual to send a vessel of her tonnage to Nassau, and the contiguity of the place to Charleston, I have no doubt her cargo is intended for Charleston. The *Gondar* was formerly an American vessel, owned by John Fraser & Co., of Charleston, but in February last, as the Department was informed by dispatch dated 7th February, she was transferred and registered as an English vessel in the names of Grant & Armstrong, two English employés of Fraser, Trenholm & Co., of Liverpool, John Fraser & Co. no doubt continuing to be the real owners.

The *John Fraser*, belonging to the same house, arrived here June 22, from Charleston May 24, under English colors. She sailed hence for Charleston in February last under American papers and colors.

Another ship called the *Monterey*, belonging to Savannah, which left here not long since under American papers, returned on the 1st July (from Savannah May 2) as an English vessel, having been transferred at Savannah. I send you copy of the section of the merchant shipping act, under which these vessels must have obtained provisional papers from the English consul.

I shall inform Mr. Adams of my suspicions as to the real ownership of the *Gondar* and *John Fraser*. As I before informed you, Fraser, Trenholm & Co. some time since bought a steamer for this direct line. From some information I got, I was induced to believe that she was being fitted at Stockton-on-Tees, a place on the east coast.

I sent a man over there, and he reports that a steamer (screw) of about 700 tons, called the *Ozar*, had been built for a London firm and by them sold to Fraser, Trenholm & Co., and that she left there about three weeks since for London, it was supposed, having only coal for a few days, and a small number of riggers, etc., to work her. I have written to the consul at London about her.

There is another similar vessel, nearly finished, for the same house, also said to be bought by Fraser, Trenholm & Co.

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I am, sir, your obedient servant,

H. WILDING,  
*U. S. Vice-Consul.*

Hon. W. H. SEWARD,  
*Secretary of State.*

*Boat expedition up Back River, Virginia, July 24, 1861.*

Report of Flag-Officer Stringham, U. S. Navy, commanding Atlantic Blockading Squadron; also referring to the capture of a sloop by the U. S. S. Dawn.

U. S. S. MINNESOTA,  
*Hampton Roads, July 25, 1861.*

SIR: I have the honor to report to the Department that yesterday, in compliance with request from Major-General Butler by Lieutenant Crosby, I furnished him with 5 launches, all manned and equipped (3 from the *Minnesota* and 2 from the *Roanoke*) which, with 4 boats from the fortress, also manned, started about noon on an expedition up Back

River. They returned at 2 a. m. this morning, making report that they had destroyed 10 vessels, schooners and sloops, by burning, and brought back with them a schooner heavily loaded with corn, provisions, and other articles.

They discovered no batteries or any body of rebels, seeing occasional scouts. They met with no accident.

This morning about 8 o'clock, I am happy to inform the Department, the U. S. S. *Dawn* arrived, having in tow a heavily loaded sloop, with some passengers on board, which she captured on her passage from Cherrystone, trying to get into York River. The *Dawn* fired a couple of muskets, which had no effect, then fired a shot from one of her guns, when a small boat put off from the sloop and reached the shore. This proved to be the captain, with a little boy, leaving passengers on board, eight men, whom I have brought to the *Minnesota*, and shall hold as prisoners of war until otherwise directed by the Department.

I enclose a full list of their names, residence, and place of destination, and believe they were bound for the rebel Army. I venture, very respectfully, to recall the attention of the Department to my communication No. 76, in reference to the English brig taken by the *St. Lawrence* and yet at this point.

Respectfully, your obedient servant,

S. H. STRINGHAM,

*Flag-Officer, Atlantic Blockading Squadron.*

Hon. GIDEON WELLES,

*Secretary of Navy.*

[Enclosure.]

*List of prisoners captured by the U. S. S. Dawn, July 24, 1861.*

Names.	Where from.	Bound to.
B. R. Dashiell.....	Maryland.....	Richmond.
J. W. Pauling.....	Eastville, Va.....	Yorktown.
George P. Jones.....	Princess Anne, Md.....	Richmond.
T. E. B. Collins.....	Fauquier County, Va.....	Do.
W. B. Duncan.....	Laurel, Del.....	Suffolk, Va.
Lemuel Yerby.....	Princess Anne, Md.....	Richmond.
Sidney S. Jones.....	do.....	Do.
John R. Birch.....	Eastville, Va.....	Norfolk.

Report of Colonel Johnston, C. S. Army, commanding at Cockletown, Va.

HEADQUARTERS FORCES FROM COCKLETOWN,

*Half-Way House, Va., July 25, 1861.*

MAJOR: I have the honor to report that I returned to this point yesterday, after occupying Bethel for a few hours, the Messex picket having reported that the enemy had landed in force from nine barges in their vicinity. These barges were towed by two armed steam tugs underway at this point. I was informed that a detachment of the enemy's forces were occupying a position almost 2 miles from their boats. Judging them to be in large force, and thinking that perhaps the movement might be a combined one with a party from Newport News or Hampton, I established my headquarters at this point, and ordered Lieutenant-Colonel Cumming to join me here, and detached Lieutenant-Colonel Hood with two guns, a squadron of cavalry, and Colonel Rightor's battalion, and five companies of Colonel Cumming's regiment, under Captain Hardee, to look out [for] this party.

Colonel Hood returned this morning. He found that the enemy had burned a number of vessels and towed out others, one known to be the property of Mr. Booker, which was loaded with Mr. Booker's effects, and was to have dropped down the river last night. The enemy left before dark, and had succeeded in getting out of the river, except one steam tug, which got aground before dusk, and was detained until the high tide, but got out before he could fire on it.

I strengthened my picket at Messex Point and established one near New Market Bridge. This picket was not permitted to take its position. It was driven beyond its horses by a strong picket of the enemy, but returned at 12 o'clock and brought off its horses, which had not been discovered by the enemy.

Owing to the fatigue my soldiers had undergone, and the difficulties occasioned by the quartermaster's and commissary departments, I have remained in camp here during the day with my infantry and artillery, the cavalry being at Bartlett's to obtain forage. I expect to occupy Bethel, where I shall endeavor to secure the negroes in the lower part of the peninsula, and to carry out your instructions in relation to this position. When this is completed, unless otherwise directed, I expect to occupy Harrod's and Young's mills, from which points I can best, with safety, operate against marauding parties.

I am, major, very respectfully, your obedient servant,

RO. JOHNSTON,  
*Colonel of Cavalry.*

Major G. B. COSBY,  
*Acting Assistant Adjutant-General, Hdqrs. Army of Yorktown.*

*Report of Commander Chandler, U. S. Navy, commanding U. S. S. Dawn, of the movements of that vessel from July 6 to 25, 1861, and the capture of the sloop Josephus.*

U. S. S. DAWN,  
*Hampton Roads, Virginia, July 25, 1861.*

SIR: I have the honor to report, while standing in for your anchorage, that nothing of very material importance has occurred until last night since my departure from Hampton Roads on the 6th, in obedience to your order of the 5th instant, to "resume (my) former station at the mouth of York River, using all diligence to prevent the ingress and egress of all vessels into and from the waters of Virginia."

On the 8th instant, whilst underway in York River, where we had been anchored since the 6th, about 6 miles from Yorktown, I received (by the *Penguin*, Commander Livingston) your order of the 8th, directing me to "be vigilant and not hesitate to seize all vessels about whose movements (I) have the least suspicions, and particularly those crafts called pungies," in allusion to information that had just reached you, and which you bring to my notice, that "J. Pruitt, of Mobjack Bay, owns a pungy, and with it supplies the secessionists with provisions;" which orders I have strictly and most faithfully obeyed, having moved the *Dawn* immediately to Mobjack Bay and given chase night and day to everything large or small of a suspected appearance, either in Mobjack or Chesapeake Bay; and kept a constant lookout, with the spy and opera glass, on all others too, at all hours; in one instance chasing a small sloop boat from Mobjack Bay at night, off the Wolf Trap Shoal, which afterwards escaped into one of the small inlets north of New Point Comfort; and on another, running over at night to



the eastern shore of the Chesapeake in chase of a fore-and-aft schooner, which we overhauled and boarded about 11 p. m. some 15 miles to the northward and eastward of New Point Comfort.

Previously, on the 13th, while at anchor in Mobjack Bay, observing a large smoke at Yorktown, and supposing a great battle might be going on, we steamed round York Spit and up York River, in order to be present; but when within 6 miles of the city we ascertained it was the burning of woods, only, in the vicinity.

The day afterwards (14th) we chased up Mobjack Bay a sloop boat that attempted to get out into the Chesapeake, and only abandoned the chase after running the steamer into 2 fathoms water (which is her draft aft), when the sloop boat returned up one of the small rivers that empty into Mobjack Bay.

Last night about midnight we captured, on the northwestern side of York Spit, the sloop that I have now in tow (supposed to be, as her name has been erased, the *Josephus*), from the eastern shore of Virginia, bound to West Point (on York River), loaded with corn and oats, and having about 1½ dozen chickens and about 5 or 6 bushels of clams. We found 10 male passengers on board, including 2 small boys, of whom I send herewith a list, with their places of residence.

After running the steamer into 2 fathoms water in chase of this sloop (as far as we could go on an ebb tide), and when within about one-quarter mile of her, we fired two musket shot at her, to which she seemed to pay no attention. Having the cutter all ready, with a crew armed with muskets, pistols, and swords, she was sent to board her, but with orders to keep out of our line of fire in approaching her. We then fired a round shot within a few feet ahead of her, taking the precaution to aim the gun myself, merely to frighten the crew of the sloop and bring her to, which had the desired effect, the skipper, with one hand, however (according to the subsequent report of the passengers), making his escape in his boat, but not until he had urged their resistance with firearms to the approach of our boat previous to our shot. He got off under the shadow of the land.

Our cutter took possession of and brought her alongside the steamer, when, putting a prize crew on board and running out into deeper water, we anchored with the sloop astern and the passengers on board of her, about half past 1, and at 4 this morning we got underway and steamed down here, where I shall have the honor of immediately reporting to you in person, and also of handing you this communication, with a memorandum of the quantity of coal, provisions, wood, and water now on board, together with the requisitions (from the different departments) of the steamer's wants.

*List of passengers.*

Names.	Residence.
George P. Jones, Sidney S. Jones, Lemuel Yerby, B. R. Dashiell .....	Princess Anne, Md.
John R. Birch, Jos. W. Pauling .....	Eastville, Va.
T. E. B. Collins .....	Warrenton, Va.
W. B. Duncan .....	Suffolk, Va.
James Robinson, boy (cook) .....	[New] Kent County, Va.
W. H. Brown, boy .....	Severn River, Va.

I have the honor to be, very respectfully, your obedient servant,

WILLIAM CHANDLER,  
Commander, U. S. Navy.

Flag-Officer S. H. STRINGHAM,  
Comdg. Atlantic Blockading Squadron, Hampton Roads, Virginia.

*Report of Flag-Officer Stringham, U. S. Navy, commanding Atlantic Blockading Squadron, transmitting request from underwriters on bark Young Greek.\**

U. S. S. MINNESOTA,  
Hampton Roads, July 25, 1861.

SIR: I have the honor to enclose, for the decision of the Department in reference thereto, a copy of letter received by me yesterday, dated Baltimore, July 23, from Jas. Carey Coale, underwriters' agent, containing a receipt from Adams & Co.'s express for \$250.

Have I permission from the Department to comply with the request of the donors of the above sum?

Respectfully, your obedient servant,

S. H. STRINGHAM,  
Flag-Officer, Atlantic Blockading Squadron.

Hon. GIDEON WELLES,  
Secretary of Navy.

[Enclosure.]

BALTIMORE, July 23, 1861.

DEAR SIR: I am instructed by the underwriters on the bark *Young Greek* and cargo to remit you the sum of \$250 (receipt for which in gold from Adams & Co. please find herewith), with the request that you will do them the favor to distribute the same, according to your judgment, among the seamen (fifteen from the U. S. S. *Minnesota* and eight from the U. S. gunboat *Penguin*) who aided so efficiently in relieving the bark from the perilous situation while ashore recently on the Wolf Trap. It is intended as a small testimonial of the appreciation of their services.

They also beg to unite with Captain Taylor, of the bark, in returning their thanks to yourself, as well as to the commanders and officers of the U. S. gunboats *Penguin* and *Dawn*, to Captain Snow, sailing master of the U. S. S. *Minnesota*, and the master and officers of the steamer *Cambridge*.

Very respectfully, your obedient servant,

JAS. CAREY COALE,  
Underwriters' Agent.

Flag-Officer S. H. STRINGHAM,  
Commanding Atlantic Blockading Squadron, Old Point, Va.

*Report of Flag-Officer Stringham, U. S. Navy, commanding Atlantic Blockading Squadron, regarding the movements of the U. S. brig Preble.*

U. S. S. MINNESOTA,  
Hampton Roads, July 25, 1861.

SIR: I have the honor to inform the Department that I have just received a letter from Commander H. French, U. S. brig *Preble*, off Cape Henry, July 24, 1861, stating that he is on his way down, in compliance with his orders, to join the Gulf Squadron. He says:

I intended looking into Charleston and Savannah, but [as] the ship is so dull and the season advancing rapidly I shall hurry over the Bahamas as fast as possible.

\* See Vol. 5, p. 790.

I have the honor to enclose resignation of Carpenter H. G. Thomas; also report of Surgeons Dillard, Jones, and Harlan pronouncing four men on board the *Roanoke* as unfit for duty. Shall I discharge them from the service?

Respectfully, your obedient servant,

S. H. STRINGHAM,  
*Flag-Officer, Atlantic Blockading Squadron.*

Hon. GIDEON WELLES,  
*Secretary of Navy.*

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*Order of the Secretary of the Navy to Flag-Officer Stringham, U. S. Navy, commanding Atlantic Blockading Squadron, regarding the U. S. S. Albatross.*

NAVY DEPARTMENT, July 25, 1861.

SIR: Agreeably to your recommendation, you can send the *Albatross*, with her prize, to Philadelphia for repairs.

I am, respectfully, your obedient servant,

GIDEON WELLES.

Flag-Officer S. H. STRINGHAM,  
*Commanding Blockading Squadron, Hampton Roads, Virginia.*

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*Order of the Secretary of the Navy to Flag-Officer Stringham, U. S. Navy, commanding Atlantic Blockading Squadron, regarding the U. S. S. Flag.*

NAVY DEPARTMENT, July 25, 1861.

SIR: Your 79 and enclosures have been received.

You will send the steamer *Flag* to Philadelphia to be repaired when, in your judgment, her services can be dispensed with.

I am, respectfully, your obedient servant,

GIDEON WELLES.

Flag-Officer S. H. STRINGHAM,  
*Comdg. Atlantic Blockading Squadron, Hampton Roads, Virginia.*

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*Report of Flag-Officer Stringham, U. S. Navy, commanding Atlantic Blockading Squadron, regarding Department's order.*

U. S. S. MINNESOTA,  
*Hampton Roads, July 26, 1861.*

SIR: I have the honor to acknowledge receipt of your order directing me to report in person at Washington, and shall obey it immediately.

Respectfully, your obedient servant,

S. H. STRINGHAM,  
*Flag-Officer, Atlantic Blockading Squadron.*

Hon. GIDEON WELLES,  
*Secretary of Navy*

*Report of Flag-Officer Stringham, U. S. Navy, commanding Atlantic Blockading Squadron, regarding charters of the steamers Dawn and Mount Vernon.*

U. S. S. MINNESOTA,  
Hampton Roads, July 26, 1861.

SIR: I have the honor to inform the Department that the charter of the U. S. S. *Dawn* expires July 28, and the charter of the *Mount Vernon* expires on the 1st day of August, 1861, as near as I can learn from information received from their commanders.

Respectfully, your obedient servant,

S. H. STRINGHAM,  
Flag-Officer, Atlantic Blockading Squadron.

HON. GIDEON WELLES,  
Secretary of Navy.

*Report of Flag-Officer Stringham, U. S. Navy, commanding Atlantic Blockading Squadron, regarding disposition of two captured vessels.*

U. S. S. MINNESOTA,  
Hampton Roads, July 26, 1861.

SIR: I have the honor to inform the Department of the receipt of your communication\* of July 24, with reference to disposition of the English brig [*Herald*] captured by the *St. Lawrence*. I shall order her to Philadelphia for adjudication.

In reference to the English schooner *Tropic Wind*, that she is here in charge of Major-General Butler, never having been given over into my control.

Respectfully, your obedient servant,

S. H. STRINGHAM,  
Flag-Officer, Atlantic Blockading Squadron.

HON. GIDEON WELLES,  
Secretary of Navy.

*Report of Commander Livingston, U. S. Navy, commanding U. S. S. Penguin, regarding movements of Confederate steamers in James River, Virginia.*

U. S. S. PENGUIN,  
Newport News, July 26, 1861.

SIR: I feel it my duty to inform you that there is some excitement in camp here in relation to the constant movements of two steamers in James River yesterday and to-day.

Since I have been stationed here the smoke from a steamer has been observed twice each day passing on a line from the western shore to Yorktown. Last evening and to-day it has been constant from early daylight.

The pilot informs me that there are three batteries this side of their line, one of which must be passed close in with. I have been up the river as far as Smittown [Smithfield?] Point.

\* See p 33.

I observe also a large three-masted vessel behind Craney Island. My officers insist that she is a large steamer and has had steam up. The activity of the enemy is apparent, and looks very much like an attack to be made from many points at the same time.

I am, sir, very respectfully, your obedient servant,

J. W. LIVINGSTON,  
Commanding U. S. [S.] *Penguin*.

Flag-Officer S. H. STRINGHAM,  
Commanding U. S. *Atlantic Blockading Squadron, Hampton Roads*.

*Report of Flag-Officer Pendergrast, U. S. Navy, commanding West India Squadron, regarding movements of vessels.*

U. S. FLAGSHIP ROANOKE,  
Off *Fortress Monroe, Va., July 27, 1861.*

SIR: I have the honor to inform the Department that in obedience to the order of Flag-Officer Stringham I leave to-day for Charleston Bar, South Carolina, to relieve the *Wabash*. I would also inform the Department that the sloop of war *Dale* arrived here last evening.

I have the honor to be, sir, very respectfully, your obedient servant,

G. J. PENDERGRAST,  
Flag-Officer, Commanding *West India Squadron*.

Hon. GIDEON WELLES,  
Secretary of the Navy, Washington, D. C.

*Report of Commander Goldsborough, U. S. Navy, commanding U. S. S. Union, of the burning of the captured American brig B. T. Martin, July 28, 1861.*

U. S. S. UNION,  
*Hampton Roads, August 4, 1861.*

Flag-Officer SILAS H. STRINGHAM: I have to report that on the morning of the 28th ultimo I fell in with the frigate *Savannah*, Captain Hull, who informed me that four days previous, viz, on the 24th, an American brig, in possession of the rebels, had been run on shore a few miles to the northward of Cape Hatteras. I immediately proceeded to the place and discovered that the brig was well upon the shore, and also that a large number of men were employed in stripping her of sails and rigging, unloading and landing her cargo, and all these articles were piled up on the beach. After shelling the place and driving the men into the woods I manned and armed my boats and sent them on shore in charge of Lieutenant Watmough and Midshipman Stewart, with orders to fire the vessel, burn and destroy the property, which was effectively done with good judgment and much spirit. She proved to be the brig *B. T. Martin*, of Boston, and, from the information that I can collect from her log book, C. A. French was master, and also that she was from Philadelphia, bound to Cardenas. Her cargo consisted of one new cylinder boiler, a large iron refinery, cast-iron framing, and three large iron tanks, stoves, and about 40 barrels of potatoes.

I am, very respectfully, your obedient servant,

J. R. GOLDSBOROUGH,  
Commander.

Flag-Officer S. H. STRINGHAM,  
Commanding *Atlantic Blockading Squadron*.

*Order of the Secretary of the Navy to Flag-Officer Stringham, U. S. Navy, commanding Atlantic Blockading Squadron, for the release of the British brig Herald.*

NAVY DEPARTMENT, July 29, 1861.

SIR: In pursuance of a suggestion of the honorable Secretary of State, made upon statements that have been submitted to him, the Department directs that you will release the British brig *Herald*, seized by the *St. Lawrence*, which vessel was referred to in your No. 76\* and the Department's reply of the 24th instant.

I am, respectfully, your obedient servant,

GIDEON WELLES.

Flag-Officer S. H. STRINGHAM,  
Comdg. Atlantic Blockading Squadron, Hampton Roads, Virginia.

*Report of Flag-Officer Stringham, U. S. Navy, commanding Atlantic Blockading Squadron, of his return to his squadron.*

U. S. S. MINNESOTA,  
Hampton Roads, July 30, 1861.

SIR: I have the honor to inform the Department that I have returned to my station on board the *Minnesota*.

Respectfully, your obedient servant,

S. H. STRINGHAM,  
Flag-Officer, Atlantic Blockading Squadron.

Hon. GIDEON WELLES,  
Secretary of the Navy.

*Report of Flag-Officer Stringham, U. S. Navy, commanding Atlantic Blockading Squadron, transmitting report of the commanding officer of U. S. S. Daylight, regarding disabled condition of that vessel, and referring to prize brig Falmouth.*

U. S. S. MINNESOTA,  
Hampton Roads, July 30, 1861.

SIR: I have the honor to enclose to the Department the report of Commander Samuel Lockwood, of the U. S. S. *Daylight*, just returned to this place broken down. I have sent to New York for articles of machinery she requires, and hope in a few days to have her employed again.

Respectfully, your obedient servant,

S. H. STRINGHAM,  
Flag-Officer, Atlantic Blockading Squadron.

Hon. GIDEON WELLES,  
Secretary of the Navy.

[Enclosure.]

U. S. PROPELLER DAYLIGHT,  
Hampton Roads, July 28, 1861.

SIR: I have the honor to report my return to this port to-day, with the U. S. propeller *Daylight* under my command, for the reasons set forth in the accompanying papers.

It was with great reluctance that I was induced on the 24th instant to abandon the blockade of Cape Fear River, but the injury to our machinery was of such a serious nature as to render the step imperatively necessary for me to assume the responsibility, particularly as we could not repair it; and the longer we remained working the vessel on the high-pressure principle with decreased power not sufficient to propel her against a sea in a gale of wind, the greater were the chances in a short time of our not being able to reach any port.

About an hour previous to the breaking of the eccentric strap we got underway (as was our wont) to make an offing, to meet any contingency in consequence of an increasing southwest wind, and had proceeded about 3 miles when the accident occurred. Fortunately we found the bottom soft, which enabled us to ride out a gale accompanied with heavy squalls from the southwest, which tried our cable very severely, and had we parted must have inevitably gone on shore, for our engine was useless and the engineers were busy all night and most of the following day making it, with the old pipe we happened to have on hand, into a noncondensing engine, to enable us to reach some friendly port for repairs, and I have found on the passage hither the report of the engineers of her decreased speed nearly correct.

The vessel in a seaway when in repair averaged less than 6 knots per hour, and now, with the aid of the sails, we get about 3½. She might answer for smooth water in rivers or bays, but for sea I consider her, not only for her want of speed, but also on account of her rolling so deep as to prevent the use of her guns, as totally unfit for the service.

It is a melancholy and significant commentary on secession that during a passage of nearly four days along the Southern coast the only vessel seen and spoken was the brig *Falmouth*, of New York, forty-two days from the coast of Africa, under the charge of Lieutenant Young, U. S. Navy, a prize to the U. S. S. *Sumpter*.

I am, sir, respectfully, your obedient servant,

SAML. LOCKWOOD,  
Commander.

Flag-Officer S. H. STRINGHAM,  
Comdg. Atlantic Blockading Squadron, Hampton Roads, Virginia.

*Report of Flag-Officer Stringham, U. S. Navy, commanding Atlantic Blockading Squadron, regarding movements of vessels.*

U. S. S. MINNESOTA,  
Hampton Roads, July 30, 1861.

SIR: I have the honor to inform the Department that the U. S. S. *Seminole* has sailed for Charleston.

I have ordered the *Penguin* to take her station to blockade off Cape Fear, North Carolina, recently occupied by the *Daylight*.

Respectfully, your obedient servant,

S. H. STRINGHAM,  
Flag-Officer, Atlantic Blockading Squadron.

HON. GIDEON WELLES,  
Secretary of Navy.

*Letter from the Secretary of the Navy to Flag-Officer Stringham, U. S. Navy, commanding Atlantic Blockading Squadron, transmitting information regarding designs and movements of Confederates about Norfolk, Va.*

NAVY DEPARTMENT, July 30, 1861.

SIR: I herewith enclose copy of a communication which has been referred by the Secretary of State to the Department, dated the 25th instant, without signature, purporting to give important information concerning the designs and movements of the rebels, especially in the vicinity of Norfolk.

I am, respectfully, your obedient servant,

GIDEON WELLES.

Flag-Officer S. H. STRINGHAM,  
Comdg. Atlantic Blockading Squadron, Hampton Roads, Virginia.

[Enclosure.]

NEW YORK, July 25, 1861.

DEAR SIR: I write you to communicate to you highly important information which I have just obtained from a source which I know to be true and reliable, and which I feel it my duty to send to you without delay.

In the course of a negotiation with a gentleman lately residing in Baltimore, which resulted in his purchasing my house in this city, I have learned from him some facts as to the doings of the rebels in Norfolk, etc., with a bearing on an attack on Fortress Monroe.

He tells me that one of the ships lately raised at Gosport has been plated with iron on her sides, 6 inches in thickness, and on her deck railroad iron is laid, so as to make her invulnerable to shot and shell; that her fore-and-aft parts are made into water tanks, which will be filled with water, and she will be armed with long-ranged and rifled cannon of large caliber; that one such vessel is nearly ready and they are arming another, and when ready an attack will be made on Fortress Monroe from batteries in its vicinity, and at same time the ironclad vessel will attack the United States ships and vessels lying near, which he says must be all destroyed; that the guns in position near the fortress will be such as will command it, and that the United States troops in it will all be destroyed or must surrender; that this is part only of a plan to take the city of Washington, the rest is to place cannon on the points of the Potomac (Virginia side) which, after Fortress Monroe is taken, will isolate Washington and cut it off from its supplies and an evacuation of the city compelled.

The reason why I place such confidence in the statement made to me is that my informant told me three weeks ago almost every move which the rebels have made since then, and on Saturday last he told me what would be the result and the mode of defense if our troops made an attack on the Confederates at or near Manassas Junction. You may depend upon it the information I send you is very important, and, more than that, it is true.

I send this through my friend, William B. Taylor, esq., postmaster, who knows me well, and through whom you may communicate with me. If I signed my name and it should become known I should be cut off all future sources of similar information.

Hon. WILLIAM H. SEWARD.



*Order of the Secretary of the Navy to Flag-Officer Stringham, U. S. Navy, commanding Atlantic Blockading Squadron, regarding drilling of recruits.*

NAVY DEPARTMENT, July 31, 1861.

SIR: It is important that the officers who have been selected from the merchant service and received temporary appointments in the Navy should be thoroughly drilled at the great guns and in the use of small arms.

No occasion should be lost to instruct and familiarize them in these exercises, and you will therefore be pleased to give directions on this subject to the commanding officers of the vessels of your squadron.

I am, respectfully, your obedient servant,

GIDEON WELLES.

Flag-Officer S. H. STRINGHAM,  
*Commanding Atlantic Blockading Squadron.*

*Order of the Secretary of the Navy to Captain Chauncey, U. S. Navy, commanding U. S. S. Susquehanna, to proceed to duty in the Atlantic Blockading Squadron.*

NAVY DEPARTMENT, July 31, 1861.

SIR: The orders of the 12th of June, 1861, assigning the *Susquehanna* to the Gulf Blockading Squadron, are revoked, and you will proceed with her as soon as her repairs are completed to Hampton Roads and report to Flag-Officer Stringham as a part of the Atlantic Blockading Squadron.

I am, respectfully, your obedient servant,

GIDEON WELLES.

Captain JOHN S. CHAUNCEY,  
*Commanding U. S. S. Susquehanna, Philadelphia.*

*Letter from the Secretary of the Navy to Flag-Officer Stringham, U. S. Navy, commanding Atlantic Blockading Squadron, regarding chartered steamers Dawn and Mount Vernon.*

NAVY DEPARTMENT, July 31, 1861.

SIR: According to the terms of the charter party for the steamer *Dawn* and also the *Mount Vernon*, the Department has the election of retaining them beyond the three months for which they were chartered.

It has decided to avail itself of this provision, and will retain them so long as they are in condition for service, or until your squadron is sufficiently increased to dispense with them.

I am, respectfully, your obedient servant,

GIDEON WELLES.

Flag-Officer S. H. STRINGHAM,  
*Comdg. Atlantic Blockading Squadron, Hampton Roads, Virginia.*

*Letter from the Secretary of the Navy to Flag-Officer Stringham, U. S. Navy, commanding Atlantic Blockading Squadron, regarding chartered steamer Monticello.*

NAVY DEPARTMENT, July 31, 1861.

SIR: The Department has rechartered the steamer *Monticello* for three months. She is to be put in an efficient condition by the owners before returning to her station.

I am, respectfully, your obedient servant,

GIDEON WELLES.

Flag-Officer S. H. STRINGHAM,

*Commanding Atlantic Blockading Squadron, Hampton Roads.*

*Report of Flag-Officer Stringham, U. S. Navy, commanding Atlantic Blockading Squadron, requesting four additional steamers for the suppression of communication across Chesapeake Bay.*

U. S. S. MINNESOTA,  
Hampton Roads, August 1, 1861.

SIR: As communication between the eastern shore of Virginia and the western is carried on despite the presence of blockading vessels at the mouths of the principal rivers, the *Mount Vernon* at Rappahannock and *Dawn* at York River, I would respectfully suggest that the Department furnish me four fleet steamers like the *Yankee*, whose duty should be to cruise up and down the Chesapeake Bay on the eastern and western shores. This I think would effectually prevent communication.

I have the honor to acknowledge receipt of letter from the Department July 30, containing copy of anonymous communication to Hon. William H. Seward, New York, July 25; also letter of July 29, directing release of the British brig *Herald*, seized by the *St. Lawrence*. This vessel having sailed for Philadelphia, I forward a copy of your letter to Captain Du Pont, who will carry it into effect.

Respectfully, your obedient servant,

S. H. STRINGHAM,  
*Flag-Officer, Atlantic Blockading Squadron.*

HON. GIDEON WELLES,  
*Secretary of Navy.*

*Letter from the Secretary of the Navy to Flag-Officer Stringham, U. S. Navy, commanding Atlantic Blockading Squadron, transmitting correspondence regarding transfer of Confederate vessels to British subjects.*

NAVY DEPARTMENT, August 1, 1861.

SIR: I herewith enclose copy of a dispatch received by the Secretary of State from the U. S. minister at London, and also a copy of a communication addressed to the minister by the U. S. consul at Liverpool, which accompanied it, in relation to the American ship *Gondar* and other American vessels believed to have been fraudulently transferred to British subjects and designed to cover contraband goods.

The Secretary of State, in communicating these papers to this Department, recommends that orders be given for the capture of any of the

vessels named, with a view to test judicially the question of ownership. You will accordingly keep a vigilant watch for them and capture them if fallen in with.

I am, respectfully, your obedient servant,

GIDEON WELLES.

Flag-Officer S. H. STRINGHAM,  
*Comdg. Atlantic Blockading Squadron, Hampton Roads, Virginia.*

[Enclosure.]

LEGATION OF THE UNITED STATES,  
*London, July 9, 1861.*

SIR: I have received from Mr. Wilding, the vice-consul at Liverpool, a letter, a copy of which I forward at once to the Department. Since its date I have received a telegram announcing that the *Gondar* has sailed for Nassau, [New Providence], laden with salt.

Although there can be no doubt that the transfer of these vessels to nominal English subjects is fraudulent, I presume that the only way to raise the question would be by capture. If the Government of Great Britain should claim a restoration of them, the proof that they are bona fide English property might be required in our courts. It is not by any means impossible that they may be used to cover contraband goods.

I have the honor to be, sir, your obedient servant,

CHARLES FRANCIS ADAMS.

Hon. WILLIAM H. SEWARD,  
*Secretary of State, Washington, D. C.*

[Subenclosure.]

U. S. CONSULATE,  
*Liverpool, July 8, 1861.*

SIR: The ship *Gondar* (avowedly an English ship, belonging to Liverpool), is now loading here for Nassau, New Providence, and, as I believe that her cargo is intended for Charleston, I beg to acquaint you with my suspicions as to her real ownership.

She was formerly an American ship, registered at Charleston in the names of A. Michaels, one-sixth (sometimes captain), and George A. Trenholm, five-sixths, of Charleston, Mr. Trenholm being chief partner of the house of John Fraser & Co. In February last her American certificate of registry was delivered up at this office to be canceled, and the vessel was reported to be sold, and registered as an English vessel. Since that time Messrs. Fraser, Trenholm & Co., of Liverpool, a branch of John Fraser, & Co., of Charleston, have continued to use and manage the vessel as they did before, and she is registered at the custom-house in the names of John R. Armstrong and Henry Gerard, two of their clerks, as joint owners, who are English subjects. The only partner here is C. K. Prioleau, an American, a native of Charleston.

The following vessels belonging to the same house were sold and registered as English, and are no doubt owned in the same way: The *Eliza Bonsall*, *Alliance*, *Emily St. Pierre*, and *John Fraser*.

I have no doubt whatever that John Fraser & Co., of Charleston, are the real owners of all these vessels, and are wrongfully using the British flag.

Very respectfully, I am, sir, your obedient servant,

H. WILDING,  
*Vice-Consul.*

His Excellency CHAS. F. ADAMS, Etc.

U. S. CONSULATE, LIVERPOOL,  
*Tower Building, South Water St., July 8, 1861.*

SIR: I may add to my letter of this date respecting ship *Gondar* that Mr. Prioleau is, and I believe John Fraser & Co. are, secessionists. I did not put that in the letter, as I supposed that in the event of your concluding to bring the matter under the notice of the British Government you would use my letter, or a copy.

Very respectfully, your obedient servant,

H. WILDING,  
*Vice-Consul.*

His Excellency C. F. ADAMS, Etc.

*Report of Flag-Officer Pendergrast, U. S. Navy, commanding West India Squadron, regarding cruise of the U. S. S. Roanoke from Hampton Roads to Charleston, S. C.*

U. S. FLAGSHIP ROANOKE,  
*Off Charleston, S. C., August 1 [2], 1861.*

SIR: I have the honor to make the following report of the passage of this ship from Hampton Roads to Charleston, S. C.:

We left Hampton Roads on the afternoon of July 27 at 1 p. m.

[July] 28.—At 9 a. m. exchanged numbers with the U. S. sloop of war *Savannah* and spoke her, which vessel fired a salute of thirteen guns. At 10 a. m. made Bodie's Island light-house. At 11:30 sighted the U. S. S. *Union* at the mouth of Loggerhead Inlet, firing at a brig, which was ashore; spoke the *Union*, and learned the following particulars: The brig belonged to Boston, Mass.; contained a valuable cargo, and was a prize to the rebels. Her name was not learned. The *Union* burned her.

[July] 30.—Sighted a steamer inshore of us off Cape Lookout, supposed to be the *Union*.

August 1.—At 1:30 sighted the *Vandalia* off Cape Romain. At 2:30 made our number.

August 2.—11:30 a. m. came to anchor off Charleston, having had head winds all the way from Hampton Roads, but at times moderate, and the engines working very badly, having to stop frequently, requiring six days to make the passage.

Very respectfully, sir, your obedient servant,

G. J. PENDERGRAST,  
*Flag-Officer, Commanding West India Squadron.*

SILAS H. STRINGHAM,  
*Flag-Officer, Commanding Atlantic Blockading Squadron.*

*Report of Commander Green, U. S. Navy, commanding U. S. ship Jamestown, regarding the blockade of Savannah, Ga.*

U. S. SLOOP OF WAR JAMESTOWN,  
*Off Savannah [Ga.], August 2, 1861.*

SIR: My letter of July 19, sent by the *Roanoke*, informed you of the arrival of this ship at the point indicated by your instructions of the 18th June. Nothing of interest occurred up to the 21st instant, on which day a sail was discovered to the southward and westward, and the *Flag* sent in pursuit. It proved to be H. M. steam sloop *Racer*, Captain Lyons, of 10 guns (two of them of the Armstrong pattern), from Havana, bound along the coast to Cape Fear. She hove to when

under our stern, and the commander came on board. He is a man of about 32 or 33 years of age, and of good manners. I gathered from his conversation that it was the intention to keep four vessels cruising along the blockaded coast to look after English interests, and that a number of gunboats were to be sent to the Great Lakes. He politely offered to take any communications we might wish to send North, but did not seem to be aware that Hampton Roads was north of Cape Fear. I took the liberty of enclosing a few private letters to your address, which I sent on board the *Racer*, supposing she was bound to Hampton Roads. She will touch at Charleston and communicate with Captain Mercer. The midshipman who came in the boat with Captain Lyons said there was a report in Havana that a Southern privateer had captured and sunk a number of American vessels near that place. Captain Lyons informed me that he saw several vessels of war at Key West, but I think that he did not anchor there. He ran close in along the coast at St. Augustine, but saw no vessels.

The weather has been very favorable for keeping the blockade. It is believed that no vessels have entered or departed since the arrival of this ship. The *Flag* has been very active, and I think it would not be possible to maintain a strict blockade without steam.

The officers and men are in excellent health. The *St. Lawrence* has just arrived. In obedience to your order received by her, I shall proceed immediately off Fernandina and blockade that port.

I have the honor to be, your obedient servant,

CHARLES GREEN,  
Commander.

Flag-Officer SILAS H. STRINGHAM,  
Commanding Atlantic Squadron, Hampton Roads, Virginia.

P. S.—We have on board at this date fifty days' wood and water.

*Report of Commander Prentiss, U. S. Navy, commanding U. S. S. Albatross, of arrival at Philadelphia navy yard with prize schooners Enchantress and Elizabeth Ann.*

U. S. S. ALBATROSS,  
Navy Yard, Philadelphia, August 2, 1861.

SIR: I have the honor to report my arrival at this port for repairs, having in charge the recaptured schooner *Enchantress*, of Newburyport, and the schooner *Elizabeth Ann*, of Accomac, Va., which I captured on my passage here off the coast of Virginia.

I am, respectfully, your obedient servant,

GEO. A. PRENTISS,  
Commander.

Hon. GIDEON WELLES,  
Secretary of the Navy, Washington, D. C.

*Report of Flag-Officer Stringham, U. S. Navy, commanding Atlantic Blockading Squadron, regarding certain vessels of his command.*

U. S. S. MINNESOTA,  
Hampton Roads, August 2, 1861.

SIR: I have the honor to acknowledge receipt of letters from the Department of date July 31, apprising me of the retention in service of

the steamers *Dawn* and *Mount Vernon*. I can only use them where they are now stationed, as I do not consider them fit for outside cruising.

The *Monticello*, when put in an efficient condition, I shall be glad to have, and as soon as possible.

I have the honor further to state that the accounts of the U. S. S. *Yankee*, as received from Paymaster Watmough, Philadelphia navy yard, were forwarded to the Department under date of July 12, in compliance with the instructions of the Department of the 9th.

Respectfully, your obedient servant,

S. H. STRINGHAM,  
*Flag-Officer, Atlantic Blockading Squadron.*

HON. GIDEON WELLES.

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*Order of the Secretary of the Navy to Commander Stellwagen, U. S. Navy, to proceed to the duty of obstructing certain Southern ports by sinking vessels loaded with stone.*

Confidential.]

NAVY DEPARTMENT, August 3, 1861.

SIR: You have been selected for the very important duty of closing certain Southern ports by sinking vessels loaded with stone. Having conferred with the board who have had this matter under investigation, you will proceed to Baltimore and deliver the accompanying letter to F. S. Corkran, naval officer of the port of Baltimore, who will make such purchases and charters as you may require. You will also visit Commodore Stringham at Hampton Roads, who will be directed to assist you in your work. Communicate with the Department in person before sailing, and give all practicable dispatch to this duty. Lieutenant R. B. Lowry has been directed to report to you, and you have authority to hire pilots, if required.

Very respectfully, etc.,

GIDEON WELLES.

Commander H. S. STELLWAGEN,  
*U. S. Navy, Washington, D. C.*

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*Order of the Secretary of the Navy to Flag-Officer Stringham, U. S. Navy, commanding Atlantic Blockading Squadron, regarding the obstruction of certain Southern ports by sinking vessels loaded with stone.*

Confidential.]

NAVY DEPARTMENT, August 3, 1861.

SIR: Commander H. S. Stellwagen has been detailed to procure the necessary vessels for the stoppage of the ports of North Carolina. He has been directed to proceed to Hampton Roads and communicate with you before sailing, and you are hereby directed to afford this expedition all possible aid.

The *Louisiana*, at Philadelphia, of 8 feet draft, a purchased gunboat, has been directed to report to you and might be one of the vessels detailed to accompany the expedition.

This work is considered of the utmost importance, and has been proposed under the suggestion of a very skillful board, and it is confidently believed that you will take care that its final success shall be assured by the presence of your flag or that of Flag-Officer Pendergrast.

The Coast Survey steamer *Vixen* has been ordered to Hampton Roads, and Lieutenant Lowry, who is joined with Commander Stellwagen, has verbal orders to go on board and make reconnoissance down the coast.

The following is given for your information:

Lieutenant Nicholson, executive officer of the *Pocahontas*, reported at the Department this morning that two fugitive negroes had been taken yesterday from a boat in a sinking condition by that vessel.

They represented themselves to be of a quota furnished by a Mr. Lewis, a wealthy farmer in Virginia, in obedience to an order from the governor of that State, to a draft of 500 slaves about being sent from Fredericksburg, in the steamer *St. Nicholas*, for the purpose of throwing up fortifications on Mosquito Point, a little within the mouth of the Rappahannock River, on the left bank.

Very respectfully, etc.,

GIDEON WELLES.

Flag-Officer S. H. STRINGHAM,  
Comdg. Atlantic Blockading Squadron, Hampton Roads, Virginia.

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*Order of the Secretary of the Navy to Lieutenant Murray, U. S. Navy, commanding U. S. S. Louisiana, to proceed to duty in the Atlantic Blockading Squadron.*

NAVY DEPARTMENT, August 3, 1861.

SIR: As soon as the U. S. S. *Louisiana*, under your command, is in all respects ready, you will proceed with her to Hampton Roads, Virginia, and report to Flag-Officer Stringham as a part of the Atlantic Blockading Squadron.

Transmit to the Department before sailing a muster roll of the crew of the *Louisiana* and a separate list of her officers.

I am, respectfully, your obedient servant,

GIDEON WELLES.

Lieutenant ALEXANDER MURRAY,  
Commanding U. S. S. *Louisiana*.

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*Report of Flag-Officer Stringham, U. S. Navy, commanding Atlantic Blockading Squadron, regarding the U. S. S. Iroquois and the Schooner Enchantress.*

U. S. S. MINNESOTA,  
Hampton Roads, August 3, 1861.

SIR: I have the honor to inform the Department that the *Iroquois* has arrived, and as soon as she fills up with coal will proceed to sea, taking the place of the *Union* off Savannah.

The *Enchantress* sailed for Philadelphia three days ago.

I have forwarded to Captain Du Pont a copy of your letter of August 2, ordering her to Boston. I have sent by the steamer *Peabody* a box addressed to you, containing the lock of the infernal machine lately picked up on the Horseshoe.

Respectfully, your obedient servant,

S. H. STRINGHAM,  
Commanding Atlantic Blockading Squadron.

HON. GIDEON WELLES,  
Secretary of Navy.

*Report of Flag-Officer Pendergrast, U. S. Navy, commanding West India Squadron, regarding movements of vessels.*

U. S. FLAGSHIP ROANOKE,  
Off Charleston, S. C., August 3, 1861.

SIR: I have the honor to inform you that the U. S. steam frigate *Wabash* sailed from here last evening for Hampton Roads.

Also that the U. S. S. *Seminole*, Commander Thomson, arrived here this morning, and, I am sorry to say, ran afoul of the *Wabash* and carried away her bowsprit.

While debating whether to send her to Savannah or first have her repaired, the U. S. S. *Flag*, Lieutenant Commanding Sartori, arrived with the prisoners of the captured privateer\* on board, and will immediately sail for Philadelphia.

I shall retain the *Seminole* here and the *Vandalia* at her station off Bull's Bay.

Very respectfully, your obedient servant,

G. J. PENDERGRAST,  
Flag-Officer, Commanding West India Squadron.

Flag-Officer S. H. STRINGHAM,  
Commanding Atlantic Blockading Squadron.

*Report of Flag-Officer Stringham, U. S. Navy, commanding Atlantic Blockading Squadron, transmitting copy of sailing letter issued to the brig Ben Dunning, at Cienfuegos, Cuba.*

U. S. S. MINNESOTA,  
Hampton Roads, August 5, 1861.

SIR: I have the honor to acknowledge receipt of your confidential letter dated August 3, 1861, and shall do my best to comply with the desires of the Department.

I have the honor to enclose copy of report† of U. S. S. *Union*; also copy of sea letter of Chas. D. Fowler, U. S. consular agent [at] Cienfuegos, Cuba, for brig *Ben Dunning*.

The *Union* came yesterday for coal and will return to her station immediately.

Respectfully, your obedient servant,

S. H. STRINGHAM,  
Flag-Officer, Atlantic Blockading Squadron.

Hon. GIDEON WELLES,  
Secretary of Navy.

[Enclosure.]

*To all to whom these presents shall come or may concern, greeting:*

Know ye, that whereas the brig [*Ben*] *Dunning*, of Portland, sailed from the port of Cienfuegos on the 3d day of July, 1861, with her ship papers; and whereas the brig *Ben Dunning* was captured‡ on said day by the pirate steamer *Sumter* and brought into this port, robbed of her papers and flag by an officer of said pirate steamer *Sumter*: Now, therefore, in consideration of the foregoing premises, this sailing letter is granted to said brig *Ben Dunning* to proceed hence to the port of

\* The C. S. privateer *Petrel*. See Vol. I, p. 51.

† See p. 41.

‡ See Vol. 1.



New York, and there procure a register in accordance with the laws of the United States of America. This sailing letter to be used for the purpose above described only, and to be delivered to the collector of customs of the said port of New York.

Given under my signature and seal of office at Cienfuegos this 18th day of July, A. D. 1861.

CHAS. D. FOWLER,  
*U. S. Consular Agent.*

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*Letter from the Secretary of the Navy to the President of the United States regarding the policy of the Government relative to the interdiction of commerce with the insurgent States.*

NAVY DEPARTMENT, August 5, 1861.

SIR: I am embarrassed as to the instructions I am to give our naval officers in relation to the interdiction of commerce with the ports in the insurgent States. If the interdiction is to be by blockade, then the rules and principles of international law must govern; the Confederate States must be considered and treated as a distinct nationality, their collectors, revenue officers, clearances, registers, etc., are to be recognized as legitimate; but if the interdiction is to be by the closing of the ports, which is a legal municipal enactment of our own Government, asserting and carrying into effect its own authority within our own jurisdiction, then the collectors of the Confederate States are to be considered as nullities, their registers and clearances of no account, and those who disregard our authority and laws do so at their peril. In either case, whether by blockade or by closing the ports, an armed force must be maintained along our whole coast and before the principal ports; but the instructions to our principal naval officers must be made to conform to our position and the facts. Our opponents are to be recognized and treated in the one case as a distinct community, having distinct rights, authority, and officers as an independent nation, or they are to be considered as a part of our own country and countrymen who are usurping authority and violating the laws and Constitution. It is obvious that we take this view of the insurgents in the whole character of our policy, both legislative and executive, in regard to them. Why, then, should we make an exception in the matter of blockades? If the insurgents have a right to demand that we shall close the ports only by blockade, which must of necessity be in pursuance of international law, then undoubtedly they, as against us, have the rights of a belligerent government. If neutral powers have a right to demand that we close the ports south of the Chesapeake only by such a blockade, then manifestly they have an equal right to claim entrance into those ports under the authority of the Confederate States. To admit this is to admit disunion and revoke our whole policy.

There is difference among legal gentlemen as to the validity of a blockade of our own ports, which if ultimately decided against the United States will involve the Government in immense amounts for the seizure and detention of vessels, breaking up voyages, etc., whereas under the law closing the ports this whole difficulty is avoided. Every capture that is made under blockade will be resisted in the courts and made a claim on the Government; it will constitute an additional bond of sympathy between the insurgents and other nations, creating a common union between them and common enmity toward us; for the very principles of blockade are war against the commerce of the world

which attempts to traffic with the region blockaded. But if the ports are closed by a local municipal act, those who would violate it know and submit to the penalty, like any class of smugglers. Should we close our ports, as the law anticipates, the navy which we have and for which we are providing will be sufficient to guard our coast and enforce the laws, but should we omit to close our ports and attempt to interdict commerce by blockade, I apprehend our entire force is insufficient for the purpose. Our right as a nation to close our own ports will not, I take it for granted, be or be permitted to be questioned. They are within our own jurisdiction and control, and the right can not be surrendered to foreign dictation without a surrender of our nationality. I am aware that Lord John Russell has recently asserted a contrary opinion, evidently intended as an admonition to us, in which he undertakes to maintain that the power and authority of a Government over its own ports is less in a period of insurrection or civil commotion than in peaceful times. In other words, Great Britain declares that when a country needs to exercise its authority most, it shall be dispossessed of that authority by foreign interference; that when the integrity of a country is threatened by insurgents, foreign governments will interpose and assert dismemberment to be a foregone conclusion; that national law is imperative when its enforcement is essential to national existence; that we must rely on the law of nations, as expounded by British admirals, instead of our own laws and our own officers, for governing our own country and regulating its domestic affairs.

I do not admit the morality nor the legality of the theory of the British minister, nor do I believe the British Government would tolerate such dictation or interference with her domestic affairs by others. Were there no fear of Great Britain, no threat or apprehension from foreign powers, should we hesitate for one moment on this question of closing our own ports? If not, shall we in our misfortune submit to the arrogance and dictation of foreign governments in relation to our domestic affairs? To effectually blockade our extensive coast so that there shall be no ingress or egress by the insurgents or by foreigners, is next to an impossibility. We may, after proclaiming our ports closed, so guard them as to cut off pretty effectually their commerce, and foreign nations, notwithstanding the assumptions of Lord John Russell, will be indisposed to transgress our domestic municipal law, made in vindication of our nationality. Should they violate that law, it will be at their peril; they will be the transgressors, and that under circumstances they can not justify, and on them will be the responsibility. In closing the ports our line of policy is clear, distinct, honorable, and legally and morally impregnable. If British subjects disregard our laws, they must abide the consequences; if the British Government attempts to uphold the transgressors and make their cause her own, she will stand before the world in an attitude she can not defend. Will not the attempt to blockade our own ports by our own Government, and the application of international law to a local municipal question, prove a weak and untenable position before the judicial tribunals? Should our courts ultimately decide, and I fear they will, that prizes under blockade are not legal, the Treasury will be exhausted under the demand that will be made upon it. This will be but one of the evils. We shall by blockade invite a common union on the part of the whole world, certainly the whole commercial world, with the insurgents, and of common enmity toward ourselves. Irritating disputes and controversies will follow every capture; effectiveness of blockade will be disputed by foreign officers when they find it convenient or necessary; its

violations and restrictions will be prolific of diplomatic conflicts, ending finally in war.

Great Britain wants our cotton, and under a blockade can concentrate her navy at a given point on the coast or in the Gulf to obtain it. Our Navy must be extended along our whole coast of nearly 3,000 miles, with necessarily but few ships at any given point. She will by her admirals declare the blockade broken or ineffective whenever it is the pleasure of these commanders to say so, or, in plain words, whenever cotton is wanted and there is a port where it is accumulated. She will have a force sufficient, and the aid of the insurgents to enforce the edicts of her admirals in their expositions of the effectiveness of the blockade when it is for her interest. But, if our ports are closed, these disputes and strifes will be closed with them. Great Britain may make war to get cotton; may deny our nationality or our right to make uniform and necessary laws and enforce them in our own territory, but she will hesitate long before she makes this aggression, provided we respect ourselves and maintain our own rights. I hope we shall not, by a spirit of compromise and evasion, such as has brought the present disasters upon the country, yield up national honor, national integrity, and national independence under foreign dictation, but close our ports pursuant to the act of Congress. The recent enactment was prompted, I have no doubt, by the considerations here presented, and makes clear our pathway. At the commencement of our difficulties there were embarrassments as to our procedure from the absence of statutory regulations as to the course which should be pursued to meet and quell the great conspiracy that had been matured against the Government.

On the impulse of the occasion, proceedings in the nature of a blockade were instituted. But the obscurity and doubt which then existed no longer remain. Congress, as soon as convened, furnished a remedy in the law authorizing the President to close the ports where duties can not be collected nor the revenue officers sustained. The representatives of the people promptly met the exigency, and by legal enactment have clearly, distinctly, and emphatically marked out a plain and direct course of procedure. It is one strictly national and rightful, attended with no doubts or difficulties except from foreign interference, which should not be permitted to control our internal domestic affairs for a moment. Until the assembling of Congress we did the best that circumstances and the then existing laws would allow, and in interdicting commerce with the insurgents, we, as a matter of comity but not of right, gave foreigners fifteen days to leave the ports, and warned off such as approached the harbors in revolt by armed sentinels performing coast guard, or, as we have unfortunately termed it, blockade duty. We have no revenue officers at the insurgent ports, but there is a class of persons there, acting under the pretended authority of what they call the Confederate States, who assume to perform revenue functions. Shall we recognize them or shall we not? Are their acts legal or are they destitute of all legality? The doctrine of blockade presupposes and admits a distinct nationality to the party blockaded; and if so, the officers and their acts are legal. Whenever a vessel runs the blockade, her clearance from authorities blockaded is legal, for the reason that they are a different nationality or they could not be blockaded; but a vessel with clearances from usurpers in a port closed by national authority is to be seized anywhere for violating revenue laws, and is subject to fine or confiscation.

Am I to instruct our naval commanders to seize vessels having what is called Confederate clearances whenever they meet them, or am I to

tell them not to molest such vessels with such clearances if there is not an effective blockade? Are they to understand that the Confederate States are a distinct community whom we are blockading, and that, consequently, they are to be treated as a belligerent, having distinct belligerent rights, whose clearances are to be respected? If we blockade these ports, do we not, by that act, admit the nationality of the Confederate States and a division of the Union? But if we close the ports and guard them, do we not, by those acts, assert our nationality and maintain the integrity of the country? It appears to me the distinction is broad and marked, and Congress, by the law recently passed, has indicated the only course we can pursue. The subject is divested of all the embarrassments which attended it in our early proceedings and before Congress convened. We had not then the authority conferred by the late enactment. When you invited me, on Saturday, to place my views more fully on paper, I did not intend to have extended my remarks to this length, but the question is one of great magnitude, and fraught, as I verily believe, with important consequences to our country now and in the future. Perhaps I attach too much importance to it from the fact that it has occupied much of my time and attention. To me it appears that the course pursued on this subject will have an overwhelming influence in the disposal of the controversy that now convulses the country. On the policy which the Administration shall adopt, this Department must be governed. If it is directed that the policy shall be by blockade, the instructions to our commanders must be very different than if the policy is to be by closing the ports. The former is international; the latter is municipal. In closing the ports our national integrity and independence are asserted and maintained, and foreign interference and dictation rejected; while by blockade our position is, to say the least, very materially and very differently affected, and the insurgents will be elevated to the dignity of nationality.

I have the honor to be, sir, very respectfully, your obedient servant,  
GIDEON WELLES.

The PRESIDENT OF THE UNITED STATES.

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*Destruction of the bark Alvarado, off Fernandina, Fla., by the U. S. ship Jamestown, August 5, 1861.*

Report of Commander Green, U. S. Navy, commanding U. S. ship Jamestown.

U. S. SLOOP OF WAR JAMESTOWN,  
*Off Fernandina, August 6, 1861.*

SIR: I have to report the destruction by fire of the American bark *Alvarado* by the boats of this ship on the afternoon of the 5th instant.

The bark was chased ashore by this ship and abandoned by her crew near the entrance of the St. Mary's River.

The boats were sent under command of Lieutenants Flusser and Phythian, with the marine officer, Mr. Houston, Assistant Surgeon Cleborne, Midshipman Tyson, Acting Master Ohisholm, and Boatswain Long.

The orders were to get her afloat, if possible; if not, to burn her. The latter alternative was forced upon them, as, while advancing toward the bark, a number of pieces of artillery (three or four) opened

a cross fire upon them, against which they steadily advanced, opposed also by wind and tide, for about half a mile, when the bark was reached and the United States ensign hoisted, without the loss of a man, although the enemy's guns were within less than a mile, and two of them supposed to be rifled.

The vessel proved to be the bark *Alvarado*, of Boston, G. C. Whiting, master, bound from Cape Town to Boston, with a cargo of sheepskins, goatskins, and buckskins, hides, and about 70 tons of iron; also wool.

She was a prize to the privateer *Jefferson Davis*, captured on the 20th of July, in latitude 25° 04' N., longitude 50° W.

Nothing was saved except the captain's instruments and some letters, papers, journals, etc.

I will send a more detailed account on the first opportunity.

The want of a pilot was very sensibly felt.

I have the honor to be, respectfully, your obedient servant,

CHARLES GREEN,  
Commander.

Flag-Officer SILAS H. STRINGHAM,

Comdg. Atlantic Blockading Squadron, Hampton Roads, Virginia.

*Cargo of bark Alvarado.*

454 bales of wool.	20 bales of buckskins.
58 bales of goatskins.	231 hides.
290 bales of sheepskins.	70 tons of iron.

The above list was copied from her log book.

CHARLES GREEN,  
Commander.

Additional report of Commander Green, U. S. Navy, commanding U. S. ship *Jamestown*.

U. S. SLOOP OF WAR JAMESTOWN,  
*Off Fernandina, August 7, 1861.*

SIR: In compliance with your order of the 13th ultimo, I left the blockade of Savannah on the 3d and on Monday morning, the 5th, we were off this place. As we were running in for the light a strange sail was discovered inshore of us, standing along the land with a fair wind toward the entrance of the port. This ship was closehauled on the port tack, with all plain sail set, the wind light. As the vessels converged, the stranger being close to the entrance of the channel and this ship about 4 miles to the eastward, and a very little to leeward, he suddenly ran his vessel upon the southeast side of the shoal making out from the light-house point, lowered his boat, which was already hanging over the side, and abandoned her with all hands. Immediately after she struck, people began to collect near by on the beach, to the number of perhaps 200, and soon after we saw them dragging down several pieces of artillery. At this time it became necessary for this ship to tack in order to get to the southward of the shoal. After getting to windward it was very doubtful if we could get the stranded vessel within range of our guns, as the soundings are not laid down inside of 7 fathoms, and having no pilot on board I did not feel justified in running the ship much inside of that depth, knowing that the water in some places in this vicinity shoals very suddenly. It was finally determined to take a position as near as the safety of the ship would

admit, come to anchor, and send the boats to get her off or destroy her. Had time allowed I could have sent a boat to take soundings, but the tide was flood, the weather squally, with showers of rain, and the chances were that if she were allowed to remain in her present position for the night she would be lightened of part of her cargo and floated around into the harbor by the people on shore, she being only about five-eighths of a mile from thence, and nearly 3 miles from this ship. We accordingly came to anchor and the boats were got out and placed under the command of Second Lieutenant Flusser in the launch, armed with the light 12-pounder howitzer. The other officers in the launch were Lieutenant Houston, of marines, Assistant Surgeon Cleborne, and Boatswain Long. The crew consisted of 17 men, armed with Sharps rifles, muskets, and revolvers; also 8 marines. The third lieutenant, Mr. Phythian, went in charge of the first cutter, with Acting Master Chisholm, 16 men, and 5 marines, armed in the same manner. The fourth cutter was placed in charge of Midshipman Tyson, with a crew of 12 men, armed with muskets and revolvers. The party was furnished with means for setting her on fire. Mr. Flusser's orders were to go in and reconnoiter the vessel, and if abandoned, or if but a small force was on board, to board her and if possible get her off, but otherwise to burn her, and not to run the risk of being overpowered by enemies from shore. The boats left the ship about 3 p. m.; the tide was strong flood (and the bark had already begun to move in her bed) and swept him up to the northward. When within half a mile of the wreck, the artillery, which had been placed so as to direct a cross fire, opened upon them, against which they steadily advanced for half an hour or more, opposed also by wind and tide, when they leaped aboard the prize and ran up the American ensign. At this time the firing ceased from the shore, the ammunition having apparently given out, and was not renewed until the boats left, when one or two shots were fired. The firing was thought to have been from rifled pieces and was good in range and line, but by skillful management and the merey of Providence neither boats nor crews were injured. The boarding party had scarcely reached the bark before the smoke of a steamer was seen, and soon the steamer appeared coming out with the evident intention of cutting off the boats. I therefore made signal of recall, lifted our anchor, and ran in near enough to the entrance of the harbor to bring the steamer within range of our guns as she came out.

The smoke soon told that the bark was on fire, the boats left her, and the steamer, after coming nearly within range, turned and went back. The bark was completely destroyed, as nothing but her sternpost was in sight the next morning. She proved to be the American bark *Alvarado*, of Boston, from Cape Town to Boston. Her log book shows that she was captured in latitude  $25^{\circ} 04' N.$ , longitude  $50^{\circ} W.$ , by the privateer *Jefferson Davis*, and that her cargo consisted of wool, sheepskins, goatskins, buckskins, and hides, with about 70 tons of iron. A few articles only, belonging to the captain, were saved, together with some letters and papers, all of which, together with the log and private journal of the captain's wife, from which most of the information regarding the capture, etc., is taken, are herewith forwarded.

I have the honor to be, respectfully, your obedient servant,

CHARLES GREEN,

Commander.

Flag-Officer SILAS H. STRINGHAM,

Comdg. Atlantic Blockading Squadron, Hampton Roads, Virginia.

Report of Captain Yuell, C. S. Army.

FERNANDINA, FLA., August [6], 1861.

SIR: On yesterday morning the town was thrown into commotion by the report that two vessels were on the coast, one of which was fleeing to secure an entrance over our bar, the other in pursuit to effect a capture. The whole of our people armed and proceeded to the beach, about 2 miles from town. A company from the post at Fort Clinch, with a 6-pounder, was also dispatched to the beach, which, in addition to another 6-pounder from town, made the whole of our defensive and offensive armament. When I arrived in view of the vessels, I found a bark stranded at  $1\frac{1}{2}$  miles from shore, with her sails set and abandoned by her crew, who had just landed, and in the offing was a large United States man-of-war, which I have since learned was the *Vincennes* [James-town]. The bark was one of the prizes of the *Jeff. Davis*, privateer, seeking a harbor, and which she very nearly effected. After much maneuvering the man-of-war anchored, sent out her boats, which, finding it in vain to try to save the vessel, set fire to her, and she is burned to the water's edge. Our 6-pounders were unavailing, and I take occasion to say that we have not a military company at this post capable of service as artillerists. Few of our volunteers have ever seen anything larger than a musket before coming to this station. The enemy can at any moment land here and take possession without much hindrance from our defensive works. We are entirely at his mercy. After setting fire to the vessel the man-of-war left our shores and has not since been seen till late to-day. I learn she was seen this afternoon again in the offing. The name of the prize vessel is the *Alvarado*, owned in Boston, commanded by G. C. Whiting. She left Cape Town, Table Bay, in Africa, on June 3. Her cargo was wool, sheep and goat skins, old copper and iron, and some crude medicines, and was valued at \$70,000. She was taken by the *Jeff. Davis* on July 21, in latitude  $25^{\circ} 30'$  and longitude  $61^{\circ}$ . Cargo owned by Isaac Taylor, of Boston, Mass. Captain Whiting and wife, with a negro steward, were on board of the prize sent home by Captain Coxetter, of the *Jeff. Davis*. Whiting and his wife have been landed on our shores with no other apparel than that they had on. I had them sent to a boarding house, and shall communicate with the C. S. marshal, and put them under his charge. The ladies with great philanthropy have raised enough money to clothe their enemies. They will, therefore, be provided for. The prize crew are all safe, and were glad to escape in a boat from the stranded bark.

I have the honor to be, very respectfully, your obedient servant,

E. YUELL,

*Captain and Acting Commissary of Subsistence.*

Hon. SECRETARY OF WAR,  
*Richmond, Va.*

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*Letter from the Secretary of the Navy to Flag-Officer Stringham, U. S. Navy, commanding Atlantic Blockading Squadron, forwarding information regarding shipment of shoes from England.*

NAVY DEPARTMENT, August 5, 1861.

SIR: I herewith enclose an extract of a letter from an authentic source that has been submitted to the Department in reference to a

contemplated shipment of army shoes from England for the insurrectionary States. Your earnest attention is requested in this matter.

I am, respectfully, your obedient servant,

GIDEON WELLES.

Flag-Officer S. H. STRINGHAM,

*Comdg. Atlantic Blockading Squadron, Hampton Roads, Virginia.*

[Enclosure.—Extract.]

COURT-HOUSE, BOSTON, *August 1, 1861.*

MY DEAR SIR: It is currently reported here this morning that the rebels have purchased in England 80,000 pair of army shoes and are about to dispatch them by one or two light steamers to the South. The information comes from a merchant in the shoe trade just returned from Europe.

As the Southern Army is almost barefoot and these shoes would be worth to our Army more than \$200,000, I would suggest the policy of dispatching some of our gunboats and revenue cutters to watch the ports of Beaufort and Wilmington, N. C., and Georgetown, S. C., and Brunswick, Ga. It seems to me that, as these ports have not been closely blockaded and are not very distant from the Army, shipments will be made to them, else why do they want light steamers?

I regret to see that the bill for iron-plated ships is delayed. It seems to me one of the most important measures before the present Congress. \* \* \* \*

The above is from an authentic source.

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*Report of Lieutenant Parrott, U. S. Navy, commanding U. S. brig Perry, of the cruise of that vessel from Fernandina, Fla.*

U. S. BRIG PERRY,

*Off Alexandria, Va., August 6, 1861.*

SIR: I have the honor to report, in continuation of my communication of July 9, 1861, that on the 8th of that month we left from off Fernandina, being short of water and needing repairs. On the 9th we communicated with the steam frigate *Wabash*, off Charleston, S. C., and remained there until the next morning, by request of Captain Mercer.

On the 11th of July we boarded the British barkentine *Admiral Blake*, from Wilmington, N. C., bound to Liverpool with a cargo of naval stores owned in Liverpool. Her captain reported, as I had the honor to inform you verbally at Hampton Roads, that a small steamer was being fitted out at Wilmington as a privateer.

On the 13th of July, in latitude 36° 21' N., longitude 74° 31' W., we exchanged numbers with the U. S. ship *Cumberland*.

On the 14th of July saw two vessels on shore, about 30 miles to the southward of Cape Henry. On the 15th we arrived at Hampton Roads.

On our arrival at the Washington navy yard for repairs we were immediately sent off Alexandria, "to command the approaches to that place," it being the evening of the day of the battle of Bull Run (21st of July). We have since remained off Alexandria, with a portion of our crew in the batteries on shore.

The repairs of this vessel are being made by workmen sent from the yard.



I am detached to-day from the *Perry*. Lieutenant Francis S. Haggerty is my successor.

I am, very respectfully, your obedient servant,  
 E. G. PARBOTT,  
*Lieutenant, Commanding.*

Senior Flag-Officer S. H. STRINGHAM,  
*Commanding Atlantic Blockading Squadron.*

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*Report of Flag-Officer Stringham, U. S. Navy, commanding Atlantic Blockading Squadron, transmitting report of Captain Mercer, U. S. Navy, commanding U. S. S. Wabash, referring to collision between that vessel and U. S. S. Seminole, the recapture of schooner Mary Alice, the capture of brigantines Sarah Starr and Hannah Balch, and sinking of C. S. privateer Petrel.*

U. S. S. MINNESOTA,  
 Hampton Roads, August 6, 1861.

SIR: I have the honor to inform the Department of the arrival of the U. S. ship *Savannah*. As there is an attack expected at Newport News, I shall send her up there, her battery being heavier than the *Dale's*, and shall send the *Dale* to take the place of the *Savannah* on the coast of North Carolina, between Cape Hatteras and Cape Henry. The presence of the *Savannah* will give confidence to the army at Newport News.

The *Wabash*, Captain Samuel Mercer, arrived to-day, wanting a supply of coal, with which she will be immediately furnished, and she will return to her former station.

I have the honor to enclose a copy of report of Captain Mercer, of the *Wabash*, from which you will see the fortunate sinking of a rebel pirate vessel by the *St. Lawrence*, Captain H. Y. Purviance, and capture of all her crew except two, who were drowned.\*

I have the honor of suggesting to the Department the propriety of declaring the Southern ports no longer ports of entry. Would not this effectually check the efforts being made by traitors and British sympathizers to carry on trade in English bottoms, or rather American under English provisional licenses?

Captain Mercer has just sent to New York a vessel captured under similar circumstances with the brig *Herald*, lately discharged. An American owner was on board the vessel captured by Captain Mercer.

Please inform me what I shall do with prisoners, privateersmen as well as the others, now on board the *Wabash*.

The *Union* has sailed to-day to resume her station off Hatteras.

Respectfully, your obedient servant,

S. H. STRINGHAM,  
*Flag-Officer, Atlantic Blockading Squadron.*

Hon. GIDEON WELLES,  
*Secretary of Navy.*

[Enclosure.]

U. S. FRIGATE WABASH [August 6, 1861].

SIR: Your order of the 26th ultimo, directing me to proceed with this ship to Hampton Roads, was received on the 2d instant, and at 7

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\* No report of this affair found. See Vol. 1, p. 51.

p. m. on that day we were underway in obedience to it. Near midnight we gave chase to a vessel showing a light, the men being at quarters. At about 1 o'clock a. m., the 3d instant, the vessel we were running for came in collision with this ship, running head on to her on the starboard side, striking her nearly head on about our fore chains; our helm at the time was hard to starboard. She proved to be the U. S. S. *Seminole*, Commander Thomson. When she struck she swung alongside of us, and we were in contact some minutes. After we separated I sent a boat on board to ascertain the damage sustained and to know if the *Seminole* required any assistance. The boat soon returned and the officer informed me that she had carried away her jib boom and the head of her bowsprit, but did not require assistance. This ship sustained no damage of any account.

About 11 a. m. of the same day, we overhauled and recaptured, after a long chase, the American schooner *Mary Alice*, a prize to the rebel privateer *Dixie*, captured in latitude 29° N. and longitude 77° 10'. I put a prize master and crew on board and ordered her to New York. Soon after we intercepted the brigantine *Sarah Starr*, an American-built vessel under English colors, just out from Wilmington, N. C., with a cargo of naval stores, bound for Liverpool. She was nationalized as an English vessel by the English consul of the States of North and South Carolina, by a provisional register. The cargo was all the produce of North Carolina, and, with the vessel, belonged to a gentleman, a passenger on board, a native of Rhode Island, but for many years a resident of North Carolina, named Monroe. He is now on board and seems to consider the whole proceeding, as to the vessel and cargo, as a perfectly legal one on his part. His views and mine did not accord, and I captured her and ordered her, under charge of a prize master and crew, to New York. The captain of the *Sarah Starr* is a rabid secessionist. Soon after the capture of this vessel the steamer *Rhode Island* came near us, and her commander, Lieutenant Trenchard, came on board to inform me he had fresh provisions and stores on board for us. It took us till 8 o'clock in the evening before we got through with all the business in hand, and had been lying to four or five hours. One of the prizes, the *Sarah Starr*, drifted very fast to leeward, and twice I had to run down to her. After all was gotten through with we stood on our course. About 11 o'clock p. m. we found the ship in shoal water, and she touched lightly on the outer part of Frying Pan Shoal. Reversed the engine and backed her out without difficulty or damage.

While lying to so long, and necessarily changing our course so often, we must have been drifted to the southward and westward by a current. The wind was very light and variable and the sea very smooth.

I have on board this vessel 22 persons taken out of vessels captured or recaptured, namely: Three from the brigantine *Hannah Balch*, one of whom, Chauncey Knapp, has shipped as ordinary seaman on board this vessel for three years), 6 from the brigantine *Solferino*, 5 from the schooner *Mary Alice* (privateersmen), and 8 from the brigantine *Sarah Starr*, including Mr. Monroe (before mentioned), the owner of the vessel and cargo, as he informs me himself, with the exception of 50 barrels of spirits of turpentine. A list containing the names of these persons is here enclosed.

We have about ten or twelve sick people on board, including a maniac from the *Vandalia*, who ought to be sent to the hospital, and I

request instructions from you in relation to them, as well as the persons from the several prizes I have named.

I am, sir, respectfully, your obedient servant,

SAML. MERCER,  
Captain.

Flag-Officer S. H. STRINGHAM,  
Comdg. Atlantic Blockading Squadron, Flagship Minnesota.

P. S.—The *St. Lawrence*, Captain Purviance, arrived off Charleston on the 27th ultimo. On her passage down she captured a vessel sailing under English colors, and putting a prize master and crew on board, sent her to Hampton Roads. On the day following, while standing into Charleston Harbor, she gave chase to the privateer *Petrel*, which, after firing two or three shots across the stern of the *St. Lawrence*, was sunk by a shell from that ship. All of her crew, excepting two who were drowned, were taken on board the *St. Lawrence*. Enclosed is a copy of a letter from Chief Engineer King in relation to the engines and boilers of this ship.

S. MERCER,  
Captain.

*Special order of Major-General Butler, U. S. Army, commanding Department of Virginia, regarding the steamer Wilson Small, suspected of transporting contraband goods.*

HEADQUARTERS DEPARTMENT OF VIRGINIA,  
Fortress Monroe, August 6, 1861.

Captain Crosby will take the steamer *Fanny*, with such a detachment of men as he may judge necessary, and proceed up the bay and board the *Wilson Small*, which, I am informed, plies between Baltimore and Newtown, touching at ports on the eastern shore, and that she is freighted on her trips with articles for the use of the rebels. He will see to it that she is taken and thoroughly examined, for which purpose I have detailed my acting assistant provost-marshal at this port, Mr. Wiegel, who is empowered by me to examine and search all suspicious persons and all baggage, and if any goods contraband of war are being conveyed by her for the use of the enemy, or if persons on their way to assist the rebels or belonging to their forces are found on board, to take them and their papers and the boat and bring them to Fortress Monroe.

Lieutenant Crosby will, if he see cause after the examination of the steamer *Wilson Small*, proceed with his expedition along the eastern shore and capture any vessels that he has reason to believe are engaged in carrying articles fitted to aid and assist the rebels, and arrest all persons engaged in such unlawful business.

Large confidence is placed in the courage, conduct, and discretion of Lieutenant Crosby, as well as in his efficiency. If the *Wilson Small* or the other vessels are found conveying away negroes for the purpose of aiding or comforting the rebellion, such negroes, if they desire, will be permitted to come to Fortress Monroe, where they will be employed and cared for. All private property will be respected except that which is being used for the aid and comfort of the rebellion, or which may be necessary to be used in carrying out the objects of this expedition.

By order of B. F. Butler, major-general, commanding:

P. HAGGERTY,  
Aid-de-Camp.

*Report of Flag-Officer Stringham, U. S. Navy, commanding Atlantic Blockading Squadron, relative to the blockade of Hatteras Inlet, and the sinking of vessels loaded with stone in the inlets.*

U. S. S. MINNESOTA,  
Hampton Roads, August 6, 1861.

SIR: I have the honor to inform the Department that I have to-day held conversation with several captains of vessels who have been in North Carolina and were permitted to leave. Two were captured and two were wrecked; one of the captains having been on board the vessel, a prize—he as prisoner at the time to a rebel pirate, which was chased by the U. S. S[hip] *Savannah*, and after she was run ashore was burned by the U. S. S. *Union*, with the cargo.

They speak of the inlet at Hatteras as decidedly the worst place on the coast, and I much regret that I have not two vessels to place and keep there. I have also conversed with these men as to the advantage of sinking vessels in the inlet. They all pronounce it as of little use; because of the light and shifting nature of the sand a new inlet would soon open.

Respectfully, your obedient seryant,

S. H. STRINGHAM,  
Flag-Officer, Atlantic Blockading Squadron.

HON. GIDEON WELLES,  
Secretary of Navy.

*Report of Flag-Officer Stringham, U. S. Navy, commanding Atlantic Blockading Squadron, relative to Confederate batteries at Hatteras Inlet and to the blockade of that inlet.*

U. S. S. MINNESOTA,  
Hampton Roads, August 7, 1861.

SIR: I have the honor to inform the Department that the charter of the steamer *Daylight* expires on the 8th instant. She is at present stationed at Newport News.

After further conversation with the persons mentioned in my No. 102, I learned that there are now two well-constructed batteries at Hatteras Inlet with heavy guns, 6 to 8 each, already mounted, and more will soon be placed in position. These guns are from Norfolk. They report, also, about 300 men at that point, under command of late Major Andrews, U. S. Army.

Commander H. S. Stellwagen came this morning to consult with me, and I have given him all the information which I have obtained, and have also told him I will cheerfully cooperate with all the available means at my disposal.

If the Department has not an important position already decided upon for the *Susquehanna*, I should be much pleased to have her stationed off Hatteras Inlet. Her battery is heavy and her power as a steamer makes her efficient in all weather.

Respectfully, your obedient servant,

S. H. STRINGHAM,  
Flag-Officer, Atlantic Blockading Squadron.

HON. GIDEON WELLES,  
Secretary of Navy.

*Report of Lieutenant Sartori, U. S. Navy, commanding U. S. S. Flag, of the cruise of that vessel from Savannah, Ga., and the transportation from Charleston, S. C., of the crew of the captured privateer Petrel.*

U. S. S. FLAG,

*Delaware River, August 7, 1861.*

SIR: I left Savannah on the morning of the 3d instant, being obliged to do so on account of a leak of 3 feet per day, as also for material repairs to the vacuum condenser, and having besides only 85 tons of coal.

At Charleston I received your orders to repair to this port, and I left there at 5 p. m. the same day. At Savannah I left the frigate *St. Lawrence* and sloop *Jamestown*, and at Charleston the frigates *Roanoke*, *Vandalia*, and *Seminole*; the latter would go as early as possible to Savannah.

At the request of Captain Purviance I took on board the officers and crew of the rebel privateer *Petrel*, 36 in number, and have sent to Captain Du Pont, the commandant of the Philadelphia yard, a communication from Captain Purviance for yourself; it relates to the *Petrel*, and I have thought it most prudent to deposit it with Captain Du Pont.

I shall strictly follow your instructions to be as speedy as possible, but there are some repairs absolutely necessary that may detain the ship some little time, and if I can get some few alterations and additions she can be made a first-class vessel.

I am, very respectfully, your obedient servant,

L. O. SARTORI,  
*Lieutenant, Commanding.*

Flag-Officer S. H. STRINGHAM,

*Commanding the U. S. Atlantic Blockading Squadron.*

From information received from one of the prisoners, the *Sumter* had left the south side of Cuba, and not being able to enter the Passes of the Mississippi, she has run into Berwick Bay. Previous to entering she boarded an English vessel and took out a quantity of arms.

Very respectfully, your obedient servant,

L. O. SARTORI.

*Letter from the Secretary of the Navy to Flag-Officer Stringham, U. S. Navy, commanding Atlantic Blockading Squadron, with enclosure regarding the Confederate brigantine Sarah Starr.*

NAVY DEPARTMENT, August 7, 1861.

SIR: Herewith enclosed is a copy of a letter from the Acting Secretary of War, in which it is stated from advices received that the *Sarah Starr*\* is to leave Wilmington, N. C., with 1,300 barrels of spirits turpentine and other property for Liverpool direct.

Your particular attention is invited to this vessel. The coast of North Carolina requires vigilant watching.

I am, respectfully, your obedient servant,

GIDEON WELLES.

Flag-Officer S. H. STRINGHAM,

*Commanding Atlantic Blockading Squadron.*

\* This vessel captured August 3. See p. 62.

[Enclosure.]

WAR DEPARTMENT, *Washington, August 5, 1861.*

SIR: We have advices to-day that the vessel *Sarah Starr* will leave Wilmington, N. C., with 1,300 barrels of spirits [turpentine] and other property for Liverpool direct. As this will be an effort to pass the blockades, it might be well for your Department to notify the blockading squadron.

Very respectfully,

THOMAS A. SCOTT,  
*Acting Secretary of War.*

Hon. GIDEON WELLES,  
*Secretary of the Navy.*

*Report of Flag-Officer Stringham, U. S. Navy, commanding Atlantic Blockading Squadron, regarding the burning of Hampton, Va., by the Confederates.*

U. S. S. MINNESOTA,  
*Hampton Roads, August 8, 1861.*

SIR: I have the honor to acknowledge receipt of a letter from the Department dated August 5, containing account of a large purchase of army shoes in England for the Southern traitors. I shall do my best with the ships at my disposal to prevent their entrance into Southern harbors.

Also letter of same date ordering Captain Josiah Watson and the 17 marines under his command to proceed to New York. They left in the steamer last night by way of Baltimore.

I have to inform the Department that last night, a few moments after midnight, I was informed of a fire in the neighborhood of Hampton, which continued increasing, and extending from east to west, following the general position of the town as visible from our ship, until we concluded the town generally was burned. I ordered an officer ashore to make enquiry as to the cause, who returned with the answer that the conflagration was the act of the traitors. This morning all is quiet and only smoke ascending from the ruins.

From the houses visible we infer the burning was confined to the portion of the town west of Hampton Creek.

I have also to inform the Department of the arrival yesterday of the storeship *Supply*, and also that this vessel has men enough on board to supply the deficiencies mentioned in my letter yesterday in the crews of the *Wabash* and *Savannah*.

Respectfully, your obedient servant,

S. H. STRINGHAM,  
*Flag-Officer, Atlantic Blockading Squadron.*

Hon. GIDEON WELLES,  
*Secretary of Navy.*

*Report of Flag-Officer Stringham, U. S. Navy, commanding Atlantic Blockading Squadron, regarding ineffectual blockade of North and South Carolina.*

U. S. S. MINNESOTA,  
*Hampton Roads, August 8, 1861.*

SIR: I must again call the attention of the Department to the trade being carried on—and which is now increasing—with the Carolinas under the inadequate naval force which I am able to send off that coast.

I was almost satisfied of efforts having been successfully made by the traitors and British sympathizers to keep up this trade when I was off Charleston.

Acting on these impressions I could not but approve the capture of the *Herald*, since discharged by the instructions of the honorable Secretary of State.

I have since been directed to pay attention and direct the squadron under my command to certain vessels, *Gordon* [*Gondar?*] and others named, who are believed to be sailing under the English flag simply as a cloak.

Captain Mercer, of the *Wabash*, has captured another under suspicious circumstances, and again the case will be presented for judicial investigation, which I hope may be full and complete, that we may know how to act in future.

I shall continue to send vessels, as fast as they arrive, off the coast of North and South Carolina, and must, as at present advised, instruct them to look carefully after American vessels now sailing under the English consul transfers, as there is an American found on all of them who, I have no doubt, is the real capitalist, or the agent for Americans who thus endeavor to give aid and comfort to the enemy.

Respectfully, your obedient servant,

S. H. STRINGHAM,  
*Flag-Officer, Atlantic Blockading Squadron.*

Hon. GIDEON WELLES,  
*Secretary of Navy.*

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*Letter from the Secretary of the Navy to Flag-Officer Stringham, U. S. Navy, commanding Atlantic Blockading Squadron, transmitting enclosures relative to proposed movement by Confederates against the blockading fleet, and the privateers Gordon, Coffee, and Mariner.*

NAVY DEPARTMENT, August 8, 1861.

SIR: The enclosed copy of telegram just received by the President is sent with his endorsement to you, that you may take such measures as may appear advisable in the premises. I also enclose a slip from this morning's paper.

Very respectfully, etc.,  
Flag-Officer S. H. STRINGHAM,  
*Commanding Atlantic Blockading Squadron.*

GIDEON WELLES.

[Enclosures.—Telegram.]

CINCINNATI, OHIO, August 7, 1861.

Private information to me from Savannah assures me that Tattnall is about to move against the blockading fleet. He has six armed tugs. Have we a squadron large enough to oppose him?

B. STORER.

ABRAHAM LINCOLN,  
*President.*

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*From Fortress Monroe.*

FORTRESS MONROE, August 6.—The crew of the bark *Linwood*, of New York, thirteen in number, have just arrived on the *Quaker City*. The bark was wrecked on Cape Hatteras. They were picked up off Cape Henry.

The *Quaker City* picked up this morning near the capes a small boat containing ten shipmasters and seamen who had escaped from Fort Oregon, N. C.

They give some intelligence of the doings on the North Carolina coast. At Hatteras Inlet there are three steamers and a pilot boat privateering.

The names of the privateers are the *Gordon*, the *Coffee*, side-wheel steamer, formerly running between Old Point and Norfolk; steamer *Marion* [*Mariner*], formerly a Wilmington tugboat, and schooner *York*, a Norfolk pilot boat. All of them are armed with rifled cannon. Those from Norfolk were taken down the canal to Albemarle Sound. New Berne, N. C., is the headquarters of these pirates.

The gunboats are being collected and mounted at Norfolk, to be taken down the canal; crews for them are now being shipped at New Berne. The bark *Glen*, of Portland, with Government coal, was captured a week ago and taken into Beaufort, N. C.

The frigate *Wabash* arrived from off Charleston for coal and water, having been relieved by the *Roanoke*. She recaptured the schooner *Mary Alice*, of New York, which had been taken by the piratical schooner *Dixie*. The prize crew are now prisoners on the *Wabash*. She took the brig *Sarah Starr*, bound from Wilmington to Liverpool with turpentine and rosin and sailing under English colors.

*Letter from the Secretary of the Navy to Flag-Officer Stringham, U. S. Navy, commanding Atlantic Blockading Squadron, transmitting information regarding contraband trade.*

NAVY DEPARTMENT, August 8, 1861.

SIR: I herewith enclose an extract of a letter received by the Department from Mr. J. S. Farlow, of Boston, respecting trade carried on with the ports of North Carolina, to which your attention is invited.

I am, respectfully, your obedient servant,

GIDEON WELLES.

Flag-Officer S. H. STRINGHAM,  
Comdg. Atlantic Blockading Squadron, Hampton Roads, Virginia.

[Enclosure.]

BOSTON, August 6, 1861.

DEAR SIR: From information that has come to my knowledge I feel well assured that parties in New York, in connection with parties in the provinces of New Brunswick and Nova Scotia, are now engaged in chartering and fitting out British schooners in those provinces, loading there with fish and other articles contraband of war, and discharging same at Wilmington and the small ports of North Carolina, taking in return thence naval stores and tobacco.

This tobacco is supposed to be taken to Wilmington and the other North Carolina ports by land from Richmond and Petersburg, Va. These naval stores and tobacco thus procured are moved from the provincial ports alongshore by schooners and steamers to the near-by United States ports, when by false swearing or other illicit means it is admitted free of duty as returned American productions.

\* \* \* \* \*

Respectfully, yours,

J. S. FARLOW.

Hon. GIDEON WELLES,  
Secretary of the Navy, Washington.



*Report of Lieutenant Sartori, U. S. Navy, commanding U. S. S. Flag, of the arrival of that vessel at Philadelphia navy yard bringing prisoners from the privateer Petrel.*

U. S. S. FLAG,  
Navy Yard, Philadelphia, August 8, 1861.

SIR: I have the honor to report the arrival of this vessel at this port, by order of Flag-Officer S. H. Stringham, for the purpose of coppering and some repairs.

I left Savannah on the morning of the 3d and Charleston on the evening of the same day. At Savannah I received from the *St. Lawrence* thirty-six prisoners—the officers and crew of the privateer *Petrel*, lately destroyed by that vessel. I have this day delivered them to the U. S. marshal.

I have the honor to be, very respectfully, your obedient servant,  
L. O. SARTORI,  
*Lieutenant, Commanding.*

Hon. GIDEON WELLES,  
*Secretary of the Navy, Washington.*

*Report of Flag-Officer Stringham, U. S. Navy, commanding Atlantic Blockading Squadron, regarding the blockade.*

U. S. S. MINNESOTA,  
Hampton Roads, August 9, 1861.

SIR: I have the honor to acknowledge receipt of a letter from the Department, dated August 8, enclosing telegram from B. Storer, of Cincinnati, to President A. Lincoln, and by him endorsed; also slip in same letter from a newspaper, headed "From Fortress Monroe."

In reference to the above, I can only say that I have ordered the U. S. s[hip] *St. Lawrence* and the U. S. S. *Iroquois* to blockade Savannah, where they have gone some time since, and trust they will be equal to the traitor Tattnell. I would cheerfully send more if I had them at my disposal.

Also your letter of August 7 and copy of the letter from the War Department, August 5, attracting my attention to the *Sarah Starr* in both letters. I shall comply with the instructions, and have to inform the Department that the coast of North Carolina is as vigilantly watched as the force under my command will allow, having some consideration for other important points on the Atlantic coast.

Respectfully, your obedient servant,

S. H. STRINGHAM,  
*Flag-Officer, Atlantic Blockading Squadron.*

Hon. GIDEON WELLES,  
*Secretary of Navy.*

*Letter from the Secretary of the Navy to Flag-Officer Stringham, U. S. Navy, commanding Atlantic Blockading Squadron, regarding the obstruction of the inlets on the North Carolina coast and the proposed expedition to Hatteras Inlet.*

Confidential.]

NAVY DEPARTMENT, August 9, 1861.

SIR: I have your dispatch, No. 103, and have also had an interview with Commander Stellwagen in relation to the obstruction on the North

Carolina coast. It is important this matter should be thoroughly attended to, and I am notified that your aid and hearty cooperation are given. Indeed, the design is to have an important effect in closing the ports and inlets on that troublesome coast. In order to take the batteries to which you allude General Scott assures me he will authorize General Butler to detail a military force to accompany the expedition. Other arrangements are in rapid progress and some of the vessels already on their way, although it will probably be a week or more before the work can be completed.

Very respectfully, etc.,

GIDEON WELLES.

Flag-Officer S. H. STRINGHAM,  
*Comdg. Atlantic Blockading Squadron, Hampton Roads, Virginia.*

*Report of Captain Marston, U. S. Navy, commanding U. S. ship Cumberland, of the sailing of that vessel from Boston for Hampton Roads.*

U. S. SHIP CUMBERLAND,  
*Off Boston, August 9, 1861.*

SIR: I avail myself of the departure of the pilot to report to you that I this day left Boston and shall proceed with all dispatch for Hampton Roads.

Very respectfully, your obedient servant,

JOHN MARSTON,  
*Captain.*

Flag-Officer SILAS H. STRINGHAM,  
*Commanding Atlantic Blockading Squadron, Hampton Roads.*

AUGUST 11.

After writing the foregoing the wind entirely left us, and the pilot anchored the ship in Nantucket Roads, since which time it has been a perfect calm till this morning, when we again got underway with favorable prospects.

*Report of Flag-Officer Stringham, U. S. Navy, commanding Atlantic Blockading Squadron, regarding an apology made by Brigadier-General Huger, C. S. Army, for disrespect shown to a flag of truce.*

U. S. S. MINNESOTA,  
*Hampton Roads, August 10, 1861.*

SIR: I have the honor to inform the Department that yesterday a flag of truce came from Norfolk. As soon as it appeared in view, I ordered an officer to proceed and stop it as far away as he could.

It contained Miss Mayo, niece of General Scott, on her way to her home in Elizabeth, N. J.; also some British seamen.

I forwarded by this vessel my letter of July 10 to Brigadier-General Benj. Huger, with copy of report\* of Commander A. Ludlow Case, U. S. Navy, demanding an explanation of the unaccountable reception of our last flag of truce.

This morning a flag of truce was again seen approaching and stopped as yesterday.

\* See Vol. 5, p. 771.

The officer who went to her brought back a letter from Brigadier-General Huger making full and complete apology for the action of the officer in command at Craney Island on the occasion referred to, it being entirely unauthorized and without the knowledge of General Huger.

This relieves us from further unpleasant feeling with regard to the flag of truce.

I have the honor to enclose copy of report\* of Commander J. R. Goldsborough, of the *Union*, and to state that there are now on board this ship the four prisoners therein referred to. I enclose a list of their names.

I will send them to a Northern port by the first opportunity. I shall also put a prize crew on board the schooner *George G. Baker* and send her to a Northern port.

Respectfully, your obedient servant,

S. H. STRINGHAM,  
*Flag-Officer, Atlantic Blockading Squadron.*

Hon. GIDEON WELLES,  
*Secretary of Navy.*

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*Letter from the Secretary of the Navy to Flag-Officer Stringham, U. S. Navy, commanding Atlantic Blockading Squadron, urging stringent blockade of North Carolina ports.*

Confidential.]

NAVY DEPARTMENT, August 10, 1861.

SIR: The accounts which we get of intercourse at the different ports and inlets on the coast of North Carolina alarm our commercial community and cause embarrassment and distrust to the Department. I am aware of the difficulty attending a blockade of these ports, even if you had a sufficient supply of vessels, but can not Wilmington or Beaufort be formally blockaded and coast guard duty performed by such force as you have? There seem to be nests of pirates who, with their small craft, run in and out these inlets who require vigilant attention and some stringent action.

The ports are not formally closed by the President, and until they are we must go forward under the regulations established before the law authorizing him to close the ports was enacted.

In the case of the *Herald* your opinion and mine coincided, and the district attorney writes me from Philadelphia that he can prove her liable to seizure. As she has got into the hands of the court, I trust the facts will be brought out. How a United States armed ship can permit a vessel with a clearance from Robert Kid or the Confederate States to pass unmolested is a problem that I have not solved to my own satisfaction. The Secretary of the Treasury is absent or I should have seen him on this subject; but I will consult with him on his return. I think he will deem it important that all vessels clearing from our ports should have a legal clearance from a United States collector. In the meantime spare no exertions to interdict all communication with the insurgents by blockade, by coast-guard service, by obstructing the channels, or by closing the harbors.

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\* For destruction of the C. S. privateer *York* and recapture of schooner *George G. Baker*, see Vol. 1, pp. 60-62.

I send herewith an extract from a communication this day received from Messrs. J. Kittredge & Co., respectable Boston merchants, in relation to vessels running the blockade of the North Carolina coast.

I am, respectfully, your obedient servant,

GIDEON WELLES.

Flag-Officer S. H. STRINGHAM,

*Comdg. Atlantic Blockading Squadron, Hampton Roads, Virginia.*

[Enclosure.]

BOSTON, August 7, 1861.

DEAR SIR: \* \* \* There have been rumors in this city for some days that English vessels are running the blockade on the coast of North Carolina and carrying produce, fish, etc., to the rebels and naval stores to Halifax [Nova Scotia] and ports in that vicinity. Having just learned that a cargo has just arrived at Halifax from North Carolina valued at upwards of \$40,000, we hasten to give you the information, hoping by so doing that it may be of service to you by making the blockade more effective.

Very respectfully, yours,

J. KITTREDGE & Co.

HON. GIDEON WELLES,

*Secretary Navy.*

*Report of Lieutenant Selfridge, U. S. Navy, suggesting means for the effectual blockade of Hatteras Inlet, North Carolina.*

U. S. SHIP CUMBERLAND, August 10, 1861.

SIR: I trust, in bringing this communication to the notice of the Department, that I may not lay to myself the charge of officiousness; but if I err in so doing, it will be considered in the light of an excess of zeal for the public service.

It seems that the coast of Carolina is infested with a nest of privateers that have thus far escaped capture, and, in the ingenious method of their cruising, are probably likely to avoid the clutches of our cruisers.

Hatteras Inlet, a little south of Cape Hatteras light, seems their principal rendezvous. Here they have a fortification that protects them from assault. A lookout at the light-house proclaims the coast clear, and a merchantman in sight; they dash out and are back again in a day with their prize. So long as these remain it will be impossible to entirely prevent their depredations, for they do not venture out when men-of-war are in sight; and, in the bad weather of the coming season, cruisers can not always keep their stations off these inlets without great risk of going ashore.

Let eight or ten tugboats be chartered, of not more than 7 feet draft—some less—armed with a 32-pounder and carrying in tow a man-of-war launch with its gun and crew. A steamer of the *Troquois* or *Seminole* class, with a smaller gunboat, can silence the battery from the outside. Let this fleet of steamers enter the inlet, and, cruising in couplets, explore Albemarle and Pamlico sounds. In three weeks there will not be a vessel left that can be productive of harm.

These tugboats should be paddle wheel, not propellers, as the latter draw too much water, carry 20 men, and may be equipped sufficiently

for the service in forty-eight hours. Let them be officered temporarily by the officers of the Atlantic fleet, and in three weeks nothing more will be heard of Carolina privateers.

Permit me at this time, sir, to draw your attention to the port of Fernandina, on the Florida coast. As a rendezvous for our vessels in bad weather, and for the collection of stores, there is no better on the Atlantic coast south of Cape Hatteras. It is an excellent harbor, with a bar of at least 18 feet, and is poorly defended.

I remain, sir, very respectfully, your obedient servant,  
 THOS. O. SELFRIDGE,  
*Lieutenant, U. S. Navy.*

Hon. GIDEON WELLES,  
*Secretary of the Navy, Washington, D. C.*

*Report of Captain Hull, U. S. Navy, commanding U. S. ship Savannah, of the presence of a Confederate steamer in James River.*

U. S. SHIP SAVANNAH,  
*Off Newport News, August 11, 1861.*

SIR: About 9 o'clock this morning a steamer was reported coming down the James River, apparently under full steam, with the Confederate flag flying. She came within 5 or 6 miles and then returned up the river. She was a large, side-wheel boat, resembling very much the *Express*, painted white, with high wheelhouses painted yellow, and, I learn from Commander Lockwood, was the *Curtis Peck*, and is a very fast boat. She probably came down for the purpose of reconnoitering.

I am, very respectfully, your obedient servant,  
 J. B. HULL,  
*Captain.*

Flag-Officer S. H. STRINGHAM,  
*Commanding Atlantic Blockading Squadron, Hampton Roads.*

*Report of Lieutenant Crosby, U. S. Navy, regarding the overhauling of the steamer Wilson Small, and expedition to Pocomoke Sound.*

FORTRESS MONROE, August 12, 1861.

SIR: In obedience to your order of the 6th instant, I took charge of the steamer *Fanny* and prize schooner *Indiana* and went up the Chesapeake Bay to overhaul and search the steamer *Wilson Small*, plying between Baltimore and the eastern shore of Maryland. On the following day I met her off Stages [Kedges] Straits, near the head of Tangier Sound, and hove her to. She was then boarded by the provost-marshal, Mr. Wiegel, and searched, but finding nothing illegal on board she was allowed to proceed on her way to Annesessex. During the search I learned, through some custom-house officers who came down in her, that arms and ammunition were reported to be secreted in some barns near the landing, and belonging to a man by the name of Miles, which they were in search of; and as they were anxious to have assistance in case of necessity, I ran in and anchored near the steamboat landing at Annesessex. After a thorough search, the officers returned and reported that they found nothing.

On the following morning we visited Tangier and Watt's Island, delivered the provisions to the light-house keeper on the latter, and

then cruised up the Pocomoke Sound and along the eastern [shore] during the night, in search of any vessels that might be sailing in or out of any of the Virginia ports. On the 9th, chased a vessel up the Pocomoke, but was unable to overhaul her, as the water was too shoal for the *Fanny* to cross the bar, it being low water. I learned subsequently that the vessel was one of the usual traders up the sound. On the 10th, ran over and anchored at Tangier Island, and while there I learned that a man by the name of Pruitt with another person were waiting for a fair wind to cross over to Virginia, where they hailed from. Sent the provost-marshal to overhaul their baggage, seize their canoe, and administer the oath of allegiance to the United States, which was done. I also heard that Pruitt had a small schooner which was blockaded in the Rappahannock or York River.

On the following day I had all the men on the island called together, some thirty-five of them, and administered the oath of allegiance to them. I was informed that a number were absent on their business, fishing, etc.

I warned them not to hold any communication with the shores of Virginia under a penalty of imprisonment and a confiscation of their vessels.

They have some eight or ten small schooners there which they are anxious to use, but as their license comes from Accomac County they are prohibited from engaging in trade, and earnestly request that some provision will be made for them. I found the people on the island to be loyal citizens and ready to give all information in their power that would be of benefit to our Government. They also express serious apprehension that they will be attacked from the eastern shore. The light-house keeper on Watt's Island is likewise anxious for protection. During the afternoon of the 10th we returned to Fortress Monroe, and on our way back discovered that Back River light was not burning.

I remain, very respectfully, your obedient servant,

PEIRCE CROSBY,  
*Lieutenant, U. S. Navy, Captain of the Port.*

Major-General B. F. BUTLER,  
*Commanding Department Eastern Virginia, Fortress Monroe.*

[Endorsement.]

This report is respectfully referred to the honorable Secretary of the Treasury so far as it concerns the light-houses and licenses of the trade on Tangier Island.

The conduct of the expedition and of Lieutenant Crosby is approved.

BENJ. F. BUTLER,  
*Major-General, Commanding.*

*Report of Flag-Officer Stringham, U. S. Navy, of the receipt of various communications from the Department and of the arrival of the U. S. S. Louisiana at Hampton Roads.*

U. S. S. MINNESOTA,  
*Hampton Roads, August 12, 1861.*

SIR: I have the honor to inform the Department that I have received letter dated August 10, in reference to witnesses from the U. S. ship *St. Lawrence* to condemn the pirates taken from the *Petrel* by the

*St. Lawrence*, and that this morning, immediately on the arrival of the *Harriet Lane*, Captain John Faunce, I have ordered him to proceed to Savannah and bring them to this point without delay. She has sailed.

Also letter of same date in which I am happy to find the opinion of the honorable Secretary of the Navy concurring with my own in reference to English vessels carrying on trade with our enemies and sailing under secession clearances. I trust an early proclamation from his Excellency President Lincoln will declare the Southern ports no longer ports of entry. This would aid us much in our duty of blockading.

Also letter of August 7, with copy of a letter from Edward Barker (and Thos. H. Rochester), on board ship *William Badger*, complaining against Acting Master Carr, U. S. Navy. I will investigate this case. Also letter from the Department of August 8, containing copy of letter from J. S. Farlow, of Boston, relative to traffic still carried on in ports of North Carolina. I am doing all I can with the ships at my disposal to stop it, and trust soon to have enough to seal them up.

I have the honor to report some suggestions made to me this morning by Captain John Faunce, of the *Harriet Lane*, which I cheerfully endorse. He reports having chased and boarded and warned off an English vessel, on his way down, which appeared to be endeavoring to get into one of the inlets on the eastern coast of Virginia north of Cape Charles.

He advises the presence of one revenue cutter (of which he informs me there are spare ones at New York) to anchor in Hog Island Inlet and one in Chincoteague Inlet; thinks their presence there would be of great service.

I have ordered the schooner *George G. Baker* to Philadelphia under charge of Midshipman McCook.

I have the honor to inform the Department of the arrival of the U. S. S. *Louisiana*, Lieutenant Commanding A. Murray. I have ordered her up on the eastern shore of Virginia and Maryland to watch the harbors, islands, entrances, etc., of Chesapeake Bay on that side.

Respectfully, your obedient servant,

S. H. STRINGHAM,  
*Flag-Officer, Atlantic Blockading Squadron.*

Hon. GIDEON WELLES,  
*Secretary of Navy.*

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*Order of the Secretary of the Navy to Flag-Officer Stringham, U. S. Navy, commanding Atlantic Blockading Squadron.*

NAVY DEPARTMENT, August 12, 1861.

SIR: On the return of the steamer to Washington, which leaves the navy yard this evening for Hampton Roads, you will send the four launches with their guns and full equipments by that vessel. They were recently sent from Boston.

Lieutenant Badger, of the *Minnesota*, and Midshipmen McGlensey, McKay, and Phoenix, of the *Wabash*, whose detachments are herewith transmitted, may be directed to take passage in the steamer on her return.

I am, respectfully,

GIDEON WELLES.

Flag-Officer S. H. STRINGHAM,  
*Comdg. Atlantic Blockading Squadron, Hampton Roads, Virginia.*

*Letter from the Acting Secretary of the Treasury to the Secretary of the Navy, transmitting letter from the collector of customs, New York, regarding continued breach of blockade.*

TREASURY DEPARTMENT, August 12, 1861.

SIR: I have the honor to transmit for consideration of the Navy Department the accompanying copy of a letter from Hiram Barney, esq., collector of customs at New York, as to the inefficiency of blockade on the North Carolina coast.

I am, very respectfully,

GEO. HARRINGTON,  
*Acting Secretary of the Treasury.*

Hon. GIDEON WELLES,  
*Secretary of the Navy.*

[Enclosure.]

COLLECTOR'S OFFICE, CUSTOM-HOUSE,  
*New York, August 9, 1861.*

SIR: It is a matter of notoriety that articles of all kinds are constantly transmitted by way of Delaware and Maryland into eastern Virginia. While it might be difficult to indicate particular instances in which this has been done, general report and numerous suspicious circumstances satisfy me that it is of the most frequent occurrence. Vessels clearing from this port sail direct to Ohincoteague and Sinepuxent bays, as well as to the inlets upon the Delaware coast, loaded with provisions and general stores, which are thence sent across the country to unguarded points and thence delivered into the hands of the rebels. To such an extent is this course pursued that Southern merchants come continually to this city, make purchases of goods, and prepare for their being forwarded to their homes with contemptuous disregard of the restrictions sought to be imposed upon them. Our coasters are leaving daily for the Delaware and Maryland ports, loaded with general merchandise designed undoubtedly for the use of parties on the Virginia side, but, of course, affording no such evidence of that purpose as to warrant me in detaining them.

I have already twice communicated to you the reliable evidence of the inefficiency of the blockade on the coast of North Carolina which circumstances have brought to my knowledge. Late events fully substantiate that information. And not only is the trade with the Bermudas by means of British vessels uninterrupted, but I have ample reason to suppose that some of our own vessels are concerned in it. It is currently reported that a schooner lately left Greenport (near Sag Harbor) [N. Y.], bound direct for Ocracoke with a general cargo. Certain it is that she sought to obtain a pilot because of his knowledge of the Carolina coast.

The most obvious remedy for this state of things is evidently to be found in an increased watchfulness upon the land and water boundaries of disloyal States. A few light-draft vessels, to run into the inlets and watch the coast from the Delaware Bay to the South, would be of great service. And I do not doubt that a regulation which would require all shippers, owners, or consignees of goods by vessels asking permits for a coastwise voyage to file a sworn manifest of their shipments would do very much to check the violations of the blockade. Such a regulation, however, it may not be possible to enforce.

I communicate these matters to you because I deem it important that the Government should be informed of the facts. Whatever course



may seem to promise the most effective remedy will, I trust, be immediately adopted.

With great respect, I am, your obedient servant,

HIRAM BARNEY,  
Collector.

Hon. S. P. CHASE,  
Secretary of the Treasury.

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*Order of the Secretary of the Navy to Flag-Officer Stringham, U. S. Navy, commanding Atlantic Blockading Squadron.*

Confidential.] NAVY DEPARTMENT, August 13, 1861.

SIR: If the *Harriet Lane* is within call send her without delay to report to Captain Craven at Aquia Creek, Potomac River. If this vessel is away, send some other steamer of 9 to 13 feet draft.

Very respectfully, etc.,

GIDEON WELLES.

Flag-Officer S. H. STRINGHAM, Etc.

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*Letter from the Assistant Secretary of the Navy to Flag-Officer Stringham, U. S. Navy, commanding Atlantic Blockading Squadron, regarding the expedition to Hatteras Inlet, North Carolina.*

Confidential.] NAVY DEPARTMENT, August 13, 1861.

SIR: Commander Stellwagen leaves to-day with the vessels agreed upon, and an order from General Scott to furnish you with a force to cooperate in carrying the batteries at the inlet.

Very respectfully, etc.,

G. V. FOX,  
Assistant Secretary.

Flag-Officer S. H. STRINGHAM, Etc.

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*Letter from the Assistant Secretary of the Navy to Flag-Officer Stringham, U. S. Navy, commanding Atlantic Blockading Squadron, transmitting statement regarding the defenses of Hatteras, Ocracoke, and Oregon inlets, North Carolina.*

Confidential.] NAVY DEPARTMENT, August 13, 1861.

SIR: The enclosed communication, dated New York, August 12, is just received, and for want of time to make copies the originals are herewith forwarded for your information, which you will be pleased to return to this Department at your leisure.

Very respectfully, etc.,

G. V. FOX,  
Assistant Secretary Navy.

Flag-Officer S. H. STRINGHAM, Etc.

[Enclosure.]

NEW YORK, August 12, 1861.

SIR: The undersigned, a committee of the New York Board of Underwriters, beg leave to enclose herewith a copy of a statement made by

Captains Campbell and Penny in reference to Hatteras, Ocracoke, and Oregon inlets, on the coast of North Carolina, and the fortifications recently constructed, or in process of construction at those places. The statement is believed to be reliable and is forwarded in the hope that it may prove serviceable to the Government if it has not already been placed in possession of similar information. In view of the large number of vessels with valuable cargoes, which, in the usual course of navigation, pass in the vicinity of Cape Hatteras, it is greatly to be desired that immediate steps be taken by the Government to prevent, as far as possible, any further captures by the pirates who sally out from those inlets.

Very respectfully, etc.,

DAN'L DRAKE SMITH,  
LEOPOLD BIERWIRTH,  
WM. C. THOMPSON,  
Committee.

HON. GIDEON WELLES,  
Secretary Navy, Washington.

[Subenclosure.]

*Statement in reference to Hatteras Inlet, North Carolina, and the fortifications erected there by the rebels, also at Oregon Inlet and Ocracoke Inlet, and of affairs at New Berne, N. C., made by Captains Penny and Campbell.*

Daniel A. Campbell, of Damariscotta, Me., aged 30 years, master of the brig *Lydia Francis*, while on a voyage from Cuba to New York with a cargo of sugar, was wrecked at Hatteras Cove on the 6th of May; was made a prisoner on the 12th of May and taken to Fort Hatteras, so called, at Hatteras Inlet, where he was detained until the 19th of July; thence taken to New Berne and Raleigh, returning via Ocracoke and Hatteras Inlet; thence back to New Berne, from which place, being released, he returned via Oregon Inlet in a small boat, and was picked up by the U. S. S. *Quaker City* and taken to Hampton Roads.

Henry W. Penny, of Greenport, Suffolk County, N. Y., aged 33 years, master of the bark *Linwood*, while on a voyage from Rio de Janeiro to New York with a cargo of coffee, was wrecked about 6 miles north of Hatteras Inlet on the 16th of July. On the 17th was made a prisoner and taken to Fort Hatteras. Left there on the 19th for New Berne and Raleigh. Remained at New Berne about a week, and left there on the 31st July, in company with Captain Campbell, 2 other masters, 4 mates, and 2 boys from vessels which had been captured by the rebels, and proceeded in an open boat, which he had purchased, via Oregon Inlet as above.

*Hatteras Inlet.*—There is no light here. The iron can buoys which marked the channel have been sunk. The channel is over 200 yards in width, and vessels drawing 15 to 16 feet can pass through it and for a distance of about 1 mile into Pamlico Sound, where they meet a swash upon which at high water there is a depth of about 8 to 9 feet, and over which large vessels have to lighten their cargoes.

Saw vessels of 100 to 150 tons beat out through the inlet. Large vessels could only work in and out with a free wind, unless towed by a steam tug. While there saw as many as 50 vessels pass in through the inlet (9 of them prizes) and as many go out, some bound to Liverpool and Halifax [Nova Scotia], and the larger number reported bound to the West Indies, loaded with naval stores, rice, lumber, etc.

There are 4 armed vessels stationed there which go out to make prizes of vessels passing along the coast:

1. The steamer *Warren Winslow*, of Norfolk, commanded by Lieutenant Crossan, who is said to have belonged formerly to the U. S. Navy. This vessel came from Norfolk through the canal into Pamlico Sound. Armament, 1 32-pounder and 1 smaller rifled gun.
2. The steamer *Gordon* (believed to be), of Charleston; 3 guns.
3. The steamer *Marion* [*Mariner?*]; 8-pounders.
4. The pilot boat *York*; 1 rifled gun, 8-pounder.

Fortifications at Hatteras Inlet:

1. On the right-hand side entering the inlet, and near the western point of the strip of land or beach, is an octagon-shaped fort, which completely commands the channel. The wall or embankment is built of sand, covered with turf. It is about 5 feet high, about 25 feet wide on the top, and sloping on the outer side at an angle of about 45 degrees. On the inner side the wall or embankment is perpendicular, and is formed of pieces of turf about 2 feet square and 8 inches thick, piled upon each other. This turf was brought from a place in the center of the beach about 2 miles distant. On the 19th of July they had 8 guns mounted, viz, 2 64-pounders and 6 32-pounders. Two were on pivots, 6 on ordinary ship gun carriages. They intended to mount 12 more, making 20 in all. In the center of the fort there is a bomb-proof tent about 100 yards long, and the covered way is about 12 feet wide and 6 feet high, built of timber and plank. The sides are covered with sand about 10 feet in thickness, sloping out at an angle of 45 degrees, and the top with sand about 5 feet in depth, the whole being covered with turf.

2. Shortly before the 19th of July they commenced building a second fort, situated about 1 mile to the eastward of the other, on the seaward side of the beach. In form it is like the other, constructed in the same manner, but only about half as large; at that time they had 4 guns mounted, and intended to mount 8 more, making 12 in all. Both forts were constructed, or constructing, under the supervision of Colonel Thompson, said to have been formerly in the U. S. Army. The laborers employed were about 180 negroes, said to be free, and brought from different parts of the State. The troops stationed there at the time consisted of three companies, under command of a Major Andrews. The supply of ammunition was very short. They had only about 100 kegs of powder. The soldiers on guard or picket duty were not allowed to carry their muskets loaded, but carried their cartridges in their pockets, not being provided with cartridge boxes. Water is obtained by sinking wells in the sand to the depth of 5 or 6 feet. Water can be had in this way in many places on the beach. It is not very good, but answers. They brought some water from the mainland. In calm, smooth weather they extend their pickets nearly 10 miles up the beach; in rough weather, about [a] mile.

The object is to discover or prevent a landing. The bark *Linwood*, drawing 15 feet water, stranded about 400 feet distant from the beach. With the wind offshore, troops could be landed anywhere along the beach without the use of surfboats or difficulty, if not opposed by a force on the land.

The beach to the northeast of the forts along the water's edge for a width of about 300 feet is flat and hard, but would be to some distance, it is thought, commanded by the guns of the smaller fort. The center of the beach is higher, its surface more uneven, composed of loose sand,

and troops advancing over it in daylight would hardly find shelter within the range of the guns of the forts. Vessels drawing over 20 feet can approach to within about 1 mile of the forts.

*Ocracoke Inlet.*—Captain Campbell states that on Beacon Island, about 4 miles from the bar, at the mouth of the inlet, the rebels have erected an octagon-shaped fortification; and at that place, and in barracks at Portsmouth, on the beach, on the south side of the inlet, there were reported to be about 500 troops. He was not allowed to land there.

*New Berne.*—After their return from Raleigh to New Berne they were released as prisoners. Captain Penny was allowed full liberty to go about. Saw 4 vessels depart loaded with rice, which had been brought up from Charleston by railroad. They were reported bound for the West Indies. Two other vessels, loaded with spirits turpentine, sailed for Halifax. There were 3 more vessels loading when he left. While he was at New Berne 4 vessels were brought there as prizes, 2 schooners loaded with fruit, and 2 brigs reported loaded with sugar and molasses. He was present at an auction sale of about 600 hogsheads of sugar, which had been taken from prizes previously brought there. When he left there were 12 vessels lying in the river at anchor, all of which were prizes. The light-boats in Pamlico Sound had been removed.

*Oregon Inlet.*—About 28 miles north of Cape Hatteras. They were detained there one day. Two companies of soldiers were stationed there. A fort was in process of construction by the labor of about 150 free negroes. Four guns were mounted on the seaward side at the time. It was intended to mount more guns. Passed out the inlet at about half tide, and judged there were about 7 feet water in the channel way on the bar. Inside the bar the depth of water was 12 to 14 feet.

Daniel A. Campbell and Henry W. Penny jointly declare that the foregoing statement of facts in reference to Hatteras Inlet and Oregon Inlet, and the fortifications and other matters there, is true and correct, and is made from our personal observation during our stay at those places; and Daniel A. Campbell, for himself, declares that the statement in reference to the fortifications at Ocracoke Inlet is true and correct, and made from his own personal observation; and Henry W. Penny, for himself, declares that the statement of affairs at New Berne is true and correct, and made from his own personal observation.

In testimony whereof we have hereunto subscribed our names.

DANIEL A. CAMPBELL.

NOTE.—Captain Penny being absent, it has been thought advisable to send on the above without his signature, instead of delaying one day for his return.

NEW YORK, August 12, 1861.

*Report of Flag-Officer Stringham, U. S. Navy, commanding Atlantic Blockading Squadron, regarding the U. S. S. Union and some fugitive slaves.*

U. S. S. MINNESOTA,  
Hampton Roads, August 14, 1861.

SIR: I have the honor to inform the Department of the arrival of the U. S. S. *Union* yesterday afternoon, leaking very badly in her upper works and decks, so that it was impossible to keep her free the night before when it was blowing hard.

I have therefore ordered her to proceed to Baltimore to be calked as soon as possible, and to return to this point with all dispatch, as her services are much needed.

I enclose copy of report of the officers of the *Union* in reference to qualifications, etc.

I have the honor to inform the Department that about 11 o'clock of the evening of August 12 there came alongside the *Minnesota* in a small open boat, demanding food and protection, the following five negroes, viz: John Smith and Prophet Washington, the property of Doctor Tabb, of Mathews, Va., and Silas Smith, Iris Grevins, and her daughter Catherine (about 3 years old), the property of Mrs. Roy, of same place. Also by the reports of the *Mount Vernon*, Commander O. S. Glisson, dated August 11 and 12, I have to inform the Department of the presence on that vessel (having come to her also for protection) the following five negroes: Manuel Blackwell, Solomon Blackwell, and Moses Marsh, all owned by William K. Lee, of Lancaster County, Va.; also Henry Burr, owned by Elizabeth Palmer, and Oaxter Braxton, owned by Richardson Slaughter, both of Middlesex County, Va.

I have the honor to acknowledge receipt of your letter directing boats from Boston, per *Joseph Whitney*, steamer, to be sent to Washington, which will be done by the steamer *Baltimore*.

I herewith enclose orders for Midshipman C. E. McKay, he having gone to New York with a prize from the *Wabash*.

Respectfully, your obedient servant,

S. H. STRINGHAM,  
*Flag-Officer, Atlantic Blockading Squadron.*

Hon. GIDEON WELLES,  
*Secretary of Navy.*

[Enclosure.]

U. S. S. UNION,  
*At Sea, August 9, 1861.*

SIR: The undersigned respectfully submit to you the following, our estimate of this vessel as to efficiency, seaworthiness, and safety:

We have been fortunate, in nearly three months' outside service, not to have met one gale of wind; nevertheless, in moderately fresh winds and ordinary seas, we have been forced to the conviction that in a gale she would be entirely unmanageable. Her power is insufficient to make headway against a gale, or even to keep her head to wind, her model so defective as to subject her to extraordinary wrenches and strains, and she now leaks unusually for so new a vessel. Both her original deck and her heavy sheathing leak badly. She has neither bearings forward nor aft to lift her over the most ordinary seas, and we are satisfied would be swept clean in a sea impelled by a good gale, in which case her whole engine and fire room would inevitably be flooded, and a repetition of such disaster, on a smaller scale, as the *Central America* and *San Francisco* would instruct the public. In royal breezes and toppling seas our endeavors to drill at great guns have been balked by the guns and carriages tipping, rendering it necessary for the crews to mount the breeches to keep them down. To fire them would be simply impossible, or more destructive to ourselves than to the enemy.

Our boats are worthless as sea-boats, and we have no sails upon which we could depend in case of the simplest momentary accident to the machinery.

## ATLANTIC BLOCKADING SQUADRON.

As to the minor point of personal comfort, neither officers nor men have experienced anything but discomfort. Our apartments and the berth deck are afloat in rain showers. The extraordinary pressure for vessels has heretofore caused us to desist from any complaints or representations as to the condition of the vessel, but believing that good seaboats could now be sent to this most exposed point, Cape Hatteras, our present cruising ground, we feel it our duty to submit the above.

Very respectfully,

P. G. WATMOUGH,  
*Acting Lieutenant and Executive.*

G. B. WHITE,  
*Master.*

T. H. GIFFORD,  
*Acting Master.*

WM. H. KING,  
*Acting Chief Engineer.*

B. B. NAYLOR,  
*Coast Pilot.*

W. F. STEWART,  
*Midshipman.*

E. S. WHELEN, Jr.,  
*Acting Paymaster.*

GEO. O. HARLAN,  
*Acting Assistant Surgeon.*

Flag-Officer SILAS H. STRINGHAM,  
*Commanding Atlantic Blockading Squadron.*

*Letter from the Secretary of the Navy to Flag-Officer Stringham, U. S. Navy, commanding Atlantic Blockading Squadron, transmitting an order relative to the expedition against the batteries on Hatteras Inlet, North Carolina.*

Confidential.]

NAVY DEPARTMENT, August 14, 1861.

SIR: Commander Davis proceeds to Hampton Roads to deliver to you a copy of the order to General Wool, which will meet him on his arrival at Fortress Monroe; also to confer with you relative to the movements of the enemy in this vicinity and the necessity of any other vessel off the Rappahannock.

Very respectfully,

GIDEON WELLES.

Flag-Officer S. H. STRINGHAM,  
*Commanding Atlantic Blockading Squadron.*

[Enclosure.]

HEADQUARTERS OF THE ARMY, August 13, 1861.

SIR: The General in Chief directs that after consultation with Commodore Stringham, U. S. Navy, you prepare a sufficient detachment to accompany an expedition, under Commander Stellwagen, against some batteries on Hatteras Inlet, North Carolina. It is desirable that a portion of the detachment fixed by your judgment should be regulars, and the remainder, as far as possible, selected volunteers. The detachment will return to Fort Monroe after the expedition.

I am, sir, very respectfully, your obedient servant,

E. D. TOWNSEND,  
*Assistant Adjutant-General.*

Major-General JOHN E. WOOL, U. S. Army,  
*Commanding, etc., Fort Monroe, Va.*

*Report of Flag-Officer Stringham, U. S. Navy, commanding Atlantic Blockading Squadron, recommending an increased number of midshipmen on the vessels of his command.*

U. S. S. MINNESOTA,  
Hampton Roads, August 15, 1861.

SIR: Having passed through the War of "12" [1812], and with some experience since, I can not but contrast the efficiency of vessels of the present with those of a former date, not unfavorable to the latter, and, especially remarking the great deficiency in younger officers in ships of all grades now, think their absence highly prejudicial.

The 44-gun frigates of not more than half our size had from 24 to 28 midshipmen, and I am sure I make no unreasonable request when I ask for 14 or 16 for this ship and recommend an increase to other ships. I am certain it would very much increase the usefulness and elevate the spirit and confidence of our crews to have more of these young and spirited officers distributed among them, on deck and at quarters, besides having an officer always ready to go away in boats. Now, owing to the extreme scarceness of inferior officers, coxswains have to be sometimes called on.

I can not but most respectfully protest against the frequent changing of officers, which also interferes with efficiency of ships and crews. It requires time for officers and men to know each other and acquire mutual confidence, and frequent changes only tend to disorganize and discourage.

Respectfully, your obedient servant,

S. H. STRINGHAM,  
Flag-Officer, Atlantic Blockading Squadron.

Hon. GIDEON WELLES,  
Secretary of Navy.

*Report of Flag-Officer Stringham, U. S. Navy, commanding Atlantic Blockading Squadron, regarding a vessel for Aquia Creek.*

U. S. S. MINNESOTA,  
Hampton Roads, August 15, 1861.

SIR: I have the honor to acknowledge receipt of your letter of August 13, with instructions to send the *Harriet Lane* to Aquia Creek. She has gone to Savannah, as I have already informed the Department.

The *Penguin* arrived this morning. When she coals I will send her up, as her commander, J. W. Livingston, reports her unfit for outside cruising. If, however, the *Louisiana* arrives before the *Penguin* coals, I will send her.

Respectfully, your obedient servant,

S. H. STRINGHAM,  
Flag-Officer, Atlantic Blockading Squadron.

Hon. GIDEON WELLES,  
Secretary of Navy.

*Report of Flag-Officer Stringham, U. S. Navy, commanding Atlantic Blockading Squadron, relative to the steamer Quaker City, and calling attention to the case of Lieutenant Worden, U. S. Navy.*

U. S. S. MINNESOTA,  
Hampton Roads, August 15, 1861.

SIR: I have the honor to inform the Department that the charter of the steamer *Quaker City* expires on the 25th August. I can not but

speak in high terms of this ship for the efficient services she has rendered, and should hardly know how to spare her from the capes of Virginia. I have certainly nothing to supply her place with at present.

Allow me to call the attention of the Department again to the case of Lieutenant Worden, imprisoned at Montgomery. I see by the papers, and I hope it is correct, that the Government has taken the late minister at Paris, [Charles J.] Faulkner, of Virginia. I do hope, if any exchange of prisoners is consented to by the Government, Lieutenant Worden will not be forgotten.

Respectfully, your obedient servant,

S. H. STRINGHAM,

*Flag-Officer, Atlantic Blockading Squadron.*

Hon. GIDEON WELLES,

*Secretary of Navy.*

*Report of Flag-Officer Stringham, U. S. Navy, commanding Atlantic Blockading Squadron, acknowledging receipt of the order regarding the expedition to Hatteras Inlet.*

U. S. S. MINNESOTA,  
*Hampton Roads, August 15, 1861.*

SIR: I have the honor to acknowledge receipt of your letter of August 14, which was delivered to me by Captain Davis, with certified copy of order for General J. E. Wool, dated "Headquarters of the Army, Washington, August 13, 1861," therein contained.

I shall be happy to confer and cooperate with General Wool on his arrival and aid him as far as in my power.

I have also to acknowledge receipt of your communication containing originals relative to batteries at Hatteras, Ocracoke, and Oregon inlets, which I have copied and now return as requested.

Respectfully, your obedient servant,

S. H. STRINGHAM,

*Flag-Officer, Atlantic Blockading Squadron.*

Hon. GIDEON WELLES,

*Secretary of Navy.*

*Letter from Flag-Officer Pendergrast, U. S. Navy, commanding West India Squadron, to Captain Faunce, U. S. Revenue Marine, commanding U. S. S. Harriet Lane, regarding the whereabouts of U. S. ship St. Lawrence.*

U. S. FLAGSHIP ROANOKE,  
*Off Charleston, S. C., August 15, 1861.*

SIR: I regret that I had not the pleasure of seeing you on board this morning.

As regards the information you desire, I have to say that the *St. Lawrence* is either 10 miles from Tybee light, off Savannah, or the mouth of St. John's River, off Fernandina, Fla. I have no direct information of her whereabouts. With regard to supplying you with coal, I do not think it will be in my power to do so, as we are short, and I have received no orders to return to Hampton Roads. The *Wabash* may have it in her power to do so.

Very respectfully,

G. J. PENDERGRAST,

*Flag-Officer, Commanding West India Squadron.*

Captain FAUNCE,

*U. S. S. Harriet Lane.*



*Report of Flag-Officer Stringham, U. S. Navy, commanding Atlantic Blockading Squadron, transmitting a communication from Commander Hickley, R. N., commanding H. B. M. S. Gladiator, regarding the open state of the blockade of North Carolina, and a report from Commander Livingston, U. S. Navy, commanding U. S. S. Penguin, of the cruise of that vessel and destruction of the blockade runner Louisa.*

U. S. S. MINNESOTA,  
Hampton Roads, August 16, 1861.

SIR: I have the honor to enclose copy of a letter (placed on board the steamer *Quaker City* at Cape Henry yesterday) from H. D. Hickley, commander of H. B. M. S. *Gladiator*, now on his way to New York.

Also copy of report of Commander J. W. Livingston, of the U. S. S. *Penguin*.

Respectfully, your obedient servant,

S. H. STRINGHAM,  
Flag-Officer, Atlantic Blockading Squadron.

HON. GIDEON WELLES,  
Secretary of Navy.

[Enclosures.]

H. B. M. S. GLADIATOR,  
Off Cape Henry, August 15, 1861.

SIR: I beg leave most respectfully to represent to you the open state of the blockade of the inlet and ports undermentioned off the coast of North Carolina:

Entrances to Cape Fear River and port of Wilmington; port of Beaufort; Ocracoke Inlet to Pamlico Sound.

I have the honor to be, sir, your most obedient, humble servant,

H. D. HICKLEY,  
Commander H. [B.] M. S. *Gladiator*.

Flag-Officer SILAS H. STRINGHAM,  
U. S. Frigate *Minnesota*.

U. S. S. PENGUIN,  
Hampton Roads, Virginia, August 15, 1861.

SIR: In pursuance of your instructions of the 30th ultimo, I proceeded to the mouth of Cape Fear River to blockade that neighborhood.

At midnight of the 31st I spoke U. S. ship *Savannah* north of Hatteras, and next day changed signals with U. S. S. *Union* south of Hatteras.

On my arrival at Cape Fear I anchored at the south channel, visited both channels alternately, and cruised about the shoals with a view to intercept vessels and maintain the blockade to the best advantage.

On the 4th instant boarded brig *Sarah Starr* and schooner *Mary Alice*, prizes to U. S. S. *Wabash*, with prize crew on board and bound to New York.

On the morning of the 6th instant discovered an open boat, containing four negroes, with a white flag flying on a staff, and pulling for the ship. I took them on board; found them intelligent; they gave me useful information; one of them informed me that he had been as pilot to the steam tug *Uncle Ben* on the river, that he had heard her captain (Price) say that he had determined to arm her and the steamer *North Carolina*, another propeller vessel on the river, and go out to capture

this vessel. I notice the above daily engaged at some business at the fort, and also a steamer making daily trips upon the river. These men also informed me that there were two privateers at Beaufort. They had heard the white people state that it was the best place, as there was no blockade there. I learned the names of the privateers to be the *Mariner* and *Gordon*, steamers. The latter was a trader between Charleston and Wilmington, but had lately gone to Beaufort.

On the 10th instant fell in with and spoke H. B. M. S. *Gladiator*, off the point of the shoals. Her commander put sundry questions to me in relation to the blockade.

I presume it is unnecessary to inform you that it requires two vessels to effectually blockade Cape Fear. It has two mouths. To reach one from the other a cruise of 40 miles is necessary, and the enemy always hoisted a flag on the light-house to indicate which side the blockading vessel may be, and making signal lights at night. I can not learn that any vessels have succeeded in getting in or out during my stay there. I endeavored to deceive them by running at night and concealing my position. On the morning of the 11th instant I discovered a schooner standing over the south side of the shoal, apparently endeavoring to reach the river. I gave chase, he having a leading wind and as much as he could carry, too; after a pursuit of five or six hours, came near enough to make it doubtful to him if he could reach the channel; he therefore attempted another channel, but ran upon a reef near the light-house, distant about 3 miles from the fort, and just within reach of my guns. He soon keeled over, filled with water—the sea running high—and became a wreck, vessel and cargo, the sea making a complete breach over her.

The negro pilot above mentioned informed me that he knew the vessel well; that she is the schooner *Louisa*, of Wilmington, about 200 tons burden; sailed from Wilmington a few weeks since with lumber for one of the West India islands, and was to have brought in return a load of coffee.

On the 12th instant, my coal running low, the engineer reporting about four days' coal supply on board, and the weather showing signs of change, I thought prudent to return to this port.

Very respectfully, sir, your obedient servant,

J. W. LIVINGSTON,  
Commanding U. S. S. *Penguin*.

Flag Officer SILAS H. STRINGHAM,  
Comdg. Atlantic Blockading Squadron, Hampton Roads, Virginia.

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*Report of Commander Livingston, U. S. Navy, commanding U. S. S. Penguin, regarding the condition of that vessel.*

U. S. S. PENGUIN,  
Hampton Roads, August 16, 1861.

SIR: I feel it my duty to inform you of the condition of this vessel, having been in command of her since June last, on river and sea duty. Her engineer reported as follows, viz: Her boiler requires bracing fore and aft; it has already started 2 inches. Rock shaft wants lengthening to give it another bearing to support it. The cut-off eccentrics want keying on the shaft, in place of the set screws which now hold them. Her battery is all in her bow, consequently she must always be kept in a certain position to be effective, and might easily be taken at

anchor over her stern or quarter, where she should at least have one 32-pounder gun on each quarter and a light rifled gun [on] her poop deck. She bears her armament very well forward in smooth weather, but in a seaway the length and weight of metal outside when the guns are run out cause them to leap, guns and carriages, seaward in a fearful manner, independent of train tackle, so as to be almost uncontrollable and useless. Her hull seems in good condition up to her gun deck, and sufficiently heavy; but all above, including her upper-deck joiner-work, only intended to protect cargo from rain, is light, leaky, and insecure, and will inevitably be [swept] away in gales at sea. Her numerous hatches render her fires liable to be extinguished. Her stern frame and deadwood is very light and insufficient to protect her from the seas in her squatting, which is great and throw her propeller out of water. Her light sails and spars are too light for service in moderate weather; her storm sails are well, but are not secured in a proper manner; her stays are too light and the bolts are secured into light carlines, which must give way when the strain is brought on them; the stays have already fallen about our heads. To conclude, she will answer well, in my opinion, for river service, and may be made to answer for tolerable sea service, but should have something to depend upon when her engines stop or fail in tight places.

Very respectfully, sir, your obedient servant,

J. W. LIVINGSTON,  
Commanding *U. S. S. Penguin*.

Flag-Officer SILAS H. STRINGHAM,  
Commanding *Atlantic Blockading Squadron*.

[First endorsement.]

I recommend that the *Penguin* go to Philadelphia for repairs and a proper adjustment of her battery, and that a lieutenant be appointed to the command in place of Commander Livingston, whose services will be required for a larger vessel.

H. PAULDING.

[Second endorsement.]

Not at present. The *Penguin* has been ordered to operate in the Potomac Flotilla.

[G. WELLES?]

*Letter from the Secretary of the Navy to Flag-Officer Stringham, U. S. Navy, commanding Atlantic Blockading Squadron, regarding distribution of regular officers of the Navy.*

NAVY DEPARTMENT, August 16, 1861.

SIR: Your dispatches of yesterday received. The *Union* might be employed in the waters of the Chesapeake until other vessels will enable the Department to dispense with her services. Congress not having authorized the appointment of midshipmen other than filling the few vacancies North, none of that class can be given to you, but all the master's mates or acting masters you require will be ordered. As the naval vessels increase, regular officers of the Navy must be withdrawn from our large ships, leaving a skeleton naval organization on board. The alternative of this is to create a navy at once from the merchant

service without the naval element. The Department has purchased the steamer *Quaker City* and will inform you of the day on which the charter ceases.

I am, respectfully, etc.,

GIDEON WELLES.

Flag-Officer S. H. STRINGHAM,  
*Commanding Atlantic Blockading Squadron.*

*Letter from the Secretary of the Navy to Flag-Officer Stringham, U. S. Navy, commanding Atlantic Blockading Squadron, forwarding information regarding the loading of the ship Alliance at St. John, New Brunswick, for Charleston, S. C.*

NAVY DEPARTMENT, August 16, 1861.

SIR: The following is an extract of a letter received at this Department to which your attention is called:

The ship *Alliance*, belonging to Charleston, S. C., is now loading at St. John, New Brunswick, for Charleston. A great part of her cargo is taken to her by the steamers from Boston. She flies the Palmetto flag at her masthead, and it is said has partly changed hands, British subjects being the purchasers. She is nearly ready. I have the above facts from the agent of the steamer *New York*, which plies between St. John and Boston.

I am, very respectfully, etc.,

GIDEON WELLES.

Flag-Officer S. H. STRINGHAM,  
*Commanding Atlantic Blockading Squadron.*

*Report of Flag-Officer Stringham, U. S. Navy, commanding Atlantic Blockading Squadron, transmitting report regarding capture of the schooner Albion, August 16, 1861.*

U. S. S. MINNESOTA,  
Hampton Roads, August 24, 1861.

SIR: I have the honor to inform the Department of the arrival of the U. S. S. *Fairnee*.

I enclose a copy of report of Flag-Officer Pendergrast in reference to the schooner *Albion*, brought to this point by the U. S. S. *Seminole*. In compliance with the orders of the Department I yesterday forwarded the 9 prisoners—5 of pirate *Dixie* and 4 of pirate *York*—to Lieutenant-Colonel Martin Burke, commanding Fort Lafayette. They went in the steamer *City of New York*, under charge of Acting Master R. O. Patterson, U. S. Navy.

In forwarding the resignation of Midshipman A. D. Wharton, I can not but hope all such persons may be restrained from going back to the rebellious States, carrying with them the information they are able to give and soon to take arms against the Government they are sworn to defend.

Respectfully, your obedient servant,

S. H. STRINGHAM,  
*Flag-Officer, Atlantic Blockading Squadron.*

Hon. GIDEON WELLES,  
*Secretary of Navy.*

[Enclosure.]

U. S. FLAGSHIP ROANOKE,  
Off Charleston, S. C., August 19, 1861.

SIR: I have the honor to enclose to you the papers belonging to the British schooner *Albion* captured off this place, accompanied by a letter giving the particulars.

The address of the letter I have left blank, so that you may send it to whatever court or district attorney you may deem proper.

The schooner I shall send to Hampton Roads in charge of a prize crew in tow of the *Seminole*, which vessel I send to Hampton Roads for the purpose of replenishing her coal. She has exhausted all here, and I find it necessary to supply her with enough to take her to Hampton Roads.

It is desirable that a steamer carrying more coal and of greater speed should be sent here in place of the *Seminole*.

You will please have the four prize crews sent back to this ship, as their accounts are here; the prize master is attached to the *Seminole*.

Very respectfully, your obedient servant,

G. J. PENDERGRAST,  
Flag-Officer, Commanding West India Squadron.

Flag-Officer SILAS H. STRINGHAM,  
Commanding Atlantic Blockading Squadron.

[Subenclosure.]

U. S. FLAGSHIP ROANOKE,  
Off Charleston, S. C., August 19, 1861.

SIR: Herewith you will find enclosed the papers belonging to the British schooner *Albion*, Captain Silas H. Martin, from Cardenas, Cuba, cleared for Yarmouth, Nova Scotia, but evidently intended to enter Wilmington, N. C. (as will be seen by letter No. 6), from which port she cleared on the 13th day of July with a cargo of spirits of turpentine and tobacco. The said schooner was captured on the evening of the 16th about 20 miles from Charleston Bar by the squadron under my command.

The *Albion* was built in Wilmington, N. C., in the year 1856 and her name was *Wingan*; she was bought by Nehemiah Kelly Clements, of Yarmouth, Nova Scotia, at Charleston, S. C., on the 10th day of July, 1861 (Charleston was blockaded in June, 1861). There is also a certificate from the British vice-consul stating that on the 13th day of July, 1861, there was no custom-house of the United States in the port of Wilmington, N. C., the same having been closed by State authority and not reopened by order of the U. S. Government and also up to the same date the port of Wilmington had not been blockaded, except by proclamation, by any force of the United States.

The *Roanoke* was off Wilmington July 12 and 13 at anchor, but issued no notification of a blockade. Subsequently the U. S. S. *Daylight* was there, and I learn issued a notification.

The prize master of the schooner will be able to give any information in regards to her capture that the court may desire.

Very respectfully,

G. J. PENDERGRAST,  
Flag-Officer, Commanding West India Squadron.

*Report of Flag-Officer Pendergrast, U. S. Navy, commanding West India Squadron, urging that the British consul at Charleston be restrained from issuing to vessels provisional certificates of ownership.*

U. S. FLAGSHIP ROANOKE,  
Off Charleston, S. C., August 19, 1861.

SIR: You will perceive by looking over the papers belonging to the British prize schooner *Albion*, captured while hovering about this port, that the British consul for North and South Carolina is countenancing the transfer of American vessels and issuing provisional certificates of ownership.

My opinion is that this business is destined sooner or later to involve the Governments in difficulty, and that issuing of these certificates is only for the purpose of covering American vessels with the protection of the British flag and by that means avoid the operation of a blockade to some extent.

The vessel alluded to was built in North Carolina, and was manned by North Carolinians now in open rebellion against the Government of the United States. I think it would be well if those in authority would do something at this time to prevent it, and thereby save the officers of the blockade from these difficult and nice questions.

Very respectfully, your obedient servant,

G. J. PENDERGRAST,

*Flag-Officer, Commanding West India Squadron.*

Flag-Officer S. H. STRINGHAM,

*Atlantic Blockading Squadron.*

*Proclamation of the President of the United States declaring the inhabitants of the Southern States in a state of insurrection and forbidding all commercial intercourse with the same.*

WASHINGTON, August 16, 1861.

*By the President of the United States of America.—A proclamation.*

Whereas on the 15th day of April the President of the United States, in view of an insurrection against the laws, Constitution, and the Government of the United States, which had broken out within the States of South Carolina, Georgia, Alabama, Florida, Mississippi, Louisiana, and Texas, and in pursuance of the provisions of the act entitled "An act to provide for calling forth the militia to execute the laws of the Union, suppress insurrections, and repel invasions, and to repeal the act now in force for that purpose," approved February 28, 1795, did call forth the militia to suppress said insurrection and cause the laws of the Union to be duly executed, and the insurgents have failed to disperse by the time directed by the President; and

Whereas such insurrection has since broken out and yet exists within the States of Virginia, North Carolina, Tennessee, and Arkansas; and

Whereas the insurgents in all the said States claim to act under authority thereof, and such claim is not disclaimed or repudiated by the persons exercising the functions of government in such States, or in the part or parts thereof, in which combinations exist, nor has such insurrection been suppressed by said States:

Now, therefore, I, Abraham Lincoln, President of the United States, in pursuance of an act of Congress passed July 13, 1861, do hereby declare that the inhabitants of the said States of Georgia, South Carolina, Virginia, North Carolina, Tennessee, Alabama, Louisiana, Texas,

Arkansas, Mississippi, and Florida (except the inhabitants of that part of the State of Virginia lying west of the Alleghany Mountains, and of such other parts of that State and the other States hereinbefore named as may maintain a loyal adhesion to the Union and the Constitution, or may be from time to time occupied and controlled by the forces engaged in the dispersion of said insurgents) are in a state of insurrection against the United States, and that all commercial intercourse between the same and the inhabitants thereof, with the exceptions aforesaid, and the citizens of other States and other parts of the United States is unlawful and will remain unlawful until such insurrection shall cease or has been suppressed; that all goods and chattels, wares, and merchandise coming from any of said States, with the exceptions aforesaid, into other parts of the United States without the special license and permission of the President, through the Secretary of the Treasury, or proceeding to any of said States, with the exceptions aforesaid, by land or water, together with the vessel or vehicle conveying the same, or conveying persons to or from said States, with said exceptions, shall be forfeited to the United States; and that from and after fifteen days from the issuing of this proclamation all ships and vessels belonging in whole or in part to any citizen or inhabitant of any of said States, with said exceptions, found at sea or in any port of the United States will be forfeited to the United States.

And I hereby enjoin upon all district attorneys, marshals, and officers of the revenue and of the military and naval forces of the United States to be vigilant in the execution of said act and in the enforcement of the penalties and forfeitures imposed or declared by it, leaving any party who may think himself aggrieved thereby to his application to the Secretary of the Treasury for the remission of any penalty or forfeiture which the said Secretary is authorized by law to grant, if in his judgment the special circumstances of any case shall require such remission.

In witness whereof I have hereunto set my hand and caused the seal of the United States to be affixed.

Done in the city of Washington this 16th day of August, in the year of our Lord 1861, and of the Independence of the United States the eighty-sixth.

ABRAHAM LINCOLN.

By the President:

WM. H. SEWARD,  
*Secretary of State.*

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*Report of Flag-Officer Stringham, U. S. Navy, commanding Atlantic Blockading Squadron, regarding clothing for fugitive slaves.*

U. S. S. MINNESOTA,  
*Hampton Roads, August 17, 1861.*

SIR: I have the honor to inform the Department that the negroes who have sought our protection are destitute of clothing. Have I permission to distribute some clothing to them as well as their food rations? They are employed by us.

Respectfully, your obedient servant,

S. H. STRINGHAM,  
*Flag-Officer, Atlantic Blockading Squadron.*

HON. GIDEON WELLES,  
*Secretary of the Navy.*

[Endorsement.]

If employed, they are entitled to compensation, and articles of clothing could be furnished them in payment.

[G. W.]

*Report of Flag-Officer Stringham, U. S. Navy, commanding Atlantic Blockading Squadron, of the apparent cessation of intercourse between the eastern and western shores of the Chesapeake Bay.*

U. S. S. MINNESOTA,  
Hampton Roads, August 19, 1861.

SIR: I have the honor to report the return to this point of the U. S. S. *Louisiana*, Lieutenant Commanding A. Murray, from a cruise of a week up the Chesapeake, on the eastern shore of Virginia and outside of Cape Charles.

He reports nothing of great importance, but from the absence of schooners and other bay craft, except at anchor up the creeks, and from the tone of loyalty of the inhabitants at different points where he stopped, thinks the intercourse by water from that shore to the western is nearly stopped, and that the presence of a single steamer will be all sufficient. I shall continue him there, after I have used this vessel on the North Carolina coast for a short time.

I have just received a report from the *Louisiana*, complaining some of her engine.

Respectfully, your obedient servant,

S. H. STRINGHAM,  
Flag-Officer, Atlantic Blockading Squadron.

Hon. GIDEON WELLES,  
Secretary of Navy.

*Report of Flag-Officer Pendergrast, U. S. Navy, commanding West India Squadron, regarding movements of the U. S. steamers Iroquois and Harriet Lane.*

U. S. FLAGSHIP ROANOKE,  
Off Charleston, S. C., August 19, 1861.

SIR: I have the honor to inform you that the U. S. S. *Iroquois* arrived here on the 8th instant and left shortly afterwards to take up her position off Savannah.

August 14, the U. S. S. *Harriet Lane* arrived in search of the frigate *St. Lawrence*, but did not sail until the morning of the 16th, owing to the bad weather at that time.

Very respectfully, your obedient servant,

G. J. PENDERGRAST,  
Commanding West India Squadron.

Flag-Officer S. H. STRINGHAM,  
Commanding Atlantic Blockading Squadron.

*Report of Flag-Officer Pendergrast, U. S. Navy, commanding West India Squadron, regarding request of British consul at Charleston, S. C.*

U. S. FLAGSHIP ROANOKE,  
Off Charleston, S. C., August 19, 1861.

SIR: I have the honor to inform you that on the morning of the 14th instant her British Majesty's consul came off under a flag of truce,



desiring me to deliver a letter from himself addressed to Commander Lyons, of H. B. M. steam sloop *Racer*, or the commander of any of her Majesty's vessels of war off Charleston; also, one addressed to the master of the British ship *Palinurus*, from Calcutta.

Very respectfully, your obedient servant,

G. J. PENDERGRAST,  
*West India Squadron.*

Flag-Officer S. H. STRINGHAM.

*Order of the Secretary of the Navy to Flag-Officer Stringham, U. S. Navy, commanding Atlantic Blockading Squadron, enjoining greater vigilance and activity in the suppression of commercial intercourse with the ports of North Carolina, and regarding closing the inlets by sinking vessels filled with stone.*

NAVY DEPARTMENT, August 19, 1861.

SIR: Information and events of daily occurrence indicate with unerring certainty that there are connected schemes to carry on commercial intercourse on the coast of North Carolina, and particularly with Wilmington and Beaufort. As no proclamation has yet been issued for closing the ports, you will continue to guard the coast with the force at your command under the instructions heretofore given in the nature of a blockade. This puts us somewhat at disadvantage, but the greater vigilance and activity must be exercised by our squadrons.

It is believed that the well-devised and matured plan of closing the inlets by sinking vessels ballasted with stone will materially aid your operations.

The Department has been at no small labor and expense in this matter, and anticipates it will have your assistance in carrying it into successful effect. But this, even if well done, will not alone be sufficient to interdict communication with that troublesome coast. There must be unceasing vigilance and sleepless watch over every part of it, and vessels in addition to those already under your command will be constantly added to your squadron, that an effectual stop may be put to the fraudulent schemes that are planned to violate the orders of the Government interdicting commerce with the insurgents. It is months since communication with the insurgents was prohibited, and no vessel approaches that coast with a view to traffic or to enter any of the ports without knowing it is transgressing the interdiction. Still, as the ports are not closed by proclamation, you must continue to warn off, under your original instructions, all vessels, instead of capturing, as you would were the ports closed. Vessels that may leave the insurgent ports which you are guarding without legal clearances you will seize and send in as heretofore. If it is claimed there is not effective blockade, and therefore they are entitled to depart, still, they must not disregard our municipal laws and the requirements of the National Government. If they do, they incur the penalties and are subject to the forfeitures which the laws impose. I allude more particularly to these distinctions and to the condition of affairs on the North Carolina coast, because there is manifestly an extensive scheme of deliberately concerted measures to evade your vigilance and disregard the laws in that quarter. These schemes must be broken up and your efforts must be strong and effective to that end. Until the ports are closed by proclamation you will do this, I am aware, under many disadvantageous cir-

cumstances, but the contemplated obstructions and your own energy and activity must accomplish it.

Very respectfully, etc.,

GIDEON WELLES.

Flag-Officer S. H. STRINGHAM,  
Commanding Atlantic Blockading Squadron.

*Report of Flag-Officer Stringham, U. S. Navy, commanding Atlantic Blockading Squadron, of exchange of courtesies with a Dutch frigate, and of the arrival of witnesses in the Petrel case.*

U. S. S. MINNESOTA,  
Hampton Roads, August 20, 1861.

SIR: I have the honor to inform the Department of the arrival yesterday at this point of a Dutch 50-gun frigate. On her way in she grounded near Cape Henry. Assistance was promptly given by the U. S. S. *Quaker City*. After trying ineffectually to tow the frigate off, Commander Carr came up and reported to me, bringing with him a lieutenant from the frigate.

I immediately made arrangements for ample assistance of men and tugs (sending ashore to request the use of some of the latter belonging to the Army, which was with alacrity complied with), but fortunately, before our forces could be prepared, we were gratified to see the frigate approaching. She anchored before night, apparently uninjured.

This morning the frigate fired a national salute of twenty-one guns; also saluted my flag with fifteen guns. The national salute was returned promptly by Fortress Monroe, and the *Cumberland* answered the salute to my flag. Afterwards I had the pleasure of a call from the captain of the frigate, commodore of the Dutch West India Squadron. He asked permission to pass with his vessel to Annapolis to communicate with his minister at Washington, which I cheerfully granted.

On his leaving this ship I hoisted his national flag at the main and saluted with eleven guns, the number due his rank as commodore. This attention was promptly acknowledged by a lieutenant from the frigate bearing the commodore's thanks.

The *Harriet Lane* arrived to-day with Midshipman C. S. Cotton and Ezekiel Buckmaster, landsman, from the *St. Lawrence*, witnesses for the United States against the pirates of the *Petrel*.

I have sent them to Philadelphia, with orders to Mr. Cotton to report to the honorable Secretary of the Navy, also to Captain Du Pont, and to communicate with the United States district attorney.

I have the honor to acknowledge receipt of letter from the Department of August 19, 1861, containing copy of communication from E. and G. W. Blunt.

Respectfully, your obedient servant,

S. H. STRINGHAM,  
Flag-Officer, Atlantic Blockading Squadron.

HON. GIDEON WELLES,  
Secretary of Navy.

*Report of Captain Faunce, U. S. Revenue Marine, commanding U. S. S. Harriet Lane, regarding the cruise of that vessel from Savannah, Ga., to Fortress Monroe, Va.*

U. S. S. HARRIET LANE,  
Off Fort Monroe, August 20, 1861.

SIR: I have the honor to report the arrival of this vessel under my command from off Savannah after a passage of about seventy hours. In obedience to your instructions dated 12th August, I left Cape Henry at 12:15 p. m. for Savannah. Nothing worthy of note occurred until the next day, when at 11:20 a. m. spoke H. B. M. S. *Gladiator*. August 15 came to anchor off Charleston Bar, near the U. S. S. *Seminole*, the *Roanoke* laying at anchor to the eastward. At 11 a. m. got underway and stood toward the flagship, coming to anchor near her at 12:30 p. m. Sent an officer on board with the mails; he returned at 5:25 p. m.

August 16, at 6:10 a. m., got underway, and at 1:30 p. m. came to anchor off Savannah, near the U. S. frigate *St. Lawrence* and steamer *Iroquois*. A boat came from the first-named vessel and received all the mail remaining on board of this ship for the squadron. On the 17th, at 8:45 a. m., a midshipman and a seaman from the *St. Lawrence*, witnesses in the *Petrel* case, came on board. At 11:25 a. m. got underway on my return voyage, which has been accomplished without anything of special note occurring. When off Charleston we encountered a heavy gale, which lasted nearly four days.

I am, sir, very respectfully, your obedient servant,

JOHN FAUNCE, *Captain*.

Flag-Officer S. H. STRINGHAM,

*U. S. S. Minnesota, Hampton Roads, Virginia.*

*Report of Commander Glisson, U. S. Navy, commanding U. S. S. Mount Vernon, of a reconnoissance by that vessel in the Rappahannock River.*

U. S. S. MOUNT VERNON,  
Rappahannock, August 20, 1861.

SIR: I have to report that yesterday I stood up the river as far as the town of Urbana, a distance of 20 miles. I carefully examined both banks of the river, and I can assure the flag-officer that there is nothing in the shape of guns or entrenchments as far up the river as that point. I shall keep a bright lookout, and should the *St. Nicholas* come down with her 500 slaves we will do all in our power to give them a warm reception.

This morning a negro deserter named Balinar Robinson came on board and claimed our protection, which was granted him. He belongs to John Robins, of Lancaster County, Va., who resides near Mosquito Point, is now under arms in the State of Virginia, and is a strong secessionist. This slave informs me that there are no entrenchments about being thrown up at Mosquito Point, nor is there any force on the banks of the river except the home guards for the protection of the farms.

I am, sir, very respectfully, your obedient servant,

O. S. GLISSON,  
*Commander, U. S. Navy.*

Flag-Officer SILAS H. STRINGHAM,

*Commanding the Atlantic Blockading Squadron.*

*Order of Flag-Officer Pendergrast, U. S. Navy, commanding West India Squadron, to Commander Lee, U. S. Navy, commanding U. S. ship Vandalia, to proceed off Charleston Bar.*

U. S. FLAGSHIP ROANOKE,  
Off Charleston, S. C., August 20, 1861.

SIR: You will proceed in the *Vandalia* and take up a position off Charleston Bar at the distance of 6 or 7 miles from Charleston lighthouse, it bearing N. W.

You will keep topsails loosed during the day and everything ready for slipping, so that you can give chase to any vessel making its appearance.

I shall follow you in this ship and take up a position near you.

Very respectfully,

G. J. PENDERGRAST,  
Flag-Officer, Commanding West India Squadron.

Commander S. P. LEE,  
U. S. Ship *Vandalia*.

*Letter from the Secretary of the Navy to Flag-Officer Stringham, U. S. Navy, commanding Atlantic Blockading Squadron, transmitting information of rumored attack on blockading fleet off Savannah, Ga., and of the ship Alliance, loading in the port of St. John, New Brunswick, or Charleston, S. C.*

NAVY DEPARTMENT, August 20, 1861.

SIR: I enclose herewith an extract of a letter from Moses Ely, of New York, forwarded to this Department by the honorable Secretary of State, relative to a supposed intention to attack the United States vessels engaged in blockading the port of Savannah. Also a copy of a paper forwarded to the Department by Mr. St. J. B. Skinner, with information in regard to the ship *Agnes Lee*. Also copy of a dispatch, dated August 9, 1861, addressed to the State Department, from the U. S. vice-consul at St. John, New Brunswick, in relation to the British ship *Alliance*, then loading at that port. Also copy of a communication\* from Charles H. Smith to Commodore Breese, and by him referred to the Department, reporting his capture in the schooner *Nathaniel Chase* by the rebel privateer *Mariner*, and giving important information. I would call your particular attention to a copy of a communication (anonymous) addressed to the collector at New York and forwarded to the Department by the Secretary of the Treasury, in regard to a vessel of Belfast, from Liverpool, bound to Wilmington, N. C. It is important and essential that a vigilant supervision be kept up off Wilmington and the North Carolina coast.

I am, respectfully, your obedient servant,

GIDEON WELLES.

Flag-Officer S. H. STRINGHAM,  
Comdg. Atlantic Blockading Squadron, Hampton Roads, Virginia.

[Enclosures.]

NEW YORK, August 9, 1861.

SIR: This morning I telegraphed you that I had reliable information from Savannah that our blockading force at that point was threatened.

\* See Vol. 1, p. 51.

I am informed that there are but two of our vessels of war near Savannah now, and that the preparations of the rebels are such that those can be captured unless immediate steps be taken to thwart the design.

In making this communication I do not know that I announce anything that the authorities at Washington were not before fully apprised of, but I prefer to give my country the benefit of the doubt, and have thought best to write to you as well as to telegraph, so that in case you had not been previously informed as to these matters I might, if possible, convince you of the entire reliability of my statement.

\* \* \* \* \*

Respectfully, yours,

MOSES ELY.

Hon. WILLIAM H. SEWARD,  
*Secretary of State.*

Ship *Agnes Lee*, loading with arms at Cardiff, bound to St. Thomas, West Indies. There the arms are to be transferred to coasters and fishing vessels of small draft and run into Southern inlets and ports as occasion offers. Although the arms will be for Southern account, it is not probable that they will cease to become British property except as each lot may be transferred to the coasters.—[Forwarded to Department by Mr. St. J. B. Skinner.]

CONSULATE OF THE UNITED STATES,  
*St. John, New Brunswick, August 9, 1861.*

SIR: I have the honor to submit for your consideration the following statement:

The British ship *Alliance*, Samuel D. Forrest, master, is now being laden at this port with a cargo consisting of pig and sheet iron, tin plate, percussion caps, quicksilver, a large quantity of cotton thread, and many other articles of merchandise contraband of war, ostensibly for Havana, but really designed, as I have reason to believe, to be ultimately discharged, directly or indirectly, in some port or post of the seceded States, for the benefit of the rebels.

The *Alliance* sailed from Liverpool about the 1st of May last for Charleston, S. C., with part of a cargo only, consisting of railroad iron and coals, and in attempting to enter that port was ordered off by the blockading squadron; sailed to New York, and subsequently from thence to this port, where she arrived about the 1st of June, and where she has since remained awaiting the orders of the owners.

She is a ship of about 524 tons, was built in the year 1836, and up to the 9th of October last, at which time she sailed from this port to Liverpool, was, to my knowledge, an American ship and owned at Charleston, S. C. Some time in the early part of the present year, as I am informed, she was sold to parties in Liverpool, who obtained for her a British register. A Mr. Lafitte and a Captain D. B. Vincent, both, as I understand, residents of Charleston, came here a few days since, and have been engaged in procuring here and from the United States the cargo of the ship. I understand from a source which I consider reliable that Captain Vincent commanded a vessel owned at Charleston, which was captured as a slaver off the coast of Africa in the winter of 1860 by H. B. M. S. *Falcon*; that he is a bold, resolute man, a good sailor,

and perfectly acquainted with every bay, harbor, and inlet on the Carolina coast, and I have some reason to believe that he will really have the command of this ship when she leaves the port. When the *Alliance* arrived here from New York it was reported that she had concealed under her coal arms and other munitions of war, but her cargo having been discharged and no such arms, etc., having been discovered, the report has proved unfounded.

I have the honor to subscribe myself, your obedient servant,  
 C. WHITAKER,  
 U. S. [Vice] Consul.

Hon. WILLIAM H. SEWARD,  
 Secretary of State, Washington.

LIVERPOOL, August 2, 1861.

SIR: The *Ariel*, of Belfast, Templeton, master, sailed from here some months ago for Wilmington, with salt and many contrabands of war, ran the blockade and got safely out and to this port with a cargo of tar and turpentine, etc. The round has paid the owner immensely—a fortune. The same vessel and master has just sailed from here with salt and contrabands, arms, etc., for the port of Wilmington again, but has cleared out for Baltimore as a decoy. The writer trusts you will have orders off Wilmington to pick her up. She is brig-rigged, about 200 tons register, a very long, narrow vessel to her tonnage.

Please keep this document yourself.

I have just heard the *Ariel* has not yet sailed, but will do so by Tuesday, the 6th instant.

COLLECTOR OF CUSTOMS,  
 New York.

*Letter from the Secretary of the Navy to Flag-Officer Stringham, U. S. Navy, commanding Atlantic Blockading Squadron, transmitting copies of captured Confederate letters disclosing plans for the evasion of the blockade.*

NAVY DEPARTMENT, August 20, 1861.

SIR: I send herewith enclosed copies of two important letters addressed by a mercantile firm in Charleston to their correspondents in Liverpool. The originals were found in the possession of Robert Muir, recently arrested in New York when about to embark for Liverpool. They disclose movements which it is hoped you being thus advised may prevent. The high prices that rule in the ports occluded, both of consumption and supply, sharpen the wits and stimulate the energies of the insurgents to escape your vigilance.

I am, respectfully, your obedient servant,

GIDEON WELLES.

Flag-Officer S. H. STRINGHAM,  
 Comdg. Atlantic Blockading Squadron, Hampton Roads, Virginia.

[Enclosures.]

CHARLESTON, August 6, 1861.

DEAR SIR: I am in receipt of your valued favors (by this morning's mail) of 29th June, 7th and 13th July. The sales advised are satisfactory. I see that a large quantity of the old rosin was delivered by the

warehouseman in error. There was some very nice rosin in those shipments, and nearly all of it weighed heavy. Watch them closely and make them pay for their mistakes.

The schooner *Henry Middleton* (a first-class vessel) is loading with spirits for Liverpool. She will take about 600 barrels. A number of persons are interested in the vessel and cargo, and we intend her to run the blockade and enter your port under the Confederate flag. The vessel and cargo go consigned to you. If she arrives safe, we wish the proceeds of her cargo reinvested in such articles as are much wanted here, viz: Tin plates, F. C. charcoal, 10 by 14; 60 boxes I. C., 14 by 20; 30 boxes I. C., 12 by 12; 10 boxes IX, 10 by 14; 10 boxes IX, 14 by 20; 40 boxes IX, 12 by 12; 10 boxes DX, 12 by 17; 10 boxes IXXX, 10 boxes terne or roofing tin, 2 O; 300 boxes sheet iron, R. G., Nos. 24, 25, 27; several bundles of each. Iron wire, Nos. 9, 10, 11, 12, 13, 14, 15; several bundles of each. Iron rods,  $\frac{1}{4}$ -inch; 40 ingots of tin metal weighing about 30 pounds each; 2,000 to 3,000 pounds lead in pigs or ingots, an assortment of blacksmith's iron, such as I sent you a list of some time since; several boxes of sewing cotton, white, assorted numbers.

Mr. Robert Muir, of this place, one of the parties interested in the adventure, and by whom I send this, will confer with you and advise what other articles to send out, and also whether it will be advisable for the schooner to clear for a Northern port, so that in case she is ordered off by the blockading fleet she may proceed to New York or Philadelphia. Confer with Mr. Muir particularly on this point, and whether it would be necessary to put her under the British flag. Messrs. Ravenel, Huger & Milliken, of this place, also interested in the adventure, have agreed to fill her up with dry goods whatever room may be left after taking on board the goods purchased on the vessel's account.

The vessel and cargo I have insured here. I think Messrs. Ravenel, Huger & Milliken would be willing to pay a high freight, say £5 7s. per ton. Stewart, Wany & Co. are their agents and will furnish you with their goods when you require them for the schooner. I am under the impression that this war will soon be brought to a close. Watch closely the movement of your Government toward this country. If they interfere we will soon have things put to rights again. Endeavor to have some goods to meet the raising of the blockade. Salt is worth to-day \$4 per sack. As a matter of course, if peace was declared, it would decline rapidly.

There is a large and fine crop of wheat made in this State and Georgia. A good business might be done in it if we only had an opportunity of shipping.

I remain, yours, truly,

R. T. WASKRO.

You will please mail the enclosed letters.

CHARLES MOORE, Esq.,  
*Liverpool.*

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CHARLESTON, August 6, 1861.

GENTLEMEN: By this morning's mail I am in receipt of your valued favors of the 14th and 29th of June and 5th and 12th of July. The sales advised and account sales enclosed are satisfactory. I am also in receipt of one from your London house, dated 29th of June. As I have

nothing of interest to communicate I will not write them, particularly as there is so much uncertainty of getting letters on by mail. I am pleased to see your spirits turpentine market has improved, and hope your next letter will advise of that, per *Albert*, at about 50 per cent. I do not think you will go much, if anything, above that. There have been 600 barrels spirits turpentine sold this week at 25 cents a gallon. It is intended for shipment to Liverpool direct from this port, notwithstanding our harbor is blockaded. There is some risk attending it, no doubt, but I think it will go safe. In case the vessel should be overhauled by the fleet, the captain has instructions to fire her. The parties making the shipment are determined the d——d Yankees will derive no benefit from it. The stock of spirits in this place is about 1,200 barrels; none of it for sale under 30 cents. There will be very little fine rosin received here this season in comparison with the last, many of the distillers having abandoned the business.

I sent you a newspaper a short time since giving you a correct report of the battle of Manassas. I see the New York Herald makes out that there were only 380 United States troops killed. There is no doubt whatever that 8,000 were left dead on the field of battle. There is no reliance whatever to be placed on the accounts you receive from the North. Their papers contain more lies than lines. I am afraid we will have to whip them again before they will recognize our independence. You may soon expect to hear of another fight.

I remain, yours, truly,

R. T. WASKBO.

Messrs. MACLEAN, MARIS & Co.,  
*Liverpool.*

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*Letter from the Secretary of the Navy to Flag-Officer Stringham, U. S. Navy, commanding Atlantic Blockading Squadron, transmitting information of a rumor of shipment of arms from Liverpool for the Southern States, and the depredations of Confederate privateers.*

NAVY DEPARTMENT, August 20, 1861.

SIR: I enclose for your information a copy of a dispatch received by the honorable Secretary of State from the U. S. vice-consul at Liverpool.

Very respectfully,

GIDEON WELLES.

Flag-Officer S. H. STRINGHAM,  
*Commanding Atlantic Blockading Squadron.*

[Enclosure.—Extracts.]

U. S. CONSULATE, *Liverpool*, August 3, 1861.

SIR: \* \* \* I received information about ten days since that a Mr. Grazebrook, an arms broker here, was executing a large order for rifles for the South; that they were being packed first in boxes and then in crates to resemble earthenware, in a private warehouse taken for the purpose, and that Messrs. Fraser, Trenholm & Co. (so frequently mentioned in former dispatches) were to pay for them. I at once informed Mr. Adams, and have since had the place closely watched, and I trust to be able to inform you how and for what place they are shipped. A letter received yesterday from the consul, London, confirms my suspicions. Mr. Morse writes that a Liverpool broker named Graze-



brook is endeavoring to buy out a contract of Mr. Henderson, of Birmingham, for 17,000 Enfield rifles, and asks his character. A large quantity of rifles, etc., are being shipped here by screw steamer *Talisman* for Port au Prince and Colon; she has already about 50 cases aboard. She is loading for Port au Prince, Kingston [Jamaica], Aspinwall, and Colon, is about 1,000 tons, black hull, three masts, schooner-rigged. She has been several times to New Orleans. A number have also been shipped for Vera Cruz, and a large quantity by the screw steamers for New York since my last. On the 31st July the bark *Thomas Watson*, of Mobile, from Wilmington, N. C., on 6th July, arrived here with the Confederate flag flying at her peak. She was desired to haul it down by the revenue officer who boarded her, but refused, and entered the dock with it flying. A number of shipmasters have intimated to him that they will pull it down if he hoists it again. I have advised them to abstain from any breach of the peace, and addressed a note to the captain warning him of the probable consequences of his again hoisting the flag. She has a Confederate register issued at Mobile, but no United States papers. I am informed by some of her crew that she got away from Wilmington without seeing any of the blockading vessels.

Quite a number of seamen have applied to me for relief, stating that they are from Southern ports into which they had been carried with their vessels by privateers. One of them was master of schooner *Transit*, of New London, and states that his vessel was returning to New York from Key West and Tortugas, where he had been with Government stores; that the privateer steamer *Winslow* was armed with one large swivel gun and had a crew of about 40 men; that she had also on board 12 young men who were going to a masked battery which was being constructed on Hatteras Inlet; that some of her crew had belonged to captured vessels, and that some of his own crew joined the pirates. He stated also that his vessel was to be fitted as a privateer, and that all captured vessels found fit were converted into privateers. He expresses his conviction, founded on what he heard there, that there are a large number of privateers in the Gulf, and even as far north as New York. I shall send him to New York with two of his crew by the steamer on Wednesday next. I enclose a copy of his affidavit and of the pass given him by the governor of North Carolina. The other vessels reported captured are: *Panama*, *John Adams*, and *Mermaid*, by the *Calhoun*, 23d May, and taken into New Orleans.

I send enclosed a citation received by the mate of the *John Adams* to appear before the prize court of Louisiana.

I have just learned that the brig *Bella*, mentioned in my dispatch of the 12th instant, sailed last evening. She cleared for Port au Prince, has a black hull, and female figurehead. She has on board about 140 cases of arms and a number of other packages of a suspicious character.

I would call the attention of the Secretary of the Treasury to the very large excess of manufactured goods now being exported hence to Canadian ports, and to remarks in the money articles of the London Times of the 29th and 30th, that this excess may be attributed to smuggling into the United States.

With high respect, I am, sir, your obedient servant,

H. WILDING.

Hon. F. W. SEWARD,  
Assistant Secretary of State.

*Report of Flag-Officer Stringham, U. S. Navy, commanding Atlantic Blockading Squadron, regarding prisoners and the proposed expedition to Hatteras Inlet.*

U. S. S. MINNESOTA,  
Hampton Roads, August 21, 1861.

SIR: I have the honor to inform the Department that I have this day ordered the *Anacostia*, Lieutenant Commanding N. Collins, to Washington.

I have sent on board of her four sick men from the *Savannah*, five prisoners from the U. S. S. *Wabash*, late of the pirate *Dixie*. Their names are George C. Gladden, John H. Marshall, J. D. Culver, Richard Forrest, and Charles Gonzales. Midshipmen Phoenix, McGlensey, and McKay can testify against them; also Prize Master J. W. Bentley, of the *Mary Alice*. Also four prisoners from the *Minnesota*, brought in by the U. S. S. *Union*, late of the pirate *York*. Their names are Patrick McCarty, John Williams, Archibald Wilson, and James Riley. The last is a deserter from the U. S. Marine Corps, some year or two ago at Norfolk. He was a sergeant.

Lieutenant Commanding Collins has orders to retain charge of the prisoners until duly [relieved] by the Department.

I have just returned from calling on General Wool, consulting with reference to the proposed expedition to Hatteras Inlet. The Navy will be prepared by Thursday, I hope, but by Saturday, at furthest, and in time for the Army.

I think there need be no doubt about the result. I must, however, renew my opinion as to the absolute necessity for retaining possession in force by the Army.

I have the honor to report the arrival of the U. S. ship *Nightingale* to-day, Acting Master [D. B.] Horne, jr.; also to acknowledge receipt of letters from the Department containing information of the ships *Alliance* and *Ariel*, and a contemplated attack on the blockading vessels at Savannah; also of August 19, apprising me of the sailing of the U. S. S. *Connecticut*, and of same date, with regard to Acting Assistant Surgeon William R. Bonsall; also copies of letters found in possession of Robert Muir.

I have received this morning from Acting Master J. B. Gordon, of the storeship *Benjamin Morgan*, a very humble apology for his conduct when coaling the *Wabash*. From its tone and promises I am induced to ask the Department to let him remain where he now is, and that his appointment may not be revoked.

Our harbor is nearly filled with vessels weather bound—seven or eight large ships at anchor down by light-boat. We have had a succession of gales. Nothing could have been done on the coast.

Respectfully, your obedient servant,

S. H. STRINGHAM,  
Flag-Officer, Atlantic Blockading Squadron.

HON. GIDEON WELLES,  
Secretary of Navy.

*Order of Flag-Officer Stringham, U. S. Navy, commanding Atlantic Blockading Squadron, to Lieutenant Collins, U. S. Navy, commanding U. S. S. Anacostia, to proceed to Washington navy yard for repairs.*

U. S. S. MINNESOTA,  
Hampton Roads, August 21, 1861.

SIR: You will prepare your vessel and proceed with her to the navy yard at Washington, first taking on board the four sick men from the

*Savannah*; also five prisoners now on board the U. S. S. *Wabash*, late of the pirate *Dixie*; also four men now on board the U. S. S. *Minnesota*, late of the pirate *York*.

You will report on your arrival to the honorable Secretary of the Navy and to the commandant of the navy yard, retaining possession of the prisoners until duly relieved.

If there is a new boiler prepared, you will, as soon as possible, have it placed on your ship and report to me for duty.

Respectfully, your obedient servant,

S. H. STRINGHAM,  
*Flag-Officer, Atlantic Blockading Squadron.*

Lieutenant Commanding N. COLLINS,  
*U. S. S. Anacostia.*

*Report of Flag-Officer Pendergrast, U. S. Navy, commanding West India Squadron, regarding the capture of the schooner Henry Middleton, August 21, 1861, and enclosing report of Commander Lee, U. S. Navy, commanding U. S. ship Vandalia.*

U. S. FLAGSHIP ROANOKE,  
*Off Charleston, S. C., August 24, 1861.*

SIR: I have the honor herewith to enclose to you a copy of a letter\* found on board the prize schooner *Henry Middleton*, of Charleston, S. C., captured on the 21st instant by the U. S. sloop of war *Vandalia*.

From the enclosed letter you will learn that it was their intention to fit out the said schooner as a privateer, though her papers show that she cleared for Liverpool, but I believe she intended to run into some nearer port.

The letter alluded to directs Captain Barclay, in case he should be boarded, to throw the package overboard, as it contained letters relating to fitting out his schooner as a privateer and would criminate him. On the *Vandalia* nearing the schooner they were seen to heave some papers overboard, no doubt those alluded to in the letter, but unfortunately for them the letter directing the captain to throw them overboard was left behind, which clearly proves what use they intended to make of the schooner. I enclose also a letter from Commander Lee, of the *Vandalia*, to the honorable the Secretary of the Navy.

The papers relating to the schooner are in charge of the prize master, Midshipman Kempff, of the *Vandalia*, who will proceed to Hampton Roads and report to you for your further orders.

Accompanying the papers to the judge is a letter from Commander Lee, giving full particulars of her capture and everything relating to her that will be of service.

The address of Commander Lee's letter is left blank, so that you may fill it up and send it to whatever court you may deem proper.

The following comprise the prize crew: Acting Midshipman Louis Kempff, U. S. Navy, of the *Vandalia*, as prize master; Chase (coxswain), Miller (ordinary seaman), of the *Vandalia*; Francis A. Eve (seaman), Michael Farley (seaman), James Gilkenson (ordinary seaman), Edwd. Lascalle (ordinary seaman), of the *Roanoke*.

I would feel obliged to you if you will have the above-named men returned to their respective ships.

\* Not found.

The prize master, Midshipman Kempff, and the men belonging to the *Vandalia* can give testimony as to her capture. I have thought it best to send the schooner in tow of a steamer, as it would be unsafe to send her by herself.

Before closing this letter I desire to express my approbation of the untiring zeal of Commander Lee, of the *Vandalia*, in assisting me in maintaining the blockade, and especially in capturing the schooner *Henry Middleton*.

Very respectfully, your obedient servant,

G. J. PENDERGRAST,

*Flag-Officer, Commanding West India Squadron.*

Flag-Officer S. H. STRINGHAM,

*Commanding Atlantic Blockading Squadron.*

P. S.—The prisoners, eight in number, taken on board of the schooner will be sent in the steamer which tows her.

G. J. P.

P. S.—The *Rhode Island* not having arrived, I sent the schooner to New York in charge of a prize crew on the 28th. The *Rhode Island* arrived last evening, the 30th.

G. J. P.

Flag-Officer S. H. STRINGHAM,

*Commanding Atlantic Blockading Squadron.*

[Enclosure.]

U. S. SHIP VANDALIA,

*Off Charleston, August 21, 1861.*

SIR: I transmit according to law the enclosed list of the officers and crew of this ship, being a complete list of all those who captured and of all those who were in sight at the time of the capture of the schooner *Henry Middleton*, of 103 tons, built in Charleston, S. C., owned in Charleston, and cleared from Charleston for Liverpool, with a cargo of 496 casks of spirits of turpentine and 65 barrels of rosin.

The *Henry Middleton* was discovered at daylight this morning running the blockade off Charleston, and was captured by the *Vandalia* at 1 p. m. to-day, in latitude  $31^{\circ} 58' N.$ , longitude  $79^{\circ} 15' W.$ , after a chase of eight hours, and about 50 miles in a southeast direction from Charleston Bar.

It appears that the *Henry Middleton* was intended hereafter to take out privateer papers. She was captured with the secession flag flying at her peak, and had a full set of papers from the "Confederate States of America."

The *Henry Middleton* is ordered into [New York], and I recommend that she should be fitted as a temporary light-boat for the use of the squadron off Charleston.

Respectfully, yours,

S. PHILLIPS LEE.

*Commander.*

Hon. GIDEON WELLES,

*Secretary of the Navy, Washington, D. C.*

*Order of the Secretary of the Navy to Flag-Officer Stringham, U. S. Navy, commanding Atlantic Blockading Squadron, regarding the family of Colonel Segar.*

NAVY DEPARTMENT, August 21, 1861.

SIR: You are authorized to send, at your discretion, a flag of truce and bring off the family of Colonel Jos. Segar and such others as you may deem proper.

Consult with Colonel Segar in regard to the time, etc.

I am, respectfully, your obedient servant,

GIDEON WELLES.

Flag-Officer S. H. STRINGHAM,  
Comdg. Atlantic Blockading Squadron, Hampton Roads, Virginia.

*Order of the Secretary of the Navy to Flag-Officer Stringham, U. S. Navy, commanding Atlantic Blockading Squadron, regarding disposition of prisoners.*

NAVY DEPARTMENT, August 21, 1861.

SIR: Your dispatch No. 101, dated August 6, enclosing report from Captain Mercer, of the *Wabash*, and asking instructions in regard to prisoners, has been received.

The War Department has consented to take charge of prisoners coming into possession of naval authorities, and has designated Fort Lafayette, New York Harbor, as the place of confinement. You will send any you may have to Lieutenant-Colonel Martin Burke, commanding that fort, with a description and all the facts in regard to them.

I am, respectfully, your obedient servant,

GIDEON WELLES.

Flag-Officer S. H. STRINGHAM,  
Comdg. Atlantic Blockading Squadron, Hampton Roads, Virginia.

*Order of the Secretary of the Navy to Flag-Officer Stringham, U. S. Navy, commanding Atlantic Blockading Squadron, regarding purchase of steamer Quaker City.*

NAVY DEPARTMENT, August 21, 1861.

SIR: The *Quaker City* came into possession of the United States on the morning of the 19th instant, and you will continue the pay of the officers and crew from that date according to the schedule established by the former owners until her arrival at New York.

I am, respectfully, your obedient servant,

GIDEON WELLES.

Flag-Officer S. H. STRINGHAM,  
Comdg. Atlantic Blockading Squadron, Hampton Roads, Virginia.

*Order of the Secretary of the Navy to Flag-Officer Stringham, U. S. Navy, commanding Atlantic Blockading Squadron, regarding the U. S. steamers Susquehanna and Pawnee.*

NAVY DEPARTMENT, August 21, 1861.

SIR: The *Susquehanna* sails to-day from Philadelphia to report to you at Hampton Roads. Orders have been sent to Captain Craven, com-

manding the Potomac Flotilla, to send the *Pawnee* to you if in his judgment she can be spared from the service.

Very respectfully,

GIDEON WELLES.

Flag-Officer S. H. STRINGHAM,  
*Commanding Atlantic Blockading Squadron.*

*Order of the Secretary of the Navy to Flag-Officer Stringham, U. S. Navy, commanding Atlantic Blockading Squadron, regarding the coal ship Nightingale.*

NAVY DEPARTMENT, *August 21, 1861.*

SIR: Upon the arrival of the coal ship *Nightingale* at Hampton Roads from New York, you will direct her commanding officer to proceed with that ship immediately to Key West, Fla., and upon his arrival report to Flag-Officer Mervine, commanding U. S. Gulf Blockading Squadron.

I am, respectfully, your obedient servant,

GIDEON WELLES.

Flag-Officer S. H. STRINGHAM,  
*Comdg. Atlantic Blockading Squadron, Hampton Roads, Virginia.*

*Letter from the Assistant Adjutant-General, U. S. Army, to Major-General Wool, U. S. Army, in regard to the part to be taken by the Army in the expedition to Hatteras Inlet, North Carolina.*

HEADQUARTERS OF THE ARMY,  
*Washington, August 21, 1861.*

SIR: In reply to your letter of the 20th instant, the General in Chief directs me to say that this and the previous letter from you on the subject have been referred to the Navy Department; also, that it was not intended you should take any further action in relation to the expedition than to provide such troops for the same as on conference with Commodore Stringham should be found sufficient for the purpose. The expedition originated in the Navy Department, and is under its control.

I am, sir, very respectfully, your obedient servant,

E. D. TOWNSEND,  
*Assistant Adjutant-General.*

Major-General JOHN E. WOOL, U. S. Army,  
*Commanding, etc., Fort Monroe, Va.*

*General report of Flag-Officer Stringham, U. S. Navy, commanding Atlantic Blockading Squadron.*

U. S. S. MINNESOTA,  
*Hampton Roads, August 22, 1861.*

SIR: I have the honor to acknowledge receipt of your letter ordering the U. S. ship *Nightingale* to Key West. She will sail immediately.

The *Cumberland* has sailed; she proceeds off Cape Hatteras to await the arrival of the expedition.

I also acknowledge receipt of letter of August 21, relating to family of Colonel Jos. Segar.

I have the honor to inform the Department that the *Dawn* has come down from her station for water. Her machinery is in a very bad condition. I think her unfit to recharter.

I enclose the resignation of Acting Master Josiah Snow. I gave him permission to go to Boston for five days. He has been gone for over a fortnight.

Respectfully, your obedient servant,

S. H. STRINGHAM,  
*Flag-Officer, Atlantic Blockading Squadron.*

HON. GIDEON WELLES,  
*Secretary of Navy.*

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*Report of Commander Glisson, U. S. Navy, commanding U. S. S. Mount Vernon, regarding fugitive slaves.*

U. S. S. MOUNT VERNON,  
*Rappahannock [River], August 22, 1861.*

SIR: I have to report that last night at 11: 30 a canoe came alongside with six negro deserters who claimed our protection, which I granted to them. Their names and those of their owners are as follows, viz: Crusoe Henderson, Atwell Taylor, Paul Hudley, and Wednesday James, belonging to Thos. Armstrong, of Lancaster County, Va., who is a secessionist; Charles Layton and Fielding Lunt, owned by Widow Elizabeth Kerr, of the same county.

The canoes in which the last two parties of negroes came off being old and worthless, I ordered them to be broken up and used for fuel.

We have now sixteen negroes on board of this vessel, who are consuming our provisions and water faster than I think is desirable. If you have a spare vessel that you can send up for them I shall be much obliged to you.

I am, sir, very respectfully, your obedient servant,

O. S. GLISSON.

Flag-Officer SILAS H. STRINGHAM,  
*Commanding Atlantic Blockading Squadron.*

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*Letter from the Secretary of the Navy to Flag-Officer Stringham, U. S. Navy, commanding Atlantic Blockading Squadron, in regard to the unseaworthiness of vessels chartered for the expedition to Hatteras Inlet, North Carolina.*

NAVY DEPARTMENT, August 22, 1861.

SIR: The Department has received with extreme astonishment and regret the following copy of a letter\* addressed to the General in Chief by Major-General Wool, and desires to be informed if, in the opinion of Commodore Stringham and Commander Stellwagen, the steamers chartered for this special purpose are unseaworthy.

Very respectfully,

GIDEON WELLES.

Flag-Officer S. H. STRINGHAM,  
*Comdg. Atlantic Blockading Squadron, Hampton Roads, Virginia.*

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\* Not found.

*Report of Flag-Officer Stringham, U. S. Navy, commanding Atlantic Blockading Squadron, in regard to the unseaworthiness of vessels chartered for the expedition to Hatteras Inlet, North Carolina.*

U. S. S. MINNESOTA,  
Hampton Roads, August 23, 1861.

SIR: I have the honor to acknowledge the receipt of letter from the Department dated August 22, 1861, containing copy of communication from Major-General John E. Wool to Lieutenant-General W. Scott, General in Chief, dated Fortress Monroe, August 20, 1861.

In reply I have the honor to enclose a copy of my communication of August 20 to Major-General John E. Wool, my professional opinion having been asked.

I am free to say the opinion I then gave has undergone no change, considering the very unusual rough and boisterous weather we have had and yet continue to have in this quarter. It is now blowing so heavy from the north and east that vessels are running in for a harbor.

Very respectfully, your obedient servant,

S. H. STRINGHAM,  
Flag-Officer, Atlantic Blockading Squadron.

HON. GIDEON WELLES,  
Secretary of Navy.

[Enclosure.]

U. S. S. MINNESOTA,  
Hampton Roads, August 20, 1861.

SIR: I have been asked to give my professional opinion upon the fitness of the steamers *Adelaide* and *George Peabody*, now at this point, intended to take troops on the expedition to the coast of North Carolina near Cape Hatteras.

I can not hesitate long in pronouncing them unsafe in that stormy neighborhood, without having any port into which they can retreat in case of danger from the sea.

The *Spaulding* and *Joseph Whitney* are perfectly safe and have abundant room for the troops proposed to be taken; besides, we can take some on board the men-of-war if necessary.

The naval part of the expedition will be ready by Thursday unless the weather continues as at present, which forbids coaling, when Saturday will be as soon as I can prepare.

Respectfully, your obedient servant,

S. H. STRINGHAM,  
Flag-Officer, Atlantic Blockading Squadron.

Major-General JOHN E. WOOL, U. S. Army.

*Report of Commander Stellwagen, U. S. Navy, regarding the seaworthiness of the steamers Adelaide and George Peabody, chartered for the expedition to Hatteras Inlet, North Carolina.*

U. S. S. MINNESOTA,  
Old Point Comfort, August 23, 1861.

SIR: I have read the letter from the Hon. Gideon Welles, Secretary of the Navy, of 22d instant, respecting the steamers *Adelaide* and *George Peabody*, chartered for the Government by me.



Premising that I was verbally instructed to procure, if possible, two of the boats of the old Norfolk or Bay line, I obtained two of the best for the purpose of towing the small vessels. They are in good condition, and as seaworthy as the class of large bay boats usually are. They are well adapted to the purpose intended in good weather, the only time the expedition should be attempted, as its object can only be accomplished with a smooth sea and in light winds.

Very respectfully, your obedient servant,

H. S. STELLWAGEN,  
*Commander.*

Flag-Officer SILAS H. STRINGHAM,  
*Commanding U. S. Naval Forces.*

*Report of Flag-Officer Stringham, U. S. Navy, commanding Atlantic Blockading Squadron, of his readiness for the expedition to Hatteras Inlet, North Carolina.*

U. S. S. MINNESOTA,  
*Hampton Roads, August 23, 1861.*

SIR: I have the honor to inform the Department that as far as the Navy is concerned, we are ready to-day to proceed on the proposed expedition to Cape Hatteras, yet to do so with the present high winds and rough sea would only result in failure of one object contemplated—closing inlets—as the schooners, loaded as they are, would soon founder.

I trust, however, that when the present rough wind subsides we may have a long continuance of pleasant weather, and that our final success may fully compensate for present vexatious delays.

Respectfully, your obedient servant,

S. H. STRINGHAM,  
*Flag-Officer, Atlantic Blockading Squadron.*

Hon. GIDEON WELLES,  
*Secretary of Navy.*

*Report of Flag-Officer Stringham, U. S. Navy, commanding Atlantic Blockading Squadron, regarding the expedition to Hatteras Inlet.*

U. S. S. MINNESOTA,  
*Hampton Roads, August 23, 1861.*

SIR: I am surprised this morning by being shown copy of letter to Major-General Wool, dated Headquarters of the Army, Washington, August 21, in which it is stated that it was “not intended you (General Wool) should take any further action in relation to the expedition (to coast of North Carolina) than to provide such troops for the same as on conference with Commodore Stringham could be found sufficient for the purpose.

“The expedition originated in the Navy Department and is under its control.”

I have always understood that I was to cooperate with the Army. To-day, in an interview with Major-General Wool, having been shown the letter above alluded to, I find I am compelled to act independently, which I shall not shrink from, but proceed immediately to perfecting

arrangements, and hope to leave to-morrow afternoon or Monday at furthest, if the weather permits.

Respectfully, your obedient servant,

S. H. STRINGHAM,

*Flag-Officer, Atlantic Blockading Squadron.*

Hon. GIDEON WELLES,  
*Secretary of Navy.*

*Report of Flag-Officer Stringham, U. S. Navy, commanding Atlantic Blockading Squadron, regarding the U. S. S. Quaker City and other vessels.*

U. S. S. MINNESOTA,

*Hampton Roads, August 23, 1861.*

SIR: I have the honor to acknowledge receipt of letter from the Department dated August 21, with reference to ownership of the *Quaker City*, and to pay of officers and crew "until her arrival at New York."

Am I to understand by the last clause that I must send the *Quaker City* to New York? I hope not, at present at least, as I have no steamer to spare that I think can take her place.

I have to inform the Department of the arrival of the *Seminole* to-day with a small prize. I acknowledge receipt of letter of August 21, with reference to supplying negroes with clothing, and in this connection report the arrival at this ship, sent from the *Mount Vernon*, of 16 negro men, sent last evening. Also of same date apprising me of sailing of *Susquehanna*, and that the *Pawnee* may report to me if Captain Craven can dispense with her services. Also same date enclosing copy of letter from Major-General Wool to Lieutenant-General Scott. I enclose reports\* of *Mount Vernon*, Commander Glisson.

Respectfully, your obedient servant,

S. H. STRINGHAM,

*Flag-Officer, Atlantic Blockading Squadron.*

Hon. GIDEON WELLES,  
*Secretary of Navy.*

*Letter from the Secretary of the Navy to Flag-Officer Stringham, U. S. Navy, commanding Atlantic Blockading Squadron, transmitting information regarding the evasion of the blockade of North Carolina.*

NAVY DEPARTMENT, August 23, 1861.

SIR: From the enclosed copy of a letter communicated to this Department by the Secretary of State you will learn some of the means resorted to in order to traffic and carry on commerce with the insurgents. There is no portion of the coast which you are guarding that requires greater vigilance or where well-directed efforts and demonstrations would be more highly appreciated by the Government and country than North Carolina, which has been the resort of pirates and their abettors.

I trust you will be successful in breaking up the system.

I am, respectfully, your obedient servant,

GIDEON WELLES.

Flag-Officer S. H. STRINGHAM,  
*Comdg. Atlantic Blockading Squadron, Hampton Roads, Virginia.*

\* See pp. 95, 107.

[Enclosure.]

JOY HOUSE, *Washington, August 17, 1861.*

SIR: Having performed the duty assigned me, I herewith submit the facts:

I succeeded in finding the parties near Bath, Me., from whom I obtained the following facts, viz: That A. M. Godfrey, of Mobile, is now in London, where he will remain for some time (perhaps through the war) acting as a Southern agent. The ship belonging to him had discharged her cargo in Quebec, Lower Canada, sailed for London, and was expected to arrive about the time that he did.

The design is to load for the South, make the coast of North Carolina under the British flag, lay off till a chance offers, and then run the blockade by running in under cover of the guns of Fort Macon, through Old Topsail Inlet, which is considered to have a depth of some 20 feet.

I further gather that the rebels are doing a very active business through the various inlets and sounds of North Carolina, thereby meeting the wants of the Army in Virginia directly through the railroad of those States. I further found that unscrupulous New England men are engaged in a lucrative business, by aiding and abetting a contraband trade along the Atlantic coast from Virginia southward; that they take out papers for the West Indies, with a show of freight for that latitude, and by collusion with the rebels are taken in as prizes, discharge such contraband goods as they have, are let off, pursue their voyage to their destined port, take in contraband goods, again in part, run down along the coast, fall a prey again, discharge all contraband, run out, and return to their New England port with the balance of their cargo with a show of honesty that is surprising. I also saw men whom I know to be Southern men purchasing vessels, giving a very unreasonable account as to what they were to be used for, making up sham cargoes in order to get out of port. It was suggested to me by responsible parties that the Federal Government must have agents in the various seaports who are sharper than any they have now in some of them.

Yours, obediently,

N. P. GODFREY.

One Thomas M. Harwood, of Bath, Me., is now in England (London, at present) for the express purpose of effecting a sale of a new ship now nearly ready for sea in Bath, Me., 1,000 tons.

N. P. GODFREY.

*Order of the Assistant Secretary of the Navy to Flag-Officer Stringham, U. S. Navy, commanding Atlantic Blockading Squadron, regarding the crew of the U. S. S. Quaker City.*

NAVY DEPARTMENT, *August 24, 1861.*

SIR: The Department desires, if possible, that you will make arrangements with the crew of the *Quaker City*, their time being up on the 25th instant, by which she may be kept on the station until she is obliged to return to port.

I am, respectfully, your most obedient servant,

G. V. FOX,  
*Assistant Secretary.*

Flag-Officer S. H. STRINGHAM,  
*Commanding Atlantic Blockading Squadron.*

*Special orders of Major-General Wool, U. S. Army, commanding Department of Virginia, regarding troops and ammunition for the expedition to Hatteras Inlet, North Carolina.*

SPECIAL ORDERS, } HDQRS. DEPARTMENT OF VIRGINIA,  
No. 13. } *Fort Monroe, Va., August 25, 1861.*

1. Major-General Butler will prepare 860 troops for an expedition to Hatteras Inlet, North Carolina, to go with Commodore Stringham, commanding Home Squadron, to capture several batteries in that neighborhood. The troops will be as follows: 200 men from Camp Butler and 600 from Camp Hamilton, with a suitable number of commissioned officers and one company (B) of the Second Artillery, from Fort Monroe. They will be provided with ten days' rations and water, and 140 rounds of ammunition. General Butler will report as soon as he has his troops prepared to Flag-Officer Stringham, and he will be ready to embark at 1 o'clock to-morrow. As soon as the object of the expedition is attained the detachment will return to Fort Monroe.

2. Captain Tallmadge, chief quartermaster, will provide a detachment of 860 men for the expedition to Hatteras Inlet, with a suitable quantity of water for ten days' consumption, and the chief commissary of subsistence, Captain Taylor, will provide it with rations for the same length of time. These officers will report the execution of these orders by 10 o'clock to-morrow, if possible.

By command of Major-General Wool:

O. C. CHURCHILL,  
*First Lieut., Third Artillery, Acting Assistant Adjutant-General.*

*Report of Flag-Officer Stringham, U. S. Navy, commanding Atlantic Blockading Squadron, regarding captured schooner Albion and the departure of the expedition for Hatteras Inlet.*

U. S. S. MINNESOTA,  
*Hampton Roads, August 26, 1861.*

SIR: I have the honor to acknowledge receipt of your letter of August 24, containing extract of letter from J. L. Farmer; also of August 23, in reference to North Carolina, with the letter from N. P. Godfrey enclosed, to the honorable Secretary of State.

I have this day sent the schooner *Albion* to Philadelphia for judicial investigation. The men captured in her are all Americans; the captain from Maine, the others from North Carolina. They are now on board the *Seminole*. Please inform me what I shall do with them.

I sail to-day at noon for Hatteras Inlet, the weather being more favorable than for weeks past, though wind yet from east and north-east. The expedition, I hope, will be successful.

Respectfully, your obedient servant,

S. H. STRINGHAM,  
*Flag-Officer, Atlantic Blockading Squadron.*  
HON. GIDEON WELLES,  
*Secretary of Navy.*

[Endorsement.]

Send prisoners to Fort Lafayette.

W[ELLES].

*Report of Flag-Officer Stringham, U. S. Navy, commanding Atlantic Blockading Squadron, regarding the crew of the U. S. S. Quaker City.*

U. S. S. MINNESOTA,  
Hampton Roads, August 26, 1861.

SIR: I have the honor to inform the Department that about an hour before I was ready to leave this point I was informed by Commander Carr that the men on board the *Quaker City* refused to continue longer on board, but demanded to go to New York.

I immediately went on board, and after explaining the situation of the steamer with regard to her change of owners, etc., all concluded to await the order of the Department except nine. These I have ordered ashore and shall supply their places from the storeships for the present and until my return.

Respectfully, your obedient servant,

S. H. STRINGHAM,  
Flag-Officer, Atlantic Blockading Squadron.

HON. GIDEON WELLES,  
Secretary of Navy.

*Recapture of the brig Monticello by the U. S. S. Daylight in the Rappahannock River, August 26, 1861.*

Report of Commander Glisson, U. S. Navy, commanding U. S. S. Mount Vernon, transmitting report of Commander Livingston, U. S. Navy.

U. S. S. MOUNT VERNON,  
Hampton Roads, Virginia, August 27, 1861.

SIR: I beg to enclose to you copies of communications received from Commander Lockwood, of the U. S. S. *Daylight*, by which you will see that he has captured the brig *Monticello* in the Rappahannock River.

The brig arrived here last night at about 10 p. m., and in the absence of Flag-Officer Silas H. Stringham I have detained her subject to the decision of the honorable the Secretary of the Navy.

I am, sir, very respectfully, your obedient servant,

O. S. GLISSON,  
Commanding Officer.

HON. GIDEON WELLES,  
Secretary of the Navy, Washington, D. C.

[Enclosure.]

U. S. PROPELLER DAYLIGHT,  
Rappahannock River, August 26, 1861.

SIR: I have the honor to inform you that I reached the mouth of the Rappahannock at 3:30 p. m. the 24th instant and relieved the U. S. propeller *Mount Vernon*.

This morning about 5 a. m. four fine-looking negroes, contraband of war, slaves from Lancaster County, Va., came alongside and delivered themselves up. I send them for your disposal. They informed me that two schooners were in a creek about 12 miles up the river loaded with grain for Fredericksburg, and that the brig *Monticello*, of Baltimore, which had been captured by the piratical steamer *St. Nicholas*, was lying at Manaskin [Monaskon] wharf, about 20 miles up the river. I determined to go in pursuit of them, and on going up, found

that the schooners had disappeared, but on nearing the wharf discovered the brig lying there, and on our approach she hoisted her head sails and left the wharf, standing down for us under fore-and-aft sails. We went to quarters, took the usual measures to repel an attack or surprise, and on boarding her Lieutenant Lynch found she had been given up by the rebel authorities to her owners, which appears by the decree\* of the court herewith forwarded with the brig's papers, and I would call your attention to the decree and the reasons therein assigned for releasing the brig (the owners are not aliened enemies), and also to the fact of the cargo of coffee (which the captain says belonged to English subjects) having been sold in Richmond, Va., for 23 cents per pound.

The captain of the brig informs me that 15,000 troops left Richmond last Thursday or Friday for Aquia Creek, and that they have in this river the steamers *Virginia*, Captain Fairbanks; *St. Nicholas*, commanded by Henry Lewis, late lieutenant, U. S. Navy, and a small tug-boat called the *Eureka*, neither of which is armed, although they talk of arming the *St. Nicholas*.

Will you oblige me by sending back Master's Mate Robert L. Kelly and the four men, as their services are required.

I am, sir, respectfully, your obedient servant,

SAML. LOCKWOOD,  
Commander.

Flag-Officer S. H. STRINGHAM,  
Comdg. Atlantic Blockading Squadron, Hampton Roads, Virginia.

P. S.—I enclose herewith a list of the negroes and their owners. On nearing the brig she hoisted the American colors, having previously shown none.

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Order of the Secretary of the Navy to Commander Glisson, U. S. Navy, commanding U. S. S. Mount Vernon, to send the brig *Monticello* to New York.

NAVY DEPARTMENT, August 29, 1861.

SIR: Your letter of the 27th instant, enclosing Commander Lockwood's report of the capture of the brig *Monticello* in the Rappahannock River, has been received.

You will send the brig to New York and have her turned over to the prize commissioners.

I am, respectfully, your obedient servant,

GIDEON WELLES.

Commander O. S. GLISSON,  
Commanding U. S. S. Mount Vernon, Hampton Roads.

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Order of the Secretary of the Navy to Flag-Officer Stringham, U. S. Navy, commanding Atlantic Blockading Squadron, to send the brig *Monticello* to Baltimore instead of New York.

NAVY DEPARTMENT, August 30, 1861.

SIR: Referring to the Department's letter of the 29th instant, directing Commander Glisson to send the prize brig *Monticello* to New York for adjudication, it now directs that she be sent to Baltimore and delivered to the proper authorities there.

I am, respectfully, your obedient servant,

GIDEON WELLES.

Flag-Officer S. H. STRINGHAM,  
Comdg. Atlantic Blockading Squadron, Hampton Roads, Virginia.

*Report of Lieutenant Crosby, U. S. Navy, of the capture of the sloop Mary Emma.*

FORTRESS MONROE, August 26, 1861.

SIR: I have the honor to report to you that I captured the sloop *Mary Emma*, from Horn Harbor, Virginia, at the headwaters of the river Manokin, in Maryland. Her captain, John B. Miles, was not on board at the time of her capture, nor had she any papers to show where she belonged. On her stern she had written with chalk: "*Mary Emma*, from Baltimore." I found a man by the name of Lewis on board and in charge of her, and he informed me that she was from Virginia, and had arrived in the river Manokin about twelve days previous to her capture. On the evening of my arrival the captain (Miles) removed the *Mary Emma* up the river about 8 miles, in order, I suppose, to escape from capture, and he had left her but an hour and a half previous to my taking her. Many loyal citizens in the vicinity spoke of this Miles as one who had been constantly violating the blockade, and were dissatisfied with his conduct, and with the impunity with which he disregarded the laws. The sloop *Mary Emma* is now at anchor in this port and Lewis is in the guardhouse.

I am, sir, respectfully,

PEIRCE CROSBY,  
*Lieutenant, U. S. Navy.*

Major-General JOHN E. WOOL.

*Letter from the Secretary of the Navy to Flag-Officer Stringham, U. S. Navy, commanding Atlantic Blockading Squadron, forwarding information regarding a supposed blockade runner.*

Confidential.] NAVY DEPARTMENT, August 26, 1861.

SIR: The following, from a letter received at this Department, is given for your information:

The British ship *Palinurus* was, on the 17th of June, loading at Calcutta for Charleston, and had 250 bales (gunny bags) on board. She would probably take in all some 2,000 bales, and be due at Charleston during the latter part of October.

Very respectfully, etc.,

GIDEON WELLES.

Flag-Officer S. H. STRINGHAM,  
*Comdg. Atlantic Blockading Squadron, Hampton Roads, Virginia.* }

*Report of Commander Glisson, U. S. Navy, commanding U. S. S. Mount Vernon, transmitting request from Brigadier-General Huger, C. S. Army, commanding at Norfolk, Va., for a passage to the North for certain persons not prisoners of war.*

U. S. S. MOUNT VERNON,  
*Hampton Roads, Virginia, August 27, 1861.*

SIR: I hereby enclose you a copy of a letter received from Brigadier-General Benj. Huger, commanding the rebel forces at Norfolk, Va., by a flag of truce.

After a careful investigation of the merits of each case, and a consultation with Major-General Wool, it was decided to permit every one of the persons mentioned in the letter to go to the North. They will

leave for Baltimore in the steamer that leaves this place this evening. I send you a list of their names.

I am, sir, very respectfully, your obedient servant,

O. S. GLISSON,  
*Commanding Officer, U. S. Navy.*

Hon. GIDEON WELLES,  
*Secretary of the Navy, Washington, D. C.*

[Enclosure.]

HEADQUARTERS OF THE FORCES,  
*Norfolk, August 26, 1861.*

SIR: By direction of the Secretary of War, I send, under a flag of truce, the captain and crew of the unarmed ship *A. B. Thompson*, who are not considered prisoners of war, and are sent North at their own request. A list of their names is appended.

I also send the following persons to you who desire to go North on their own business:

Mrs. Jno. Williams, to see her husband.

Mrs. Hutchinson, to go to Washington to get her allotment, her husband being in the Navy.

Mr. Usher, an invalid, whose wife is in the North.

I send enclosed several open letters from here, which I presume there is no objection to forwarding. Also one to Major-General Butler from Colonel Cary, of Hampton, concerning his property there, and others for persons at Old Point, etc.

Very respectfully, your obedient servant,

BENJ. HUGER,  
*Brigadier-General, Commanding Forces.*

Commodore S. H. STRINGHAM,  
*Commanding Atlantic Blockading Squadron, Hampton Roads.*

P. S.—I have allowed Colonel Cary to accompany the flag; he would be glad, if convenient, to have an interview with yourself or the commanding general.

A number of open letters from persons in Richmond to their friends are also sent to be forwarded.

B. H.

[First endorsement.]

Referred to Captain Glisson, commanding Navy, etc.

I would recommend that Mrs. Hutchinson be returned to Norfolk.

JOHN E. WOOL,  
*Major-General.*

[Second endorsement.]

Mrs. Hutchinson is the wife of Gunner Hutchinson, of the U. S. ship *Constellation*, now on the coast of Africa, who is a good Union man.

After a second consultation with Major-General Wool, she was also permitted to go to the North.

O. S. GLISSON,  
*Commanding Officer, U. S. Navy.*

*Report of Captain Chauncey, U. S. Navy, commanding U. S. S. Susquehanna, of immediate departure for Hatteras Inlet.*

U. S. S. SUSQUEHANNA,  
*Off Cape Henry, August 27, 1861.*

SIR: I have the honor to inform the Department that I arrived off the cape this morning, and have received orders from Flag-Officer



Stringham to join him off Hatteras Inlet, and shall proceed immediately in execution of the order.

The new shaft works well, with the exception of some slight defects, which can be repaired on board.

I have the honor to be, very respectfully, your obedient servant,

JOHN S. CHAUNCEY,  
Captain.

Hon. GIDEON WELLES,  
Secretary of the Navy.

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*Letter from the Secretary of the Navy to Flag-Officer Stringham, U. S. Navy, commanding Atlantic Blockading Squadron, transmitting information regarding the ships Thomas Watson, Perthshire, and Adeline.*

NAVY DEPARTMENT, August 28, 1861.

SIR: I enclose herewith for your information an extract from a letter\* forwarded to this Department by Mr. B. A. Mumford, of New York, in regard to the ship *Thomas Watson*; an extract from a dispatch of the U. S. consul at Liverpool, forwarded to this Department by the Secretary of State, dated August 3, respecting a shipment of arms for the Southern States, and also respecting *Thomas Watson*; an extract of a letter from Messrs. Brown Bros. & Co., of New York, forwarded to this Department by the Secretary of State, dated August 17, in relation to the ship *Perthshire*; also extracts from a dispatch of the U. S. vice-consul-general at Havana, forwarded to this Department by the Secretary of State, dated August 8, 1861, in relation to a schooner called the *Adeline*, flying British colors.

I am, respectfully, your obedient servant,

GIDEON WELLES.

Flag-Officer S. H. STRINGHAM,  
Commanding Atlantic Blockading Squadron.

[Enclosures.]

U. S. CONSULATE, *Liverpool, August 3, 1861.*

SIR: The *Thomas Watson* sailed on Sunday last, the 25th.

As she was going out of dock she took a number of cases and barrels on board. She is armed with a 9-pounder gun and has a quantity of hand grenades on board.

I hope she will not escape; if she does, many more will try it. Since she arrived here another vessel, the *Princess Royal*, English, has arrived here with naval stores from North Carolina, having run the blockade at Beaufort. The profits on these cargoes are enormous.

Fifteen cases rifles have been shipped to Montevideo during the week and a large quantity of muskets as usual to Africa. The English bark *Hind* (lately the American bark *Daylight*) sailed for Monrovia on the 24th, having 125 cases arms and 1,000 kegs powder. She is a clipper bark of 200 tons, painted black. I only mention her as a matter of prudence, having no other ground of suspicion than the nature and quantity of her cargo, and knowing that in any case where wrong is intended the clearance would furnish no true indication of the real destination.

Very respectfully, I am, sir, your obedient servant,

H. WILDING.

[Hon. W. H. SEWARD,  
Secretary of State.]

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\* Simply reports *Thomas Watson* loading in Liverpool for Wilmington, N. C.

NEW YORK, August 17, 1861.

SIR: \* \* \* Ship *Perthshire*, from Mobile, which vessel has arrived, as you will see. The facts of the case, as we learn from the captain, are, that when he was going into Pensacola, at which place it was originally intended that the vessel should be loaded, he was warned off by one of your ships of war and an endorsement to that effect made on his papers. He then went to Mobile, where he arrived on the 14th of May, and after loading, sailed again on the 30th, the last day of the fifteen allowed for ships to load and leave. As he was coming out he was boarded by an officer of the *Niagara*, who told him to proceed on his voyage, but did not endorse his papers nor give him any document to show that he had been boarded; and on the 9th of June he was again boarded by the U. S. S. *Massachusetts*, ordered to heave to, a prize crew put on board, and sent to Pensacola; but, on arriving off the harbor, he was at once released by the commander of the squadron, who saw that the capture was illegal, and then proceeded to Liverpool, but again his papers were omitted to be endorsed, and he was liable to be stopped by any other United States ship he might fall in with.

He was detained about eight days, and for this we have had to pay an additional premium of 107 per cent.

You will see that the proceedings have been altogether irregular, and how necessary it is that your cruisers should be furnished with proper instructions, so as to prevent any difficulty of this nature hereafter.

Commending the matter, which is of marked importance to the commercial world, to your attention, in the hope that it may lead to the taking by the Navy Department of the steps indicated as necessary in the premises,

We are, your friends,

BROWN BROTHERS & Co.  
HOWARD POTTER.

HON. SECRETARY OF STATE,  
Washington, D. C.

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[Extract.]

CONSULATE-GENERAL OF THE UNITED STATES OF AMERICA,  
Havana, August 8, 1861.

SIR: On the 3d instant a small schooner under British colors, called the *Adeline*, Smith, master, arrived here from Savannah with a cargo of rice, having met no vessel of our blockading squadron. She went there from Nassau and is now loading here to return to Savannah with sugar and fruit. I will report her to our naval officers at Key West.

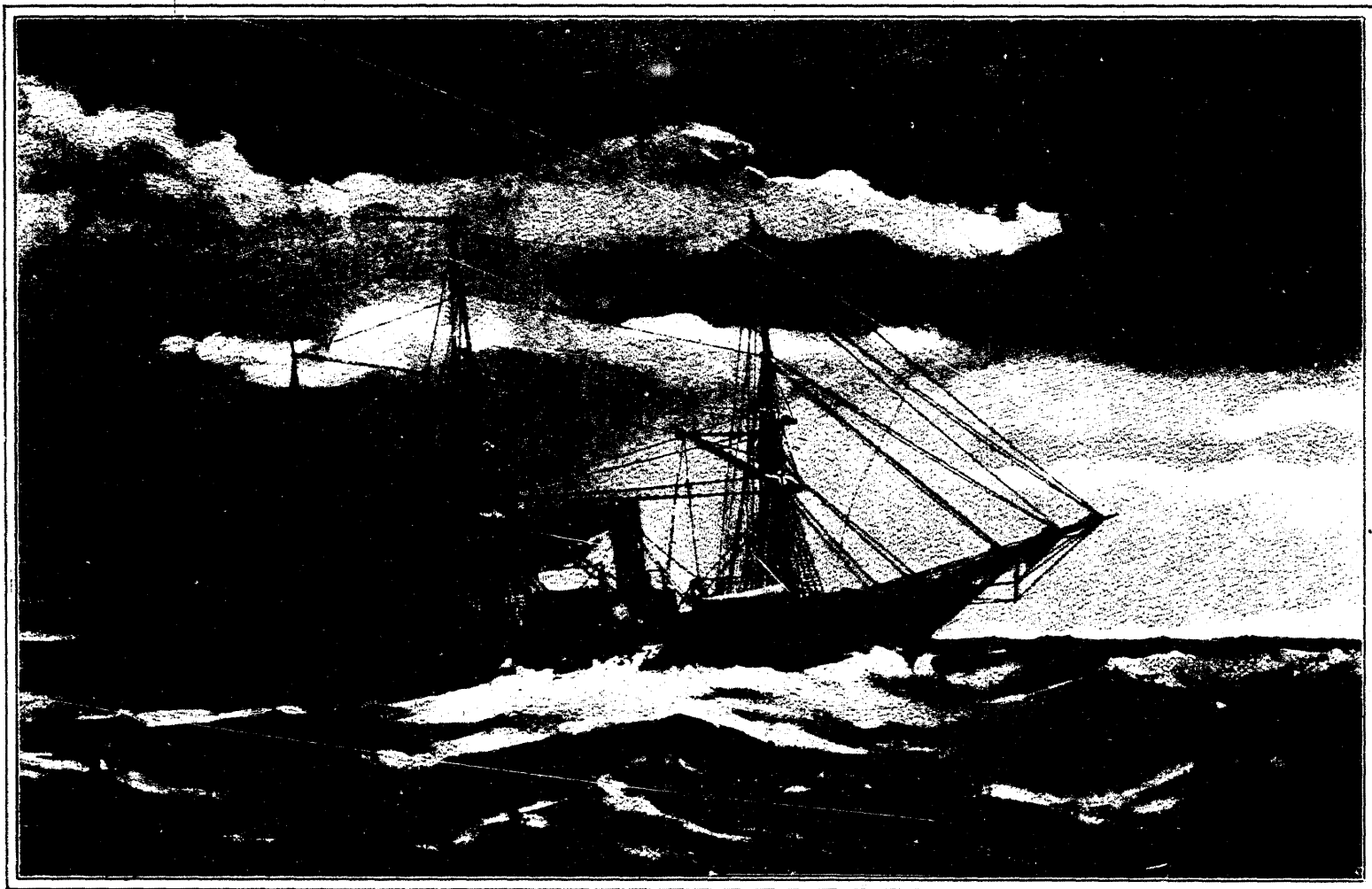
Some days since a British brig came to Cardenas from Wilmington, [N. C.], laden also with rice. \* \* \*

I have the honor to be, etc.,

THOS. SAVAGE,  
Vice-Consul-General.

HON. WILLIAM H. SEWARD,  
Secretary of State of the United States, Washington.





UNITED STATES STEAMER SUSQUEHANNA.  
Drawn from war-time print.

*Report of Captain Chauncey, U. S. Navy, commanding U. S. S. Susquehanna, of the arrival of that vessel off Hatteras Inlet.*

U. S. S. SUSQUEHANNA,  
*Hatteras Inlet, North Carolina, August 28, 1861.*

SIR: I have the honor to report the arrival of this ship, under my command, in obedience to your order of the 26th instant, received yesterday at noon off Cape Henry, and to report the ship ready for service.

I am, sir, very respectfully, your obedient servant,  
JNO. S. CHAUNCEY,  
*Captain.*

Flag-Officer S. H. STRINGHAM,  
*Commanding Atlantic Blockading Squadron,  
Hatteras Inlet, North Carolina.*

*Capture\* of Confederate batteries at Hatteras Inlet, North Carolina,  
August 28 and 29, 1861.*

Report of Flag-Officer Stringham, U. S. Navy, commanding Atlantic Blockading Squadron.

U. S. S. MINNESOTA,  
*Off Hatteras Inlet, August 30, 1861.*

SIR: I have the honor to inform you that we have been eminently successful in our expedition. All that could be wished by the most hopeful has been accomplished.

This morning we are taking on board the *Minnesota*, officers and men, 615, captured with the forts at Hatteras Inlet, which surrendered yesterday after bombardment from the fleet of parts of two days.

I shall forward a full account immediately on my arrival at New York, whither I have concluded to land them, as requested in your communication in reference to prisoners coming into possession of the Navy. After landing them I shall return to Hampton Roads.

Respectfully, your obedient servant,  
S. H. STRINGHAM,  
*Flag-Officer, Atlantic Blockading Squadron.*

Hon. GIDEON WELLES,  
*Secretary of Navy.*

Report of Flag-Officer Stringham, U. S. Navy, commanding Atlantic Blockading Squadron, transmitting articles of capitulation.

U. S. S. MINNESOTA,  
*Off Hatteras Inlet, August 30, 1861.*

SIR: I have the honor to enclose the articles of capitulation agreed upon at the surrender of the forts at the inlet of Hatteras, North Carolina.

\* For reports of part borne by the Army in this affair, see Official Records of the Union and Confederate Armies, Series 1, Vol. 4, pp. 579-594.

If the Department has any orders I should be pleased to receive them at New York.

Respectfully, your obedient servant,

S. H. STRINGHAM,  
*Flag-Officer, Atlantic Blockading Squadron.*

Hon. GIDEON WELLES,  
*Secretary of Navy.*

[Enclosure.]

U. S. FLAGSHIP MINNESOTA,  
*Off Hatteras Inlet, August 29, A. D. 1861.*

*Articles of capitulation between Flag-Officer Stringham, commanding the Atlantic Blockading Squadron, and Benjamin F. Butler, U. S. Army, commanding, on behalf of the U. S. Government, and Samuel Barron, commanding the naval forces for the defense of North Carolina and Virginia, and Colonel Martin, commanding the forces, and Major Andrews, commanding the same forces at Fort Hatteras.*

It is stipulated and agreed between the contracting parties that the forces under command of the said Barron, Martin, and Andrews, and all munitions of war, arms, men, and property under the command of said Barron, Martin, and Andrews, be unconditionally surrendered to the Government of the United States in terms of full capitulation.

And it is stipulated and agreed upon by the contracting parties on the part of the U. S. Government that the officers and men shall receive the treatment due to prisoners of war.

In witness whereof we, the said Stringham and Butler, on behalf of the United States, and the said Barron, Martin, and Andrews, representing the forces at Hatteras Inlet, hereunto interchangeably set our hands this 29th day of August, A. D. 1861, and of the Independence of the United States the eighty-fifth year.

S. H. STRINGHAM,  
*Flag-Officer, Atlantic Blockading Squadron.*

BENJ. F. BUTLER,  
*Major-General, U. S. Army, Commanding.*

S. BARRON,  
*Flag-Officer, U. S. Navy, Comdg. Naval Defenses Va. and N. C.*

WM. F. MARTIN,  
*Colonel Seventh Regiment Infantry, North Carolina Volunteers.*

W. S. G. ANDREWS,  
*Major, Commanding Forts Hatteras and Clark.*

Detailed report of Flag-Officer Stringham, U. S. Navy, commanding Atlantic Blockading Squadron, transmitting report of Commander Gillis, U. S. Navy, commanding U. S. S. Monticello.

U. S. FLAGSHIP MINNESOTA,  
*New York Harbor, September 2, 1861.*

SIR: I have the honor to inform the Department that I left Hampton Roads August 26, 1861, the earliest moment the weather would permit, with the flagship *Minnesota*, Captain G. J. Van Brunt, having in company the U. S. steamers *Wabash*, Captain Samuel Mercer; *Monticello*, Commander John P. Gillis; *Pawnee*, Commander S. O. Rowan; *Harriet Lane*, Captain John Faunce; U. S. chartered steamers *Adelaide*, Commander Henry S. Stellwagen; *George Peabody*, Lieutenant R. B. Lowry, and tug *Fanny*, Lieutenant Peirce Crosby, all of United States Navy.

The transports *Adelaide* and *George Peabody*, towing schooners with surfboats on them, and the *Monticello* and *Pawnee* surfboats only.

Major-General Butler took passage in this ship, the transports having parts of two regiments and one company of regulars under the commands of Colonels Max Weber and Hawkins and Captain Larned, U. S. Army. At — p. m. passed Cape Henry and discharged pilot; light airs from south and east, with a ground swell.

*Tuesday, 27th.*—Light airs from the south and east with a heavy ground swell; at 9:30 a. m. Cape Hatteras light in sight, rounded the shoals off Hatteras, and at 5 p. m. anchored at the southward of the cape, the squadron in company. Hoisted out the surfboats and made preparations for landing troops in the morning.

*Wednesday, 28th.*—Southerly winds, heavy surf rolling on the beach.

Calling the men at 4 a. m., gave them an early breakfast. Put 12-pound rifle gun and 12-pound howitzer in one of the surfboats and sent it to the *Adelaide*; Major-General Butler, and the marines of the *Minnesota*, the latter under command of Captain William L. Shuttleworth, U. S. Marine Corps, and sent to the *Harriet Lane*.

At 6:45 a. m. made signal to "disembark troops," and ordered *Pawnee*, *Monticello*, and *Harriet Lane* to cover and assist in landing them.

At 8:45 the *Wabash*, with the *Cumberland*, Captain John Marston, in tow, led in toward Fort Clark, the *Minnesota* following. At same time the *Monticello*, *Pawnee*, *Harriet Lane*, and the transports stood in toward a wreck about 2 miles east of the fort and commenced landing the troops at 11:30.

At 10 o'clock the *Wabash* and *Cumberland* opened fire on Fort Clark. The fire was returned by the fort.

At 10:10 the *Minnesota* passed inside of the *Wabash* and *Cumberland* and opened fire. These vessels continued passing and repassing the fort until it was abandoned by the enemy.

The fire was returned from the fort, the shot falling short or passing over the ships.

At 11 o'clock the *Susquehanna*, Captain J. Chauncey, made her number and was directed to engage the battery.

At 12:25 p. m. flags down on Forts Clark and Hatteras, the first apparently abandoned by the enemy, who were running toward Fort Hatteras and leaving the shore in boats.

At 12:30 p. m. made signal to cease firing.

At 1:10 p. m. our troops moving up the beach. At 2 p. m. American flag displayed from Fort Clark by our pickets, who were in possession.

At 4 *Monticello*, Captain Gillis, was ordered to feel his way into the inlet and take possession, but he had advanced only a short distance when fire was opened on him from Fort Hatteras, toward which a tug steamer, towing a schooner filled with troops was seen coming from the southward for its relief.

General signal, "Engage batteries," was immediately made. The *Minnesota*, *Susquehanna*, and *Pawnee* opened fire at once (the *Wabash* having towed the *Cumberland* into the offing).

The *Monticello*, from her advanced position, was much exposed and was struck several times, but finally hauled off without serious damage.

At 6:15 signal to cease firing was made and the squadron hauled off for the night, with exception of *Monticello*, *Pawnee*, and *Harriet Lane*, they being ordered to go inshore and protect the troops during the night.

Wind from south, and weather looking squally.

*Thursday, 29th.*—Southwest winds and pleasant weather; sea more moderate. At 5:30 a. m. made general signal, "Prepare to engage batteries and follow my motions;" weighed anchor and stood inshore; discovered the main body of our troops near where they landed.

At 7:15 instructed commanders of *Monticello* and *Pawnee* to attend to the troops on the beach and embark them if they wished to come off; if they did not, to provision them.

At 7:30 made general signal, "Attack batteries, but be careful not to fire near the battery in our possession."

At 8 a. m., *Susquehanna* leading, opened fire on Fort Hatteras, the *Wabash* following; *Minnesota* passing inside of the *Wabash*, anchored between her and the *Susquehanna* and opened fire at 8:15. At 9 the *Cumberland* came in under sail—handled handsomely—and anchored in excellent position on the starboard bow of the *Minnesota* and commenced firing with effect.

Observing our shot to fall short some, made signal "Cease firing; use 15-second fuzes only, with X-inch guns."

At 9:35 recommenced firing, our shot now falling in and around the battery with great effect.

At 9:45 the *Harriet Lane* came up and joined in the fire with her rifled guns.

At 11:10 a. m. a white flag was displayed from the fort. Made signal "Cease firing."

The enemy returned our fire throughout the engagement, but with no effect, their shot falling short.

Almost at the commencement of the engagement they hauled down their colors, and showed none until the white flag was displayed. When the flag was hauled down it was thought by many they had surrendered, but as the same thing had been done yesterday and they afterwards fired on the *Monticello*, no attention was paid to it. They soon recommenced firing, and continued so to do until they surrendered, without, as I have stated above, any colors flying.

Upon the appearance of the white flag our troops marched toward the fort, and as if by preconcerted signal, but without any order or request, the officers and crews of the squadron gave three hearty cheers for our success.

At 11:30 Major-General Butler in the tug *Fanny* went into the inlet to the rear of the forts to take possession. Three steamers and several schooners with troops on board were in the sound watching the engagement. They all left as the *Fanny* approached. She fired at them with her rifled piece.

I directed the *Harriet Lane* to go in the inlet, giving her my best pilot. She grounded, but soon got off.

The chartered steamers, with the remaining troops on board, went into the inlet. The *Lane*, in following these steamers, grounded a second time, and has been unable at the time of my departure from the inlet (3 p. m. of the 30th) to get off. The weather being fine and sea smooth, and having the assistance of the *Susquehanna*, *Monticello*, and *Pawnee*, under my directions, to render every aid, I am in hopes that she has, ere this, succeeded in getting afloat again.

In this connection I may very appropriately apprise the Department and congratulate myself that I have no accident to record to a single officer or man of the Navy, Army, or marines.

At about 2:30 p. m. of the 29th Major-General Butler came to this ship bringing with him three senior officers, viz, Samuel Barron, flag-officer, U. S. Navy, commanding naval defenses of Virginia and North Carolina; William F. Martin, colonel Seventh Regiment Infantry, North Carolina Volunteers; William S. G. Andrews, major, commanding Forts Hatteras and Clark, informing me the enemy had surrendered under the stipulations contained in the original agreement between



myself and Major-General Butler on behalf of the U. S. Government and the officers above named, on the part of the enemy, which agreement I had the honor of enclosing with my dispatch No. 134, under date August 30, off Hatteras Inlet.

I have the honor to enclose a copy of report of Commander J. P. Gillis, of the *Monticello*, and I here take the opportunity of mentioning with great pleasure the name of Commander A. Ludlow Case, my fleet captain, for very prompt and efficient services during all the time we have been occupied in the expedition so successfully terminated.

In conclusion, I beg leave to state to the Department and to my Government, that I have nought but praise to accord to officers, seamen, and marines, and officers and soldiers of the Army who were present, for gallantry and cheerful devotion to duty and to their Government, the United States of America, which they all cheerfully and heartily serve.

That it may be perpetual, is their wish and the wish of,

Respectfully, your obedient servant,

S. H. STRINGHAM,  
*Flag-Officer, Atlantic Blockading Squadron.*

HON. GIDEON WELLES,  
*Secretary of Navy.*

[Enclosure.]

U. S. S. MONTICELLO,  
*Off Hatteras Inlet, August 30, 1861.*

SIR: In feeling our way through the entrance, endeavoring to reach with this vessel the harbor, we grounded, frequently touching bow and stern. Finding the water shoaling, and being attacked briskly by the battery on shore of fourteen guns, having no room to work ship, and likely to get hard aground, we returned the fire and opened rapidly on the fort, officers and men doing their duty with courage and coolness. We succeeded in turning and getting the vessel into deeper water as the battery on shore ceased firing. The following is a memorandum of damages received from the Confederate battery: One shot amidships on the port side, which has probably lodged in a knee, as we can see no evidence inside. Another shot amidships, on port side, carried away boat's davit and drove the fragments through the armory, pantry, and galley. Another shot cut away part of the topsail yard and sail. Another shot in the starboard bow at water line. This shot is lodged in a knee in the shell locker forward. One shot amidships on starboard side passed through the berth deck, through paint locker, across fire room, and lodged in the port coal bunker, after ripping up the deck; the whaleboat's bottom shot away and gig injured.

I hasten to give you, sir, this account of repairs necessary; having been almost constantly employed, have not made out any formal report. We expended between 90 and 100 shell and 3 shrapnel.

Congratulating you, sir, on the successful result of the attack on the batteries of the Confederates, and the good cause in which we are engaged, I will conclude with "the Union now, the Union ever," and am,

Very respectfully, your obedient servant,

JNO. P. GILLIS,  
*Commander, U. S. Navy.*

Flag-Officer S. H. STRINGHAM, U. S. Navy,  
*Commanding Atlantic Blockading Squadron,  
Off Hatteras Inlet, North Carolina.*

Report of Flag-Officer Stringham, U. S. Navy, commanding Atlantic Blockading Squadron, transmitting list of prisoners captured.

U. S. FLAGSHIP MINNESOTA,  
New York Harbor, September 2, 1861.

SIR: I have the honor to enclose to the Department a correct list\* of the prisoners captured by the Navy at Forts Hatteras and Clark on the 29th day of August, A. D. 1861, amounting to a few more than the number I gave in my dispatch No. 133.

The three senior officers of the enemy surrendered their swords to me on board the *Minnesota*. Will the Department please inform me what disposition I can make of them.

I am not able to get a correct list of the killed and wounded on the part of the enemy.

I wish in this official manner to renew the opinion which I [have] heretofore given, as to the very great importance to the Government of retaining in our possession the forts at Hatteras.

This inlet I consider the key to all the ports south of Hatteras, and only second in importance to Fortress Monroe and Hampton Roads.

From all I can learn it was the intention of the enemy to fortify this point as strong as possible.

It will be of great service to our fleet in their blockading operations, and most effectually, I trust, put an end to the pirating which has been so successfully carried on there for some time past.

Respectfully, your obedient servant,

S. H. STRINGHAM,  
Flag-Officer, Atlantic Blockading Squadron.

Hon. GIDEON WELLES,  
Secretary of Navy.

Report of Flag-Officer Stringham, U. S. Navy, commanding Atlantic Blockading Squadron, of two heroic incidents of the bombardment.

U. S. FLAGSHIP MINNESOTA,  
New York Harbor, September 3, 1861.

SIR: My official report was too extended to allow me to particularize incidents of the bombardment of the 28th and 29th August.

I venture to relate two incidents. The raising of the United States flag upon Fort Clark I have mentioned, and that it was a deed of noble daring was apparent to friends and enemies.

It was done by a sailor from the U. S. S. *Pawnee*. (I regret I have not his name.) He was one of a few from that vessel out of their ship, their boat having been swamped in landing troops.

The "Minnesotians" yet talk of an incident which occurred on board this ship. J. D. Kraigbaum, in sponging a gun, unfortunately lost overboard his sponger; quick as thought he plunged overboard, grasped it, swam up to the port, and was helped in by his comrades.

When asked by his officer why he did so rash an [act], he replied he did not want his gun to be disgraced.

I am sure the Department will pardon me for relating these incidents. I can only offer as excuse the pride which I take in officers and men

\*List omitted. It contained 670 names.

under my command who are thus ready to risk life in the service of their country.

Respectfully, your obedient servant,

S. H. STRINGHAM,  
*Flag-Officer, Atlantic Blockading Squadron.*

Hon. GIDEON WELLES.

Report of Captain Mercer, U. S. Navy, commanding U. S. S. *Wabash*, of the arrival of that vessel at New York, and of the damages received in the engagement at Hatteras Inlet, North Carolina.

U. S. STEAM FRIGATE *WABASH*,  
*New York, October 8, 1861.*

SIR: Agreeably to your order of September 18, 1861, I have the honor to inform you of the arrival of this ship at this port.

I will take occasion here to remark that this ship was struck twice in the hull at Hatteras Inlet by shot from a rifled cannon.

The first shot struck just forward of the mainmast in the starboard gangway, about a foot and a half above the water line.

The second, just forward of the mizzen channels, starboard side, 5 or 6 feet under water; both shot were fully buried in the hull of the ship.

I would also respectfully request permission to discharge my steward and servant, both shipped especially as such. Their names are, respectively, Edward Gordon and Stephen Statia. I will also mention that the bottom of the *Wabash* is thickly coated with barnacles, accumulated while anchored off Charleston.

I am, sir, respectfully, your obedient servant,

SAML. MERCER,  
*Captain.*

Hon. GIDEON WELLES,  
*Secretary of the Navy, Washington City.*

Detailed report of Commander Gillis, U. S. Navy, commanding U. S. S. *Monticello*.

U. S. S. *MONTICELLO*,  
*Off Hatteras Inlet, North Carolina, August 31, 1861.*

SIR: I have the honor to report to you that, in obedience to the order of Flag-Officer S. H. Stringham, the transport steamers with troops on board were convoyed safely to the position off this inlet indicated by him.

I communicated with the U. S. S. *Cumberland*; the *Harriet Lane* took her in tow; boarded schooner *Equator*, from Nassau [New Providence], with fruit, for New York.

On the arrival of the frigates *Minnesota* and *Wabash* (27th), received further instructions from the flag-officer, and proceeded to carry them out. Stood in and made a reconnoissance of the shore, discovering two forts on north side of entrance to Hatteras Inlet, and a suitable place for landing troops on the beach about 2 miles to the north.

On the 28th received the marines from *Minnesota* and *Wabash*, also a lighter, or scow, with two howitzers, which we landed, and assisted in landing some of the other troops, about 300 in all, I believe. The *Minnesota*, *Wabash*, and *Cumberland* took positions and commenced shelling the forts on the point, which promptly returned the fire, and the *Harriet*

*Lane*, *Pawnee*, and *Monticello*, covered our troops on shore with their shell. Wind freshening and surf increasing, could not land more troops. Steamed down along the beach, extending our firing to the forts, one of which ceased to fire and hauled down the Confederate flag. We were feeling our way in through inlet when signaled to come alongside the flagship; received a pilot for the inlet from flagship; proceeded to attempt the passage; no rebel flag flying on shore; entered between the breakers, feeling our way carefully with the lead for deepest water. The vessel struck heavily frequently. Continued on in hopes of getting into deeper water and being enabled to enter the sound, the large fort of fifteen guns still showing no colors and our own troops in possession of the other of five guns. As we turned the point on Spithead, finding so little water that we would be compelled to turn and work the vessel out again if possible, the large fort opened a brisk fire upon us, which we promptly returned with our pivot gun and port battery (two 32-pounders abaft); ship striking often as we backed and filled to turn her head seaward. By keeping the engine in motion we succeeded, with the aid of the swell, in getting out of the inlet, firing 5-second shell rapidly and with precision at the battery. We were about fifty minutes in this tight place, during which time we fired thirty shell. The fort fired slow as we came out and did not return our last three shot, owing, no doubt, to the promptness with which the flag-officer and the other vessel opened upon them for our relief. We were struck by 8-inch shot and shell, once amidships on port side, shot lodged in knee; another amidships on port side, which carried away boat davit and drove the fragments of shell and davit through the armory, pantry, and galley; another shot carried away a part of the foretopsail yard and sail on the port yardarm; another on the starboard bow. This shot lodged in the knee at forward end of shell locker. Another shot amidships on the starboard side passed through across berth deck, through locker and bulkhead, across fire room, and lodged in the port coal bunker, ripping up the deck in the gangway over it. Whaleboat's bottom shot away and gig injured. Received carpenters from flagship to make temporary repairs, plug shot holes, etc., and stood in toward the batteries, firing several guns.

Expended the following ammunition:

Seventeen 5-second 10-inch shells, eighteen 10-second 10-inch shells, eleven 15-second 10-inch shells, nine 5-second 32-pounder shells, twenty 10-second 32-pounder shells, eleven 15-second 32-pounder shells, three shrapnel; total, 89.

Powder:

Forty-six 10-pound charges, twenty-eight 6-pound charges, fifteen 4-pound charges; total, 89.

We have since learned that the pilot took us in the wrong channel or passage.

29th—Went in to endeavor to get off the surfboats from the beach; got one and delivered her to steamer *Adelaide*; sent provisions to the troops on shore. The *Minnesota*, *Wabash*, and *Susquehanna* opened fire on the large fort. *Cumberland* came in, anchored, and opened fire. Fort showed a white flag. Steamer *Fanny* went in, also the *Adelaide* and *Peabody* with remainder of troops, four American flags flying on the large fort, which fired a salute of fourteen guns. Went to the assistance of the *Harriet Lane*, aground in the inlet; took men off the hulks.

30th—Picked up a large boat adrift to northward and eastward; delivered her to *Wabash*. The forts, we learn, mounted 21 guns, large caliber. Six hundred and fifteen prisoners brought off to flagship, among them

Captain Samuel Barron and Lieutenant Sharp, late of the U. S. Navy. Of the Confederates there were 7 killed and 25 wounded. Another report gives 45 as the number killed; that many were sent off in their steamers up the sound on the evening of the 28th. On board the *Monticello* there were 2 wounded slightly. The officers and crew of this vessel acted with courage and coolness, particularly while we were under the close and rapid fire of the large fort and endeavoring to get the vessel in deeper water, she striking hard and frequent.

I am, very respectfully, sir, your obedient servant,

JNO. P. GILLIS,  
Commander.

HON. GIDEON WELLES,  
Secretary of Navy, Washington.

*List of officers attached to the U. S. S. Monticello.*

Commander, John P. Gillis.  
First lieutenant, Daniel L. Braine.  
Acting master, Edwin V. Gager.  
Acting paymaster, Geo. De F. Barton.  
Assistant surgeon, Fred E. Potter.  
Acting master, John F. Winchester.  
Acting chief engineer, George M. Wait.  
Master's mate, first, Lewis A. Brown.

Master's mate, second, Richard Hustace.  
Master's mate, third, Augustus G. Stebbins.  
Acting second engineer, Jonathan Thomas.  
Acting third engineer, Columbus L. Griffin.

To Lieutenant Braine I am indebted for the previous drilling of the crew and attention to the battery; to Acting Master Gager for his careful management at the wheel, and to Acting Chief Engineer Wait for his care and promptness in the management of the engines.

Respectfully, your obedient servant,

JNO. P. GILLIS,  
Commander.

Report of Commander Stellwagen, U. S. Navy, commanding U. S. chartered steamer *Adelaide*, transmitting surgeon's report of casualties.

U. S. CHARTERED STEAMER ADELAIDE,  
*August 31, 1861.*

SIR: I have to report that the expedition to Cape Hatteras Inlet has resulted in a signal victory over the rebels, the capture of two forts, 25 cannons, 1,000 stands of arms, 715 prisoners, amongst whom are Captain Samuel Barron, Lieutenant Sharp, and Dr. Wyatt M. Brown, all late of the U. S. Navy, and Major Andrews and other officers, late of the U. S. Army. The amount of loss on their side is not exactly known; 5 are ascertained to have been buried, and 11 wounded are on board this vessel. Many were carried away, Lieutenant Murdaugh, late of the U. S. Navy, among the number, with the loss of an arm. We met with no casualty of any consequence whatever. The surrender was unconditional. For full particulars, I beg to refer to the reports of Flag-Officer Silas Stringham and Major-General B. F. Butler.

Although the *Adelaide* and *G. Peabody* were chartered for other especial service, yet to further other important operations I consented to take the troops on board from Newport News and Fortress Monroe, 900 men, with arms, provisions, and munitions of war, and landed part of them, about 300, amidst a heavy surf until the boats filled and became unmanageable. The men-of-war hauled in and commenced a heavy cannonade at 10:15 a. m. on the 28th, and kept it up with intervals all day, recommencing on the 29th at 8.15 with increased effect; the

enemy's reinforcements, endeavoring to land 1,000 or 1,500 men, were driven back, and at 11:30 they displayed a flag of truce, but were forced to surrender at discretion.

On the appearance of the white flag, I steamed into the inlet and laid behind the fort, ready to throw the remaining troops ashore, either in case of recommencement or cessation of hostilities. The *George Peabody*, Lieutenant Lowry, did the same. At the surrender we officiated in the ceremonies, after which the prisoners were brought to this vessel, and next day, the 30th instant, placed them on board the *Minnesota*, which vessel sailed at 2:30 p. m. for New York, and we left for Annapolis with Major-General Butler, U. S. Army, and the wounded prisoners.

I hope my endeavors in the case may meet your full approbation, and beg to recommend to your consideration the conduct of Lieutenant-Commanding R. B. Lowry, associated with me in this work, and placed in charge of the *George Peabody*; of Dr. William M. King, U. S. Navy, who volunteered for the expedition. I have also received valuable assistance from my corps of pilots, and from Dr. T. C. Stellwagen and James Forsyth, who acted in the place of junior officers.

I am, very respectfully, your obedient servant,

H. S. STELLWAGEN,  
Commander.

[Hon. GIDEON WELLES.]

[Enclosure.]

U. S. CHARTERED STEAMER ADELAIDE,  
August 31, 1861.

SIR: In obedience to your order, I have the honor herewith to furnish you a complete list of the wounded prisoners taken at the surrender of Fort Hatteras.

The whole number is 13, and 11 of these were transferred to this steamer by the order of Flag-Officer Silas H. Stringham. The 2 remaining men were found to be too seriously injured to permit of being moved, and were consequently left in the fort in charge of a medical officer. From the information which I have received from a credible source, I have formed the opinion that many of the wounded and perhaps all the killed were sent on board the rebel steamers in the sound prior to the capitulation. Only 2 killed were found, and these were discovered in the outhouses of Fort Clark the day of the evacuation of that work.

I understand from Surgeon Wyatt M. Brown, formerly of the U. S. Navy, and at present holding a commission in the Army of the Confederate States and in charge of the medical department of Forts Hatteras and Clark, that ex-Lieutenant Murdaugh, of the U. S. Navy, was very badly injured, a fragment of shell striking his forearm and making a compound fracture of the bones. This gentleman escaped from Hatteras prior to the surrender, in the privateer *Winslow*.

1. Willoughby Davis, *æt.* 22; native North Carolina; Jonesboro Guards; lacerated flesh wound of instep; not serious.

2. William E. Clark, *æt.* 17; native North Carolina; Tar River Boys; lacerated wound  $1\frac{1}{2}$  inches deep of external surface of upper part of lower third of right thigh; doing well.

3. James A. Cary, *æt.* 23; native North Carolina; Tar River Boys; deeply lacerated wound involving deltoid muscle, left shoulder; quite serious, although the joint is not believed to be implicated.

4. William G. Andrews, Hamilton Guards; lacerated wound, implicating tarsus and metatarsus, left foot; continuous oozing of blood; serious.

5. Mathias Sawyer, *æt.* 23; native North Carolina; North Carolina Defenders; contused wound of upper part of the left breast and neck; expectorating blood; not much constitutional disturbance.

6. Logan Metts, *æt.* 18; native North Carolina; Lenoir Braves; slight flesh wound of middle third left leg, external surface.

7. Wilson J. Forbes, *æt.* 27; native North Carolina; Jonesboro Guards; severe lacerated wound about 2½ inches long and 3 deep, upper part of upper third of thigh, posterior surface.

8. Henry Hines, *æt.* 25; native North Carolina; Lenoir Braves; severely lacerated wound of left nates.

9. Ashley Keele, *æt.* 25; native North Carolina; Hamilton Guards; lacerated wound left nates.

10. John Mills, *æt.* 18; native North Carolina; Tar River Boys; penetrating wound produced by a fragment of shell, occupying posterior aspect of forearm about 1½ inches from olecranon process to the outer side; joint perhaps implicated.

11. McGilbert Rogerson, *æt.* 21; native North Carolina; Roanoke Guards; contusion of right foot; considerable swelling; no fracture.

12. Francis Mooring, *æt.* 51; native North Carolina; Lenoir Braves; right half of os pontis with a portion of anterior lobe of brain carried away by a piece of shell; extensive hernia cerebri; mortal.

13. John Mooring, *æt.* 18; native North Carolina; Tar River Boys; compound comminuted complicated fracture of left arm; compound fracture of left thigh; mortal.

The above-named men were placed under my care after the surrender of Fort Hatteras on the afternoon of the 29th instant. The injuries were caused by fragments of shells during the bombardment of the fort, which not only lacerated, but in many, if not all, the cases burned the soft parts.

I am, very respectfully, your obedient servant,

WM. M. KING,  
*Assistant Surgeon.*

Commander HENRY S. STELLWAGEN, U. S. Navy,  
*Commanding Steamer Adelaide on Special Service.*

Report of Commander Rowan, U. S. Navy, commanding U. S. S. Pawnee, of the loss of two boats.

U. S. S. PAWNEE,  
*Hatteras Inlet, August 31, 1861.*

SIR: Having lost two of my best boats in landing troops and assisting the *Harriet Lane*, I obtained from the steamer *Peabody* a good boat and receipted for it for \$150.

I have the honor to be, very respectfully, your obedient servant,  
S. C. ROWAN,  
*Commander.*

HON. GIDEON WELLES,  
*Secretary of the Navy, Washington.*

Detailed report of Captain Faunce, U. S. Revenue Marine, commanding U. S. S. Harriet Lane.

U. S. S. HARRIET LANE,  
*Hampton Roads, September 6, 1861.*

SIR: In obedience to your orders of 26th August, I got underway at 2:15 p. m., and left Hampton Roads in company with the steamers

*Minnesota*, *Wabash*, *Pawnee*, *Monticello*, *Adelaide*, *George Peavoay*, and *Fanny*, and on the 27th made Cape Hatteras. On the 28th and 29th took part in the bombardment at Hatteras Inlet, and assisted in protecting the landing of the troops. On the 29th, a flag of truce having been hoisted on the fort, I received a pilot from the flagship and attempted to run into the inlet, but the vessel taking the ground, was unable to do so. Backed off, returned to the flagship, sent the pilot back and received another, whom I sent in the launch to sound out the channel. While he was absent I was signaled by the flag-officer to come within hail, and on doing so was again ordered in. I told him I had no pilot and that I thought the vessel drew too much water, but was ordered to communicate with the *George Peabody*, which vessel had a pilot. I did so, and was told by the officer on that vessel to follow him. I attempted to do so, and, at 1:15 p. m., found my vessel fast on the shoal at the mouth of the inlet, and when I found it was impossible to move the ship, for her preservation commenced lightening by throwing shot, shell, and coal overboard, and made every exertion to get her off; about 5 p. m. throwing the four 32-pounders over to windward. A boat came from the *Susquehanna* and was sent back with a request for more boats and men, which were sent by that vessel and also by the *Pawnee*. The engines began filling with sand from injection pipe, and the feed pumps having stopped, I was obliged to use the donkey pump to supply boilers. During the night kept all hands employed lightening ship, and made sail, endeavoring to make her beat over the shoal, but without effect, as we had no boat large enough to carry out an anchor in the sea then running.

30th.—The ship labored heavily, lifting the engine frames. Found starboard air pump disabled; disconnected it, took off foot-valve bonnet, and worked starboard engine high pressure. At 8:30 a. m., the starboard boiler leaking badly, hauled fire, blew off water, shut stop valve, and used port boiler only. With the assistance of the *Susquehanna's* launch got out port bower, stream, and large kedge anchors, and at flood tide hove the ship about six times her length toward the channel. All hands at work throwing over spars, stores, provisions, etc.

31st.—Hauled fire in port boiler, and blew off water and steam, to lighten ship. At 2:20 p. m., after laboring nearly fifty hours, succeeded in hauling the vessel off the shoal. Steam tugs *Fanny* and *Tempest* took her in tow, and at 3:30 came to anchor in Hatteras Inlet, off Fort Hatteras.

The following articles were expended to lighten ship:

1 tank of quicksilver.  
3 crank pins.  
500 bolts (assorted).  
1 blow cock.  
100 pounds white lead.  
100 pounds red lead.  
1 bar inch square iron.  
1 bar  $\frac{3}{4}$  inch square iron.  
1 bar  $1\frac{1}{4}$  inch square iron.  
1 bar  $1\frac{1}{2}$  inch round iron.  
1 bar 1 inch round iron.  
2 bars  $\frac{3}{4}$  inch round iron.  
2 bars  $\frac{5}{8}$  inch round iron.  
1 bar  $3\frac{1}{2}$  by  $\frac{3}{4}$  inch flat iron.  
1 bar  $\frac{3}{4}$  by  $2\frac{3}{8}$  inches flat iron.  
1 bar  $1\frac{1}{4}$  inch flat iron.  
10 jaws for crossheads.  
2 stub crank pins.  
40 water-wheel bolts.  
40 grate bars.

2 barrels tallow.  
75 pounds green paint.  
6 globe lamps, broken.  
40 shot for 8-inch gun.  
30 shells for 8-inch gun.  
129 shells for 32-pounders.  
100 shot for 32-pounders.  
5 cases of shell, shrapnel, canister for boat howitzer.  
62 cylinders powder for 8-inch gun.  
205 cylinders powder for 32-pounders.  
4 rifled 32-pounders.  
2 side tackles for 32-pounders.  
4 gun carriages for 32-pounders.  
2 Maynard rifles.  
10 pair hand and leg irons.  
4 breechings for 32-pounders.  
4 gunner's handspikes.  
1,080 salt rations.  
50 pounds beef.



Twenty-two shells for 8-inch gun and eighteen for the 32-pounders were expended during the engagement.

I remained off Fort Hatteras until September 3, occupied in making temporary repairs to the vessel and engines, when, having received orders from Captain Chauncey to report to him when ready for sea, I procured about 7 tons of coal from the *Pawnee* and got underway at 6 a. m. on the 4th. Stood out of the inlet and came to anchor near the *Susquehanna*. Having communicated with Captain Chauncey, I started on my return voyage, and now have the honor to report my safe arrival at this anchorage. My thanks are due to the captains and officers of the *Susquehanna* and *Pawnee* for the assistance rendered me in time of distress.

I am, sir, very respectfully, your obedient servant,  
 JOHN FAUNCE,  
*Captain.*

Flag-Officer S. H. STRINGHAM,  
*U. S. S. Minnesota, Hampton Roads, Virginia.*

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[Telegram.]

NAVY DEPARTMENT, *September 1, 1861.*

SIR: Department congratulates you upon the successful blow dealt by the Navy upon the rebels.

The position is to be retained. See about moorings for the inside harbor and all matters necessary to make it a naval station.

G. V. FOX,  
*Assistant Secretary.*

Flag-Officer S. H. STRINGHAM,  
*Care of Commandant Navy Yard, New York.*

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Letter of congratulation from the Secretary of the Navy to Flag-Officer Stringham, U. S. Navy, commanding Atlantic Blockading Squadron.

NAVY DEPARTMENT, *September 2, 1861.*

SIR: The Department congratulates you and those of your command, and also the officers and soldiers of the Army who cooperated with you, on the reduction of Forts Hatteras and Clark and the capture of the forces employed in their defense.

The successful result thus far of an expedition projected with great care and the occupation of the positions commanding the most important inlet on the coast of North Carolina will be attended with consequences that can scarcely be overestimated.

This brilliant achievement, accomplished without the loss of a man on your part or injury to any one in the Federal service, has carried joy and gladness to the bosom of every friend of the Union.

It is, I trust, but the beginning of results that will soon eventuate in suppressing the insurrection and confirming more strongly than ever the integrity of the Union.

Convey to the officers and men of the respective vessels under your command the thanks of the Department for their gallant conduct and the assurance that is thus afforded, that in the great emergency now upon us the country may rely, as of old, upon the vigor, the courage, and the enthusiasm of its brave officers and sailors.

I am, respectfully, your obedient servant,  
 GIDEON WELLES.

Flag-Officer S. H. STRINGHAM,  
*Commanding Atlantic Blockading Squadron.*

[Telegram.]

NEW YORK, *September 2, 1861.*

SIR: Lieutenant-Colonel M. Burke declined receiving the prisoners (678) now on board this ship. What shall be done with them?

S. H. STRINGHAM,  
*U. S. S. Minnesota, New York Harbor.*

Hon. GIDEON WELLES.

[Telegram.]

NEW YORK, *September 2, 1861.*

I can accommodate in the casemate rooms of the castle 200. If the prisoners are permitted to be confined in the battery tiers with the guns I can accommodate 400 more.

G. LOOMIS.

Colonel E. D. TOWNSEND.

Report of Flag-Officer Stringham, U. S. Navy, commanding Atlantic Blockading Squadron, regarding prisoners for Fort Lafayette.

U. S. FLAGSHIP MINNESOTA,  
*New York Harbor, September 3, 1861.*

SIR: I have the honor to acknowledge receipt of telegrams from the Secretary of the Navy and also Assistant Secretary.

Hoping that we shall receive orders to-day to disembark the prisoners, I shall leave for Washington to-morrow evening.

I shall leave as soon as the ship is free from these men.

Some slight repairs are necessary to gun carriages, which will be attended to, after which the *Minnesota* will leave for Hampton Roads.

Respectfully, your obedient servant,

S. H. STRINGHAM,  
*Flag-Officer, Atlantic Blockading Squadron.*

Hon. GIDEON WELLES,  
*Secretary of Navy.*

[Telegram.]

HEADQUARTERS ARMY,  
*Washington, September 3, 1861.*

General Scott says receive and accommodate as many of the prisoners from the *Minnesota* as you can lodge and guard on Governors Island. Give directions to the volunteer regiment on Bedloe's Island to leave there as soon as it can be done without injury to the service, and then transfer the war prisoners to Fort Wood under a proper guard. The volunteer regiment may be, perhaps, sent to the camp of instruction near New York. Communicate with Commodore Stringham on board the *Minnesota*.

E. D. TOWNSEND,  
*Assistant Adjutant-General.*

Colonel G. LOOMIS, U. S. Army,  
*Commanding Governors Island, New York.*

Report of Flag-Officer Stringham, U. S. Navy, commanding Atlantic Blockading Squadron, of the transfer of prisoners to the custody of the Army.

U. S. S. MINNESOTA,  
New York Harbor, September 4, 1861.

SIR: I have the honor to inform the Department of the receipt of letter bearing date 1st September, 1861, informing me they have temporarily detached the *Iroquois* from my command.

I have the pleasure to inform you that we have this morning transferred all the prisoners, 678, recently captured at Hatteras Inlet, to the care and custody of the Army. They are safe on Bedloe's Island.

I shall leave for Washington to-morrow morning. The ships will proceed to Hampton Roads immediately some slight repairs to gun carriages are finished.

Respectfully, your obedient servant,

S. H. STRINGHAM,  
Flag-Officer, Atlantic Blockading Squadron.

Hon. GIDEON WELLES,  
Secretary of Navy.

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Letter from the Acting Secretary of the Navy to Flag-Officer Stringham, U. S. Navy, commanding Atlantic Blockading Squadron, commending the courageous acts of two seamen.

NAVY DEPARTMENT, September 11, 1861.

SIR: \* \* \* Referring to the two incidents of the bombardment at Hatteras Inlet mentioned in your No. 138, the Department desires to express its admiration of the brave and daring act of the seaman of the *Pawnee* who raised the United States flag over Fort Clark. It is one of those incidents of not infrequent occurrence which tend to show that the seamen, as well as the officers of the Navy, do not shrink from danger where the honor and pride of our flag is concerned.

Although the act of the seaman of the *Minnesota* who lost his sponger overboard during the engagement was unfortunate, yet his promptness in recovering it, and the motive that induced him to risk his life in doing so, which was "he did not want his gun disgraced," are worthy of commendation.

If these two men are worthy and qualified you are authorized to appoint them master's mates.

I am, respectfully, your obedient servant,

G. V. FOX,  
Acting Secretary.

Flag-Officer S. H. STRINGHAM,  
Comdg. Atlantic Blockading Squadron, Hampton Roads, Virginia.

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Letter of commendation from the Secretary of the Navy to Commander Stellwagen, U. S. Navy, commanding U. S. chartered steamer *Adelaide* in the expedition to Hatteras Inlet.

NAVY DEPARTMENT, September 17, 1861.

SIR: Your report of the 31st ultimo of your proceedings at Hatteras Inlet was duly received, and, in acknowledging it, I have to state that your prompt execution of the special duty to which you were assigned and your cooperation in furthering the objects of the expedition were very gratifying to the Department.

I am, respectfully, your obedient servant,

GIDEON WELLES  
Commander H. S. STELLWAGEN, U. S. Navy,  
Philadelphia.

Report of Flag-Officer Stringham, U. S. Navy, commanding Atlantic Blockading Squadron, regarding Seaman Kraigbaum.

U. S. S. MINNESOTA,  
Hampton Roads, September 20, 1861.

SIR: I have the honor to inform the Department that on consultation with Captain Van Brunt he informs me that he can not recommend the man, [J. D.] Kraigbaum, who saved his sponge at Hatteras Inlet on the day of the bombardment, for the position of master's mate.

He will promote him to a petty officer's position in the first vacancy.

Respectfully, your obedient servant,

S. H. STRINGHAM,  
Flag-Officer, Atlantic Blockading Squadron.

Hon. GIDEON WELLES,  
Secretary of Navy.

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Abstract log of the U. S. S. Minnesota, August 28 and 29, 1861.

*August 28, 1861.*—At 9:30 a. m. stood in to cover the landing of the troops near Hatteras Inlet. Engaged the insurgent batteries on the northern shore of the inlet in company with the squadron while the troops were being landed. The U. S. steam frigate *Susquehanna* came in and took her station in line of battle. From meridian to 3 p. m., firing at the batteries on shore and keeping the ship underway to maintain our position. At 1:30 p. m. the firing was discontinued, the enemy having surrendered, and our land forces and marines proceeded to take possession of the rebel batteries. The steamer *Monticello* was ordered close in to the batteries, and having got within their range, although the rebel flag had been struck, they treacherously opened fire on the steamer, striking her several times. The *Monticello*, having received several shots and one below the water line, withdrew and stood out for the flagship. Put on board the carpenter and mates to repair the shot holes.

*August 29.*—At 5:30 a. m. fired a gun and got underway in company with the *Wabash*. Stood in for Hatteras Inlet. Sent *Monticello* and *Pawnee* to embark the troops, if they wished to. Began engaging the batteries with *Wabash* and *Susquehanna*. Let go our anchor and hauled out the spanker to keep the broadside to the shore. At 9:15 the *Cumberland* came into action. Batteries returned our fire at long intervals. At 9:40 made signal to use 15-second shell. At 11:07 a white flag was raised and the fleet ceased firing. The tug *Fanny* took General Butler and staff inside the point. The *Harriet Lane* grounded in attempting to follow, but got off. Secured battery and got underway at noon. The *Adelaide* and *Peabody* took in our troops.

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Abstract log of the U. S. S. Monticello, August 27-31, 1861.

*August 27, 1861.*—Off Hatteras Inlet, North Carolina: At 3 p. m. was ordered to stand inshore and reconnoiter. Discovered two earthworks on north side of entrance; could not discover the number of guns; reported to the flagship and came to anchor.

*August 28.*—At 6 a. m. received on board the marines from the *Minnesota*; took a scow in tow. At 6:30 received all the marines belonging to the *Wabash*, per steamer *Fanny*. Stood in toward the beach, followed by the *Pawnee*, *Harriet Lane*, *Minnesota*, *Wabash*, and *Cumberland*. At

10 the three last-named vessels commenced shelling the fort on the point, which replied promptly. The *Harriet Lane*, *Pawnee*, and *Monticello* commenced firing at 10:30 to cover the landing of the troops. At 11 the first boat load of troops landed on the beach. At 11:45 all the marines left the *Monticello*. Flagship signaled us to return to our station near the beach. Wind freshening, surf increasing, could not land more troops with safety, the last two boats having been bilged in the surf while landing. At 3 p. m. troops advanced along the beach toward the fort. We steamed down abreast of them, firing shell to cover their advance. The fort on the point ceased firing; the rebel flag hauled down. At 3:40, no sign of rebel flag in either fort. Our soldiers took possession of the fort on the point. At 3:50 we were feeling our way in with the lead, when flagship signaled us. Ran down to her; received pilot and orders to proceed inside. Stood for the channel on the north side of the inlet; entered it at 4 p. m.; struck heavily several times. Stood in, striking very often. The fort inside showed no colors. As we neared it, saw men moving about. At 4:10, as we neared the point, the fort opened fire upon us. There were 14 guns in it. We promptly returned the fire from our pivot gun and starboard battery, ship striking often as we strove to turn her around, we firing 5-second shell rapidly and with precision into the battery. At 5 stood out of the inlet, the fort firing very slowly and not answering our last three shots. We were struck by 8-inch shot and shell five times. The whale-boat's bottom shot away. Ran down to the flagship. Carpenter and his mates plugged up holes and repaired damages temporarily. Stood in toward the batteries, firing several shots. At 7:30 stood off with the other vessels. Expended during the action, 86 shell, 3 shrapnel; 30 fired at fort while on the bar, balance before entering and after leaving.

*August 29.*—Received orders from flagship to endeavor to get off surfboats from the beach with the assistance of tugboat *Tempest*. Got one off and towed her out to steamer *Adelaide*. At 8:15 the *Minnesota*, *Wabash*, and *Susquehanna* commenced firing on the large fort. At 9:30 the *Cumberland* came and anchored and opened fire upon the fort. At 10:30 the fort showed a white flag. Our troops had occupied the small fort on the point previous to this time. At 11:45 the steamer *Fanny* stood through the inlet, and three rebel steamers and four rebel schooners stood across the sound. At 11:45 sent provisions on shore for the troops. Flag-officer hailed Captain Gillis and said: "We admire your beauty spots (alluding to the damages received); you have done well; you are the only vessel tested." At 1:30 p. m. the *Adelaide* and *George Peabody* ran in through the inlet. The *Harriet Lane* got ashore trying to get in. We ran down to her, sent her our best hawser by the tug, and hauled on it till the hawser slipped. At 6 p. m. four American flags displayed on the fort, which saluted with fourteen guns. At 6:30, in obedience to signal from flagship, took five men off the hulks. At 8 came to anchor.

*August 30.*—Received orders to render any assistance possible to the *Harriet Lane*. At 12 m. flagship signaled for Captain Gillis to come on board. He learned that 615 prisoners had been taken in the forts. During the action there were 7 killed and 24 wounded. Prisoners were taken on board the *Minnesota*. We had 2 men slightly wounded during the action of the 28th instant.

*August 31.*—Received orders to go in chase of a sail. Brig *H. C. Brooks* and schooner *Henry Nutt* were captured in Hatteras Inlet by the naval expedition this day.

Abstract log of the U. S. S. Pawnee, August 28 and 29, 1861.

*August 28, 1861.*—At 10 a. m. squadron standing in to engage the batteries. At 10:10 engagement was opened by *Wabash*, all ships soon following. From meridian to 4, standing off and on Hatteras Inlet. Boats employed ashore landing men. From 4 to 6 p. m., stood in and engaged battery, firing about 50 rounds with great effect.

*August 29.*—At 6 a. m. squadron all standing in for Hatteras Inlet. At 7:15 was ordered to anchor near shore and take troops from shore if they desired to leave; also to clear hulk loaded with sand and stone. At 7:40 the flag[ship] made general signal to engage the batteries carefully. From 8 to meridian sent boat on shore, but could not land on account of the surf. At 11:10 opened fire from this ship upon a schooner anchored on the other side of the battery; fired a few shot, most of which fell short. Squadron actively engaging battery until 11:20, when battery hoisted flag of truce. Tug *Fanny* was sent in. *Harriet Lane* tried to go in to battery, but got aground on shoal.

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Abstract log of the U. S. S. Susquehanna, August 28 and 29, 1861.

*August 28, 1861.*—At 11 a. m. rounded to within 1 mile of the fleet off Hatteras Inlet. Received signal from the flagship. Rounded to within 1 mile from the battery on the northeast point of the inlet and opened fire on it from starboard battery. At noon signal from flagship, No. 8. Stood close to breakers and continued firing. At 12:30 p. m. ceased firing. At 1:30 signal from flagship; at once commenced firing again upon battery; ceased at 5. At 5:45 ran down to troop barges and commenced taking off troops. At 8 all troops safely on board.

*August 29.*—At 8 a. m. opened fire on westernmost battery from our starboard battery. At 11 ceased firing upon battery, a flag of truce having been hoisted upon enemy's battery.

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Abstract log of the U. S. S. Wabash, August 28 and 29, 1861.

*August 28, 1861.*—At 8:20 a. m. succeeded in taking the *Cumberland* in tow and stood in for the forts at Hatteras Inlet. At 10 got in position and opened with our starboard battery, firing 10-second shell into the sand battery on the point. The enemy returned our fire with shell and shot. At 12 m. engaging the batteries on shore, having *Cumberland* in tow. At 1:50 the small battery was deserted by the rebels and the American flag was placed on the parapet by our scouts. Ceased firing. Flagship telegraphed. Hailed the flagship to say that the enemy had left the small battery, for the fort and were receiving reinforcements (this was reported from aloft by Lieutenant Barnes). Made signal to flagship, "What shall we do with the *Cumberland*?" Flagship answered. After towing the *Cumberland* some distance to seaward observed the fort to open on the *Monticello* at short range with damaging effect. Cast off the *Cumberland* and stood in for action again. At 4:30 stood in toward the batteries again and renewed the engagement. The flagship *Susquehanna*, and *Monticello* engaged at the same time.

*August 29.*—At 5 a. m. flagship made signal 102. Spread fires, got underway, and stood in toward the batteries at Hatteras Inlet. At 7:15 commenced the attack on redan or inner battery, the water battery being held by our own troops. The flagship and *Susquehanna*

engaged in line. At 8 began firing. At 9 the *Cumberland* did the same. Kept up a steady fire until finding our shell, 15-second fuzes, falling short we ceased firing. A little afterwards the flagship made signal to commence firing. At 10 signal was made to use 15-second fuzes. At 11 a white flag was hoisted on the fort. Ceased firing, when a steamer ran in and the fort surrendered to the naval commander in chief.

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[Telegram.]

NORFOLK, August 27, 1861.

The enemy's fleet—2 steam frigates, 2 transport steamers, 8 smaller steamers with boats in tow, and a body of troops—left last evening; passed out of the capes, and steered south, I think to coast of North Carolina. No news of him this morning.

BENJ. HUGER,  
*Brigadier-General.*

General S. COOPER,  
*Adjutant and Inspector General.*

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[Telegram.]

RALEIGH, N. C., August 29, 1861.

A fleet of steamers with boats with men left Fort Monroe on Monday evening, going south. Tuesday evening they appeared off Hatteras. On Wednesday, about 9 o'clock a. m., they attacked the fort. The firing from the fort ceased after some hours, and the result is only known from rumor, which says the fort was captured. The fort was scarce of ammunition, which contributed to its fall. It is a most important point during the blockade.

HENRY T. CLARK.

L. P. WALKER,  
*Secretary of War.*

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Letter from the President of the Confederate States to the President of Congress, regarding affairs at Hatteras Inlet, North Carolina.

RICHMOND, August 31, 1861.

SIR: The resolution of the Congress of this date, calling for all the information in my possession in relation to the landing of the Federal troops upon the coast of North Carolina and enquiring what steps, if any, have been taken to repel the invasion and to put the coast in a state of defense, has just been received, and I have to reply that no official report of the occurrence has been received. I transmit copies of the telegrams, which contain all the information which has been received by the Executive Department.

Preparations to put the coast of the State of North Carolina in a proper condition for defense are still in progress and will receive such additional attention as this occasion indicates to be necessary. It is not deemed consistent with the public interest further to state the movements of troops which, in this connection, have been ordered and are in contemplation.

JEFFERSON DAVIS.

Hon. HOWELL COBB,  
*President of Congress.*

[Enclosures.—Telegram.]

GOLDSBORO, N. C., *August 30, 1861.*

Hatteras Inlet taken by Federal squadron; Barron and Lieutenant Sharp prisoners. Lieutenant Murdaugh wounded in left arm. Whole garrison surrendered. Official report will follow by mail.

A. SINCLAIR,  
*Commanding Winslow.*

Hon. S. R. MALLORY,  
*Secretary Navy.*

[Telegram.]

GOLDSBORO, *August 30, 1861.*

The steamer *Winslow*, just arrived here from Hatteras, Captain Sinclair, reports the forts there captured by the enemy at 11:30 a. m. Commodore Barron, Colonel Bradford, and the garrison, numbering about 580 men, including the field officers of Seventh Regiment of volunteers, surrendered. I will make such arrangements as I can for present defense against further disaster. Please order General Huger to send four regiments and a light battery to the eastern counties and a number of heavy guns with an engineer to fortify such points as may be necessary. I have only the Seventh Regiment of State troops at my disposal.

R. C. GATLIN,  
*Brigadier-General, U. S. Army.*

General S. COOPER,  
*Adjutant-General.*

[Telegram.]

RALEIGH, *August 30, 1861.*

Fort Hatteras taken. Garrison, 550 men, including Commodore Barron and Colonel Bradford, prisoners. An extensive coast frontier now requires all the attention of Confederate Government.

HENRY T. CLARK.

L. P. WALKER,  
*Secretary of War.*

Detailed report of Flag-Officer Barron, U. S. Navy, commanding Naval Defenses Afloat of Virginia and North Carolina.

U. S. FLAGSHIP MINNESOTA,  
*At Sea, August 31, 1861.*

SIR: I have the honor to report the surrender of Fort Hatteras, with its garrison, on the 29th instant to the combined naval and military forces under the command of Flag-Officer Stringham and Major-General Butler, of the United States service.

On the 28th instant, having arrived at Hatteras Inlet in the steamer *Winslow*, I received a message from Colonel Martin, commanding the Seventh Regiment of North Carolina Volunteers on shore, that he wished to hold a conference with me. I immediately went to Fort Hatteras, accompanied by Colonel Bradford, colonel of artillery and



engineers and chief of ordnance of North Carolina, and Lieutenants Murdaugh and Sharp, U. S. Navy.

I found the colonel very much exhausted from exposure and hard fighting, which had lasted from 8 a. m. until after dark, during which period of time he had been driven from Fort Clark (after spiking the guns) to Fort Hatteras, the ammunition in the former's magazine having been expended.

I was requested by him and Major Andrews, commanding the post, to assume command of the fort, to which I assented, Colonel Bradford volunteering to assist me in the duty of defense. In assuming this grave responsibility I was not unaware that we could be shelled out of the fort, but expecting from New Berne the arrival of a regiment of North Carolina volunteers at or before midnight (the fleet having put to sea, and appearances indicating bad weather), we designed an assault on Fort Clark, three-fourths mile distant from Fort Hatteras, which had been taken possession of by a party landed from the shipping, but unfortunately the regiment did not arrive until the following day after the bombardment had commenced, and when the time came that I deemed evacuation or surrender unavoidable, the means of escape were not at my command.

On the next morning at 7:40 a. m. the fleet, consisting of the *Minnesota*, *Wabash*, *Susquehanna*, *Cumberland*, *Pawnee*, and *Harriet Lane* (other steamers being in company), took their position and opened fire. In addition to the batteries of the ships the enemy had during the night erected a battery of rifled field guns near to Fort Clark, which also opened on us.

During the first hour the shells of the ships fell short, we only firing occasionally to ascertain whether our shot would reach them, and wishing to reserve our very limited supply of ammunition till the vessels might find it necessary to come nearer in, but they, after some practice, got the exact range of the IX, X, and XI-inch guns, and did not find it necessary to alter their positions, whilst not a shot from our battery reached them with the greatest elevation we could get.

This state of things, shells bursting over and in the fort every few seconds, having continued for about three hours, the men were directed to take shelter under the parapet and traverses, and I called a council of officers, at which it was unanimously agreed that holding out longer could only result in a greater loss of life, without the ability to damage our adversaries; and just at this time the magazine being reported on fire, a shell having fallen through the ventilator of the bombproof into the room adjoining the principal magazine, I ordered a white flag to be shown, when the firing ceased, and the surrender was made upon the conditions of the accompanying articles of capitulation.

The personnel of the command are now prisoners of war on board this ship, where everything is done to make them as comfortable as possible under the circumstances, Flag-Officer Stringham, Captain Van Brunt, and Commander Case extending to us a characteristic courtesy and kindness.

We are to be landed at Fort Hamilton, New York Harbor.

The gun on a navy carriage was manned by eight men from the *Winslow* and a few volunteer soldiers, and commanded by Lieutenant Murdaugh, assisted by Midshipman Stafford, of the *Ellis*. I regret to state that Lieutenant Murdaugh had his arm severely shattered. Lieutenant Sharp, my flag-lieutenant, was knocked down by a shot and hurt in the head, but not severely, I trust, although suffering to-day from its effects. One man was killed at the navy gun, and the carriage

disabled. Lieutenant Murdaugh was taken, by direction, to the *Winslow*, and has escaped being made prisoner. So far as ascertained there were on this day 2 killed, 25 or 30 wounded, and many others slightly touched.

I have the honor to be, sir, very respectfully, your obedient servant,

S. BARRON,

*Flag-Officer, Comdg. Naval Defenses Afloat of Va. and N. C.*

Hon. S. R. MALLORY,

*Secretary C. S. Navy, Richmond, Va.*

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Detailed report\* of Colonel Martin, C. S. Army.

FLAGSHIP MINNESOTA,

*At Sea, August 31, 1861.*

SIR: I herewith report the fall of Forts Clark and Hatteras, at Hatteras Inlet, on the 28th and 29th of this month and the surrender of all the officers and troops then present to the combined naval and army forces of the U. S. Government, commanded by Commodore Stringham and Major-General Butler, as prisoners of war.

On Tuesday afternoon, the 27th of August, about 4 o'clock, I discovered a large fleet in sight off Hatteras. After an hour or more, by the aid of the glass, I made out what I considered 7 large war steamers, 2 transports, apparently crowded with men, and 2 or 3 small tug steamers. Having at that post but about 350 men, and learning from the officers in charge of Forts Clark and Hatteras that it would require at least 225 men to work the guns properly and give the necessary reliefs, and knowing that with the residue of the men I could not successfully resist a landing of the enemy's troops, I determined to send to Portsmouth [N. C.] for aid. There being no steamboat at Hatteras, after some hour or more I succeeded in getting a pilot boat and dispatched it with orders to Lieutenant-Colonel George W. Johnston, at Portsmouth, to bring to my aid from Portsmouth all the men that could possibly be spared. This dispatch, which I had hoped and expected would have reached him in a few hours, he did not get until some time in the morning of the next day.

Immediately upon receiving my orders Lieutenant-Colonel Johnston made every effort to come to my aid, and succeeded in reaching Hatteras at dark on the 28th, with Major H. A. Gilliam and portions of the following companies, to wit: Company E, Seventh Regiment North Carolina Volunteers, Lieutenant George W. Grimes commanding, and 60 men and 2 second lieutenants; Company C, Seventh Regiment, Lieutenant M. T. Moye commanding, with 73 men and 1 second lieutenant; Company C [D], Seventh Regiment North Carolina Volunteers, Captain Thomas H. Sharp commanding, with 64 men and 2 second lieutenants; company of State troops, Captain Thomas Sparrow commanding, with 50 men and all his officers. At the time of the arrival of Lieutenant-Colonel Johnston, Commodore Barron, of the C. S. Navy, and Major W. S. G. Andrews, commanding the artillery defenses at Forts Clark and Hatteras, also arrived.

On the arrival of Commodore Barron and Major Andrews I held a consultation with the major, and we agreed that it was advisable to surrender the command of our defenses to the commodore, having entire confidence in his skill, experience, and bravery, if he would accept the same. The offer of the command was made to him, and he

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\* This report was copied from a clipping from a newspaper.

consented to take charge. The report of Commodore Barron and Major Andrews of the action of the 29th contains all that is material, and I therefore deem it unnecessary to say anything in relation to the attack and surrender on the 29th, further than to remark that the officers and men behaved well, exhibiting great coolness and bravery, and regretting that we were placed at such disadvantage, having neither sufficient armament to compete at all with the enemy and having a fortification not sufficiently well constructed to enable us to remain still and endure the fire of the enemy. Had our condition in either of these respects been what it ought to have been, Hatteras would still be in our possession.

On the morning of the 28th, between 8 and 9 o'clock, a heavy fire was opened from the steamers *Minnesota*, *Wabash*, *Susquehanna*, and other war vessels upon Fort Clark and upon almost all parts of the island, particularly at the point where they intended landing troops. The fire was continuous upon Fort Clark, and upon all the skirts or woods where troops might possibly be concealed, for several hours. Being a fire of shells only, it might well be spoken of as a flood of shells. The fire of the enemy was promptly returned by Captain J. O. Lamb, Company D, Seventh Regiment North Carolina Volunteers, who was in charge of Fort Clark, and was regularly kept up by him until every charge of powder and every primer was exhausted. It was while gallantly directing one of the guns at Fort Clark that Lieutenant Knight, of Company D, Seventh Regiment North Carolina Volunteers, received a severe wound in the arm from a fragment of a shell. Captain Lamb and his lieutenants, all of whom were present, and the men under their command, displayed great coolness and bravery. Their fire was well directed, guns well managed, and whilst most of their shot fell short, yet some reached the enemy, doing, however, but little damage, as they were all round shot that were fired.

Our ammunition being entirely exhausted at Fort Clark, and the enemy having landed some forces, I called the officers together who were at Fort Clark, and it was unanimously agreed that it was advisable to render useless the guns and fall back upon Fort Hatteras. This being agreed to, I sent orders to the various bodies of men whom I had stationed in the skirts of wood to resist the advance of the enemy upon Fort Clark, that Fort Clark could not be held, and they must fall back upon Fort Hatteras. The guns at Fort Clark were as effectually spiked as it was possible to do with nails, having no proper spikes; everything taken off that we could carry, and we fell back, under a most terrible fire of shell, upon Fort Hatteras. We reached there about 1 o'clock. I should have stated before that Lieutenant A. W. Ezzell, of Captain William Sutton's company of State troops, had charge of one of the guns at Fort Clark, and I can well say that he discharged his duty as a man and a soldier.

I regret to state that while some of the men were passing from Camp Gwynn, which was on the sound shore and about 2 miles from Fort Hatteras, one man and possibly two were killed by shells of the enemy. I have not been able to learn their names.

Having collected all the troops at Fort Hatteras, I determined to make as good a resistance as possible. Consulting with Captain Cohoon, of Company B, Seventh Regiment North Carolina Volunteers, who had charge of Fort Hatteras with his company, we agreed that it was useless to expend our shot on the enemy, as we were beyond reach, so we must endure until they came nearer. Fort Hatteras submitted to the fire for some hours without returning a shot. At about 4 o'clock

p. m. one of the enemy's steamers undertook to go through the inlet, when we opened fire upon her and drove her back, putting several round shot into her, but doing her, I suppose, no material damage.

The firing between Fort Hatteras and the enemy continued until nightfall, or rather the fire of the enemy upon the fort continued, for they kept so well beyond the reach of our guns that we only wasted our ammunition in firing at them.

It may be proper to state that no flag was raised upon Fort Hatteras during the day of the 28th. This was a fact, however, that did not attract my attention, and I suppose can only be accounted for from the flag having been torn to pieces by the winds and no new ones procured, for when on the 29th the flag was ordered to be hoisted we had to use the one brought from Fort Clark, not being able to get the one belonging to Fort Hatteras.

I regret to report that in addition to the officers who had their companies with them, several other officers are prisoners who were present in the engagement, and shared the fate of the command of the post. I enclose a list of all the officers not in command who are prisoners of war. Among these officers are Captain Lucius J. Johnson and Lieutenant James T. Lasselle. These officers were summoned there from their commands to attend a general court-martial ordered at that point by General Gwynn, and in this way have fallen with the command at Hatteras. While regretting it much on their account, I can not but express my gratification at having with me on the 28th Captain Johnson. I found him an invaluable aid to me.

I enclose also the returns of the captains to me of the condition of their commands, number of prisoners, killed, wounded, and missing. I am not satisfied that it is entirely correct, but is as nearly so as could be made. I send also a report of Assistant Surgeon Dr. [W. E.] Poole, who came over with the troops from Portsmouth, of those who received some slight bruises and cuts, but not sufficient apparently to require treatment. The wounded requiring treatment are all on board the steamer *Adelaide*, and have gone to Old Point. The surgeon of the regiment, Dr. Wyatt M. Brown, is with them, and I have received no report from him. He will probably report the names and condition direct to you.

In conclusion, I state that as far as I can learn our destination, we are bound to Fort Hamilton, N. Y., and I may be permitted to add that we have been treated most kindly, both officers and men, by those in whose charge we are placed.

I enclose a copy of the terms of capitulation signed by the parties, as appears in the copy.

In speaking of the action at Fort Hatteras on the afternoon of the 28th, I ought to have stated that the guns were managed by Captain Cohoon's company, and that he and his officers, Lieutenants Fatherly and Hoy (his first lieutenant being absent on sick leave), and his men behaved with great bravery and coolness, discharging faithfully their duty.

I am much indebted to Lieutenant-Colonel George W. Johnston and Major H. A. Gilliam for valuable aid rendered me on the night of the 28th, in relieving me of the duty of arranging guards, pickets, etc., and in looking after them during the night.

Yours, etc.,

WM. F. MARTIN,  
*Colonel Seventh Regiment Infantry, North Carolina Volunteers.*  
ADJUTANT-GENERAL OF NORTH CAROLINA,  
*Raleigh, N. C.*

Report \* of Major Andrews, C. S. Army.

ON BOARD U. S. S. MINNESOTA,  
September 1, 1861.

SIR: I beg leave to report that after a bombardment of three hours and twenty minutes on the 29th of August, 1861, I surrendered to Commodore S. H. Stringham, flag-officer, and Major-General B. F. Butler, commanding United States forces, Fort Hatteras, Hatteras Inlet, North Carolina.

In making this report I desire briefly to allude to the circumstances attending the capitulation.

I arrived at Fort Hatteras on the evening of the 28th August, in company with Commodore Barron, flag-officer, U. S. Navy, in charge of the defenses of Virginia and North Carolina, and found that during the day the enemy had attacked the forces under the command of Colonel William F. Martin, as well as Forts Clark and Hatteras, under my command, and after a day of most severe and unceasing fighting the colonel had succeeded in concentrating all the forces within the walls of Fort Hatteras. Colonel Martin himself was utterly prostrated by the duties of the day, and on consultation with him I proposed that we invite Commodore Barron, an officer of great experience, to take the general command and direct the succeeding operations.

Commodore Barron consented and assumed the command. I then proceeded to examine our guns and munitions and prepare the fort for the action of the coming morning.

There were but two guns mounted on the side next to Fort Clark, both 32-pounders, and one gun on the corner next the bar, an 8-inch shell gun. During the night I took away a traverse on the back face and brought another gun to bear in the same direction.

The companies of my command, under Captains Cohoon, Lamb, and Sutton, having been in action all the previous day, displaying great courage and devotion, being perfectly exhausted, I placed the batteries in charge of fresh troops, as follows: Nos. 2 and 3, of the channel battery, under the command of Lieutenant-Colonel George W. Johnston, assisted by First Lieutenant Moye and Second Lieutenant George W. Daniel; No. 6, facing the bar, and No. 7, facing Fort Clark, were placed in charge of Major Henry A. Gilliam, assisted by Lieutenants Johnston and Grimes; No. 8, a gun mounted on a naval carriage, was commanded by Lieutenant Murdaugh, of the U. S. Navy, assisted by Lieutenant Sharp and Midshipman Stafford. Captain Thomas H. Sharp had command of No. 9, but owing to the wrenches not fitting the eccentric axle was unable to bring it into action. He stayed by his guns during most of the engagement, but could not fire.

Thus we had but three guns we could bring to bear (if the enemy took up his position of the previous day), viz, Nos. 6, 7, and 8.

At 7:40 o'clock a. m. of the 29th the enemy opened fire on us from the steam frigates *Minnesota* (43 guns), *Wabash* (43 guns), *Susquehanna* (15 guns), frigate *Cumberland* (24 guns), steamer *Pawnee* (10 guns), and *Harriet Lane* (5 guns), and a rifled battery of 3 guns erected in the sand hills half a mile from Fort Clark. Thus you will see they brought 73 guns of the most approved kind and heaviest metal to bear on us, the shells thrown being 9-inch, 10-inch, and 11-inch Dahlgren, Paixhan, and columbiad shells, while from the position taken we were unable to reach them with the greatest elevation.

The men of the channel battery were ordered to leave their guns and protect themselves as well as possible, the council of the commanding

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\* This report was copied from a clipping from a newspaper.

officers having decided that it was to be an action of endurance until our reinforcements came up. After a few shots had been fired and it was ascertained that we could not reach them, our guns ceased fire, and only answered the fire of the enemy occasionally to show we had not surrendered.

The firing of shells in half an hour became literally tremendous, as we had falling into and immediately around the work not less on an average than 10 each minute, and, the sea being smooth, the firing was remarkably accurate. One officer counted 28 shells as falling so as to damage us in a minute, and several others counted 20 in a minute.

At the time the council determined to surrender 2 of our guns were dismantled, 4 men were reported killed, and between 25 and 30 badly wounded; shell had fallen into the room adjoining the magazine and the magazine was reported on fire.

It is useless to attempt a further description. The men generally behaved well, nearly every commissioned officer, from the commodore down, was more or less wounded, and 50 or 60 of the noncommissioned officers and men, who would not report to the surgeon.

Lieutenant Stuart L. Johnston, Company E, Seventh Regiment, fired the last gun at the enemy and raised the flag of truce on the bombproof.

The details of capitulation were arranged on the flagship *Minnesota*, by which we laid down our arms and marched out as prisoners of war.

I desire especially to speak of the conduct of the officers and men at the naval gun, who fired frequently to try the range.

Lieutenant Murdaugh was badly wounded; Lieutenant Sharp was knocked [down] by a shot which passed through the parapet near his head and brought the blood from his ear and cheek in considerable quantity, killing a man at his side, at the same time knocking down and covering Colonel J. A. J. Bradford with sod and earth, and Midshipman Stafford cheered on the men, behaving in a most gallant manner.

After the fall of Lieutenant Murdaugh his men bore him to the commodore's boat and he escaped.

I am, very truly and respectfully, yours,

W. S. G. ANDREWS,

*Major, etc.*

ADJUTANT-GENERAL OF NORTH CAROLINA.

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Report of Flag-Officer Barron, C. S. Navy, commanding Naval Defenses of Virginia, recommending for promotion Lieutenant Murdaugh, C. S. Navy.

FLAGSHIP PATRICK HENRY,  
*Drewry's Bluff, December 1, 1862.*

SIR: In my official report of the fight and surrender of Fort Hatteras, made from my imprisonment, I made no mention of the severe wound of Lieutenant William H. Murdaugh, because I was at that time ignorant of his fate, having ordered him taken off to the steamer when I learned of his wound and saw that his gun was disabled by a shot from the enemy. It has been only since my return from long captivity (eleven months) that I have been made aware of the fact that he has lost the use of his left arm entirely.

I deem it due to this gallant young officer that some official record of his services and severe injury shall be placed on file in the Navy Department. Lieutenants Murdaugh and Sharp volunteered to go on shore with me on the evening of the 28th August, 1861, when I was invited by Colonel Martin to take command of the fort. The latter was my flag-lieutenant and the former to take charge of a naval gun, manned by seamen from my small squadron, aided by Midshipman Stafford, from

the steamer *Ellis*. It was in the gallant and meritorious service of this gun during the terrific bombardment by the ships of Commodore Stringham's fleet on the 29th of August, 1861, that Lieutenant Murdaugh received his most painful and long-enduring wound.

He is, however, now fit for duty, and is at this time in command of the gunboat *Beaufort*.

I beg leave, respectfully, to recommend him to the favorable consideration of the Department for promotion for "gallant and meritorious conduct during the war," or for the vacancy which exists in the number of "five commanders, etc., for the war," allowed by the act of December 24, 1861, for the "temporary increase of the Navy." No officer could have behaved under the fire of the enemy with more coolness, promptness, and efficiency than did these young men. I am the more emboldened to make this recommendation of Lieutenant Murdaugh for the reason that Lieutenant Murdaugh is, I believe, the only officer in the naval service who during this war has been deprived of the use of a limb by the enemy's shot and shell.

Very respectfully, your obedient servant,

S. BARRON,  
*Flag-Officer.*

HON. S. R. MALLORY,  
*Secretary of the Navy, Richmond.*

*Report of Captain Purviance, U. S. Navy, commanding U. S. ship St. Lawrence, requesting the presence of an additional steamer off Savannah, Ga.*

U. S. FRIGATE ST. LAWRENCE,  
*Off Savannah, August 29, 1861.*

SIR: The *Iroquois* sailed hence on 26th instant for Hampton Roads to coal; we are therefore alone.

If you have a steamer, please send her immediately. It is impossible to keep up the blockade without at least two steamers, one to watch the different outlets of Port Royal and the northeast side of the coast, the other off Wassaw Sound and the southwest side of the coast.

There are numerous outlets where small steamers would be very useful; the currents are strong and water shoal.

We had a visit from the French steamer *Catinat* on yesterday; she steamed by us, dropped a paper, and returned.

We are nearly out of provisions and water, and shall soon be obliged to leave here to replenish, say in about eight days.

Very respectfully, your obedient servant,

H. Y. PURVIANCE,  
*Captain.*

Flag-Officer S. H. STRINGHAM,  
*Hampton Roads.*

*Order of the Secretary of the Navy to Flag-Officer Pendergrast, U. S. Navy, detaching him from the command of the West India Squadron and discontinuing that squadron.*

NAVY DEPARTMENT, August 29, 1861.

SIR: The condition of affairs and current events are such as to render it advisable to relinquish, at least for the present, a separate

squadron in the West Indies and on the coast of Central America. Upon the receipt of this letter, you will regard yourself as detached from the command of the West India Squadron, and a leave of absence is hereby granted to you for two months, and upon its expiration you will report to the Department.

In detaching you, the Department embraces the opportunity of expressing its appreciation of the important services rendered by you while in command.

I am, respectfully, your obedient servant,

GIDEON WELLES.

Flag-Officer G. J. PENDERGRAST,

*Commanding West India Squadron, Hampton Roads, Virginia.*

*Order of the Secretary of the Navy to Flag-Officer Stringham, U. S. Navy, commanding Atlantic Blockading Squadron, regarding disposition of prisoners.*

NAVY DEPARTMENT, August 29, 1861.

SIR: Your No. 131, dated August 26, has been received. You were informed on the 20th instant that the War Department would take charge of prisoners coming under the control of the naval authorities.

You will send those of the *Albion*, and any you may in future have, to Fort Lafayette, in compliance with those instructions, without further instructions from this Department.

I am, respectfully, your obedient servant,

GIDEON WELLES.

Flag-Officer S. H. STRINGHAM,

*Comdg. Atlantic Blockading Squadron, Hampton Roads, Virginia.*

*Letter from the Secretary of the Navy to Flag-Officer Stringham, U. S. Navy, commanding Atlantic Blockading Squadron, transmitting information regarding the shipment of arms by steamer Bermuda from Liverpool.*

NAVY DEPARTMENT, August 29, 1861.

SIR: I enclose herewith a copy of a dispatch from the U. S. vice-consul at Liverpool, forwarded to this Department by the Secretary of State, in regard to reshipment of arms on board the screw steamer *Bermuda*, supposed to be for the Southern States, and the probability of the steamer being employed as a privateer.

The Department expects you to be particularly vigilant in your look-out for this vessel, and will be chagrined if she is allowed to enter a Southern port.

I am, respectfully, your obedient servant,

GIDEON WELLES.

Flag-Officer S. H. STRINGHAM,

*Commanding Atlantic Blockading Squadron, or*

SENIOR OFFICER PRESENT, COMMANDING,

*Hampton Roads.*

[Enclosure.]

U. S. CONSULATE, *Liverpool, August 13, 1861.*

SIR: Referring to my dispatch No. 29, of the 9th instant, I have now to inform you that my man followed up the track of the crates, etc.,



from Grazebrook's warehouse; that they went to West Hartlepool (a place on the east coast near Hull), where they are being shipped, with other packages, bales, boxes, etc., arriving from other places, on board the screw steamer *Bermuda*. She must, from appearances, have an immense quantity of arms and ammunition on board. She is one of the steamers mentioned in my dispatch No. 23 as having been bought by Fraser, Trenholm & Co., the Liverpool branch of John Fraser & Co., of Charleston. My man saw Mr. Prioleau (the partner of Fraser & Co. residing here) on board the *Bermuda*, actively engaged about the shipment of the arms, etc.

This morning I learned that trucks had been engaged by Mr. Grazebrook to carry a quantity of powder inland. It is probable it is also going to the *Bermuda*. The following is a description of the screw steamer *Bermuda*, of Liverpool, commanded by a Frenchman: Has two masts; brig rigged; lower part of funnel now painted black, upper part red; hull black, with a narrow red stripe around on the molding level with the deck; has six boats, now painted white; no poop; wheel-house painted white; no figurehead; no bowsprit; is armed with four guns; bottom painted pink up to water line.

As well as he could find out, she was to clear for Havana. She had her coal on board and may sail any day.

With high respect, I am, your obedient servant,

H. WILDING.

[Hon. W. H. SEWARD,  
Secretary of State.]

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*Report of Commander Lockwood, U. S. Navy, commanding U. S. S. Daylight, of the capture of the schooner Extra and sloop Good Egg in Rappahannock River, Virginia.*

U. S. PROPELLER DAYLIGHT,  
Rappahannock River, August 30, 1861.

SIR: Being informed yesterday by one of a number of contrabands of war who have sought refuge on board of this vessel (whom I send herewith with a list of their names, etc.), that a schooner laden with goods was expected to arrive last night at Carter's Creek, I got underway at 8 o'clock p. m., and anchored at about 10:30 p. m., about 13 miles up the river, off the entrance to the Corrotoman River above Carter's Creek, ready to intercept her should she make her appearance; and at 6:30 this morning, as the fog lifted, we discovered a schooner about 3 miles up the Corrotoman River, weighed anchor and gave chase, running the steamer into 2 fathoms of water. The fog thickening shut the schooner out of sight, whereupon I sent the boats, under charge of Lieutenant Lynch, when the crew, on his approach, left her in their boats. He took possession of the abandoned schooner, *Extra*, of Baltimore, of 78 tons, said to belong in part to a Mr. Ridgeway, who owns a steam sawmill near where we captured her; and I hear that she left Baltimore about the 25th of June last, and has been since that time employed on this river. She appears to be a fine vessel of her class, and it is said she is a fast sailer. I send all the papers found on board. She had no flag, and has 29 sacks of wheat and a large number of empty bags, evidently intended for the same purpose.

After securing her alongside, I proceeded up the river about 30 miles above its mouth, and chased a small sloop on shore near the entrance

to Deep Creek, when we saw she was abandoned, the crew carrying away their valuables. On nearing her I sent the boats and brought her alongside at about noon. She proved to be the sloop *Good Egg*, from East River, emptying into Mobjack Bay, Virginia, near York River. We found no papers and nothing of value on board of her.

I send her also with the schooner *Extra*, under charge of Sailing Master Wood, and four canoes (said to be worth from \$10 to \$20 at Fortress Monroe) brought off by the runaways, herewith sent. The *Good Egg* had no colors.

As I am short of officers, I have to request that Mr. Wood and the two men accompanying him may be returned by the first conveyance you can conveniently furnish him with.

I understand the capture of the brig *Monticello* created quite a sensation along the river, and it is significant that the two schooners captured at the same time by the piratical steamer *St. Nicholas* have not been released. They are said to have belonged to Northern owners. The vessels are becoming alarmed and move about very cautiously along the lower Rappahannock; however, I shall do my utmost to intercept their commerce and cripple their resources.

I am, sir, respectfully, your obedient servant,

SAML. LOCKWOOD,  
Commander.

Flag-Officer S. H. STRINGHAM,  
Comdg. Atlantic Blockading Squadron, Hampton Roads, Virginia.

*Engagement between the U. S. ship Savannah and the Confederate tug Harmony, in Hampton Roads, Virginia, August 30, 1861.*

Report of Captain Hull, U. S. Navy, commanding U. S. ship Savannah.

U. S. SHIP SAVANNAH,  
Off Newport News, August 30, 1861.

SIR: I have the honor to report that at 11:45 a. m. this day a small steamer under the Confederate flag, with a red flag also flying, passed down from Norfolk, outside of Craney Island, to Pig Point, and after communicating with the battery at that place, she approached this ship and commenced firing upon us with a rifled gun from her bow, our ship being at anchor. Her firing was promptly returned, our shot falling short, much to the mortification of all on board. She continued firing for forty-five minutes, which we answered with all the guns that could be brought to bear upon her. During the firing one shot struck our mainmast, about halfway from deck, and carried away one of the mast hoops, injuring the mast considerably; another exploded under our port forechains, striking the second launch, lying at the boom, and carrying away her bow; another exploded under our port quarter, apparently under water, very sensibly jarring the ship, although as yet no injury has been discovered; others passed through the rigging with slight damage. Toward the close of the engagement several shots were fired from the rifled gun in the battery at Camp Butler, Newport News.

I am gratified to report that no injury has been sustained by any person on board.

I am, with great respect, your obedient servant,

J. B. HULL,  
Captain.

Hon. GIDEON WELLES,  
Secretary of the Navy, Washington.

Report of Captain Hull, U. S. Navy, commanding U. S. ship *Savannah*, regarding the inefficient condition of the battery of that vessel.

U. S. SHIP SAVANNAH,  
*Off Newport News, August 31, 1861.*

SIR: I deem it proper to bring to the notice of the Department the inefficiency of the battery of this ship when exposed to the fire of heavy rifled cannon, as was clearly shown in the attack of the 30th of August by a very small steam propeller, armed only with one large rifled gun. She took her position at the exact distance which her gun carried, and was enabled to throw every shot over or very near this ship, many striking her, while she was entirely beyond the reach of our guns.

This instance shows how much a vessel armed like this ship is exposed to attacks of this kind when several gunboats could act together with perfect immunity to themselves.

I find, on trimming the wound on the mainmast, preparatory to fishing it, that about one-quarter of the diameter of the mast was shot away; consequently the mast is very seriously injured. It would stand, after being fished, for a considerable time for light service, but it would not be safe to remain long at sea exposed to heavy weather.

I am, with great respect, your obedient servant,

J. B. HULL,  
*Captain and Senior Officer.*

HON. GIDEON WELLES,  
*Secretary of the Navy, Washington.*

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Letter from the Acting Secretary of the Navy to Flag-Officer Stringham, U. S. Navy, commanding Atlantic Blockading Squadron, requesting information regarding the nonparticipation of vessels in Hampton Roads.

NAVY DEPARTMENT, *September 5, 1861.*

SIR: The Department has received from Captain Hull a report of the attack upon the *Savannah* on the 30th ultimo by a rebel steamer that came down from Norfolk. It appears that the steamer fired on the *Savannah* for forty-five minutes, and the Department learns with astonishment that during this whole time four of our men-of-war were in Hampton Roads, or that vicinity, and none of them came to the assistance of the *Savannah* or attempted to cut off the retreat of the rebel steamer. The vessels referred to were the *Seminole*, *Troquois*, *Mount Vernon*, and *Louisiana*. The Department desires you to enquire into this matter and report the result of your enquiry to it.

I am, respectfully, your obedient servant,

G. V. FOX,  
*Acting Secretary.*

Flag-Officer S. H. STRINGHAM,  
*Comdg. Atlantic Blockading Squadron, Hampton Roads, Virginia.*

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Report of Commander Glisson, U. S. Navy, commanding U. S. S. *Mount Vernon*, regarding the nonparticipation of that vessel in the engagement in Hampton Roads.

U. S. S. MOUNT VERNON,  
*Off the Rappahannock River, September 21, 1861.*

SIR: In answer to your letter of the 15th instant, calling upon me to report the reason of my not participating in the action against a rebel steamer from Norfolk on the afternoon of the 30th of August, I have

simply to state that I knew nothing of the attack on the *Savannah* at Newport News until several hours after the occurrence. We heard firing in that direction, as we had on many previous occasions, and supposed it to be for practice.

On the same afternoon, about 2 o'clock, a rebel steamer was seen about a mile distant from Sewell's Point, and so reported to me. She fired two shots in quick succession in the direction of the shipping at Old Point and then turned round and stood up for Norfolk. The U. S. S. *Seminole*, Commander Thomson, was the nearest war vessel to the rebel steamer, and I should judge about  $3\frac{1}{2}$  to 4 miles distant.

The shot of the rebel steamer fell short of the *Seminole*; the latter returned the fire but failed to reach the enemy.

The reason the *Mount Vernon* did not return the fire is this: We had no steam on, for, according to your instructions received on the morning of the 26th of August, we were engaged in clearing and repairing boilers, etc., which I stated to you could not be accomplished in less time than a week. Under these circumstances, the reason why we did not get underway is explained.

You must also be aware that my light guns could not reach the enemy from our place of anchorage, which was about 4 miles distant from the rebel steamer.

Commander James S. Palmer was the senior officer present, and I presumed he had made to you an official report, or I should have done so myself at the proper time.

I am, sir, very respectfully, your obedient servant,

O. S. GLISSON,  
Commander, U. S. Navy.

SILAS H. STRINGHAM, Esq.,  
Flag-Officer, Commanding Atlantic Blockading Squadron.

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Report of Flag-Officer Forrest, U. S. Navy, commanding navy yard, Norfolk, Va.

FLAG-OFFICER'S OFFICE, DOCKYARD,  
Gosport, Va., September 2, 1861.

SIR: I directed Commander Fairfax to take charge of the little steam tug *Harmony* and mount upon her one of the rifled guns of 57 cwt. and carry with him all the projectiles—about thirty—then on hand and proceed along the coast in shoal water to Pig Point; to exercise his best judgment in an approach to the enemy's frigate *Savannah*, at anchor off Newport News, and take a position out of reach of her guns, to try the range of his, to near her cautiously and do her as much damage as possible. He proceeded in obedience to these instructions, and the experiment proved a very satisfactory one. I learn to-day that several shells struck the ship and did great execution, the one on her larboard quarter particularly. After exhausting his ammunition he returned with the little steamer, without sustaining any injury or the occurrence of any accident. He fired the two remaining shells on his return at the shipping off Fortress Monroe, the effect of which could not be seen. Great credit is due Commander Fairfax for this deed of noble daring and the success which attended the exploit. Permit me, therefore, to commend him to the notice of the Department.

I have the honor to be, very respectfully, your obedient servant,

F. FORREST,  
Flag-Officer, etc.

Hon. S. R. MALLORY,  
Secretary of Navy, Richmond.

*Letter from the Acting Secretary of State to the Secretary of the Navy regarding the arrival of the privateers Jefferson Davis and Sumter in the West Indies.*

DEPARTMENT OF STATE,  
Washington, August 30, 1861.

SIR: In a dispatch, dated the 5th of August, received from the U. S. consul at Ponce [Puerto Rico?], reporting to the Department the arrival in the neighborhood of that island of the privateer steamers *Jefferson Davis* and *Sumter*, the consul states that if a Government steamer could be spared to cruise in those waters it would be of the greatest advantage to American interests.

I have the honor to be, sir, your obedient servant.

F. W. SEWARD,  
Acting Secretary.

Hon. GIDEON WELLES,  
Secretary of the Navy.

*Report of Commander Palmer, U. S. Navy, senior officer present, Hampton Roads, Virginia, transmitting a communication from the commanding officer of the U. S. revenue steamer Corwin.*

U. S. S. IROQUOIS,  
Hampton Roads, Virginia, August 31, 1861.

SIR: Upon my arrival here the day before yesterday to replenish my coal, wood, and water, in two days from the blockade off Savannah, where I left the frigate *St. Lawrence*, I found Flag-Officer Stringham absent and myself in the position of senior officer. I therefore enclose a communication\* just received from Commander Lockwood. I shall retain the prizes subject to your order, and shall send to Baltimore the prize brig *Monticello*, agreeable to your telegram of yesterday's date, just received. I also enclose a communication from the commander of the revenue cutter *Corwin*, showing the state of his vessel. I also acknowledge the receipt of your letter of August 29, enclosing a dispatch from the U. S. vice-consul at Liverpool.

We have just learned of the success at Hatteras Inlet and of the departure of the flag-officer in the *Minnesota* for New York.

I have the honor to be, very respectfully, your obedient servant,

JAS. S. PALMER,  
Commander, Senior Officer Present.

Hon. GIDEON WELLES,  
Secretary of the Navy, Washington.

[Enclosure.]

U. S. REVENUE STEAMER CORWIN,  
Hampton Roads, August 30, 1861.

SIR: In obedience to orders from the honorable Secretary of the Treasury, I have the honor to report to you my arrival in this port for duty under your command.

In justification to myself, I beg leave to state that the *Corwin* is an old Coast Survey vessel and is by no means adapted to war purposes. Her armament consists of 2 medium 32-pounders, 2 old 12s in bad condition, 19 Sharps rifles, and 12 cutlasses, old; there are no pistols,

\* See p. 147.

boarding pikes, passing or tube boxes for the guns. The engineers report that the engine needs a thorough overhauling and that the boilers are worn out. The firing of our armament has caused the latter to leak badly, and we have been delayed some three hours at sea by the bursting of the supply pipes.

I have the honor to be, sir, very respectfully, your obedient servant,  
 F. MARTIN,  
*Captain.*

Commodore STRINGHAM,  
*Flag-Officer of the Home Squadron.*

P. S.—I find that I have neglected to state that I assumed command of this ship only three days before we left New York.

F. M.

*Order of Captain Hull, U. S. Navy, senior officer present off Newport News, Va., to Commander Palmer, U. S. Navy, commanding U. S. S. Iroquois, to proceed to that anchorage.*

U. S. SHIP SAVANNAH,  
*Off Newport News, August 31, 1861.*

SIR: Owing to the exposed position of this ship, I deem it necessary to direct you to proceed temporarily to this anchorage, with as little delay as possible, with the U. S. S. *Iroquois*.

I am, very respectfully, your obedient servant,  
 J. B. HULL,  
*Captain and Senior Officer.*

Commander J. S. PALMER,  
*U. S. S. Iroquois, Hampton Roads.*

*Order of Captain Hull, U. S. Navy, senior officer present off Newport News, Va., to Commander Palmer, U. S. Navy, commanding U. S. S. Iroquois.*

U. S. SHIP SAVANNAH,  
*Off Newport News, August 31, 1861.*

SIR: The *Seminole* having come to this anchorage since my order of this date was sent, you may consider that order as revoked.

I am, very respectfully, your obedient servant,  
 J. B. HULL,  
*Captain and Senior Officer.*

Commander J. S. PALMER,  
*U. S. S. Iroquois, Hampton Roads.*

*Report of Commander Green, U. S. Navy, commanding U. S. ship Jamestown, of the capture of the schooner Aigburth.*

U. S. SLOOP OF WAR JAMESTOWN,  
*Off St. John's [Fla.], August 31, 1861.*

SIR: The supply steamer *Connecticut* reached this latitude to-day and delivered our rations of fresh beef and vegetables.

Before speaking, but in sight of us, she fell in with an English schooner and examined her papers, which Captain Woodhull informed

me were somewhat suspicious, but that he had not done more than to endorse the existence of the blockade on her log.

As soon as we had received our supplies from the *Connecticut*, I made sail for the schooner, she still standing inshore, although he said he was bound for St. John, New Brunswick.

When he found that he was not likely to escape us, he tacked ship and stood across our bows. A gun from this ship brought him down to us. On being boarded, the following facts were reported by the boarding officer, and on them, in connection with the fact that after being warned off by the *Connecticut*, he still pursued a course which would have taken him directly on to the blockaded coast of east Florida, I concluded to detain him and send him to New York.

*Statement of boarding officer, Acting Master William Ellery.*

SIR: In obedience to your orders, I boarded the schooner *Aigburth*, and on examining her hold found her cargo to consist of molasses in casks and tierces. On examining her papers I found, as I judge, an informality in them, and, coupled with this, her name had been recently painted and the former partially or nearly obliterated.

The captain (Gates) made me the following statement: The schooner's name was formerly the *Charlotte Ann*, of New Berne, N. C.; was sold to a Mr. Gravely, a resident of Charleston, S. C., and an English citizen.

The papers shown were provisional register, crew list, bill of lading, etc., the two former purporting to be legitimate documents signed by Robert Bunch, esq., H. B. M.'s consul at Charleston, under date of July 2 or 8, 1861.

The schooner passed out July 28 through Hatteras Inlet; saw a large steamer either that or next day; was loaded with rice and bound for Matanzas; arrived there, discharged, loaded, and sailed August 25, ostensibly for St. John, New Brunswick.

I saw nothing in any of his papers verifying the transfer of the vessel from the original to the present owner, which should have been mentioned on the provisional register.

The captain had permission from his owners to stop at Nassau, New Providence, to procure a permanent register, which he did not do. When boarded she was very much out of her track if bound to the above port.

I took the mate and two men on board this ship, leaving the captain and two men on board the schooner.

Prize Master Chisholm was placed in charge of her, with nine men. His instructions were to take her to New York, or, in case of necessity, Philadelphia, and report to the U. S. district attorney or commissioners, and leave a copy of his instructions with the clerk of the court.

I have the honor to be, respectfully, your obedient servant,

CHARLES GREEN,  
Commander.

Flag-Officer SILAS H. STRINGHAM,  
Comdg. Atlantic Blockading Squadron, Hampton Roads, Virginia.

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*Letter from the Secretary of the Navy to Flag-Officer Stringham, U. S. Navy, commanding Atlantic Blockading Squadron, transmitting information regarding the means of communication between the eastern and western shores of Virginia.*

NAVY DEPARTMENT, August 31, 1861.

SIR: The enclosed extract is sent for your information, with the earnest recommendation that the points alluded to be closely watched.

Very respectfully, etc.,

GIDEON WELLES.

Flag-Officer S. H. STRINGHAM,  
Comdg. Atlantic Blockading Squadron, Hampton Roads, Virginia.

[Enclosure.—Extract.]

AUGUST 26, 1861.

There have been forwarded to the eastern shore of Virginia, across the bay from Richmond, Va., six brass cannon for the troops in Accomac County, Va.; and from a good source I learn that they are in camp drilling, etc., 3,000 strong, and well supplied with ammunition of all kinds, and, also, are receiving and forwarding the same to the western shore to the enemy.

The way the cannon were sent over to eastern Virginia from Richmond was down the Rappahannock River to a point inside the said river 10 miles, and there sent to a place called the Dividing Creek, running up into the land above the mouth of the Rappahannock River some 12 miles. You can carry 12 feet water up this creek some 5 miles out of sight of the Chesapeake Bay. It is at this point where powder is being received and sent to the enemy in various parts of western Virginia. It is sent into Chincoteague Inlet, on the coast, in vessels, on the southerly side of Cape Charles, and taken across the county Accomac to Cherrystone, and from there sent across the bay to this Dividing Creek, above the Rappahannock River, inland, and there sent to the various rebel armies.

The supplies sent are large, as the vessels discharge the powder on the sea side of Accomac County, and have been doing so for some time.

The powder is from New York and Philadelphia. I believe that the larger portion of their powder has been received through this channel, which, up to the present, has been overlooked.

This information I most respectfully submit.

*Report of Commander Rowan, U. S. Navy, commanding U. S. S. Pawnee, of affairs at Hatteras Inlet.*

U. S. S. PAWNEE,

*Hatteras Inlet, September 1, 1861.*

SIR: In obedience to your order I entered the inlet, though not without some risk to the ship, having struck once and touched twice, owing more perhaps to the pilot than to a want of water in the channel.

I took charge of the ship myself and ran her in safely by the eye. After anchoring I sent the launch to the assistance of the *Harriet Lane*, and after untiring exertions on the part of our people and the officers and crew of that ship, she came off on the morning of the 1st instant, and was towed to this anchorage by the *Fanny* and will leave to-morrow for Hampton Roads.

As I have already informed you, the brig *Brooks* was dispatched to Hampton Roads in charge of William Symmes, and is now, I hope, safely anchored there.

The prize schooner laden with mahogany is still aground. I am making exertion to get her off, and will send her to the Roads as soon as I can succeed in getting her afloat.

Much of my time has been occupied in collecting your guns, getting off the iron boat, unspiking guns, and mounting guns on the sound side of the forts.

I parted one of my bower chains in anchoring here and had much labor in recovering the anchor. I have been employed to-day giving coal and water to the *Harriet Lane*.

If this place is to be held I shall require coal, provisions, and other stores. I am clearly of the opinion that this place should remain in our possession as the base of future operations on the southern coast.



To do this six or more active tugs of the *Yankee* class, armed with rifled cannon and 24-pounder howitzers, are essential. Their draft of water should not exceed 7 feet, and as much less as possible consistent with good-sized vessels.

I received a flag of truce the day after you left. Crossan was very anxious to get in, but I declined to permit him to enter the bulkhead. I enclose the correspondence on that occasion.

On the night of the 1st a second flag of truce came from Oregon Inlet, to which I gave no answer. It was sent to recover the dead and wounded.

I consider this place tenable; all I want is a 6-inch rifled cannon in case the enemy should come to the bulkhead with a columbiad or rifled gun and compel me to retire, having nothing of equal range.

Fugitives are returning and taking the oath of allegiance at the upper fort. I was informed by some of them this morning that our attack here has frightened the force away from Ocracoke, having spiked the guns and burned the village.

Colonel Hawkins told me to-day that Oregon Inlet is abandoned, the troops are gone to Roanoke Island, and are now fortifying the south end of it.

I enclose a copy of a communication on this subject, addressed to Captain Chauncey, so that he might go down and destroy the guns before the enemy should return.

I enclose herewith the letters\* received by the two flags of truce borne by Crossan. Have mislaid the copy, having no clerk.

Very respectfully, etc.,

S. C. ROWAN,  
Commander, U. S. Navy.

Flag-Officer S. H. STRINGHAM,  
Commanding Atlantic Squadron.

[Enclosure.]

U. S. S. PAWNEE,  
Hatteras Inlet, N. C., September 1, 1861.

SIR: I have the honor to acknowledge the receipt of your two communications dated August 31, 1861, received under flag of truce at the hands of Lieutenant Crossan, North Carolina service.

In reply I have to state that all the prisoners taken at this place were taken North in the U. S. flagship *Minnesota*. The wounded were all sent on board the *Minnesota*, with the exception of two that could not be moved. They are under the care of some of our most experienced surgeons.

Very respectfully, etc.,

S. C. ROWAN,  
Commander, U. S. Navy, and Senior Officer Present.

WARREN WINSLOW, Esq.,  
Military Secretary North Carolina.

*Report of Lieutenant Lowry, U. S. Navy, commanding U. S. chartered steamer George Peabody, of the arrival of that vessel at Hampton Roads, towing prize brig Henry C. Brooks.*

U. S. S. (CHARTERED) GEORGE PEABODY,  
Hampton Roads, September 1, 1861.

SIR: I have the honor to report my arrival with the prize brig *Henry C. Brooks*, taken out of Hatteras Inlet and towed to this anchorage by

\* Not found.

the *Peabody*, under your orders. Her supercargo, Charles K. Gallagher, came on board this vessel and surrendered himself a prisoner, refusing to take the oath of allegiance. I enclose his statement and written parole. He seemed to be a superior sort of a person and entitled to some consideration. I take pleasure in informing you that the *Harriet Lane* floated yesterday about 3:30 p. m., after they had given up all hopes of saving her and the order had been given to abandon her. Her colors were run up and her crew gave three cheers. As I had a heavy tow I could not stop to make sure that she was safe. The weather was remarkably fine and not a swell or break upon the bars. The *Pawnee* entered the inlet safely on Friday evening.

I respectfully request permission to go to Washington in this evening's boat. My charge of this vessel is only temporary, and I am on special duty. I wish to visit Washington in connection with it.

I am, very respectfully, your obedient servant,

R. B. LOWRY,  
*Lieutenant, U. S. Navy.*

Flag-Officer SILAS H. STRINGHAM,  
*Commanding U. S. Atlantic Squadron.*

[Enclosures.]

U. S. S. GEORGE PEABODY,  
*Hatteras Inlet, August 30, 1861.*

Having been made prisoner of war by the U. S. naval forces, I hereby give my parole that I will make no effort to escape, and will confine myself to such limits as may be prescribed.

CHAS. K. GALLAGHER.

My presence at Hatteras Inlet was caused by detention of the brig *Henry [C.] Brooks*, of which vessel I was supercargo. She was bound to Liverpool with a cargo of spirits of turpentine, rosin, tar, cotton, and tobacco. She hails from New York, and was wrecked on North Carolina coast last March, and after being carried to Washington was sold by an agent of the owners at auction. She underwent repairs, and, after being refused a permit from Governor Clark to leave the port, she loaded as above and was about to put to sea under her old papers and flag when seized by forces under your command.\*

Very respectfully,

CHAS. K. GALLAGHER.

Lieutenant R. B. LOWRY, U. S. Navy,  
*Commander of U. S. S. George Peabody.*

*Report of Commander Palmer, U. S. Navy, senior officer present, Hampton Roads, regarding the U. S. S. R. B. Forbes.*

U. S. S. IROQUOIS,  
*Hampton Roads, Virginia, September 1, 1861.*

SIR: The U. S. S. *Flag*, from Philadelphia, arrived here yesterday afternoon, and reports that on her way hither she discovered the U. S. S. *R. B. Forbes* on shore some 10 or 15 miles to the northward of Cape Charles, and that from her great draft of water she could render no

\* Correction.—By U. S. naval forces under command of Flag-Officer Stringham.—R. B. L.

assistance and therefore hurried on to report the fact here. I immediately dispatched three tug steamers, two of which were kindly furnished by the Army, and I am in hopes that as it was fine weather last night they may be able to get her off. This morning the chartered steamer *George Peabody* arrived under the command of Lieutenant Lowry, towing the prize brig *Henry C. Brooks*, laden with naval stores, estimated value about \$50,000, having her supercargo, Mr. Charles K. Gallagher, on board, whose parole and statement I herewith enclose.

Although Mr. G. has given his parole he has refused to take the oath of allegiance. I request the Department to inform me what disposition they desire made of the prize vessel and her paroled supercargo.

Very respectfully, your obedient servant,

JAS. S. PALMER,  
*Commander and Senior Officer.*

HON. GIDEON WELLES,  
*Secretary Navy, Washington, D. C.*

*Letter from the Assistant Secretary of the Navy to Flag-Officer Stringham, U. S. Navy, commanding Atlantic Blockading Squadron, notifying him of the detachment of the U. S. S. Iroquois from his command.*

NAVY DEPARTMENT, *September 1, 1861.*

SIR: The Department has been obliged to detach, temporarily, the *Iroquois* from the squadron under your command, and orders\* have been sent this day to her commander direct, to proceed to the West Indies on special service.

I am, respectfully, your obedient servant,

G. V. FOX.

Flag-Officer S. H. STRINGHAM,  
*Commanding Atlantic Blockading Squadron, New York.*

*Report of Commander Palmer, U. S. Navy, senior officer present, Hampton Roads, Virginia, regarding the incompetency of the commanding officer of the U. S. S. R. B. Forbes.*

U. S. S. IROQUOIS,  
*Hampton Roads, Virginia, September 2, 1861.*

SIR: The steamer *R. B. Forbes* was got off and towed up to this anchorage late last evening. The harbor master (an army appointment), who had charge of the army tugs employed, reports to me that several of the officers of the *Forbes* were intoxicated, and the vessel in a consequent demoralized condition. Upon my asking whether he meant to include the commander (an acting master, William B. Gregory), he replied he would leave me to draw my own conclusions when I saw him. As he did not report himself, I sent my first lieutenant on board, who found the vessel in a sad condition; the after compartment full of water, but enabled to keep herself free by her steam pumps, but could not say that her commander was intoxicated at that time. But I am satisfied that this Mr. Gregory is utterly unfit for his situation. He reported to me this morning, and from his appearance and manner I drew strong conclusions against him. He has run his vessel on shore three times since

he left Boston, and this fine vessel is now nearly ruined from incompetency and mismanagement. I should not hesitate to deprive him of his command, did I not expect the flag-officer to-day or to-morrow. The vessel must be hauled up for repairs, and the Department will be pleased to telegraph me whither I shall send her, and whether in command of this person.

Very respectfully, your obedient servant,

JAS. S. PALMER,  
*Commander, Senior Officer Present.*

HON. GIDEON WELLES,  
*Secretary of the Navy, Washington, D. C.*

P. S.—I have decided, as I can rely upon the engineer, who seems a steady, sober man, and seems confident in his ability to carry her up safely, to send a Potomac pilot on board and direct Mr. Gregory to proceed to Washington, for which he will leave to-morrow at daylight. I have ordered him to report himself to the commandant of the yard for further instructions. He is constantly using coal to keep him free, with which he might be steaming on to Washington.

*Report of Flag-Officer Stringham, U. S. Navy, commanding Atlantic Blockading Squadron, requesting an interview with the Department.*

U. S. FLAGSHIP MINNESOTA,  
*New York Harbor, September 2, 1861.*

SIR: I am desirous of consulting with the honorable Secretary of the Navy. Shall I come to Washington? The ship need not be delayed here, as I can join her at Hampton Roads, permitting Captain Van Brunt to take her there with as little delay as possible.

Respectfully, your obedient servant,

S. H. STRINGHAM,  
*Flag-Officer, Atlantic Blockading Squadron.*

HON. GIDEON WELLES,  
*Secretary of the Navy.*

*Letter from Commander Rowan, U. S. Navy, commanding U. S. S. Pawnee, to Captain Chauncey, U. S. Navy, commanding U. S. S. Susquehanna, regarding the duties assigned to him in Hatteras Inlet.*

U. S. S. PAWNEE,  
*Hatteras Inlet, September 2, 1861.*

SIR: In obedience to your order of the 30th August, I herewith enclose a copy of my orders from Flag-Officer Stringham.

The verbal orders from Flag-Officer Stringham to me were to enter this inlet and remain here, and to recover as much of the public property as I could; to put prize crews on board the two prizes in the inlet and send them to Hampton Roads. Lieutenant Crosby he directed to report to me, and I am now, with his aid, engaged in mounting the guns on the fort, removing the spikes, preparing to buoy the channel, and to do the numberless things necessary to place the forts in a defensible state in the absence of any competent person belonging to the army forces on shore.

Flag-Officer Stringham also said to me that I was not considered under your command.

Very respectfully, your obedient servant,

S. O. ROWAN,  
Commander.

Captain J. S. CHAUNCEY,  
Commanding *Susquehanna*, off *Hatteras Inlet*.

[Enclosure.]

U. S. S. MINNESOTA, *August 31, 1861.*

SIR: You will remain at this point blockading, rendering assistance to Captain Chauncey in extricating the *Harriet Lane* from her present perilous position, and also that portion of the U. S. Army occupying the forts at Hatteras Inlet, rendering such assistance with provisions, etc., as they may ask of you and require.

You will be vigilant in blockading, capturing, and sending forward for judicial investigation all vessels heretofore American, now sailing under British consular certificates, attempting to enter any port of the seceding States.

Respectfully, your obedient servant,

S. H. STRINGHAM,  
Flag-Officer, *Blockade Squadron*.

Commander S. O. ROWAN,  
*Steamer Pawnee*.

*Report of Commander Ohandler, U. S. Navy, commanding U. S. S. Dawn, of the chase by that vessel of a suspicious sloop from Mobjack Bay into the Chesapeake.*

U. S. S. DAWN,  
*Mobjack Bay, Virginia, Tuesday, September 3, 1861.*

SIR: I have the honor to state that since my last report to you of the 21st ultimo, and subsequent return from Newport News to Hampton Roads, and thence (on the 22d) to our station here, nothing of importance has occurred, except that about 10 p. m., 22d, while at anchor near the south side of this bay, and as near Yorktown as our draft of water would admit of, we discovered in the darkness a sloop about 2 miles off, standing across York Spit from the direction of Yorktown.

By the time we got up steam and anchor she was, with a fresh, fair wind, about 3 miles from us, when we gave chase to her, and across the Chesapeake until she reached Cherrystone Creek [Inlet], and we had shoaled our water to 2½ fathoms near the Old Plantation Flats (without, however, gaining much on her, although going at our utmost speed, 6 knots), when we fired four 32-pound shot at her, but owing to her distance and the darkness of the night, without much accuracy of aim or any effect that we know of. And under those circumstances I did not deem it safe for our two small boats (of four oars each) to go in pursuit.

That sloop was, we think, captured about two days afterwards, as she came out of Cherrystone Creek [Inlet] on her return trip, by a small steamer that we had seen coming up Chesapeake Bay, and afterwards approach her. In doing so she had but anticipated our intention whilst watching the sloop's movements from our station here.

It is believed that but for the foulness of this steamer's bottom, even with her much-reduced steam power, we would have caught the sloop.

To-day the *Mount Vernon*, Commander Glisson, came up from Hampton Roads with our letters, on her way to relieve the *Daylight* off the Rappahannock, and I avail of the *Daylight's* return to Hampton Roads to put our letter bag on board and to send this communication, adding that we have now but three days' coal (with constant steaming) on board.

I have the honor to be, very respectfully, your obedient [servant],  
 WILLIAM CHANDLER,  
 Commander, U. S. Navy.

Flag-Officer S. H. STRINGHAM,  
 Comdg. Atlantic Blockading Squadron, Hampton Roads, Virginia.

*Report of Commander Rowan, U. S. Navy, commanding U. S. S. Pawnee, regarding affairs at Hatteras Inlet, North Carolina.*

U. S. S. PAWNEE,  
 Hatteras Inlet, September 3, 1861.

SIR: In obedience to an order from Flag-Officer Stringham I entered this port to blockade and render assistance to the forces occupying the forts.

I have been constantly employed in removing the spikes from the guns, in dismounting them from the sea face, and mounting them in the sound and land faces of the forts. The troops (particularly the Germans, Max Weber's) do not appear to appreciate the necessity of making preparations for defense, and are ignorant of the use of artillery; the officers are no better informed; neither class is disposed to do much work.

The complete success of our arms at this place has produced a perfect panic in the counties on the sound. Had we an organized force of small steamers we could, ere this, have destroyed a great portion of the commerce and been in possession of Roanoke Island, which is the key to Norfolk and Albemarle Sound.

To-day I learned from fugitives that Oregon Inlet and Ocracoke Inlet have been abandoned and the guns of the latter spiked. The forces at Oregon Inlet have moved over to Roanoke Island and are said to be fortifying the south end. Had I two or three well-armed tugs here now I could prevent it. We saw a large fire down the coast last night. The fugitives think it was Portsmouth, a small village at Ocracoke Inlet, that has been burned by the enemy. I have communicated this intelligence to Captain Ohauncey in the offing, that he might, if consistent with his instructions, go down and destroy the cannon and carriages before the enemy recovers from his panic and reoccupies the forts.

I have addressed Flag-Officer Stringham at Old Point, giving him all the information in my possession.

If it is the purpose of the Government to hold this place the present force is sufficient, provided I can be supplied with a 50 to 80 pounder rifled gun, and the army people with shot and shell and ammunition for a 10-inch columbiad of 15,000 pounds, which the enemy had left here, but fortunately had not time to mount. This gun, with the rifled gun I ask for, mounted on the forecastle, would drive back the probable force that might be brought against us outside the bulkhead, which is about 2½ miles from my anchorage. If, on the other hand, the Government design holding this place and carry on offensive operations, and

compel this State to withdraw her troops from Virginia to defend her own soil, it will be necessary to have a number of well-armed tugs of the class of the *Yankee*, to draw not over 7 feet, loaded, to be armed with a rifled cannon and 24-pounder howitzers, one of each at either end. Four to six of these vessels would perhaps do the work well. There are two light boats here that would answer for depots for provisions, and a large schooner could keep the force supplied with coal.

If it is the purpose of the Department to operate offensively on the Southern coast, this, of all points, is best adapted as a basis of operation. Here troops can be encamped in large numbers on a wooded beach of 15 miles in length, with water, I think, in sufficient quantities, by digging wells 3 feet deep. The line of operations can be extended at pleasure to Ocracoke, and continued to Cape Lookout and Beaufort by means of the sound and the Neuse River. Once in possession of Beaufort, we have a fine harbor, with 15 feet on the bar.

I am informed that there are thousands of loyal men residing on the waters of the sound, who only want protection to make themselves heard and felt in this struggle.

I was desirous of lighting Hatteras light, but to my great regret I learn that the lens has been taken down and is now in Washington or Raleigh.

In my opinion, it is a waste of money to sink vessels at the bulkhead. The flats are quicksand, and as soon as the current is interrupted at one point it will open a channel at another.

I have the honor to be, very respectfully, your obedient servant,  
S. O. ROWAN,  
Commander, U. S. Navy.

HON. GIDEON WELLES,  
Secretary of the Navy, Washington.

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*Report of Commander Rowan, U. S. Navy, commanding U. S. S. Pawnee, giving information received from refugees.*

U. S. S. PAWNEE,  
Hatteras Inlet, September 3, 1861.

SIR: I have obtained the following information, which I take the earliest opportunity to communicate:

The schooner *Enterprise* came in yesterday afternoon from the mouth of the Pungo River, bringing Charles Good, wife, and two daughters, and Randolph Mount and wife. They represent themselves as Philadelphians, who own steam sawmills on Slade's Creek, near Pungo River, 60 miles from Hatteras. They are Union men, who are unable to remain in North Carolina.

Mount was drafted into a company of horse, but made his escape. They left home on Friday morning. Alexander Conman, a lumberman, accompanied them (his family is at the mouth of Pamlico Creek, 60 miles off); also Henry S. Taylor, a pilot.

Ten miles this side of Washington, on the Pamlico River, at Mall's [Maul's] Point, they met three steamers full of soldiers, who hailed them and told them to return, as they had evacuated Ocracoke, spiked the guns, and destroyed the State property there.

There is a fort on Beacon Island (at Ocracoke) and a battery of six guns below it. There is no fort on the Portsmouth Island side of the

inlet known of. They think the light to the westward last night came from Portsmouth Island or the forts.

They report great alarm at Washington, as a meeting was held there on Thursday and it was agreed to fortify Mall's [Maul's] Point, which is 15 feet high on the right bank of Pamlico River. The channel is close to, with 12 to 15 feet of water.

This morning (the 3d) there arrived the schooner *Louisa Balance*, with Reuben O. Balance and family and several others, residents of this island, who fled during the action. They wish to remain and are Union men. They came from Middletown, 30 miles northwest. They saw the fire last night and are sure that it was at Portsmouth or Beacon Island. Have heard that the forts at Ocracoke have been abandoned; passed near the island; saw no vessels or flags, nor any men.

Colonel Hawkins informs me that he has received reliable information that the forts at Oregon Inlet have been destroyed and the island abandoned. The forces have been withdrawn to Roanoke Island, where they are fortifying the south end.

Very respectfully, etc.,

S. O. ROWAN,  
Commander, U. S. Navy.

Flag-Officer S. H. STRINGHAM,  
Commanding Atlantic Squadron.

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*Instructions from the Secretary of the Navy to Flag-Officer Stringham, U. S. Navy, commanding Atlantic Blockading Squadron, regarding the holding and obstructing of the inlets of North Carolina by sinking vessels loaded with stone.*

NAVY DEPARTMENT, September 3, 1861.

SIR: The Department, in pursuance of the plan matured under its directions for holding and obstructing, where it is deemed best, the coasts and inlets of North Carolina, and with the view of following up the success obtained by the blockading force under your command in the capture of the forts at Hatteras, has to request that you will give the earliest possible execution to the following objects:

First. That Oregon and Loggerhead inlets be immediately and effectually closed by placing obstructions over the inner bulkheads, not on the outer bars, but at the line of meeting of the waters of the sea and of the sound, inside the headlands.

Second. You will immediately take Ocracoke Inlet, to be used, like Hatteras, as a harbor of refuge, but you will not sink vessels at these inlets inside, as was first contemplated.

Third. You will have a careful reconnoissance made of New Inlet (Cape Fear River) and see that the defenses of this channel, if any exist, be examined and the condition of its waters be ascertained and reported fully to this Department. The special object of this reconnoissance will be to discover whether the inlet is guarded or whether it has been closed by the authorities of Wilmington.

The Department is desirous of hastening the relighting of the light on Cape Hatteras, to have the defenses of Hatteras and Ocracoke inlets and Hatteras light strengthened, and other defenses which may be required for the control of the intercourse between Pamlico and Albemarle sounds, and it looks to you to further all these objects in every way in your power consistent with the more specific directions given above and the imperative duties of the blockade.



As early as practicable a small flotilla of tugs, receiving vessel for coal and stores, will be placed inside under the command of some competent commander in the service.

Very respectfully, etc.,

GIDEON WELLES.

Flag-Officer S. H. STRINGHAM,  
Comdg. Atlantic Blockading Squadron, Hampton Roads, Virginia.

*Order of the Secretary of the Navy to Flag-Officer Stringham, U. S. Navy, commanding Atlantic Blockading Squadron, regarding the reduction of the complement of officers on the vessels of his command.*

NAVY DEPARTMENT, September 3, 1861.

SIR: The demands on the personnel of the Navy are so great that in order to provide lieutenants commanding and executive officers for the new gunboats, as well as the other vessels brought into the service, it has been found absolutely necessary to reduce very materially the complement of officers as at present allowed to the ships under your command. For the present, vessels carrying guns on two decks will be allowed three lieutenants and a master. Those carrying guns on one deck will be allowed two lieutenants and a master. The second and third lieutenants of ships are to be considered as gunnery officers and instructors, whose duty it shall be to drill the whole crew at great guns, small arms, and cutlass exercise.

Acting masters will be assigned to the different vessels to perform the duties of watch officers, and it is the order of the Department that these officers shall also receive instructions at the guns, etc. It is recommended that hereafter the main deck be divided into two divisions, under the charge of the second and third lieutenants; that the fore-castle division be placed under the charge of the master, and that the quarter-deck be under the general supervision of the executive officer when at general quarters. But this is left to the discretion of the commanding officer. (See Ordnance Instructions, p. 14.)

The following-named officers will be detached from your squadron as opportunity offers, and you are authorized to make such changes as may be necessary to place those that remain according to their rank, reporting the same to the Department. Should the requirement of the service make it necessary, a still further reduction of the regular officers may be made:

From the *Minnesota*, Lieutenants J. O. Howell, E. O. Grafton, John Watters, Charles L. Franklin, and C. M. Schoonmaker.

From the *Roanoke*, Lieutenants Daniel Ammen, R. W. Scott, E. P. Lull, and four midshipmen.

From the *Wabash*, Lieutenants John H. Upshur, John Irwin.

From the *Jamestown*, Lieutenant Charles W. Flusser.

From the *Savannah*, Lieutenant B. W. Henry.

From the *Iroquois*, Lieutenant J. M. B. Olitz.

From the *Richmond*, Lieutenants N. O. Bryant, Robert Boyd, jr.

From the *St. Lawrence*, Lieutenant John Downes.

From the *Cumberland*, Lieutenant Charles H. Greene.

From the *Vandalia*, Lieutenant Henry Wilson.

I am, respectfully, your obedient servant,

GIDEON WELLES.

Flag-Officer S. H. STRINGHAM,  
Commanding Atlantic Blockading Squadron.

*Letter from the Secretary of the Navy to Flag-Officer Stringham, U. S. Navy, commanding Atlantic Blockading Squadron, transmitting correspondence regarding Confederate operations abroad.*

NAVY DEPARTMENT, *September 3, 1861.*

SIR: Your attention is invited to the following papers (copies herewith submitted), viz: Letter of the Secretary of State, dated August 24, and enclosures, respecting the alleged purchase of the steamers *Adelaide*, *Victoria*, and *Bermuda*, in England, for parties in Charleston and the Southern States; letter of the Secretary of State, dated August 28, and enclosure, relative to the arrival of the five schooners at Halifax, Nova Scotia, which had run the blockade from North Carolina; letter from the Secretary of State, dated August 29, respecting the schooner *William H. Northrop*, belonging to Wilmington, N. C., which has repeatedly entered the port of Nassau, New Providence, with the flag of the insurgent States flying; extract from a letter from Mr. Upton, of Boston, received through the Department of State, on the subject of the strong feeling at St. John, New Brunswick, in favor of the so-called Southern Confederacy.

I am, respectfully, your obedient servant,

GIDEON WELLES.

Flag-Officer S. H. STRINGHAM,  
*Comdg. Atlantic Blockading Squadron, Hampton Roads, Virginia.*

[Enclosure No. 1.]

DEPARTMENT OF STATE,  
*Washington, August 24, 1861.*

SIR: I have the honor to transmit herewith for your information and consideration an extract from a dispatch dated 9th August and received here to-day from Mr. F. H. Morse, the consul of the United States at London, respecting the alleged purchase of the steamers *Victoria*, *Adelaide*, and *Bermuda*, for parties in Charleston and the Southern States.

I have the honor to be, sir, your obedient servant,

WM. H. SEWARD.

Hon. GIDEON WELLES,  
*Secretary of the Navy.*

[Subenclosure.]

CONSULATE OF THE UNITED STATES OF AMERICA,  
*London, August 9, 1861.*

SIR: I this morning received information, which I regard as entirely reliable, that the steamers *Victoria*, *Adelaide*, and *Bermuda* have been conditionally purchased by Messrs. Fraser, Trenholm & Co., of Liverpool, for parties in Charleston and the South. The conditions are that if the English admiral commanding on the American coast shall declare the blockade imperfect or insufficient, and the steamers under English colors are placed inside of Charleston Bar, with a given amount of tons of freight on board of each, and each boat not drawing over 16 feet of water, the purchasers are to pay a very high price for the steamers. No money is to be paid until the boats are delivered on the terms and conditions above mentioned.

These boats are propellers, over 2,000 tons in burden, and will steam over 10 knots per hour.

The *Victoria* and *Adelaide* are here in London docks undergoing repairs. The former will be ready for sea in about six weeks; the latter in about two months. The *Bermuda* is the third boat and is not yet launched, though I think she is about ready to be launched. She

is the boat to which I have heretofore referred, and she is building at Stockton, on the river Tees.

Permit me to suggest the great importance of making the blockade as perfect as possible, if it is not already so, for there seem to be indications that officials here are seeking and will be glad to find reasons or excuses for declaring the blockade insufficient and void.

It appears to me that the conditions attached to the sale of the above-named boats have not been agreed upon without some knowledge of the desire and perhaps purpose of this Government in reference to our blockade of our Southern ports.

Our recent disasters in Virginia have strengthened the rebels here among the people. The manufacturers and the aristocracy were mainly with them in heart before.

Very sincerely, your obedient servant,

F. H. MORSE.

Hon. WM. H. SEWARD,  
*Secretary of State.*

[Enclosure No. 2.]

DEPARTMENT OF STATE,  
*Washington, August 28, 1861.*

SIR: I have the honor to invite your attention to the enclosed copy of a letter of the 26th instant, addressed to this Department by the adjutant-general of the Commonwealth of Massachusetts, relative to the arrival of five schooners at Halifax, Nova Scotia, which had run the blockade from North Carolina.

I have the honor to be, sir, your obedient servant,

F. W. SEWARD,  
*Acting Secretary.*

Hon. GIDEON WELLES,  
*Secretary of the Navy.*

[Subenclosure.]

COMMONWEALTH OF MASSACHUSETTS,  
ADJUTANT-GENERAL'S OFFICE,  
*Boston, August 26, 1861.*

SIR: A gentleman in whom I have confidence came here this morning from Halifax, Nova Scotia, and informed me that while he was there five schooners arrived with 1,400 barrels of turpentine. They had run the blockade from North Carolina. Three of them were named, respectively, *Argyle*, *Susan Jane*, and *Revere*; the names of the other two he could not recollect. One of the vessels has been refitted and is now loading with herring and other "blue nose" commodities, and intends to run the blockade home. The agent or owner of the vessel and merchandise is at Halifax. His name is Martin. You may have this information already; nevertheless I thought it proper to write you in regard to it.

Truly, yours,

WM. SCHOULER,  
*Adjutant-General.*

Hon. WILLIAM [H.] SEWARD,  
*Secretary of State.*

[Enclosure No. 3.]

DEPARTMENT OF STATE,  
*Washington, August 29, 1861.*

SIR: I have the honor to inform you that Mr. Whiting, our consul at Nassau, New Providence, has reported to this Department that a

schooner named the *William H. Northrop*, commanded by Joseph A. Silliman, belonging to Wilmington, N. C., has repeatedly entered Nassau with the flag flying of the insurgent States.

She is said to be a low, black schooner of 40 tons burden, with round stern and raking masts; her last cargo consisting of lumber, bran, and peanuts.

The Department has reason to believe that most of the residents of Nassau are in the interest of the insurgents, and that cargoes of goods are taken from the ports in the neighboring States into the island.

I beg leave to suggest that the commanders of the blockading squadron in the neighborhood be instructed to keep a careful watch for the small coasters, by means of which arms and munitions of war are believed to be imported into the United States.

I have the honor to be, sir, your obedient servant,

F. W. SEWARD,  
*Acting Secretary of State.*

Hon. GIDEON WELLES,  
*Secretary of the Navy.*

[Enclosure No. 4.—Extract.]

BOSTON, August 27, 1861.

MY DEAR SIR: \* \* \* The feeling at St. John is very strong in favor of the Southern Confederacy, and they have been enabled to carry on some trade with the Southern ports and growing out of the insufficiency of the blockade. He found that this had been extensively done by sending certain articles which were much wanted at the South to the Great Isaac and Abaco, and then run them over to the Florida coast in small boats during the night. \* \* \*

GEO. B. UPTON.

Hon. R. H. DANA, Jr.,  
*U. S. District Attorney.*

*Letter from the Acting Secretary of the Navy to Flag-Officer Stringham, U. S. Navy, commanding Atlantic Blockading Squadron, regarding affairs of his command.*

NAVY DEPARTMENT, September 4, 1861.

SIR: The Department, supposing you will not come to Washington, has sent important dispatches to you at Old Point.

Arrangements have been made here for planting moorings at Hatteras and obtaining a receiving vessel for coal and stores.

G. V. FOX,  
*Acting Secretary.*

Flag-Officer S. H. STRINGHAM,  
*U. S. S. Minnesota, New York.*

*Report of Commander Green, U. S. Navy, commanding U. S. ship Jamestown, of the capture and destruction by that vessel of the schooner Colonel Long.*

U. S. SLOOP OF WAR JAMESTOWN,  
*At Sea, September 4, 1861.*

SIR: I overhauled the rebel schooner *Colonel Long*, of 14 tons burden, belonging to Charleston, S. C., this day, and after taking her cargo out, scuttled her.

The circumstances of this case are as follows: On the 7th of August, ultimo, the same schooner was boarded, and, on the plausible and pitiable story of the master, I let him go. He then said he had no papers except a fishing license; that he was from Savannah, and had run away with his vessel with three or four men who left Savannah to avoid being forced to serve in the rebel Army; that he was going to Key West to fish for the Havana market. One of his men wanted to ship on board this ship, and, being one man short, I caused him to take the oath and shipped him. He is a very good man; has a family in Mystic, Conn. An examination of the schooner showed her to be a regular fishing smack of 14 tons, with little of anything on board; and the whole appearance indicated poverty. I was even moved to give the man a piece of pork.

This day, being a little to the southward of Savannah, I fell in with the same schooner. On boarding her I ascertained that he had not been to Key West, but had been to Miami, near Cape Florida. The vessel had on board a quantity of limes, part of a barrel of whisky, a few bags of arrowroot, and a bag of sponges. The crew consisted of the master and 7 men, 2 of whom left Charleston in the vessel, 3 had shipped, 1 had entered for a passage, being a castaway English seaman, belonging to the English ship ———, from Jamaica to Liverpool, but wrecked on a key on the coast, this man being the sole survivor.

The master of the schooner still said he had no papers, but acknowledged that he was bound for Savannah; others said to Charleston.

The fact of his having no papers, and with so large a crew, led to the surmise that he had got these men for the use of privateers at Savannah, etc.

I determined, therefore, to destroy her, as she was outlawed and not of value enough to run the risk of a prize crew at this season of the year.

After the order had been given to destroy her, one of her crew came and informed me that her papers were concealed under the ceiling of the cabin, and there they were found. They consist of a Confederate coasting license for one year and a clearance from Charleston, with receipts for bills of outfits, and one for a Confederate States' flag, which was found and is in my possession. No log and no shipping articles were found.

I have the honor to be, respectfully, your obedient servant,  
CHARLES GREEN,  
Commander.

Flag-Officer S. H. STRINGHAM,  
Comdg. Atlantic Blockading Squadron, Hampton Roads, Virginia.

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*Report of Commander Palmer, U. S. Navy, commanding U. S. S. Iroquois, giving cause of delay in execution of the Department's orders to proceed to the West Indies.*

U. S. S. IROQUOIS,  
Hampton Roads, September 4, 1861.

SIR: Upon announcing last evening to General Wool my intended departure\* for the West Indies to-morrow, he earnestly urged me to remain until a stronger naval force was at this anchorage, and has

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\* See Vol. 1, p. 82.

addressed me an official letter on this subject, which I herewith enclose. He has also written to Washington to the same effect. I have consented to remain until I receive a reply to my yesterday's letter from Washington. I am extremely anxious to be off and am delighted with my orders, but agree with General Wool as to the necessity of my stay until the flag-officer returns.

I presume that the Department is aware that the *Iroquois* carries no rifled gun, though I have repeatedly asked for one since my return from the Mediterranean. My Sharps rifles have no bayonets and my cutlasses are all worthless old-fashioned Roman swords. My gunner also, Mr. Lilleston, whom I left sick at the hospital in New York, a case of syphilis, has not as yet rejoined his vessel. I am, consequently, without a gunner, an essential officer in this vessel. Should the Department determine upon my remaining here a few days longer, may I not hope that some of these deficiencies may be remedied?

Very respectfully, your obedient servant,

JAS. S. PALMER,  
Commander.

Hon. GIDEON WELLES,  
Secretary of the Navy, Washington, D. C.

P. S.—The gunboat *Daylight*, Commander Lockwood, has just arrived, and he will now be senior officer.

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*Letter from Major-General Wool, U. S. Army, to the Secretary of the Navy, requesting the retention of Commander Palmer, U. S. Navy, until the return of the flag-officer.*

HEADQUARTERS DEPARTMENT OF VIRGINIA,  
Fortress Monroe, September 4, 1861.

SIR: I am informed by the senior and commanding officer of the navy present, Commander J. S. Palmer, that he is ordered to some other position. I would earnestly recommend that this order be suspended until the flag-officer, Commodore Stringham, returns to Hampton Roads.

This is the most important position on the coast. The rebels have several vessels which they are anxious to get to sea and only wait a favorable moment to accomplish their designs. They are, I am informed, armed with rifle cannon. A few days since, in consequence of a small armed vessel, stationed with the *Savannah*, being absent, a small tug-boat came down the James River and commenced firing upon the *Savannah* with a rifle gun, and, but for a rifled cannon in the fort, she would have been sunk. As several of our best ships and vessels of war are now absent, say at least four, some of the rebels will probably make their way to sea if any more vessels of war are taken from the roads. I hope you will consider the subject and permit Commander Palmer to remain here with the *Iroquois* until some other ships arrive and take his place.

I have the honor to be, very respectfully, your obedient servant,

JOHN E. WOOL,  
Major-General.

Hon. G. WELLES,  
Secretary of the Navy.

*Report of Commander Lockwood, U. S. Navy, commanding U. S. S. Daylight, of the arrival of that vessel at Hampton Roads from the Rappahannock River, Virginia.*

U. S. S. DAYLIGHT,  
Hampton Roads, September 4, 1861.

SIR: I have the honor to inform the Department that I arrived at this anchorage this morning, having been relieved by the steam gun-boat *Mount Vernon* last evening from the blockade of the Rappahannock River, and find myself for the present the senior naval officer at the roadstead.

I am, sir, very respectfully, your obedient servant,  
SAML. LOCKWOOD,  
Commander.

Hon. GIDEON WELLES,  
Secretary of the Navy, Washington, D. C.

*Letter from the Acting Secretary of the Navy to Flag-Officer Stringham, U. S. Navy, commanding Atlantic Blockading Squadron, transmitting information regarding steamer Bermuda and other blockade runners.*

NAVY DEPARTMENT, September 4, 1861.

SIR: Your special attention is directed to the accompanying copy of a dispatch received by the State Department from the U. S. consul at Liverpool, dated the 16th ultimo. It is particularly desired that the *Bermuda* should be captured, if permitted by the British authorities to leave England for the Southern States.

A copy of a letter from the same writer, respecting the name and character of the captain of the *Bermuda*, is also enclosed.

I am, respectfully, your obedient servant,  
G. V. FOX,  
Acting Secretary of the Navy.

Flag-Officer S. H. STRINGHAM,  
Comdg. Atlantic Blockading Squadron, Hampton Roads, Virginia.

[Enclosures.]

U. S. CONSULATE, *Liverpool, August 16, 1861.*

SIR: I had the honor to inform you, dispatch No. 30, by the *City of Washington*, on the 14th, that the crates containing arms, packed to resemble earthenware, mentioned in my Nos. 28 and 29, had gone by various circuitous routes to West Hartlepool, a place on [the] east coast of England, and been there put on board the screw steamer *Bermuda*, mentioned in my No. 23 as building, and nearly finished, at Stockton-on-Tees, for Messrs. Fraser, Trenholm & Co., the Liverpool branch of John Fraser & Co., of Charleston, S. C. I also gave a description of the *Bermuda*, which I now repeat:

Two-masted; brig-rigged; funnel, lower part black, upper part red; black hull, with a narrow red stripe round the molding, level with the deck; no poop; wheelhouse white. Her bottom pink, up to the water line; no figurehead; no bowsprit; armed with four guns; has six white boats slung in iron davits; is under the English flag; hails from Liverpool, and is commanded by a Frenchman.

I would call attention to her armament, which may, and likely will, be increased before she sails; also to the number of boats; also to the probability of some change being made in her appearance before she approaches America by changing the color of her funnel, etc.

I have also traced the powder trucks, mentioned in my No. 30, from Preston Brook to West Hartlepool, and believe the barrels sent on them, freighting together 7 tons, do not contain powder as described, but ball cartridge; of course they are gone also to the *Bermuda*.

Propos of the bales, some days since a gentleman in conversation stated to me that recently, while on a visit at Baisley [Paisley?], he was in the warehouse of Coats & Co., I think, and saw there a large number of bales, which he was told had been ordered for Charleston. Now, my man informs me that the bales shipping on the *Bermuda* were arriving from Scotland, so that it is not likely they come from Coats & Co. I think the *Bermuda* is the steamer referred to in the conversation with the Portsmouth captain, reported in my No. 7, June 17.

I may add that the appearance and build of the *Bermuda* indicate her to be a very fast vessel, and that by the time she reaches the American coast, having got rid of most of her coals, she will not draw much water, and that, as she appears all ready for sea, she may, in the event of any intention to interfere with her here, being suspected, steal out of Hartlepool before the dilatory officials can stop her.

A large quantity of arms have gone into Grazebrook's warehouse within the past few days, and I shall continue the watch there. During the week 2 cases of arms have been cleared for Oienfuegos, 151 quarter barrels and 49 quarter boxes gunpowder for Montreal, 50 kegs shot for Colon, and 2 casks shot and 73 casks shot lead for St. Thomas. The bark *Cockatoo*, of Liverpool, cleared for Bonny and sailed about a week since, having on board a large quantity of arms, etc. She belongs to an old, respectable firm, F. Huth & Co., who have a considerable business connection with New Orleans. I don't much suspect any wrong of her, but give you her description:

A very bluff vessel, of about 300 tons, with painted ports and bark-rigged; lately an American vessel.

The ship *R. B. Sumner*, of New Orleans, cleared here on the 12th of August, in ballast, for St. Stephen, New Brunswick. She has legal register. The *Susan G. Owens*, referred to in my No. 30, cleared for Callao on the 13th. I will send you particulars of her cargo next steamer.

I enclose an article from last week's *Economist*, because it indicates what the real object of anxiety is in the minds of commercial men here, and the opinions current regarding the blockade.

The *Economist* is a London paper, but largely reflects Manchester feelings. It enjoys a good reputation for ability and correct information.

Very respectfully, I have the honor to be, your obedient servant,  
HY. WILDING.

Hon. F. W. SEWARD,  
*Assistant Secretary of State.*

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U. S. CONSULATE, *Liverpool*, August 17, 1861.

SIR: In a letter from the secretary of legation at London this morning it is stated that the name of the captain of the *Bermuda* is T. O. Jessier. Coupling that with the information I had before that he was



a Frenchman, I conclude that his name is Tessier, who lately commanded the *Emily St. Pierre*, one of John Fraser & Co.'s vessels in the Charleston trade.

He was a Frenchman by birth, knows the Charleston trade well, and is a most desperate fellow, capable of any venture. His being in command indicates the destination of the vessel, and I think it of sufficient importance to acquaint you with it.

With high respect, I am, your obedient servant,

H. WILDING,  
Vice-Consul.

Hon. F. W. SEWARD, Etc.

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*Letter from the Secretary of the Navy to Flag-Officer Stringham, U. S. Navy, commanding Atlantic Blockading Squadron, transmitting telegraphic information of the sailing of steamer Bermuda from Liverpool.*

NAVY DEPARTMENT, September 4, 1861.

SIR: The following telegram has been received at this Department:

LONDON, August 23, via Halifax 3d.  
(Received September 3, 1861.)

The new Confederate screw steamer *Bermuda* left Hartlepool, England, on the 18th instant, under English colors, for Cuba or some Southern port. She is brig-rigged and over 1,000 tons net burden. She is heavily armed with rifled cannon and has 70 tons of powder on board, with other munitions of war.

F. H. MORSE,  
Consul for London.  
J. E. VINTON,  
U. S. Consul at Halifax, Nova Scotia.

Hon. GIDEON WELLES.

Very respectfully, etc.,

GIDEON WELLES.

Flag-Officer S. H. STRINGHAM,  
Comdg. Atlantic Blockading Squadron, Hampton Roads, Virginia.

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*Report of Commander Lockwood, U. S. Navy, commanding U. S. S. Daylight, transmitting report of Commander Gillis, U. S. Navy, commanding U. S. S. Monticello, regarding the condition of that vessel and the U. S. S. Harriet Lane.*

U. S. S. DAYLIGHT,  
Hampton Roads, Virginia, September 5, 1861.

SIR: I have the honor to report the arrival this morning of the *Harriet Lane* and steam gunboat *Monticello*, and forward herewith the report of Commander Gillis. They are both disabled and the *Harriet Lane* is taking on board coal sufficient to reach New York should she be sent there. I shall await the arrival of Flag-Officer Stringham and retain the vessels here for his disposal, as we have but a small force in the roads, and report says that a large steamer is up the river awaiting an opportunity to run the blockade. I this morning sent the steamer *Flag* to relieve the *Quaker City* to coal, and she will resume her station immediately thereafter.

We have now here the *Daylight*, *Iroquois*, *Monticello*, *Supply*, and *Harriet Lane*, the last mentioned having one gun left; and at Newport News the *Savannah*, *Seminole*, *Louisiana*, and *Corwin*, revenue cutter.

During my recent blockade of the Rappahannock River I ran up about 35 miles, and I understood that the State authorities had left the militia of the lower counties at home, with instructions to defend and protect themselves. They signalized from point to point our every movement and are very watchful.

Your obedient servant,

SAML. LOCKWOOD,  
*Commander and Senior Officer.*

Hon. GIDEON WELLES,  
*Secretary of the Navy, Washington, D. C.*

[Enclosure.]

U. S. S. MONTICELLO,  
*Hampton Roads, Virginia, September 5, 1861.*

SIR: The *Harriet Lane* having been got off the bar at Hatteras Inlet, I was ordered by Captain Chauncey, the senior officer there, to accompany her to this anchorage, and have the honor to report to you our arrival.

Allow me to renew my application for the command of the U. S. S. *Tuscarora*, now being got ready for active service at the navy yard, Philadelphia. I forward with this my report\* of the services rendered by the *Monticello* at Hatteras Inlet, in the naval action of the 28th and 29th ultimo.

I am, respectfully, sir, your obedient servant,

JOHN P. GILLIS,  
*Commander.*

Hon. GIDEON WELLES,  
*Secretary Navy, Washington.*

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*Report of Commander Rowan, U. S. Navy, commanding U. S. S. Pawnee, regarding affairs at Hatteras Inlet.*

U. S. S. PAWNEE,  
*Hatteras Inlet, September 5, 1861.*

SIR: In my communication by the *Harriet Lane* I gave you all the information worthy of note. Nothing of importance has transpired since then.

I send in the steamer four men and five women who came down from the Pungo River to escape the violence of the rebels. They say they belong to Philadelphia, and are in a destitute condition. I furnished them with provisions to take them to Hampton Roads. One other man came in the party who claims to be a pilot in the sound. I have directed he should remain in case we should want his services.

I am informed that the operations of your fleet have spread such consternation throughout the State that ten regiments of North Carolina troops have been ordered home to protect their homes and soil. I look upon your successful attack on this place the most important event of the war, and I only regret that you were not able to follow it up.

What we want now is six more well-armed tugs in the sound, with a regiment or two, and some of your fine ships, to march down the coast

\* See p. 125.

and threaten, if not take, Beaufort, or to turn the other way and take Roanoke Island and shut up communication with Norfolk and deprive this country of the advantages of her resources.

Captain Chauncey went to Ocracoke this morning and returns this evening. I hope he found the place deserted. I am quite sure the place was deserted, but they may have recovered from their panic and returned.

If I am to remain here, and I think I am of importance to the protection of this place, it will be necessary to send coal and provisions. This can best be done in some of the small vessels at Hampton Roads recently purchased to sink in this channel.

I am in a fair way of getting the mahogany schooner off and shall send her forward. We have worked at her daily. I have assisted the troops on shore and removed the spikes from the guns and recovered your howitzer. So I would like to have the rifled howitzer to mount on one of the hulks at the bulkhead to keep the enemy at a respectful distance until vessels arrive that can enter the sound.

I consider this the basis of your future operations on the Southern coast, and the Navy can now take a decided part under your able inauguration and direction. I have put down buoys in the channel; the pilot thinks only one more is necessary on the point soundward into the anchorage. We have been too busy unloading the *Peabody* to do anything else since she arrived, the launch excepted, which is working at the prize schooner.

A large number of the loyal people returned to the island and have taken the oath of allegiance since you left. Many of these people have been ruined by our troops entering their houses during the bombardment and taking whatever was valuable to them.

I would suggest the propriety of giving these poor people a little flour; with this and the fish in the sound they can manage to subsist. Two of the leaders of these people are going to the main [land] to induce the people of the county to secede from the State. I told one of them, their parson, that would not do. The Government of the United States was fighting against secession and could not sustain them in such a course; that their best course was to cultivate the Union sentiment and bring the State back to her allegiance.

Very respectfully,

S. C. ROWAN,  
*Commander, U. S. Navy.*

Flag-Officer S. H. STRINGHAM,  
*Hampton Roads.*

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*Report of Commander Rowan, U. S. Navy, commanding U. S. S. Pawnee, regarding the importance of Hatteras Inlet as a base of military operations.*

U. S. S. PAWNEE,  
*Hatteras Inlet, September 5, 1861.*

SIR: I wrote you a short note by the flagship urging you to hold this place, knowing that you would at once see its importance as the basis of military operations.

I consider the capture of this place the most important event of the war. There is a perfect panic throughout all parts of this State bordering on the water. The inhabitants are abandoning their dwellings and seeking safety in the interior.

I learn to-day that the State authorities have recalled 10,000 of their troops from Virginia.

A little active demonstration would compel the State to withdraw most of their forces from Virginia; this I get from a fugitive from Pungo River. A glance at the map will show you, I think, that a dash through the sound for Beaufort would be the strategic move for naval operations, combined, of course, with a military force. Beaufort once in our possession and held, the forts would soon fall, and we should have one good port for John Bull. Then dash at New Berne and get possession of the railroad. The other strategic point is Roanoke Island, which, if taken, should be held until the canal is destroyed, when the Navy need apprehend no further annoyance from Norfolk.

This point I consider tenable with the present force, but it is absolutely necessary that this ship should have a 50-pounder rifled gun to be on an equality with such craft as made a display at Fort Monroe. A craft of that kind coming down the sound, out of range of my guns, would annoy me very much, if not compel me to go to sea. To guard against this I am now mounting the 10-inch columbiad found here on the beach, to be manned and worked by the naval brigade under Lieutenant Crosby, but we have no mechanics and labor under disadvantages too numerous to mention.

As soon as I can I will mount a 32-pounder on one of the hulks and anchor her near the bulkhead. If I can succeed in this the enemy will not be able to get near enough to harm me.

I can not too strongly urge the necessity of sending some well-armed tugs; the largest should not draw over 7 feet, deep-load line, and the other with as light draft as possible, say 4 or 5 feet or less, provided each of them can mount a rifled cannon and a 24-pounder for the smallest, and heavier rifled cannon for the largest.

This inlet is very small and will accommodate few vessels. As soon as we have armed vessels in the sound to protect our schooners and depot vessels they can be passed through the bulkhead in 7 feet water and anchored out of the way.

Not more than two or three steamers can be here at a time. A number of small vessels (schooners) were purchased to sink in the channels; one or two of these might be profitably employed in bringing coal, and others to bring provisions. I would suggest that these important items be forwarded at once.

I send an account of the number of days' provisions on hand, which will give the Bureau of Provisions and Clothing time to make its engagements.

Very respectfully, etc.,

S. C. ROWAN,  
Commander, U. S. Navy.

G. V. FOX, Esq.,  
Assistant Secretary Navy.

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*Report of Commander Rowan, U. S. Navy, commanding U. S. S. Pawnee, regarding affairs at Hatteras Inlet.*

U. S. S. PAWNEE,  
Hatteras Inlet, September 5, 1861.

SIR: I avail myself of the return of the steamer *Peabody*, which arrived here with provisions for the troops from Hampton Roads, to inform the

Department that nothing of importance has occurred at this place since the date of my communication by the *Harriet Lane*.

In a communication addressed to the commander in chief at Hampton Roads I informed him that I forwarded seven of the fugitives in the *Peabody* to be landed at Hampton Roads, supplying them with provisions to last them there. Another of the fugitives of this party I have retained to act as pilot in these waters should his services be required.

From the best information I can obtain, ten regiments have been recalled from Virginia to defend the State. The secessionists residing near the water are deserting their residences and seeking shelter in the interior. The poorer classes remain waiting for protection to avow their Union sentiments. A town meeting was called in Washington, on the night of the 1st instant, when it was decided to fortify a point on the river 10 miles below the town.

The tug *Tempest*, of Washington, chartered for the expedition at \$100 per day, is useless to me, in consequence of her draft of water, 9 feet. I used her in putting down buoys on the bar, which is the principal service that she has rendered. Two tugs of 4 to 5 feet draft can be obtained for this price and would render valuable service in this strong tideway; and if armed with a howitzer would be valuable in the sound.

I have the honor to be, very respectfully, your obedient servant,

S. O. ROWAN,  
Commander, U. S. Navy.

Hon. GIDEON WELLES,  
Secretary Navy, Washington.

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*Report of Commander Stellwagen, U. S. Navy, advising the purchase of two river boats for use in the sounds of North Carolina.*

Confidential.] PHILADELPHIA NAVY YARD, September 5, 1861.

SIR: I am very anxious to forward the preparations for the business in the sounds of North Carolina. I am very fearful we may be troubled with the draft of water of most vessels, and would recommend the securing one or two fast side-wheel river boats, mount them with rifle cannon, and use them for fighting, carrying troops, etc., as occasion may require.

I am struck with the description of a new steamboat built to run from Florida to Key West or Havana. She will only draw 4 to 5 feet water, will be an excellent seaboat, can mount two or more rifle guns, and can be had for the sum for which she was contracted to be built, viz, \$45,000—very cheap. She is all finished, but had not made a trial trip.

I would like to see the several vessels proposed for our expedition; light draft is very necessary. I believe it would facilitate matters for me to examine them and the armament. I think they will strengthen their force on the sound from Norfolk, etc., as much as they can. We must have vessels enough to finish things at a dash, close the canal and reduce the towns of New Berne, Washington, etc., and retake or burn their prizes. I think economy will be best consulted by getting vessels fast and good, guns heavy and long range, or the latest improved rifled kind, particularly for Sawyer's projectiles.

I should like Lowry to accompany me, if he is well enough.

I believe, if the purchases are made without much negotiation, the vessels, etc., can be had cheaper.

Their frames must be heavy enough, surely, for Sawyer's guns. Please let me know if you wish me to examine and select a vessel or two. I send you descriptions of other steamers left with me.

Very respectfully, your obedient servant,

H. S. STELLWAGEN,  
Commander.

G. V. Fox,  
Assistant Secretary Navy, Washington.

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*Letter from the Acting Secretary of the Navy to Flag-Officer Stringham, U. S. Navy, commanding Atlantic Blockading Squadron, transmitting information regarding the movements of blockade runners from Halifax, Nova Scotia, and the steamer Bermuda from Liverpool*

NAVY DEPARTMENT, September 5, 1861.

SIR: For your information I herewith enclose a copy of a letter addressed to the Department, on the 30th ultimo, by Mr. E. M. McPherson, of Boston, giving the names of certain vessels that have recently run the blockade of the North Carolina coast.

I also enclose an extract of a dispatch addressed by the U. S. minister at London to the Right Honorable Earl Russell in relation to the armed steamer *Bermuda*, about which you were written to yesterday.

I am, respectfully, your obedient servant,

G. V. Fox,  
Acting Secretary Navy.

Flag-Officer S. H. STRINGHAM,  
Comdy. Atlantic Blockading Squadron, Hampton Roads, Virginia.

[Enclosures.]

BOSTON, August 30, 1861.

SIR: I have authentic information from Halifax, Nova Scotia, that about two weeks ago the *Argyle*, of that place, the *Susan Jane*, of Nevis, and the *Revere*, of Yarmouth, Nova Scotia, arrived there from Beaufort, N. C., having run the blockade. The *Revere* has sailed again for the same place, and the other two will leave this week some time.

Such is the information as I have received it to-day; and I have taken the liberty of writing to you in the hope that this knowledge may be of some use to your officers of the blockading fleet.

Your obedient servant,

E. M. MCPHERSON.

Hon. GIDEON WELLES,  
Secretary of the Navy.

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LEGATION OF THE UNITED STATES,  
London, August 15, 1861.

My LORD: \* \* \* It is stated to me that a new screw steamer called the *Bermuda*, ostensibly owned by the commercial house of Fraser, Trenholm & Co., of Liverpool, well known to consist in part of Americans in sympathy with the insurgents in the United States, is

now lying at West Hartlepool, ready for sea. She is stated to carry English colors, but to be commanded by a Frenchman.

She is two-masted, brig-rigged, lower part of funnel black, and upper part red; black hull, with a narrow red stripe round the molding level with the deck; no poop; wheelhouse painted white; six white boats slung in iron davits.

She has neither figurehead nor bowsprit. Her bottom is painted pink up to the water line.

This steamer is armed with four guns, and she has been for some time taking in crates, cases, and barrels, believed to contain arms and munitions of all kinds ordinarily used in carrying on war.

The cargo is nominally entered as destined to Havana, in the island of Cuba, but her armament and cargo are of such a nature as to render it morally certain that the merchants who claim to be the owners can have no intention of dispatching her on any errand of mercy or peace. \* \* \*

I have the honor to be, your lordship's obedient servant,

CHARLES FRANCOIS ADAMS.

Right Hon. EARL RUSSELL.

*Letter from the Acting Secretary of the Navy to Flag-Officer Stringham, U. S. Navy, commanding Atlantic Blockading Squadron, transmitting information of the detention at Wilmington, N. C., of the steamer North Carolina.*

NAVY DEPARTMENT, September 5, 1861.

SIR: I herewith transmit a copy of a communication addressed to the Department on the 27th ultimo by H. B. Cromwell, esq., of New York, in relation to the steamer in which he has an interest, the *North Carolina*, which has been detained in Wilmington since April last.

I am, respectfully, your obedient servant,

G. V. FOX,  
Acting Secretary Navy.

Flag-Officer S. H. STRINGHAM,  
Comdg. Atlantic Blockading Squadron, Hampton Roads, Virginia.

[Enclosure.]

OFFICE OF CROMWELL'S STEAMSHIPS,  
CORNER WEST AND ALBANY STREETS,  
New York, August 27, 1861.

SIR: Referring to your telegram of this morning, we now beg to inform you that the new iron steamship *North Carolina*, screw, left here on the 13th of April last for Wilmington, N. C., where she was detained by her owner there in consequence of our national difficulties. We have ever since received assurances that the motive of her detention was to save the property of her Southern shareholders and for no warlike purpose. We have had positive knowledge of this, and have in the meantime been endeavoring to purchase the interest of the Southern shareholders, and so induce them to send the vessel to this port, but have been unsuccessful. We this morning received a letter from the agent in Wilmington, N. C., under date of the 10th instant, informing us that our last offer had been refused, and that an offer had been made by a party from Richmond, and while he does not say

whether this offer was accepted or not, we are left with the strongest suspicions that she is now being fitted out and has left as a privateer. We have an interest in this steamer, costing us \$43,000, and we have to appeal to our Government for protection. If she succeeds in getting away from Wilmington, armed as she of course would be, she would prove a dreadful scourge to commerce. She is a single-deck ship, measuring 170 by 29 by 13, with a powerful engine 42 by 42, giving her a speed of from 11 to 12 knots. We have always been solicited to put our large interest in this steamer under a Southern name, which we have ever refused, preferring the protection of our own Government, which we are sure we shall not ask for in vain.

We would have informed you sooner of the fact of this steamer being there but that we were confident that we should be made aware of everything that took place with regard to her. We have only to regret that this letter of the 10th did not reach us sooner.

The *North Carolina* is very fast, and can carry a heavy armament, not drawing more than 10 feet.

Respectfully, yours,

H. B. CROMWELL.

HON. GIDEON WELLES,  
*Secretary of Navy.*

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*Letter from the Acting Secretary of the Navy to Flag-Officer Stringham, U. S. Navy, commanding Atlantic Blockading Squadron, transmitting suggestions from the Department of State regarding foreign consuls in the Southern States.*

NAVY DEPARTMENT, *September 5, 1861.*

SIR: Herewith enclosed is a copy of a letter addressed to this Department on the 29th ultimo by the Acting Secretary of State on the subject of foreign consuls in the insurrectionary States.

You will be particular to give instructions to the commanding officers of your squadron respecting intercourse with these functionaries, as suggested by the Acting Secretary of State.

I am, respectfully, etc.,

Ct. V. FOX,  
*Acting Secretary Navy.*

Flag-Officer S. H. STRINGHAM,  
*Comdg. Atlantic Blockading Squadron, Hampton Roads, Virginia.*

[Enclosure.]

DEPARTMENT OF STATE,  
*Washington, August 29, 1861.*

SIR: As there is grave reason to question the neutrality of foreign consuls in insurrectionary States, and particularly that of Mr. Bunch, the British consul at Charleston, I would suggest that the commanders of the blockading forces be directed to be particularly cautious respecting intercourse with such functionaries.

It is not to be doubted that the efficiency of the blockade would also be promoted if those commanders would decline to receive communications from foreign consuls to be forwarded to ports in the loyal States or to foreign countries. Those communications are made the vehicles of the correspondence of traders in the disloyal States in many instances,



giving advice as to the evading of the blockade, and even the importation of goods contraband of war.

I have the honor to be, sir, your obedient servant,

F. W. SEWARD,  
Acting Secretary.

Hon. GIDEON WELLES,  
Secretary of the Navy.

*Report of Flag-Officer Pendergrast, U. S. Navy, commanding West India Squadron, of arrival at Hampton Roads, Virginia.*

U. S. FLAGSHIP ROANOKE,  
Off Fortress Monroe, Va., September 6, 1861.

SIR: I have the honor to inform the Department that I arrived here to-day. I left Charleston, S. C., on the 1st instant and left the *Wabash* and *Vandalia* there.

I have the honor to be, sir, very respectfully, your obedient servant,

G. J. PENDERGRAST,  
Flag-Officer, Commanding West India Squadron.

Hon. GIDEON WELLES,  
Secretary of the Navy, Washington, D. C.

*Report of Flag-Officer Pendergrast, U. S. Navy, commanding West India Squadron, of the cruise of the U. S. S. Roanoke from Charleston, S. C., to Hampton Roads, Virginia.*

U. S. FLAGSHIP ROANOKE,  
Off Fortress Monroe, September 6, 1861.

SIR: I have the honor to make the following report of the passage of this ship from Charleston, S. C., to Hampton Roads, Virginia. Events occurring while off Charleston I have already reported to you.

*Sunday, September 1, 1861.*—At daylight made a small sail inshore of us (a hermaphrodite brig) bearing N. N. E.; made signal 290 to *Vandalia*. *Roanoke* up anchor at 5:42 a. m., underway 6:06, and gave chase until within 4½ fathoms (nearly within gunshot), when the brig entered Charleston through the Swash Channel, with a secession flag at the fore, and we were compelled to turn back, as we were shoaling rapidly; came to anchor off Charleston at 7:40. At 9:30 a. m. *Roanoke* up anchor, ship in sight. Ran down for her; proved to be the *Wabash*; turned back and came to anchor. At 4 p. m. *Roanoke* up anchor, got underway from off Charleston Bar for Hampton Roads, Virginia, with 149 tons of coal on board; left the *Wabash* and *Vandalia* there.

*Monday, 2d.*—Triced up the propeller and made sail.

*Wednesday, 4th.*—At 5 a. m. made a sail on port bow; at 7:30, the wind being ahead, lowered the propeller; at 8 a. m. got up steam and ran down for the sail; proved to be the British schooner *Chas. D. Horton*, of Nova Scotia, from Jamaica, bound to New York; cargo logwood and sundries.

*Thursday, 5th.*—At 6:30 a. m. sail reported on weather bow; at 7:30 made Hatteras light-house, bearing N. W. ½ W.; ran down for the sail; proved to be the U. S. ship *Cumberland*. She sent a boat alongside with a mail. At 2:30 triced up the propeller and made sail.

*Friday, 6th.*—At 4 a. m. got up steam and lowered the propeller; land reported two points off port bow; came to anchor off Fortress Monroe at 3 p. m.

The officers and crew of the prize schooner *Henry Middleton* (sent to New York on the 28th of August in charge of a prize crew) are on board of this ship. I await your orders as regards the disposition to be made of them. Their names are as follows: O. Barclay, captain; William Simmons, mate; Stephen Bennet, seaman; A. Strombo, seaman; Joseph Clifton, seaman; Richard Ravel, seaman; William Williams, cook; Beman Coogan, passenger; Frederick Donestick on the shipping articles but not on board.

I desire also to state that the engines of this ship work very badly, and I would respectfully suggest that a survey be held on them.

I have the honor [to be,] very respectfully, your obedient servant,

G. J. PENDERGRAST,

*Flag-Officer, Commanding West India Blockading Squadron.*

Flag-Officer S. H. STRINGHAM,

*Commanding Atlantic Blockading Squadron.*

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*Report of Commander Chandler, U. S. Navy, commanding U. S. S. Dawn, of the chase by that vessel, in Mobjack Bay, of a small boat.*

U. S. S. DAWN,

*Hampton Roads, Virginia, September 6, 1861—10 p. m.*

SIR: I have the honor to inform you that I gave chase this evening from Mobjack Bay to a small sailboat that we discovered about 6 miles to the northward and eastward of New Point light-house, stretching over from the western to the eastern shore of Virginia, but the steamer having to run considerably to the southward and eastward to clear the shoal off the light-house, by the time we could steer to the northward, night and bad weather coming on, we lost sight of her, and, as in our attempt to get back to Mobjack Bay we ran past it and made the lights here, about 18 miles off, I concluded I should not lose much time from my station by running in here and reporting what I had omitted to mention in my report of the 3d instant, viz, that this steamer leaks from some cause which we are unable discover, about 5 feet in twenty-four hours, and the leak is increasing.

I have the honor to be, very respectfully, your obedient servant,

WILLIAM CHANDLER,

*Commander, U. S. Navy.*

Flag-Officer S. H. STRINGHAM,

*Comdg. Atlantic Blockading Squadron, Hampton Roads, Virginia.*

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*Order from the Assistant Secretary of the Navy to Flag-Officer Stringham, U. S. Navy, commanding Atlantic Blockading Squadron, regarding the U. S. S. Harriet Lane.*

NAVY DEPARTMENT, *September 6, 1861.*

SIR: You will please send the *Harriet Lane* to Philadelphia for repairs.

The Department desires you to enquire of Commander Palmer why, when he heard heavy firing at Hatteras Inlet, he proceeded on to Hampton Roads with the *Iroquois*, and took no steps to ascertain the cause of the firing?

I am, respectfully, your obedient servant,

G. V. FOX,  
Acting Secretary Navy.

Flag-Officer S. H. STRINGHAM,  
Commanding Atlantic Blockading Squadron.

*Order of the Acting Secretary of the Navy to Flag-Officer Stringham, U. S. Navy, commanding Atlantic Blockading Squadron, regarding the U. S. S. Quaker City.*

NAVY DEPARTMENT, September 6, 1861.

SIR: So soon as the *Quaker City* can be spared send her to New York to receive a naval organization.

Inform the Department what persons on board would like to retain their positions.

I am, respectfully, your obedient servant,

G. V. FOX,  
Acting Secretary.

Flag-Officer S. H. STRINGHAM,  
Comdg. Atlantic Blockading Squadron, Hampton Roads, Virginia.

*Order of the Acting Secretary of the Navy to Flag-Officer Stringham, U. S. Navy, commanding Atlantic Blockading Squadron, regarding the addition to his command of the purchased vessels Kingfisher, Gemsbok, and Young Rover.*

NAVY DEPARTMENT, September 6, 1861.

SIR: The purchased sailing vessels *Kingfisher*, *Gemsbok*, and *Young Rover*, the latter having an auxiliary screw, are ordered to report to you at Hampton Roads, and for the present will be attached to your squadron for the purpose of increasing the efficiency of the blockade.

The *Gemsbok* sailed from Boston to-day.

I am, respectfully, your obedient servant,

G. V. FOX,  
Acting Secretary.

Flag-Officer S. H. STRINGHAM,  
Commanding Atlantic Blockading Squadron, Hampton Roads.

*Letter from the Acting Secretary of the Navy to Flag-Officer Stringham, U. S. Navy, commanding Atlantic Blockading Squadron, transmitting information regarding Beaufort, S. C., and defenses.*

NAVY DEPARTMENT, September 6, 1861.

SIR: The accompanying letter from G. O. Williams gives some information concerning Beaufort and its defenses, derived from Captain

Hussey, of the ship *A. B. Thompson*, taken into that port by the *Jeff. Davis* [*Lady Davis*].

Very respectfully,

G. V. FOX,  
*Acting Secretary.*

Flag-Officer S. H. STRINGHAM,  
*Commanding Atlantic Blockading Squadron.*

[Enclosure.]

WEST WOODSTOCK, CONN., *September 3, 1861.*

DEAR SIR: Captain Hussey, of ship *A. B. Thompson*, taken prize by the Confederate privateer *Lady Davis*, Ex-Lieutenant Pelot commanding, and towed by him into Beaufort, S. C., last spring, has been stopping here since he came from Beaufort via Norfolk and Fort Monroe under a flag of truce.

The constraint under which he was kept at Beaufort, although he had the freedom of the town much of the time on his parole, prevented his obtaining the most reliable information, but such as it is I feel induced to communicate it to you, so that if it shall appear of any value in default of better knowledge you can use it.

The importance of Port Royal Sound and Beaufort Harbor as a place of refuge for ships of all sizes as a base of operations for movements in South Carolina, it being within 18 miles of the railroad between Savannah and Charleston, is well understood, and the wonder is that the rebels have not made the place more secure. Its salubrity and defensibility should attract attention to it at once. Fears are to be entertained that they may sink the *A. B. Thompson* in the channel, as she is too large for them to use for any other purpose.

They have made some repairs, not much, on the old fort near Beaufort, and have thrown up some earthworks at the entrance to Broad River or Port Royal Sound, on Hilton Head, on the southwest side and at Bay Point on the northeast side, a little over 2 miles apart, as you will see by the Coast Survey charts. Captain Hussey got the impression, not a definite one, that they mounted about 20 guns, and that there were no flank defenses, and that in neither instance was the gorge of these redoubts closed up so as to resist escalade. He estimates the number of troops about Beaufort at 1,000, and very raw—mostly boys. The officers are a drunken set.

Very respectfully, your obedient servant,

G. O. WILLIAMS.

Mr. FAXON.

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*Report of Flag-Officer Stringham, U. S. Navy, commanding Atlantic Blockading Squadron, acknowledging the Department's instructions regarding the inlets of North Carolina.*

FORTRESS MONROE, *September 7, 1861.*

SIR: I have the honor to acknowledge the receipt of your confidential communication of the 3d instant, and, in reply, have to inform you that your directions shall be executed as soon as I am supplied with six steamers drawing not more than 6 feet water and armed with IX and X inch guns.

Respectfully, your obedient servant,

S. H. STRINGHAM,

*Flag-Officer, Commanding Atlantic Blockading Squadron.*

HON. GIDEON WELLES,  
*Secretary of the Navy, Washington, D. C.*

*Report of Flag-Officer Stringham, U. S. Navy, commanding Atlantic Blockading Squadron, regarding U. S. steamers Quaker City and Harriet Lane.*

FORTRESS MONROE, September 7, 1861.

SIR: I have the honor to report my having ordered the *Quaker City* and *Harriet Lane* to proceed to New York and Philadelphia, as directed by you.

They will leave in a few hours.

Respectfully, your obedient servant,

S. H. STRINGHAM,

*Flag-Officer, Commanding Atlantic Blockading Squadron.*

HON. GIDEON WELLES,

*Secretary of the Navy, Washington, D. C.*

*Report of Flag-Officer Pendergrast, U. S. Navy, commanding West India Squadron, acknowledging the Department's order of detachment from that command.*

U. S. FLAGSHIP ROANOKE,

*Off Fortress Monroe, Va., September 7, 1861.*

SIR: I have the honor to acknowledge the receipt of the Department's letter under date of the 29th of August, detaching me from the command of the West India Squadron.

As soon as I can communicate with Flag-Officer Stringham (who arrived here this morning), I shall relinquish the command and proceed to Philadelphia, where any communication from the Department will reach me.

I have the honor to be, sir, very respectfully, your obedient servant,

G. J. PENDERGRAST,

*Captain, U. S. Navy.*

HON. GIDEON WELLES,

*Secretary of the Navy.*

*Report of Captain Hull, U. S. Navy, commanding U. S. ship Savannah, regarding movements of Confederates on and about Craney Island, Virginia.*

U. S. S[HIP] SAVANNAH,

*Off Newport News, September 7, 1861.*

SIR: I have to report that all is quiet in the vicinity of this anchorage at present, but for several days past there appears to have been unusual movements along the shore, from Craney Island to the mouth of Nansemond River, apparently the strengthening of their batteries and the erection of new ones.

On the 30th ultimo a small tug with one rifle gun in the bow came from about Craney Island to the battery on Big Point and then stood directly for this ship and made an attack on her, of which I made a report\* to the Department, and I enclose a copy, together with a copy of another letter to the Department.

A few days ago a large, white steamboat was seen in the channel above Craney Island, and has been there several times since; she appears to be a very large passenger boat.

\* See p. 148.

There is also at anchor, about 12 or 15 miles up the James River, a steamer having the appearance, as well as we can see her under the land, of a large sea vessel. Another steamboat has come within sight two or three times, but returned up the river again. Thinking from these movements an attack might be contemplated, I thought it necessary to order the *Seminole* and *Corwin* temporarily to this anchorage. The commander of the *Corwin* represents the boilers as leaking badly and needing considerable repairs.

I have received on board, from Washington, a 6-inch rifle gun, and have placed it on the pivot carriage on the quarter-deck, but it does not fit well, and there is no good place to secure it on any part of the spar deck. The vent was found to be obstructed with some very hard substance, which required several hours to clear; and among the ammunition sent with the gun were 33 Hotchkiss shells, said to be filled, but on examination all were found empty, except two.

The fishing of the mainmast has been completed, but the repairs of the second launch are not yet finished.

I am, very respectfully, your obedient servant,

J. B. HULL,  
Captain.

Flag-Officer S. H. STRINGHAM,  
Commanding Atlantic Blockading Squadron, Hampton Roads.

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*Order of the Acting Secretary of the Navy to Flag-Officer Stringham, U. S. Navy, commanding Atlantic Blockading Squadron, to furnish weekly statement of vessels boarded.*

NAVY DEPARTMENT, September 7, 1861.

SIR: Direct the commander of each vessel under your command to furnish you with a tabular statement weekly of each and every [vessel] seen and boarded, with date, name of captain, nationality, position, cargo, where from, where bound, and such other remarks as may be deemed necessary. All commanders will take care to examine the character of every vessel within their reach.

You will send a copy of these reports to the Department as opportunity occurs, with explanations if any vessel shall be seen and not thoroughly examined.

Very respectfully,

G. V. FOX,  
Acting Secretary.

Flag-Officer S. H. STRINGHAM,  
Comdg. Atlantic Blockading Squadron, Hampton Roads, Virginia.

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*Letter from Commander Hewett, R. N., commanding H. B. M. S. Rinaldo, to Flag-Officer Stringham, U. S. Navy, commanding Atlantic Blockading Squadron, regarding the open state of the blockade of Wilmington and Beaufort, N. C.*

H. B. M. STEAM SLOOP RINALDO,  
Lat. 34° 22' N., Long. 76° 27' 30" W., September 7, 1861.

SIR: I beg leave most respectfully to represent to you the open state of the blockade of the ports, etc., undermentioned, off the coast of North Carolina, viz:

Entrance to the Cape Fear River and port of Wilmington.

Port of Beaufort, off which place I was at anchor forty hours without sighting any United States cruisers.

I have the honor to be, sir, your obedient servant,  
 W. N. W. HEWETT,  
*Commander.*

Flag-Officer SILAS H. STRINGHAM,  
*U. S. Frigate Minnesota.*

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*Letter from the Assistant Secretary of the Navy to Flag-Officer Stringham, U. S. Navy, commanding Atlantic Blockading Squadron, transmitting information of the proposed shipment of arms from England to the Southern States via Nassau, New Providence.*

NAVY DEPARTMENT, *September 7, 1861.*

SIR: The following is a copy of a letter in the possession of this Department, addressed to "Hon. Henry Adderly, Nassau, New Providence, Bahamas."

Very respectfully, etc.,

G. V. FOX,  
*Assistant Secretary Navy.*

Flag-Officer S. H. STRINGHAM, Etc.

[Enclosure.]

RICHMOND, VA., *July 30, 1861.*

MY DEAR ADDERLY: The Secretary of the Navy of the Confederate States of America has ordered from England, to be shipped to Nassau, a quantity of arms and powder. I have recommended them to be consigned to you, and I have to ask of you as a favor to me to take good care of them. I will be with you soon, and will expect your aid in transshipping the same. I must request you to regard this as a confidential communication, and will explain the reasons when we meet. You need not write me at all on the subject. Hoping soon to see you, I remain, your friend,

JNO. P. BALDWIN.

HENRY ADDERLY, Esq.,  
*Nassau, New Providence, Bahamas.*

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*Report of Flag-Officer Stringham, U. S. Navy, commanding Atlantic Blockading Squadron, regarding the U. S. S. Quaker City.*

FORTRESS MONROE, *September 8, 1861.*

SIR: In reply to your letter of the 6th instant relative to the *Quaker City*, I have to inform you that she left here for New York yesterday afternoon.

The information about the number of persons on board, etc., will have to [be] obtained from New York.

Respectfully, your obedient servant,

S. H. STRINGHAM,  
*Flag-Officer, Commanding Atlantic Blockading Squadron.*

Hon. GIDEON WELLES,  
*Secretary of the Navy, Washington, D. C.*

*Report of Flag-Officer Stringham, U. S. Navy, commanding Atlantic Blockading Squadron, regarding the obstruction of Oregon Inlet, North Carolina, by sinking vessels loaded with stone.*

FORTRESS MONROE, September 8, 1861.

SIR: When Commander Stellwagen is ready to fill up the channel at Oregon Inlet, I will send a force to assist and protect him in so doing.

Respectfully, your obedient servant,

S. H. STRINGHAM,  
Flag-Officer, Commanding Blockading Squadron.

HON. GIDEON WELLES,  
Secretary of the Navy, Washington, D. C.

*Order of the Acting Secretary of the Navy to Flag-Officer Stringham, U. S. Navy, commanding Atlantic Blockading Squadron, regarding the U. S. steamers Seminole and Rescue.*

NAVY DEPARTMENT, September 8, 1861.

SIR: The concentration of the enemy on the south bank of the Potomac below Alexandria in large force, within the last twenty-four hours, makes it imperative that the *Seminole* should be immediately dispatched to report to Captain Craven.

You will also send the tug *Rescue*, if she has arrived from Philadelphia. Very respectfully, etc.,

G. V. FOX,  
Acting Secretary.

Flag-Officer S. H. STRINGHAM,  
Comdg. Atlantic Blockading Squadron, Hampton Roads, Virginia.

*Report of Captain Faunce, U. S. Revenue Marine, commanding U. S. S. Harriet Lane, of the arrival of that vessel for repairs at Philadelphia navy yard.*

U. S. S. HARRIET LANE,  
Navy Yard, Philadelphia, September 8, 1861.

SIR: In obedience to orders from Flag-Officer S. H. Stringham, commanding Atlantic Blockading Squadron, I have the honor to report my arrival at this place for repairs on ship and engines; also to replace such articles as have been expended in rescuing this ship from her perilous position at the entrance of Hatteras Inlet on the 29th and 30th of August.

Enclosed please find a copy of my report,\* made to the above-named flag-officer on my arrival at Hampton Roads.

I would also respectfully request a survey on the ship and engines, in order to estimate the extent of damage sustained by the late accident above mentioned.

I am, sir, very respectfully, your obedient servant,

JOHN FAUNCE,  
Captain [U. S. Revenue Marine].

HON. GIDEON WELLES,  
Secretary of the Navy, Washington, D. C.

\* See p. 129.



*Order of Flag-Officer Stringham, U. S. Navy, commanding Atlantic Blockading Squadron, to Captain Chauncey, U. S. Navy, commanding U. S. S. Susquehanna, regarding the cruising ground of that vessel.*

FORTRESS MONROE, September 8, 1861.

SIR: Your cruising ground, until further orders, will be in the vicinity of Cape Hatteras, with a view to afford any assistance and protection which may be required by our forces at Hatteras Inlet.

Respectfully, your obedient servant,

S. H. STRINGHAM,  
*Flag-Officer, Commanding Atlantic Blockading Squadron.*

Captain JOHN S. CHAUNCEY, U. S. Navy,  
*U. S. Steam Frigate Susquehanna, off Beaufort, N. C.*

*Report of Flag-Officer Stringham, U. S. Navy, commanding Atlantic Blockading Squadron, regarding allowance of officers for his command.*

FORTRESS MONROE, September 9, 1861.

SIR: I am in receipt of your letter of the 3d instant in relation to reducing the allowance of officers for the ships under my command.

While concurring with you fully in the necessity for the reduction, I would respectfully suggest that some discrimination should be used in the case of flagships, where a much greater demand is made for the services of officers than there is on board of vessels of a similar rate bearing pennants only.

The extra calls for boarding, signals, etc., make it necessary, in my opinion, for a flag-officer with a large command to have at least one lieutenant who must always hold himself in readiness to perform such duties as may be required of him by the flag-officer without his being encumbered with any other.

I trust that the courtesy of naming the officers I wish to retain on board the *Minnesota* may be allowed me. I would request also that the four midshipmen to be detailed from the *Roanoke* may be ordered to the *Minnesota*, there being none of that grade now attached to her.

Respectfully, your obedient servant,

S. H. STRINGHAM,  
*Flag-Officer, Commanding Atlantic Blockading Squadron.*

Hon. G. V. FOX,  
*Assistant Secretary of the Navy, Washington, D. C.*

*Report of Flag-Officer Stringham, U. S. Navy, commanding Atlantic Blockading Squadron, regarding U. S. steamers Seminole and Rescue.*

FORTRESS MONROE, September 9, 1861.

SIR: I have to acknowledge the receipt of your letter of the 8th instant, and to inform you I have ordered the *Seminole* and *Rescue* to proceed to the Potomac River immediately, as directed therein.

Respectfully, your obedient servant,

S. H. STRINGHAM,  
*Flag-Officer Commanding Blockading Squadron.*

Hon. G. V. FOX,  
*Assistant Secretary of the Navy, Washington, D. C.*

*Report of Flag-Officer Stringham, U. S. Navy, commanding Atlantic Blockading Squadron, of the departure of the U. S. S. Monticello to Philadelphia for repairs.*

FORTRESS MONROE, *September 9, 1861.*

SIR: I have to inform you that in consequence of the injuries to the *Monticello* being greater than at first supposed I have sent her to Philadelphia for repairs. It is thought it will be necessary for her to remain there but a few days.

The *Flag* has been ordered to Charleston, S. C., and the *Cambridge* to cruise off Beaufort, N. C.

Respectfully, your obedient servant,

S. H. STRINGHAM,  
*Flag-Officer, Commanding Atlantic Blockading Squadron.*

HON. GIDEON WELLES,  
*Secretary of the Navy, Washington, D. C.*

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*Letter from the Acting Secretary of the Navy to Flag-Officer Stringham, U. S. Navy, commanding Atlantic Blockading Squadron, referring to Department's order relative to holding and obstructing the inlets of North Carolina.*

NAVY DEPARTMENT, *September 9, 1861.*

SIR: Your letter of the 7th instant received. Please notify the Department what is necessary to be supplied outside of the limits of your command to carry out the objects numbered 1, 2, and 3 in the confidential communication\* dated September 3. It is desirable that the steamers and tugs employed in the late expedition should be returned to their owners as early as possible, as their charter is very large.

Very respectfully,

G. V. FOX,  
*Acting Secretary.*

Flag-Officer S. H. STRINGHAM, Etc.

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*Order of the Acting Secretary of the Navy to Captain Ringgold, U. S. Navy, commanding U. S. frigate Sabine, to proceed to duty in the Atlantic Blockading Squadron.*

NAVY DEPARTMENT, *September 9, 1861.*

SIR: When the U. S. frigate *Sabine* is ready for sea, you will proceed with her to Hampton Roads without delay and report to Flag-Officer Stringham for duty in the Atlantic Blockading Squadron, under his command.

Transmit to the Department before sailing a complete muster roll of the crew and a separate list of the officers of the *Sabine*.

I am, respectfully, your obedient servant,

G. V. FOX,  
*Acting Secretary.*

Captain CADWALADER RINGGOLD,  
*Commanding U. S. Frigate Sabine, Portsmouth, N. H.*

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\* See p. 162.

*Order of the Acting Secretary of the Navy to Captain Goldsborough, U. S. Navy, commanding U. S. ship Congress, to proceed to duty in the Atlantic Blockading Squadron.*

NAVY DEPARTMENT, September 9, 1861.

SIR: When the U. S. frigate *Congress* is ready for sea, you will proceed with her to Hampton Roads without delay and report to Flag-Officer Stringham for duty in the Atlantic Blockading Squadron, under his command.

Transmit to the Department before sailing a complete muster roll of the *Congress* and a separate list of her officers.

I am, respectfully, your obedient servant,

G. V. FOX,  
*Acting Secretary Navy.*

Captain L. M. GOLDSBOROUGH,  
*Commanding the Frigate Congress, Boston.*

*Letter from the Acting Secretary of the Navy to Flag-Officer Stringham, U. S. Navy, commanding Atlantic Blockading Squadron, transmitting information regarding the loading of blockade runners at Halifax, Nova Scotia.*

NAVY DEPARTMENT, September 9, 1861.

SIR: Herewith enclosed for your information is a copy of a letter, dated the 3d instant, received by the Department from John S. Keyes, esq., U. S. marshal, Boston, relative to several vessels said to be loading at Halifax, Nova Scotia, with the intention of running the blockade.

I am, respectfully, your obedient servant,

G. V. FOX,  
*Acting Secretary.*

Flag-Officer S. H. STRINGHAM,  
*Comdg. Atlantic Blockading Squadron, Hampton Roads, Virginia.*

[Enclosure.]

U. S. MARSHAL'S OFFICE, DISTRICT OF MASSACHUSETTS,  
*Boston, September 3, 1861.*

SIR: I have this day received the enclosed copy of a letter from a gentleman in Halifax, Nova Scotia, who is entirely reliable, by which it would appear that several vessels are now loading there with an intention of running the blockade.

The letter is as follows:

HALIFAX, NOVA SCOTIA, August 28, 1861.

SIR: Four vessels have recently arrived here from North Carolina with naval stores, having run the blockade. They are reported British vessels, but are in reality North Carolina property and build. They are fore-and-aft schooners, two of which are 100 tons, the others about 65, and look like the general run of North Carolina coasters.

Their cargoes have been mostly reshipped.

These vessels are now loading with very valuable cargoes of tea, coffee, dry goods, etc., intending to run the blockade. They all have (mostly) North Carolina crews, and the captains, I am informed quite positively, are North Carolina men.

The owner of one of the cargoes, and agent for the others, is here disposing of cargoes and purchasing new ones. Two of the vessels will sail in all this week, the others to follow immediately.

Yours, truly,

ELBRIDGE SEELLER.

Thinking that the information might be of service to the Department,  
I have the honor to report the same, and am,  
Very respectfully, your obedient servant,

JOHN S. KEYES,  
*U. S. Marshal.*

Hon. GIDEON WELLES,  
*Secretary of the Navy of the United States.*

*Letter from the Acting Secretary of the Navy to Flag-Officer Stringham,  
U. S. Navy, commanding Atlantic Blockading Squadron, transmitting  
information regarding the steamer Bermuda.*

NAVY DEPARTMENT, *September 9, 1861.*

SIR: I enclose herewith copy of a dispatch from the U. S. consul  
at Leeds [England], forwarded to the Department by the honorable  
Secretary of State on the 3d [5th] instant, giving further information  
in regard to the movements of the steamer *Bermuda*.

I am, respectfully, your obedient servant,

G. V. FOX,  
*Acting Secretary.*

Flag-Officer S. H. STRINGHAM,  
*Comdy. Atlantic Blockading Squadron, Hampton Roads, Virginia.*

[Enclosure.]

DEPARTMENT OF STATE,  
*Washington, September 5, 1861.*

SIR: Referring to the communication addressed to you on the 31st  
ultimo from this Department in regard to the steamer *Bermuda*, I have  
now the honor to transmit for your information a copy of a dispatch, No.  
16, received from the U. S. consul at Leeds [England], respecting her  
departure from England.

I have the honor to be, sir, your obedient servant,

WILLIAM H. SEWARD.

Hon. GIDEON WELLES,  
*Secretary of the Navy.*

[Subenclosure.]

CONSULATE OF THE UNITED STATES,  
*Leeds, August 20, 1861.*

SIR: I had the honor to address you on the 17th instant, and have  
now to advise you that the steamer *Bermuda* left Hartlepool on Sun-  
day, the 18th instant, without obtaining the required certificate from  
the Spanish consul at Newcastle.

I understand the captain trusts to obtaining these at Plymouth, Fal-  
mouth, or some other southern port.

There was a person named Ranks, about 31 years of age, from South  
Carolina, on board as supercargo.

She is an iron screw, of about 900 tons, rigged as a square-rigged  
brig, flush deck, with rope nettings; has two 12-pounders aft and two  
small guns forward.

The cargo consists of a large quantity of arms, ammunition of all  
kinds, and clothing.

By her articles, it appears the crew ship for Havana or any other port in the West Indies and home for four or six months.

With great respect, I am, sir, your obedient servant,

ALBERT DAVY,  
U. S. Consul, Leeds.

Hon. WILLIAM H. SEWARD,  
Secretary of State, Washington.

*Report of Commander Rowan, U. S. Navy, commanding U. S. S. Pawnee, of the capture by that vessel of three prizes in Hatteras Inlet.*

U. S. S. PAWNEE,  
Hatteras Inlet, September 9, 1861.

SIR: I have a moment only to inform you by the *Cumberland* in passing that we have been very busy every day since you left. We work at the mahogany schooner daily and move her gradually.

To-day I have the pleasure of informing [you] that we captured three prizes, laden with salt and molasses and some minor articles; one of them has a number of pineapples, which I directed to be sold to the men at 6 cents each for the benefit of the captors. I also took a small quantity of liquor from them to prevent drunkenness on board. I shall send them forward to you as soon as I can, if they are considered seaworthy. One struck on Diamond Shoal last night; the other leaks badly. I am greatly put to it for prize crews, but hope to get some of Crosby's naval brigade, which I hope you will direct to be sent back, together with my people from the roads. I hope you will send a load of coal for me, and also a load of provisions, all of which will be required. I have no fancy for crossing the bar; I struck three times coming in.

I have heard of nothing new since my last respecting the movements of the enemy. Captain Chauncey visited Ocracoke, but did not inform me [of] the result.

I hopped the schooners by hauling down all the ensigns ashore and afloat. I was taken for an Englishman, and they stood in till I got the tugs to leeward of them. I hope you will get a good side-weel tug for this business, that can go to sea in any weather. The *Cumberland* is waiting and I must close.

I have the honor to be, very respectfully, your obedient servant,

S. C. ROWAN,  
Commander.

Flag-Officer S. H. STRINGHAM,  
Commanding Atlantic Squadron, Hampton Roads.

*Report of Flag-Officer Stringham, U. S. Navy, commanding Atlantic Blockading Squadron, of arrival of the U. S. S. Minnesota at Hampton Roads, Virginia.*

U. S. FLAGSHIP MINNESOTA,  
Hampton Roads, September 10, 1861.

SIR: I have the honor to report the arrival of this vessel here last evening, twenty-six hours from New York.

Respectfully, your obedient servant,

S. H. STRINGHAM,  
Flag-Officer, Commanding Atlantic Blockading Squadron.

[Hon. GIDEON WELLES,  
Secretary of the Navy.]

*Report of Flag-Officer Stringham, U. S. Navy, commanding Atlantic Blockading Squadron, regarding the vessels of his command and enclosing list and station of same.*

U. S. FLAGSHIP MINNESOTA,  
Hampton Roads, September 10, 1861.

SIR: I have to request that the *Seminole* and *Rescue* may be returned to the Atlantic Squadron at as early a date as possible, as I am very much in want of vessels. The *Seminole* I had destined for the blockade of the James River, where she would answer an excellent purpose; from her great consumption of coal and low rate of speed she does not answer well for outside work. The *Savannah* I had ordered down, and was about dispatching her to cruise off Savannah, which station is left, by the sailing of the *St. Lawrence*, without a cruiser. The *Seminole* going to the Potomac makes it necessary for the *Savannah* to remain. The *Roanoke*, now coaling and taking in stores, will be sent off Savannah as soon as she can be got ready. The arrival of the *Jamestown* last night from off Fernandina, for provisions, etc., leaves that station also without a cruiser. There is now no cruiser south of Charleston, S. C., nor have I any to send there until those gone North for repairs return or others are ordered to the squadron. The *Jamestown* will have to wait for provisions, which I this day request the Chief of Bureau of Provisions, etc., to forward at the earliest moment practicable.

I send you herewith a list of the vessels now with the squadron, where stationed, etc.

Respectfully, your obedient servant,

S. H. STRINGHAM,

*Flag-Officer, Commanding Atlantic Blockading Squadron.*

Hon. G. V. FOX,

*Assistant Secretary of the Navy, Washington, D. C.*

[Enclosure.]

*List of vessels with the Atlantic Blockading Squadron.*

Minnesota, Hampton Roads.	Savannah, off James River.
Roanoke, Hampton Roads, coaling, etc., to go to Savannah.	Cumberland, off Beaufort and Wilmington, N. C.
Wabash, off Charleston.	Vandalia, off Georgetown and Bulls Bay, S. C.
Susquehanna, vicinity of Cape-Hatteras.	Jamestown, Hampton Roads, for stores and provisions.
Pawnee, Hatteras Inlet.	St. Lawrence, returning from off Savannah.
Flag, off Charleston, S. C.	Dale, between Hatteras and Cape Henry.
Cambridge, off Beaufort, N. C.	Young-America (tug), Hampton Roads.
Daylight, off Cape Henry.	
Mount Vernon, off Rappahannock River.	
Dawn, off York River.	
Louisiana, off James River.	

*Vessels repairing, etc.*

Albatross, Philadelphia.	Seminole, Potomac.
Quaker City, New York.	Union, Potomac.
Harriet Lane, Philadelphia.	Yankee, Potomac.
Monticello, Philadelphia.	Iroquois, detached service.
Penguin, Potomac	Rescue, Potomac.

*Report of Flag-Officer Stringham, U. S. Navy, commanding Atlantic Blockading Squadron, regarding the U. S. ship Jamestown.*

U. S. FLAGSHIP MINNESOTA,  
Hampton Roads, September 10, 1861.

SIR: I have to inform you that I have ordered the *Jamestown* to New York for provisions and stores; there are none here, and as I am in

immediate want of her, I think her going there will facilitate her return to her station.

Respectfully, your obedient servant,

S. H. STRINGHAM,

*Flag-Officer, Commanding Atlantic Blockading Squadron.*

Hon. G. V. FOX,

*Assistant Secretary of the Navy, Washington, D. C.*

*Report of Commander Parker, U. S. Navy, commanding U. S. S. Cambridge, of the capture by that vessel of the English schooner Revere.*

U. S. S. CAMBRIDGE,

*Lat. (Obsd.) 34° 27' N., Long. 76° 26' W.,  
Off Beaufort, N. C., September 10, 1861.*

SIR: I have the honor to report that I have this day captured the English schooner *Revere*, of Yarmouth, from Beaufort, bound to Key West, laden with salt and herring, and that I have ordered her to Boston, with an officer and prize crew in charge.

I am, sir, respectfully, your obedient servant,

WM. A. PARKER,

*Commander.*

Flag-Officer SILAS H. STRINGHAM,

*Blockading Squadron, Fortress Monroe, Va.*

*Order of the Acting Secretary of the Navy to Flag-Officer Stringham, U. S. Navy, commanding Atlantic Blockading Squadron, regarding allowance of officers for the vessels of his command.*

NAVY DEPARTMENT, *September 10, 1861.*

SIR: The Department desires that you will at your earliest convenience proceed to make the changes suggested in the letter of the 3d instant, as the demands of the service require the immediate detachment of the officers named.

It is intended that the full number of officers shall be allowed to the ships, and if you will report what vacancies exist, acting appointments will at once be made to fill them.

The officers of the *Roanoke* to be detached will be ordered by you before the ship sails. The Department entirely concurs in the views contained in your letter of September 9. You are authorized to keep your flag-lieutenant and to name the other officers who are to be retained on board the *Minnesota*, but at the same time the Department regrets that the pressing exigencies of the service compel it to direct that the four midshipmen detached from the *Roanoke* remain subject to the orders of the Department.

I am, respectfully, your obedient servant,

G. V. FOX,

*Acting Secretary.*

Flag-Officer S. H. STRINGHAM,

*Comdg. Atlantic Blockading Squadron, Hampton Roads, Virginia.*

*Report of Commander Gillis, U. S. Navy, commanding U. S. S. Monticello, of the arrival of that vessel at Philadelphia for repairs.*

U. S. S. MONTICELLO,  
Navy Yard, Philadelphia, September 10, 1861.

SIR: I have the honor to report to you the arrival of this vessel at Philadelphia, sent here for repairs of damages received in the late action with Forts Hatteras and Clark, at Hatteras Inlet.

My report and requisitions were forwarded to the Department in the absence of Flag-Officer Stringham on our return to Hampton Roads.

I respectfully request that the anchor and chain required previous to our departure for Hatteras be sent to Hampton Roads, so that we can receive it on our return there.

Very respectfully, sir, your obedient servant,

JNO. P. GILLIS,  
Commander.

Hon. GIDEON WELLES.

Secretary Navy, Washington City, D. C.

*Report of Lieutenant Murray, U. S. Navy, commanding U. S. S. Louisiana, recommending a change of battery in that vessel.*

U. S. S. LOUISIANA,  
Newport News, September 10, 1861.

SIR: I respectfully represent that this vessel, in order the better to adapt her to bay or sound blockade, would, in my opinion, be much increased in efficiency by the addition to (or in lieu of a part of) her battery of rifled cannon of long range and heavy caliber.

The substitution of such a gun on a pivot for two of the four 32s with which we are armed, would give us a battery common to both sides in smooth water and enable us to cope with the long-range cannon of the enemy, as exhibited during the late attack upon the *Savannah*.

Very respectfully, your obedient servant,

A. MURRAY.  
Lieutenant, Commanding U. S. S. Louisiana.

Flag-Officer S. H. STRINGHAM,  
Commanding Blockading Squadron, etc.

*Report of Flag-Officer Stringham, U. S. Navy, commanding Atlantic Blockading Squadron, of the arrival of the U. S. ship Cumberland at Hampton Roads, Virginia.*

U. S. FLAGSHIP MINNESOTA,  
Hampton Roads, September 11, 1861.

SIR: I have the honor to report the arrival of the *Cumberland* from off Hatteras, and enclose report\* of Commander S. C. Rowan, of the *Pawnee*, stationed at Hatteras Inlet, North Carolina.

Respectfully, your obedient servant,

S. H. STRINGHAM,  
Flag-Officer, Commanding Atlantic Blockading Squadron.

Hon. G. V. FOX,  
Assistant Secretary of the Navy, Washington, D. C.

\* See p. 191.



*Report of Flag-Officer Stringham, U. S. Navy, commanding Atlantic Blockading Squadron, transmitting information relative to the prize schooner Susan Jane, captured in Hatteras Inlet, September 10, 1861.*

U. S. FLAGSHIP MINNESOTA,  
*Hampton Roads, September 13, 1861.*

SIR: Enclosed herewith please find papers and letters taken from the passengers captured at Hatteras Inlet.

The papers show them to be implicated in the cargo, and I have no doubt of their being either owners or supercargoes, as Commander Rowan states in his report.

When you are done with the papers will you forward them to the judge before whom the vessels will be brought for adjudication.

The passengers, with a portion of the crews of the schooners, are now on board of this ship.

Respectfully, your obedient servant,

S. H. STRINGHAM,  
*Flag-Officer, Commanding Atlantic Blockading Squadron.*

Hon. G. V. Fox,  
*Assistant Secretary of the Navy, Washington, D. C.*

[Enclosure.]

U. S. S. PAWNEE,  
*Hatteras Inlet, September 10, 1861.*

SIR: I have to state for the information of the Department that I have taken a valuable prize this morning, now called the *Susan Jane*, of Nevis, West Indies.

This schooner was called the *Charles McCees* [*McClees?*] when she cleared at New Berne, N. C., two days before the blockade went into effect on the coast.

She took a cargo of spirits of turpentine to the West Indies, and at Charleston [Charlestown], Nevis Island, obtained an English register, but without a bill of sale or endorsement of any kind on the part of the master or agent, and without any other paper required under English law.

She sailed from Nevis to Halifax, Nova Scotia, and there took on board an assorted cargo, consisting of blankets, cloth, iron, steel, brogans, axes, etc., all of which were purchased in New York and Boston, as is shown by bills of lading from different leading houses in those cities.

I send the prize to Philadelphia or New York, at the discretion of prize master, Lieutenant Crosby, so that he may be authorized to enter the port most accessible at this stormy period of the year.

I send all the papers found on board the prize in charge of Lieutenant Crosby, to be handed to the proper admiralty officer; also Captain Ireland and four of the crew. I shall detain for the present two passengers, believed to be supercargoes; also the mate.

When this duty is completed, I have to request that Lieutenant Crosby may be permitted to return to his important duties at this place, as port captain, under the orders of General Wool.

I send Lieutenant Crosby in charge of the prize because he is the important witness of what occurred after we boarded the schooner.

This vessel, like the three already captured, stood in under the belief that the forts were still in the hands of the enemy (the *Pawnee*, showing no colors, was taken for an English cruiser), and were not boarded until they were inside the bar.

We are beginning to see signs of the enemy on the southwestern side of the entrance, where it is believed a picket guard frequents to watch our movements.

We are greatly in want of side-wheel tugs of 3 or 4 feet draft, for the purpose of making reconnoissances.

I enclose a letter found among the papers of the so-called *Susan Jane*, which may give the Department some idea of the feeling in Nova Scotia.

I have the honor to be, very respectfully, your obedient servant,

S. C. ROWAN,  
*Commander, U. S. Navy.*

HON. GIDEON WELLES,  
*Secretary Navy, Washington, D. C.*

[Subenclosure.]

HALIFAX, NOVA SCOTIA, *August 28, 1861.*

GENTLEMEN: I came to this province on business connected with the *Albion* two weeks ago. I wrote you from New York on the 18th of July and forwarded my letter to Richmond, Va., by Reverend Mr. Hoge. I stated then, as I had previously done, that it was my intention to appear again in your midst in October next to pursue my regular business. I still adhere to the same purpose.

I commence this letter not knowing when or how I may send it, but in the hope that some opportunity will present.

There are facts and occurrences that come to my knowledge in the Northern States that you would like to have placed in your possession, but my letters are liable to a contingency that might render it highly impolitic to me to have been the reporter of the same. You will therefore appreciate my motives of forbearance.

But with respect to the British provinces, I am not aware that I should transgress any rules of law or of propriety in communicating some results of my observation.

On coming here, a most striking fact everywhere apparent is the avowed change of sentiment and feeling of the people of these eastern provinces upon the merits of the civil war in the States. Upon the commencement of hostilities it is stated that the people were largely in sympathy with the Northern States. Now that sympathy is almost entirely in favor of the South. Indeed, I have scarcely met an individual who expresses a wish for the success of the North in this struggle, and I have had opportunity to converse with a large number of persons. Of the reasons assigned for this change, the two which are most prominent are, first, the tone of the newspapers of the Northern States in setting forth the purposes of the Federal Government to summarily subdue the seceded States to an humble obedience to its authority. The unsuccessful efforts of the Federal Government thus far have caused a feeling of disgust at the overconfident tone of the Northern press and produced a conviction that the Government never can succeed in restoring the Union by armed force. Hence they naturally withdraw their sympathy from a cause which is destined to defeat.

Their second reason is one of interest. The commerce of these provinces had come to be chiefly with the United States. This war destroys it. Their articles of export are fish, plaster, timber, ships, and building stone. The first is the most important item, and the blockade of the Southern ports bears directly against its export. Shippers are

looking anxiously for the removal of the blockade, and they express pleasure at the presence of some thirty-five French and English war steamers upon the American coast as indicating the purpose of those nations with respect to the blockade. The opening of the Southern ports is regarded as exceedingly desirable for the commerce of these provinces, and it is believed that it will be in some way accomplished during the autumn of the present year. Recent discoveries of gold in Nova Scotia are attracting a good deal of attention. Mines have been opened at two places, one at Tangier, 40 miles east of Halifax, and the other at Lunenburg, about the same distance in the opposite direction—both quite near the seacoast. Large quantities have been already obtained from both places.

With cordial remembrances to all my friends, I remain, yours, truly,

Messrs. A. S. WILLINGTON & Co.

Should communication be opened with this place, send the Tri-Weekly Courier to "Reading Room, Halifax, N. S."

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*Report of Flag-Officer Stringham, U. S. Navy, commanding Atlantic Blockading Squadron, transmitting reports of Commander Rowan, U. S. Navy, commanding U. S. S. Pawnee, regarding prizes captured in Hatteras Inlet, North Carolina.*

U. S. FLAGSHIP MINNESOTA,  
Hampton Roads, September 13, 1861.

SIR: I have the honor to enclose herewith copies of reports of Commander S. O. Rowan, stationed at Hatteras Inlet. Also a list of vessels and crews captured by him.

Respectfully, your obedient servant,

S. H. STRINGHAM,  
Flag-Officer, Commanding Atlantic Blockading Squadron.

Hon. G. V. FOX,  
Assistant Secretary of the Navy, Washington, D. C.

[Enclosures.]

U. S. S. PAWNEE,  
Hatteras Inlet, September 11, 1861.

SIR: I send forward another prize, which leaves here in company with the *Susan Jane*.

The *Mary Wood* is in charge of Captain Nixon, of the naval brigade, and a crew of four men from the same. The cargo is molasses and salt, and will enter the port of Philadelphia or New York.

I transferred 7 bags of coffee [and] 10 barrels sugar from the *Ocean Wave* for the better preservation of the same.

The *Harriet Ryan* and *Ocean Wave* I still retain. The former I shall send as soon as I can; the latter is too leaky to trust at sea at this season of the year.

I have the honor to be, very respectfully, your obedient servant,

S. O. ROWAN,  
Commander.

Hon. GIDEON WELLES,  
Secretary of the Navy.

U. S. S. PAWNEE,  
*Hatteras Inlet, September 12, 1861.*

SIR: I have the honor to acknowledge the receipt of your letter dated the 9th instant. I shall do all I can to assist the Army, but it is an uphill work. The troops will do nothing that they can possibly avoid, *i. e.*, the Dutchmen. Yesterday the fine iron boat that was invaluable to us now and in the future was permitted to drift from the shore opposite Colonel Hawkins's fort and is now on its way toward Roanoke Island. Colonel Hawkins informed me of the loss of the boat after she had drifted nearly out of sight. The two tugs were then employed taking the two prizes to sea. I sent the *Fanny* on her return in search of the boat, but she grounded and remained so all night. The boat may be found, but I doubt it.

Of the defenses at Beaufort and Wilmington I have no information. The fort, I presume, is armed as prescribed by the War Department, and must be taken from the land side. It occurs to me from a glance at the map that the enemy would feel greater anxiety for the safety of New Berne than any other point save Beaufort. With a proper land force moved down the seashore of Core Island Sound, with the cooperation of the Navy inside and outside, Beaufort can be taken, New Berne threatened, which is the terminus of a rail, I think. As I have already informed you, it is reported that the approach to Washington [N. C.] is being fortified, and I presume the enemy is not idle at all other principal places on the principal rivers.

I have no colors which were captured here. I understand old Butler took all he could lay his hands on. Max Weber refused to deliver the colors of the lower fort to Butler's order, stating that the Navy captured the place and the colors would be delivered to the commander in chief—so says rumor.

The enclosed communications to the Department, with copies to yourself, were all in the hands of the prize masters when the *Spaulding* appeared. I have no clerk, and have not time to condense the reports and address it to you, now that I know where you are, else I should do so.

The tugs you get for this inside service had all better be side wheel, two of them of the class of the *Yankee*, with a 40-pounder rifled gun and a little 32 astern, and two 24-pounder boat howitzers. If you can find small-sized ferryboats of the class used in New York and elsewhere they would be the thing for inside work, light draft, two heavy guns, and could transport provisions or troops. At least two of the tugs ought not to exceed 4 feet, deep load line, to lighten to 3 feet, with working coal on board. By permission of Captain Thomas, of the Quartermaster's Department, in charge of the *Spaulding*, I send all the prisoners comprising the crews of the four captured schooners, with the exception of the captains and mates of the two vessels retained here. The enclosed list will show you to which of the vessels they belong.

I also send two persons found on board the *Susan Jane*, who claim to be passengers only, but the truth is, they sailed from here in the vessel. They are both clever and wide-awake, and both acting as supercargoes. I have not examined their baggage. Lieutenant Crosby overhauled them, but I think it would be well to give them a good searching when you get them.

The only one who appears to be the moneyed man is named G. O. Van Amringe, jr. He claims to be a native of New York and a citizen of North Carolina.

The other gentleman is named George W. Barnard, and was, I think, a clerk to a merchant in Edenton named Hughes—his name appears on bills of that house found among the papers of the *Susan Jane*.

I have not had time to forward a list of the officers and men entitled to a share of the captures, but shall do so by next opportunity. If you propose operating on this coast by following the inland waters, a few of those large fishing boats would be very serviceable in moving troops in shallow water. We are hard at work discharging the *Baltimore* and preparing the hulks to receive the stores. I hope the weather will continue favorable. We can do but little except at slack water; the tide is strong here.

Very respectfully, your obedient servant,

S. C. ROWAN,  
Commander, U. S. Navy.

Flag-Officer SILAS H. STRINGHAM,  
Comdg. Atlantic Blockading Squadron, Hampton Roads, Virginia.

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*List of vessels and crews captured at Cape Hatteras Inlet.*

Schooner *Susan Jane*:

Captain and crew, sent home with vessel; George Shackelford, mate, sent to Fortress Monroe, per steamer *S. R. Spaulding*.

Schooner *Ocean Wave*:

Adam Trainer, captain, on board; John Duffie, mate, sick on board; William Tetchner, cook, attending the sick; George Parker, Edward Heinrichs, John Johnson, Etrick Brondine, William Brown, crew, sent to Fortress Monroe, per steamer *S. R. Spaulding*.

Schooner *Harriet Ryan*:

William Nixon, captain, on board; Perry White, mate, on board; Cartwright Thomson, James B. Haggard, William Capelhart, crew, sent to Fortress Monroe per steamer *S. R. Spaulding*. John Murphy, cook, sent to Fortress Monroe.

Schooner *Mary Wood*:

Daniel Hayman, captain, sent home with vessel; William Branton, mate, sent home with vessel; Jereh Douglass, Edward Baum, Edward O'Neil, crew, sent to Fortress Monroe, per steamer *S. R. Spaulding*. Elijah Simmons, cook, sent to Fortress Monroe.

S. C. ROWAN,  
Commanding U. S. S. Pawnee.

Flag-Officer S. H. STRINGHAM,  
Commanding Atlantic Squadron.

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*Report of Flag-Officer Stringham, U. S. Navy, commanding Atlantic Blockading Squadron, requesting directions regarding the occupation of the fort on Ocracoke Inlet.*

U. S. FLAGSHIP MINNESOTA,  
Hampton Roads, September 11, 1861.

SIR: I would respectfully call your attention to the second article of your dispatch of the 3d instant, marked confidential, directing me to take immediate possession of Ocracoke Inlet, but "not sink vessels at these inlets inside, as was first contemplated."

The last dispatch from Captain Chauncey reports the fort at Ocracoke abandoned, but I have sent to him for more explicit information.

The fort is situated on Beacon Island, about 4 miles inside the bar, and I have at this time no vessels of sufficient light draft to approach it either from the sea or sound.

In case that I should soon be able to carry out your directions, will you please inform me upon whom I am to call for troops to occupy it.

Respectfully, your obedient servant,

S. H. STRINGHAM,

*Commanding Atlantic Blockading Squadron.*

Hon. G. V. FOX,

*Assistant Secretary of the Navy, Washington, D. C.*

*Report of Flag-Officer Stringham, U. S. Navy, commanding Atlantic Blockading Squadron, of the arrival of the U. S. S. Albatross.*

U. S. FLAGSHIP MINNESOTA,

*Hampton Roads, September 1, 1861.*

SIR: I have to report the arrival of the *Albatross* last evening, thirty hours from Philadelphia.

Respectfully, your obedient servant,

S. H. STRINGHAM,

*Flag-Officer, commanding Atlantic Blockading Squadron.*

Hon. G. V. FOX,

*Assistant Secretary of the Navy, Washington, D. C.*

*Letter from the Acting Secretary of the Navy to Flag-Officer Stringham, U. S. Navy, commanding Atlantic Blockading Squadron, transmitting information regarding the blockade runners Kate Waters and Cheshire.*

NAVY DEPARTMENT, *September 11, 1861.*

SIR: I enclose herewith for your information a copy of a letter received from the collector of customs at Portland, dated September 5, 1861, in relation to the *Kate Waters*, which is supposed to be destined for Galveston, and the *Cheshire*, formerly a Charleston packet, which ran the blockade with the supposed intention of returning to some of the Southern ports.

I am, respectfully, your obedient servant,

G. V. FOX,

*Acting Secretary.*

Flag-Officer S. H. STRINGHAM.

[Enclosure.]

CUSTOM-HOUSE, *Portland, September 5, 1861.*

SIR: The loyal officer of an American vessel in Liverpool, England, writes to his friend here that about the 7th of August last the ship, or bark, *Kate Waters*, formerly the *San Jacinto*, cleared at Liverpool for Havana under British colors, but that she is actually bound to Galveston, Tex., with a cargo of salt, coal, steel, etc.

He also writes that the *Cheshire*, formerly a Charleston packet, ran the blockade and arrived out at Liverpool, where she had taken in a cargo of salt, etc., and intended to return to Savannah, or some other port in the disloyal States.

Presuming that the Government might wish to communicate these facts to the officers of the blockading fleet, I take the liberty to transmit them to your Department.

I am, respectfully, your obedient servant,

JEDEDIAH JEWETT,  
Collector.

HON. GIDEON WELLES,  
*Secretary of the Navy, Washington.*

*Letter from the Acting Secretary of the Navy to Flag-Officer Stringham, U. S. Navy, commanding Atlantic Blockading Squadron, transmitting correspondence regarding vessels preparing to run the blockade.*

NAVY DEPARTMENT, September 12, 1861.

SIR: I herewith enclose for your information a copy of a letter of the 9th instant from the Secretary of State, enclosing copy of a dispatch from the vice-consul at St. John, New Brunswick, respecting the schooner *Julia* and brigantine *Gold Hunter*, which vessels, it is said, have recently been purchased by parties from the rebel States; also copy of a letter from Secretary of State, dated the 7th instant, with a copy of a communication from Mr. Charles Stoddard, of Boston, with regard to the discharge of a large quantity of goods from the steamer *Arabia* at Halifax, etc.

Referring to previous letters in relation to the steamer *Bermuda*; I herewith transmit copy of dispatch from the U. S. consul at Falmouth, in which he states that that vessel had put into that port.

I am, respectfully, your obedient servant,

G. V. FOX,  
*Acting Secretary Navy.*

Flag-Officer S. H. STRINGHAM,  
*Comdg. Atlantic Blockading Squadron, Hampton Roads, Virginia.*

[Enclosure No. 1.]

DEPARTMENT OF STATE,  
*Washington, September 9, 1861.*

SIR: I have the honor to transmit herewith for your information and consideration a copy of a dispatch, dated the 4th instant, received from the U. S. vice-consul at St. John, New Brunswick, respecting the schooner *Julia* and the brigantine *Gold Hunter*, which vessels, it is alleged, have recently been purchased by parties from the rebel States.

I have the honor to be, sir, your obedient servant,

WILLIAM H. SEWARD.

HON. GIDEON WELLES,  
*Secretary of the Navy.*

[Subenclosure.]

U. S. CONSULATE,  
*St. John, New Brunswick, September 4, 1861.*

SIR: The British schooner *Julia* and the brigantine *Gold Hunter*, of this port, have recently been purchased by parties from the rebel States, now here, and are nearly ready for sea, being laden with iron, tin, lead, drugs, medicines, and other articles.

These vessels will be cleared out of the custom-house here for Cuba, but their owners design to run the blockade and discharge their cargoes at some of the ports in the rebel States.

The registers of the vessels will remain unchanged, and ostensibly they will appear to be owned here as heretofore. They will have pilots, as was the case with the *Alliance*, who are familiar with the Southern coast.

I have the honor to be, your obedient servant,

C. WHITAKER,  
U. S. [Vice] Consul.

Hon. WM. H. SEWARD,  
*Secretary of State, Washington.*

[Enclosure No. 2.]

DEPARTMENT OF STATE,  
*Washington, September 7, 1861.*

SIR: I have the honor to transmit herewith for your information and consideration a copy of a communication, dated 5th September, addressed to this Department by Mr. Charles Stoddard, acquainting the Department with the discharge of a large quantity of goods from the steamer *Arabia* at Halifax, with suggestions in relation thereto.

I have the honor to be, sir, your obedient servant,

WM. H. SEWARD.

Hon. GIDEON WELLES,  
*Secretary of the Navy.*

[Subenclosure.]

BOSTON, *September 5, 1861.*

DEAR SIR: A few days since I had occasion to advise you of the fact coming to my knowledge that the consuls at Stuttgart and Leghorn were open secessionists. I am very glad to learn by your reply that they have both been displaced.

I now wish to inform the Government that the steamer *Arabia*, which arrived this morning from Liverpool, was detained at Halifax [Nova Scotia] seven hours discharging British dry goods. As these goods are not on their way to Canada and not needed in the provinces, it is strongly suspected they are destined to be shipped to Southern ports in British bottoms, with a view to run the blockade. Can not this be stopped? I suppose not in British waters. But if the Government should dispatch an agent to Halifax, to keep a watch and report every movement in the way of shipping to feigned ports, with a view to run our blockade, it might do good. And if, in addition, a small armed vessel could be put on the watch, either off Halifax or St. John [New Brunswick], it might be useful. We much regret that the *Alliance*, a British vessel, has succeeded in getting into Beaufort. Can not small armed vessels be multiplied off Charleston and other Southern ports, so as to render the running of the blockade impossible?

Perhaps I should have addressed this to the War Department, but if there is any value in these suggestions you will please direct them into the right channel.

Very respectfully, yours,

CHARLES STODDARD.

Hon. W. H. SEWARD,  
*Secretary of State, etc.*

I am well known to Judge Samuel R. Betts, United States court, New York, Major-General Dix, General Butler, Senator Sumner, etc.



[Enclosure No. 3.]

U. S. CONSULATE,  
Falmouth, August 22, 1861.

ESTEEMED FRIEND: I beg to state that the British steamer *Bermuda*, Tessier, master, from West Hartlepool, and ostensibly bound to Havana with a general cargo, put into this port this morning, and, having obtained a supply of coals, proceeded on her voyage this afternoon. My reason for communicating this circumstance is that it is reported (and I think there are some grounds for believing the report to be true) that this vessel is really laden with arms, ammunition, clothing, etc., intended for the use of the troops of the Southern States.

The *Bermuda* is a screw steamer of about 700 tons register, with two masts, each having yards, and one funnel, painted black—red and black—and has no figurehead.

I remain, respectfully, thy sincere friend,

ALFRED FOX,  
Vice-Consul.

SECRETARY OF STATE, Etc.,  
Washington, United States.

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*Report of Flag-Officer Stringham, U. S. Navy, commanding Atlantic Blockading Squadron, forwarding reports of Confederate officers captured at Fort Hatteras, North Carolina.*

U. S. FLAGSHIP MINNESOTA,  
Hampton Roads, September 12, 1861.

SIR: Enclosed herewith are the official reports\* of the officers captured at Fort Hatteras, North Carolina. I send them to you to decide whether they should be forwarded by a flag of truce or not.

Respectfully, your obedient servant,

S. H. STRINGHAM,  
Flag-Officer, Commanding Atlantic Blockading Squadron.

Hon. G. V. FOX,  
Assistant Secretary of the Navy, Washington, D. C.

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*Report of Flag-Officer Stringham, U. S. Navy, commanding Atlantic Blockading Squadron, regarding the condition of the blockade.*

U. S. FLAGSHIP MINNESOTA,  
Hampton Roads, September 12, 1861.

SIR: I have to report that the *Flag* and *Susquehanna* had a collision off Beaufort. The former is considerably damaged, and I have ordered her to Washington, hoping the repairs can be soon made there. I am in urgent want of her services, for I fear some of the vessels known to have sailed from England for Charleston and the Southern coast may get in. You are already aware of there being but one vessel—*Wabash*—off Charleston, and none south of it. The *Albatross* will be dispatched to cruise off Beaufort and Wilmington, N. C., to-morrow.

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\* See pp. 138-144.

We have advices of seven schooners having been captured within a few days on the coast of North Carolina, one a schooner named in your letter as fitting from Halifax, Nova Scotia.

Respectfully, your obedient servant,

S. H. STRINGHAM,

*Flag-Officer, Commanding Atlantic Blockading Squadron.*

Hon. G. V. FOX,

*Assistant Secretary of the Navy, Washington, D. C.*

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*Report of Flag-Officer Stringham, U. S. Navy, commanding Atlantic Blockading Squadron, naming officers detached from his command.*

U. S. FLAGSHIP MINNESOTA,  
*Hampton Roads, September 13, 1861.*

SIR: I have the honor to report that I have this day detached the following-named officers from this squadron and directed them to report to the Navy Department, viz:

Lieutenants J. C. Howell, John Watters, C. M. Schoonmaker, *Minnesota.*

Lieutenant E. W. Henry, *Savannah.*

Lieutenant Charles H. Greene, *Cumberland.*

Those on board the *Wabash* and other vessels on the Southern coast will be detached as soon as I can learn what number of acting masters will be wanted to fill their places.

The *Roanoke* will have to be supplied with acting masters before the lieutenants named in your letter can be detached. I have one for her (now away in a prize, who will be here before she is ready for sea) and shall want another.

Respectfully, your obedient servant,

S. H. STRINGHAM,

*Flag-Officer, Commanding Atlantic Blockading Squadron.*

Hon. G. V. FOX,

*Assistant Secretary of the Navy, Washington, D. C.*

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*Report of Flag-Officer Stringham, U. S. Navy, commanding Atlantic Blockading Squadron, stating the needs of his command for operations on the coast and in the sounds of North Carolina.*

U. S. FLAGSHIP MINNESOTA,  
*Hampton Roads, September 13, 1861.*

SIR: In answer to your letter of 9th instant, asking what is necessary to be supplied outside the limits of your command to carry out the objects numbered 1, 2, and 3 in the confidential communication\* dated September 3, I have to state from eight to ten or more light-draft side-wheel steamers, none to draw more than 6 feet loaded, at least four of them not more than 4 feet; also twenty surfboats for landing troops, of a build, except being a little more flat-bottomed, to correspond with those used at Vera Cruz during the Mexican war.

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\* See p. 162.

The steamers should be armed with either a X-inch gun or heavy rifle—60 or 80 pounder—forward, with a 32-pounder, one 24-pounder howitzer, and 12-pounder rifle aft, the latter movable.

With this force to operate in the sounds inside, and a number of vessels which can be drawn from the blockading squadron outside, together with a proper number of troops to cooperate and hold possession of the places which may be taken, I think the entire seacoast towns of North Carolina would soon be ours. We must go in force to insure success, for the enemy seem to be alive to our intentions, as you will see by Commander Rowan's report,\* this day forwarded to you.

Should it be necessary to build surfboats, I would like to give my views for their model, capacity, etc.

Transports would also have to be provided for the troops, which, together with the providing of surfboats, more properly belongs to the Army; but I call your attention to them, because when ready to leave this place for the Hatteras expedition I was informed no such provision had been or was to be made by the Army, and I was therefore compelled to hunt up and take such as I could find on the spot, which were very imperfect.

The regulating and movement of the troops should be directed by some competent officer of high rank, for we have an enemy much more intelligent and formidable to oppose us than we had at Vera Cruz.

Very respectfully, your obedient servant,

S. H. STRINGHAM,

*Flag-Officer, Commanding Atlantic Blockading Squadron.*

Hon. G. V. Fox,

*Assistant Secretary of the Navy, Washington, D. C.*

*Report of Captain Chauncey, U. S. Navy, commanding U. S. S. Susquehanna, of the capture by that vessel of the English schooner Argonaut.*

U. S. S. SUSQUEHANNA,

*Hatteras Inlet, September 13, 1861.*

SIR: I have the honor to report that I have this morning made prize of the English schooner *Argonaut*, of Yarmouth, Nova Scotia, and from Westport, Nova Scotia, bound to Key West, laden with fish and miscellaneous cargo, consisting of shoes, soap, coffee, cotton goods, tea, etc. The vessel was discovered last evening at sundown standing in for this place with a free wind, but tacked seaward as soon as he discovered this ship inside of him.

It being dark, I laid in wait till daylight, when I discovered him standing in to leeward.

She was boarded by a boat from this ship, and, upon examination of his papers, I have decided to send her in for adjudication. She is one of a number of vessels under English colors ostensibly clearing for Key West, but without doubt intending to evade the blockade in order to supply the rebels on this coast, the cargo universally being of such articles as they stand in need of and bringing high prices. The *Argonaut* was evidently bound into this place. The master gives as an excuse for being in this neighborhood that he is short of water and light, and that he did not know where he was, although he was close in with Hatteras light-house.

\* See p. 195.

I have placed a master's mate and three men on board as a prize crew, with orders to proceed to New York, sending two of her crew as witnesses, with duplicate orders, one copy to be handed to the judge of the U. S. district court, accompanied by a memorandum of the facts attending the capture.

I may state that the *Argonaut* has no register and no certificate of ownership.

I am, sir, very respectfully, your obedient servant,

JNO. S. CHAUNCEY,  
*Captain.*

Flag-Officer S. H. STRINGHAM,  
*Commanding Atlantic Blockading Squadron, Hampton Roads.*

[P. S.]—The colonel commanding at the fort having replied to my offer of assistance that he is not in immediate want of any supplies or protection to the garrison, I shall proceed to cruise off this point in compliance with your orders, as, from facts developed from the papers found on board the schooner lately captured at this place, implicating certain parties in Boston, there is reason to believe other vessels are bound hither on the same errand, and I shall be in a better position to overhaul them by keeping at sea and leaving them under the impression that the port is not strictly blockaded or in possession of the rebels, as was the case with the schooner lately captured, which ran boldly in toward the inlet.

Before I received your orders to cruise off Hatteras instead of Beaufort, I had directed Commander Parker, of the *Cambridge*, to remain off that point till further orders, or till my return, and to closely watch the two ships under English colors. Have you any orders in reference to the *Cambridge*? Her presence is very necessary off Beaufort to prevent the escape of the above vessels, in addition to the fact of Beaufort, in my opinion, being the destination of many vessels under English colors with supplies for the rebels, many of which from distant ports not being aware of the change of circumstances at Hatteras nor of the blockade of Beaufort.

The prize schooner laden with mahogany is hard and fast aground on the inner bar, and we have made several ineffectual attempts to get her off. To succeed in this we shall be obliged to lighten her by discharging a portion of the mahogany. This I can not undertake to do in the present threatening state of the weather, and not until my return from cruising off this point. In the meantime she is perfectly secure.

What disposition do you desire me to make of the captain and portions of the crews of the captured schooners *Louisa Agnes* and *Argonaut*, now on board this ship.

Very respectfully,

JNO. S. CHAUNCEY,  
*Captain.*

*Letter from the Acting Secretary of the Navy to Flag-Officer Stringham, U. S. Navy, commanding Atlantic Blockading Squadron, regarding the obstruction of the inlets of North Carolina by sinking vessels loaded with stone.*

NAVY DEPARTMENT, *September 13, 1861.*

SIR: The Department informs you, in answer to your letter\* of the 8th instant, in relation to Commander Stellwagen, that that officer will

\* See p. 186.

have no further connection with affairs in the vicinity referred to. The matter will be under your control.

I am, respectfully, your obedient servant,

G. V. FOX,  
*Acting Secretary.*

Flag-Officer S. H. STRINGHAM,  
*Comdg. Atlantic Blockading Squadron, Hampton Roads, Virginia.*

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*Report of Commander Rowan, U. S. Navy, commanding U. S. S. Pawnee, regarding affairs in the vicinity of Hatteras Inlet.*

U. S. S. PAWNEE,  
*Hatteras Inlet, September 13, 1861.*

SIR: The *Baltimore* has had dispatch, and will sail in the morning, or as soon thereafter as the weather permits.

I have been busy securing the crafts inside for the approaching gale.

The hulk containing our provisions I shall run up the creek, and the other smaller crafts, to prevent them from drifting on me.

I have no news from the interior since my last. It is reported that the enemy have returned to Oregon Inlet and are pushing forward their fortifications on the northwest end of Roanoke [Island].

I am told 6 feet of water is had in the inlet, and schooners enter there.

I am told that a cargo of soft coal was to be towed by the *Baltimore*, but the tow leaked and was left. I hope, for the sake of our movements, that our vessels will be able to burn hard coal. The smoke of the soft coal can be seen from one end of the sound to the other.

I think Colonel Hawkins makes a mistake in allowing the oath-of-allegiance people to visit him.

There is a class of men north of them who obtain all the information they want in this way and carry it to the troops at Oregon Inlet.

The requisitions enclosed are submitted for your consideration.

I received a rifled (6-inch) cannon, which will enable me to keep "secesh" clear of the bulkhead, but I want more men to man it. If sailors are plenty we had better be overmanned than short-handed.

If you operate alongshore would it not be well to have the naval brigade under your command? They are mostly sailor men and would be serviceable.

I have the honor to be, very respectfully, your obedient servant,

S. C. ROWAN,  
*Commander.*

Flag-Officer S. H. STRINGHAM,  
*Commanding Atlantic Squadron, U. S. Navy.*

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*Attack on the U. S. vessels Savannah and Louisiana by the C. S. S. Patrick Henry (late Yorktown), near Newport News, Va., September 13, 1861.*

Report of Flag-Officer Stringham, U. S. Navy, commanding Atlantic Blockading Squadron.

U. S. S. MINNESOTA,  
*Hampton Roads, September 14, 1861.*

SIR: I have the honor to inform the Department that we have now on board this ship a sailor, deserter from the rebel steamship *Yorktown*.

He says her armament consists of 2 10-inch pivot guns and 6 (3 of a side) broadside 32-pounders. Crew, 150 men, exclusive of officers.

He left the *Yorktown* day before yesterday and went on board the U. S. S[hip] *Savannah*.

Last night the *Yorktown* came down and fired at the *Savannah*. Her shot fell short. The *Savannah* promptly replied, her shot also falling short.

The railroad iron mentioned is only used to protect the engine. He says the steamer *Jamestown* is fitting out at Richmond in the same way the *Yorktown* has been.

Respectfully, your obedient servant,

S. H. STRINGHAM,  
*Flag-Officer, Atlantic Blockading Squadron.*

Hon. GIDEON WELLES,  
*Secretary of Navy.*

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Report of Captain Hull, U. S. Navy, commanding U. S. ship *Savannah*.

U. S. SHIP SAVANNAH,  
*Off Newport News, September 13, 1861.*

SIR: About 5 o'clock p. m. a steamer, supposed to be the *Patrick Henry*, formerly known as the *Yorktown*, came down the river to within about 3 miles of this ship, turned around, with her stern toward us, and fired her stern gun, the shot falling short. She backed farther down and fired several shots, and backing until she came within long range, so that her shot fell not very far short. We returned her fire with the rifle gun at first, and then with the bow and side guns, after getting out a kedge to wind the ship and afterwards a spring on the cable, on the port side, and veered the cable until the guns bore on her.

During the engagement several shots were fired from the rifle gun in the battery at Newport News; also several from the U. S. gunboat *Louisiana*, most of which, if not all, fell short.

The firing continued until near dark, when the steamer went up the river again. Our shot and shells all fell far short, as well as we could see.

After the second discharge of the rifle gun, the vent was found to be obstructed by the friction primer, the barrel of which remained in the touchhole, preventing the priming wire from reaching the cartridge, and causing the gun to hang fire, and it was with difficulty that the vent was cleared after the firing had ceased.

This morning a man was taken up in a canoe, coming down the river, and brought on board this ship. He proved to be a deserter from the *Patrick Henry*, and ran away in the night from the light-house. I suppose this was the cause of the visit of the *Patrick Henry* this evening, though she kept out of striking distance.

I am, very respectfully, your obedient servant,

J. B. HULL,  
*Captain.*

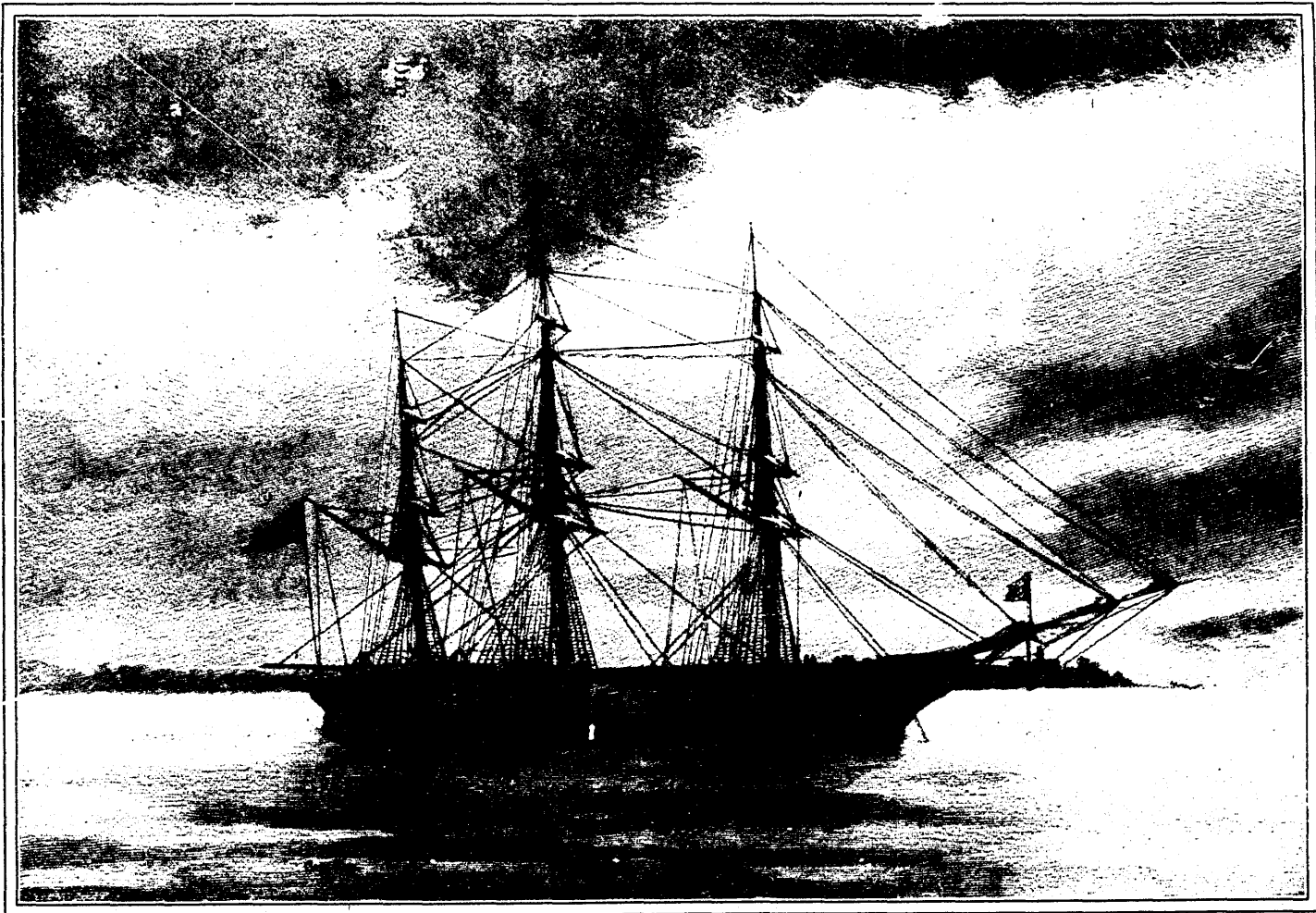
Flag-Officer S. H. STRINGHAM,  
*Commanding Atlantic Blockading Squadron, Hampton Roads.*

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Report of Lieutenant Murray, U. S. Navy, commanding U. S. S. *Louisiana*.

U. S. S. LOUISIANA,  
*Newport News, September 20, 1861.*

FLAG-OFFICER: It seems proper in me, in view of the inaccurate reports relating to the attack of the rebel steamer *Yorktown* on, and



UNITED STATES SHIP SAVANNAH.  
Drawn from photograph.





her repulsion by, the forces at this point, to relate the circumstances as they appeared to us.

About 4 p. m. of the 14th [13th] instant this vessel of the enemy approached from up the James River to within about 2½ miles of our anchorage and opened fire upon us from her pivot guns, which are of heavy caliber and long range. Her shot fell short, as also did the *Savannah's*.

We got underway in the *Louisiana* and took position out of the line of firing and much nearer the enemy, exchanged several shots, diverting the fire from the large ships. Several of her shells exploded near us, one plunging but a foot ahead of the cutwater, exploding when it reached the bottom in 9 fathoms.

The rifled cannon in the intrenched works, served, I believe, by General Phelps himself, succeeded in throwing shell quite to and over the enemy, exercising in all probability an influence beyond any chastisement our little 6-pounder could inflict, for although we struck her twice, once penetrating her quarter, damage was not apparent, as it was some time before she retired from the conflict.

The range of the rifled gun on board the *Savannah* was not good, owing I presume to the fact that it had been shifted from its own carriage, which admitted of a high elevation, to the pivot carriage.

The *Cumberland's* fire also fell very short, she having no rifled cannon.

A shot from an artillery battery, under Lieutenant Lodor, of the Army, which happened to be some 2 miles up the shore, and nearly abreast the *Yorktown*, also struck her.

I hope this complies with your request to furnish you with a report of the transaction.

The propriety of my application, which I some days ago sent in, for a "large rifled gun" begins to manifest itself.

I have the honor to be, very respectfully, your obedient servant,

A. MURRAY,

*Lieutenant, Commanding.*

Flag-Officer S. H. STRINGHAM,

*Commanding Blockading Squadron, etc.*

Additional report of Captain Hull, U. S. Navy, commanding U. S. ship *Savannah*.

U. S. SHIP SAVANNAH,

*Hampton Roads, September 14, 1861.*

SIR: I have to acknowledge the receipt of your letter of the 9th instant. As directed, the gunner has taken the impression of the orifice of the vent of the rifle gun. The impression showed the vent to be a little uneven, but was clear, and appeared in good order. I enclose herewith the gunner's report of the condition of the gun and ammunition when received on board, and also the piece of a boring bit, taken from the gun after clearing the vent.

On the 13th instant we had occasion to use the rifle gun, having been attacked by the rebel steamer *Patrick Henry*, and found, after the second discharge, that the vent was choked by the barrel of the friction primer remaining in, and preventing the priming wire from going to the cartridge, but by using a small wire we were able to prick the cartridge and fire the gun, though it held fire for a second or two. The vent was afterwards cleared by using the boring bit and punch.

I have received the letter from the Bureau of Ordnance, informing me that the rifle gun was not to be mounted on the pivot carriage, and

I inform the Bureau that I have remounted it on its own carriage, preparatory to removing it to the *Minnesota*, where Flag-Officer Stringham has ordered it to be sent.

I mounted it on the pivot carriage, as the only place where it could be used to advantage, there being no gun ports on the spar deck other than the places occupied by the pivot guns, and it could not be placed there without interfering with the free use of them.

I am, very respectfully, your obedient servant,

J. B. HULL,  
Captain.

Captain A. A. HARWOOD,  
Chief of the Bureau of Ordnance and Hydrography, Washington.

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*Letter from the Acting Secretary of the Navy to Flag-Officer Stringham, U. S. Navy, commanding Atlantic Blockading Squadron, transmitting information from Halifax, Nova Scotia, regarding schooner Beverly.*

NAVY DEPARTMENT, September 13 1861.

SIR: The following telegram was this morning received at this Department:

HALIFAX, NOVA SCOTIA, September 13, 1861.

SIR: The schooner *Beverly*, of Halifax, a British vessel purporting to be bound for the West Indies, sailed yesterday, the 11th, with general cargo. Actual destination, I have no doubt, is either Beaufort or Wilmington, N. C.

M. M. JACKSON,  
U. S. Consul.

Hon. G. WELLES.

Very respectfully, etc.,

G. V. FOX,  
Acting Secretary.

Flag-Officer S. H. STRINGHAM.

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*Order of the Acting Secretary of the Navy to Flag-Officer Stringham, U. S. Navy, commanding Atlantic Blockading Squadron.*

NAVY DEPARTMENT, September 14, 1861.

SIR: If the *Roanoke* has not sailed transfer Acting Master Cavendy to command the *Gemsbok* and Captain Voorhees to the *Roanoke*, and you can then dispatch the *Gemsbok* on such service as your judgment may dictate.

Very respectfully,

G. V. FOX,  
Acting Secretary.

Flag-Officer S. H. STRINGHAM,  
Commanding Atlantic Blockading Squadron.

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*Letter from the Acting Secretary of the Navy to Flag-Officer Stringham, U. S. Navy, commanding Atlantic Blockading Squadron, giving general instructions.*

NAVY DEPARTMENT, September 14, 1861.

SIR: Your several communications without numbers have been received.

The Department regrets that the *Jamestown* was not provisioned from the *Minnesota* and sent immediately southward; also that the *Flag* was not kept at Newport News for repairs and the vessel lying there sent to the sound.

The confidential instructions of the 3d instant do not connect Commander Stellwagen with you.

The matter is left entirely to your skill to execute.

In view of the numerous vessels which it is said run the blockade in presence of our vessels, the Department would enquire if reports are regularly received by you from the commanders of the ships of the blockading squadron.

In the case of Commander Chandler the court of enquiry will not be ordered to interfere with the instructions of the 3d instant marked "confidential."

The public prints report that Ocracoke Inlet was abandoned immediately after the fall of Hatteras. If such is the case you require no troops for that place.

The auxiliary steamer *Young Rover* sailed from Boston on the 13th instant to join your squadron.

The *Sabine* has probably sailed from Portsmouth, N. H., also to join your squadron.

I am, respectfully, your obedient servant,

G. V. FOX,  
Acting Secretary.

Flag-Officer S. H. STRINGHAM,  
Comdg. Atlantic Blockading Squadron, Hampton Roads, Virginia.

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*Letter from the Acting Secretary of the Navy to Flag-Officer Stringham, U. S. Navy, commanding Atlantic Blockading Squadron, transmitting information regarding evidence required in prize cases.*

NAVY DEPARTMENT, September 14, 1861.

SIR: Herewith enclosed you will find a copy of a communication from Mr. E. D. Smith, U. S. district attorney of New York, respecting the evidence which is necessary in prize cases.

The Department directs that in all cases where captures are sent into port for adjudication in the prize court you will have these rules complied with.

I am, respectfully, your obedient servant,

G. V. FOX,  
Acting Secretary.

Flag-Officer S. H. STRINGHAM,  
Commanding Atlantic Blockading Squadron.

[Enclosure.]

NEW YORK, September 12, 1861.

SIR: Allow me to call your attention to certain features of the rules of the U. S. district court for this district relative to captures made by our naval officers at sea.

These rules make it incumbent on the captors, first, to deliver to the judge, or to the prize commissioners, all letters, papers, and documents found on board a vessel at the time of capture and to accompany these papers by an affidavit of the prize master who brings the prize into this

district verifying them as having been taken from such vessel; second, to produce to the prize commissioners, for examination as the only witnesses required or even allowed in the case, the master, mate, supercargo (if there be one), and two or more of the seamen attached to the captured vessel.

The failure to send such papers and witnesses may hazard the condemnation of the best prize afloat. In some cases which have come before us, not one of the officers or crews of the captured vessels has been sent in by the captors, and thus I have been left without available testimony on which to procure the forfeiture of the prize. Allow me to draw the attention of the Navy Department to these matters and to suggest that instructions from the Department to commanders of vessels would obviate this difficulty, in case you should think proper to give such instructions.

Very respectfully, your obedient servant,

E. DELAFIELD SMITH,  
*U. S. District Attorney.*

HON. GIDEON WELLES,  
*Secretary of the Navy.*

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*Order of the Acting Secretary of the Navy to Flag-Officer Stringham, U. S. Navy, commanding Atlantic Blockading Squadron, in view of the expected arrival of ex-U. S. diplomatic officials appointed from Southern States.*

NAVY DEPARTMENT, *September 14, 1861.*

SIR: The enclosed copy of a letter from the Secretary of State is sent for your information and instruction, as therein requested.

The Department has information also that ex-Consul Scott will probably arrive in this country by a Baltimore-vessel via the Chesapeake Bay, and that his arrival may be looked for hourly. The informant says his arrest can be best effected at the capes of the Chesapeake. If you can secure him, deal with him as with Meade.

Very respectfully, etc.,

G. V. FOX,  
*Acting Secretary.*

Flag-Officer S. H. STRINGHAM.

[Enclosure.]

DEPARTMENT OF STATE,  
*Washington, September 13, 1861.*

SIR: It is understood that R. K. Meade, late U. S. minister at Rio de Janeiro, has embarked for Baltimore on his return. As he was appointed from Virginia, however, he may attempt to land in some part of that State adjacent to Hampton Roads. I will consequently thank you to instruct the commander of the blockading squadron in that quarter to examine vessels from Rio de Janeiro to Baltimore, and if Mr. Meade should be found on board of one of them to secure his papers, arrest him, and take him to Fortress Monroe for further orders.

I am, sir, your obedient servant,

WM. H. SEWARD.

HON. GIDEON WELLES,  
*Secretary of the Navy.*

*Letter from the Acting Secretary of the Navy to Flag-Officer Stringham, U. S. Navy, commanding Atlantic Blockading Squadron, transmitting information regarding steamer Bermuda and other blockade runners.*

NAVY DEPARTMENT, *September 14, 1861.*

SIR: I enclose herewith for your information a copy of a dispatch, No. 33, forwarded to this Department by the Secretary of State, from the U. S. vice-consul at Liverpool, in relation to the *Bermuda*, *Thomas Watson*, and *S. G. Owens*, which vessels it is supposed will attempt to evade the blockade of the Southern coast.

I also enclose a copy of a dispatch, No. 20, forwarded to this Department by the Secretary of State, from the U. S. consul at London, in regard to the steamer *Bermuda* and her cargo of arms and munitions and the continued purchase of arms and their shipment by agents of the insurgent States.

I am, respectfully, your obedient servant,

G. V. FOX,  
*Acting Secretary.*

Flag-Officer S. H. STRINGHAM,  
*Commanding Atlantic Blockading Squadron.*

[Enclosure.]

U. S. CONSULATE, *Liverpool, August 23, 1861.*

SIR: The *Bermuda* is reported in the Shipping Gazette to have sailed for Havana on the 19th.

The *Thomas Watson*, referred to in my No. 29, August 9, has been entered for Charleston and taken on board 350 tons fine salt in bags. It is the captain's intention to endeavor to run the blockade either at Charleston or Wilmington. Fraser, Trenholm & Co. are the shippers of the salt.

She has a black hull, bright lower masts, black mastheads, an eagle on her stern; has two whaleboats; is ship-rigged, but I am informed the captain intends altering the mizzenmast to resemble a bark after sailing.

The *S. G. Owens*, referred to in my Nos. 30 and 31, had a cargo of coal.

A. M. Nevins, of New Orleans, has bought the ship *Currituck*, of Baltimore, here, and is, I am informed, in treaty for other vessels, which he purposes loading with salt and trying to run the blockade.

From what I hear I have no doubt that many other vessels similarly laden which are clearing for the British provinces and other ports are intended for the South and purpose trying to run the blockade.

Very respectfully, I am, your obedient servant,

H. WILDING.

Hon. F. W. SEWARD,  
*Assistant Secretary of State.*

[Enclosure.]

CONSULATE OF THE UNITED STATES OF AMERICA,  
*London, August 24, 1861.*

SIR: In several dispatches addressed to the Department of State in June last, but more especially in No. 10, dated the 22d of that month, I gave the particulars in regard to a steamship, then building at Stockton, on the river Tees, and informed you that she had been purchased by Fraser, Trenholm & Co., of Liverpool, for Confederates living in Charleston, S. C. I immediately informed Mr. Wilding, acting consul

at Liverpool, as Liverpool is not half the distance that London is from Stockton.

I also informed Mr. Adams, U. S. minister, and Captain Walker, U. S. Navy, of what I had learned. Mr. Adams was kept constantly informed by Mr. Wilding and Mr. Davy, U. S. consul at Leeds, of her progress.

In consequence of her being out of and so far removed from my consular district, and the watch over her being intrusted to others, I have not given her that constant attention that I otherwise should.

The gentleman who gave me the information contained in my dispatch of the 9th instant says he made a mistake in telling me as he did that she was about ready to launch, and that he intended to say about ready for sea.

I make this statement of my being the first to discover the true character of the steamer *Bermuda* and my subsequent connection with her that you may not think me unmindful of my duty required of me here.

As you have been informed, the *Bermuda* sailed from Hartlepool, a port at the mouth of the Tees, on the 18th instant, heavily armed with rifled cannon and other implements of war. She has large quantities of powder, cartridges, rifles, and other munitions of war on board.

She is brig-rigged, but I can not say whether she is rigged in the square or brigantine style. She left Hartlepool under English colors and with not much above the usual number of men for such a craft, so far as known to us. With the intention of first getting in her cargo she may go direct to some Southern port or to Cuba, or she may call at some out of the way place, take on a full complement of men, change her name and colors, and be ready to commence her piratical work at once.

The Southern agents here have more funds at their control now than at any other time since I have been here. They are buying all the Enfield rifles they can get, and are sending them a few hundred at a time to the West Indies, and perhaps direct to unfrequented Southern ports. They bought this week of one of the largest gunmakers in London 10,000 Minié rifles, made in England after the French model in 1851 and 1852.

The English Government having substituted the Enfield for the Minié, sold what they had of the Minié, the above 10,000 being a part of them. The Southern agent who made the purchase offered very liberal terms for all the Enfield rifles the manufacturers could turn out during the coming six months, and to pay cash as fast as they can be delivered.

The offer will be accepted or refused on Monday next, and I shall be informed of the result.

The ship *Thomas Watson*, Captain Allen, a secession ship owned in Charleston, is now loading in Liverpool for Charleston.

Fraser, Trenholm & Co. are loading her, and I have reason to believe that cases of arms which have left this city this week are to be shipped by her. She is a sailing ship, and will be ready for sea next week, when I will communicate more fully in regard to her cargo.

The Confederates have many active agents here, and every week or two brings fresh arrivals. They all labor hard for the rebel cause, and by great activity and the grossest perversion of truth they infect many minds with their heresies.

I have the honor to be, very respectfully, your obedient servant,

F. H. MORSE,  
Consul.

Hon. WM. H. SEWARD,  
United States Secretary of State.

*Order of the Acting Secretary of the Navy to Flag-Officer Stringham, U. S. Navy, commanding Atlantic Blockading Squadron, to facilitate communication of certain officers of the U. S. Navy with their families in the South.*

NAVY DEPARTMENT, *September 14, 1861.*

SIR: This communication will be handed to you by Mr. James D. Wright, second assistant engineer in the Navy, and lately attached to the *Lancaster*, of the Pacific Squadron.

The family of Mr. Wright are residing somewhere in the vicinity of Norfolk; most probably at Smithfield.

He desires to communicate with them if possible, and to bring them North. He has, as he states, been requested to make enquiry respecting the families of other officers on board the *Lancaster*, viz, Gunner Sirian, Carpenter John O. Butler, and Sailmaker Stanford, and, if possible, bring them North should they desire it.

You will please adopt such a course as you may think most advisable for accomplishing the wishes of Mr. Wright and the officers named. You are authorized to send a flag of truce to Norfolk for the purpose of ascertaining what arrangements can be made in the matter.

I am, respectfully, your obedient servant,

G. V. FOX,  
*Acting Secretary.*

Flag-Officer S. H. STRINGHAM, OF  
THE SENIOR COMMANDING OFFICER PRESENT,  
*Hampton Roads, Virginia.*

*Letter from Commodore Dunlop, R. N., commanding H. B. M. S. Challenger, to Captain Mercer, U. S. Navy, commanding U. S. S. Wabash, making enquiry regarding the blockade.*

H. B. M. S. CHALLENGER,  
*Off Charleston, September 14, 1861.*

SIR: It having been reported to me by Commodore Lyons, of H. B. M. ship *Racer*, that during his progress along the coast from Cape Florida to Cape Fear he found only the ports of Savannah and Charleston under blockade by the United States squadron, I have the honor to notify the same to you, and I will feel much obliged by your informing me whether, subsequently to the *Racer's* being on that part of the coast of America in July last, any force has been stationed off the ports and inlets between Savannah and Cape Florida for the purpose of establishing the blockade of the same.

I avail myself of this opportunity of expressing the consideration with which I am, sir,

Your obedient servant,

HUGH DUNLOP,  
*Commodore, First Class.*

Captain MERCER,  
*U. S. S. Wabash.*

*Report of Flag-Officer Stringham, U. S. Navy, commanding Atlantic Blockading Squadron, regarding the movements of certain vessels of his command.*

U. S. S. MINNESOTA,  
*Hampton Roads, September 15, 1861.*

SIR: I have the honor to inform the Department of the arrival this morning of the U. S. s[hip] *St. Lawrence*, Captain H. Y. Purviance, and the *Dale*, Commander E. M. Yard, requiring provisions and water.

The U. S. s[hip] *Savannah*, Captain J. B. Hull, leaves to-morrow to blockade off Savannah.

Fleet-Captain A. Ludlow Case and Chief Engineer Charles H. Loring have gone to Baltimore to examine the steamer *Baltimore*, as ordered in letter from the Department dated September 11, 1861, enclosing descriptions of the steamer.

Respectfully, your obedient servant,

S. H. STRINGHAM,  
*Flag-Officer, Atlantic Blockading Squadron.*

Hon GIDEON WELLES,  
*Secretary of Navy.*

*Letter from Commander Rowan, U. S. Navy, commanding U. S. S. Pawnee, to Captain Chauncey, U. S. Navy, commanding U. S. S. Susquehanna, suggesting cooperative movement to prevent the removal of guns from Beacon Island.*

U. S. S. PAWNEE,  
*Hatteras Inlet, September 15, 1861.*

SIR: I am credibly informed this morning that the steamboat *Winslow* is at Beacon Island taking off the guns.

I shall start the launch in the morning in tow of the tug *Fanny*, to prevent it and destroy the guns. I am told that some of the guns are mounted. If they are we shall be compelled to retire, as we are not armed for such resistance.

I would suggest that the presence of your ship (which the pilot informs me can get within 2½ miles of the island) would have a happy effect, as your pivot guns could make them uncomfortable.

The tug I send this by is at your service at daylight in the morning, provided she can pass Ocracoke bar, for the purpose of towing in your launches and boats.

There are from 18 to 20 guns at Roanoke Island and there are 4 guns at Portsmouth [N. C.]. The carriages of all the guns are burned. I am just informed that the rudderstock of the *Fanny* is too much broken to trust even in the sound without repair. I have directed the repairs to be made. The work being in iron, I fear we have not the means of welding so heavy a piece.

I regret, sir, that I can not do anything at present to prevent the enemy from taking away guns that may annoy us hereafter.

Very respectfully, etc.,

S. C. ROWAN,  
*Commander, U. S. Navy.*

Captain J. S. CHAUNCEY,  
*Commanding U. S. S. Susquehanna.*

*Letter from Flag-Officer Stringham, U. S. Navy, to the Secretary of the Navy, requesting to be relieved from command of the Atlantic Blockading Squadron.*

U. S. FLAGSHIP MINNESOTA,  
*Hampton Roads, September 16, 1861.*

SIR: I have the honor to acknowledge receipt of a letter\* from the Department dated September 14, 1861.

\* See p. 210.



The tenor of this letter is of such character that I can not but construe it into disapprobation of my efforts to carry out the objects contemplated in the formation of the Atlantic Blockading Squadron, which you did me the honor to intrust to my command.

I have labored night and day with the vessels at my disposal to blockade the Southern coast and perform all other duty intrusted to me.

That I have not been satisfied with the vessels provided me for that service, either in character or number, I have been obliged to apprise the Department from time to time, as I considered it my duty to do.

After all my labors in behalf of my Government with the means provided me, it is truly unpleasant to be censured by newspaper editors and anonymous correspondents; but when received over the signature of my official superior I have but one recourse left me, which I respectfully though regrettingly ask, that I may be relieved from my present command and be permitted to serve my country in her hour of trial in a more humble and consequently less responsible position.

Respectfully, your obedient servant,

S. H. STRINGHAM,  
*Flag-Officer, Atlantic Blockading Squadron.*

Hon. GIDEON WELLES,  
*Secretary of Navy.*

*General report of Flag-Officer Stringham, U. S. Navy, commanding Atlantic Blockading Squadron, transmitting reports of vessels boarded and captured by the U. S. ships Dale and St. Lawrence.*

U. S. S. MINNESOTA,  
*Hampton Roads, September 16, 1861.*

SIR: I have now twenty men on board this ship—from the stone schooners yet lying here—to enquire of me what they are to do, as their time has expired.

I am so entirely unacquainted with the terms upon which these vessels and the men have been purchased, hired, etc., that I must beg the Department will send Commander Stellwagen to this point to settle this matter.

My reason for sending the *Flag* to Washington for repairs was that in my judgment it would be the means of preparing her earliest to resume her station. As to her being repaired at Newport News, I consider it, with the means I have, impossible.

The vessel spoken of, which you suggest might have taken her place off Charleston, from the report made to me by her captain, I consider wholly unfit for Atlantic blockading.

The *Jamestown* was sent to New York because I could not repair her tanks here; one had burst, losing thereby a large quantity of water, and her captain anticipated the bursting of others. The vessel could at the same time be provisioned. Enclosed please find reports of *Dale*, *St. Lawrence*, *Daylight*, and *Pawnee*.\*

Respectfully, your obedient servant,

S. H. STRINGHAM,  
*Flag-Officer, Atlantic Blockading Squadron.*

Hon. GIDEON WELLES,  
*Secretary of Navy.*

\* See p. 207.

[Enclosures.]

*List of vessels boarded by the U. S. ship Dale during her cruise from the 11th of August to the 14th of September, 1861.*

August 11.—Cape Henry bearing N. W.  $\frac{1}{2}$  N., distant 30 miles; English brig *C. Sherman*, from New York, bound for Tabasco, Mexico.

August 12.—Intercepted an American schooner with released prisoners on board from Hatteras Inlet. She was boarded by the U. S. S. *Union*, which had just then joined company; sent a boat on board the *Union*; bore away in company with her for the Gulf, off Cape Hatteras.

August 13.—Off Bodie's Island light-house boarded brig *Rosway Belle*, of Grand Turk, bound into Baltimore in distress for a new main-mast.

August 14.—Off Bodie's Island light-house spoke British war steamer *Gladiator*. At 4 p. m. passed her, steering N. N. W.

August 16.—In latitude  $35^{\circ} 30'$ , longitude  $75^{\circ}$  W., spoke brig *Ocean Wave*, from Havana for New York, in ballast.

August 18.—Off Kill Devil Hills [North Carolina] boarded the bark *Seneca*, from Montevideo for Baltimore.

August 19.—Off Currituck, boarded British bark *Queen of the Lake*, from Rio de Janeiro for Baltimore; reported that she had been ordered off the mouth of the Mississippi.

August 21.—Off Kill Devil Hills boarded British brig *Chesapeake*, from Baltimore for Demerara.

August 22.—Hove to and sent a boat to U. S. S. *Seminole*, bound to Hampton Roads with prize pilot boat.

August 23.—Spoke U. S. ship *Cumberland*; sent a boat-aboard.

August 24.—Boarded schooner *Florida*, from Bahama Islands, bound to New York; also spoke bark *Camden*, of Boothbay, from Sagua la Grande, bound to New York. Off Bodie's Island light-house boarded schooner *Jamestown*, from Philadelphia for Key West, in distress. At 10:30 p. m. passed a large ship on the opposite tack; cleared for action.

August 25.—Off Bodie's Island light-house boarded British schooner *Elvira*, from Philadelphia for Nassau, New Providence; was out of her reckoning. At the same time saw a side-wheel steamer under steam and sail; she showed French colors and proved to be a French man-of-war; passed us about 2 miles distant.

August 27.—Showed our colors to an American man-of-war steamer.

August 29.—Spoke and sent a boat on board U. S. S. *Iroquois*, bound to Hampton Roads.

August 30.—Boarded schooner *William I. Montague*, from Pernambuco for Baltimore.

August 31.—At 6 a. m. showed our colors to a large man-of-war steamer standing to northward; received no answer. Spoke U. S. S. *Rhode Island*, Cape Hatteras bearing S. W. by W., distant 14 miles.

September 1.—Sent a boat on board U. S. S. *Susquehanna*; immediately afterwards boarded steamer *Columbia*, from New York, bound to Havana.

September 2.—In latitude  $36^{\circ} 03'$ , longitude  $75^{\circ} 13'$  W., boarded schooner *Abby Bradford*, in charge of prize crew; also bark *Flying Cloud*, from Rio de Janeiro; discovered an English propeller sloop of war wearing a white English ensign; boarded schooner *Red Wing*, for Baltimore, and bark *Miranda*, from Rio de Janeiro.

September 8.—Boarded brig *Frances Jane*, bound to Puerto Rico. Twenty-five miles E. of Bodie's Island, bearing W., boarded British schooner *Revere*, from Halifax, bound to Key West.

September 9.—Spoke schooner *Frances Burdett*, from Sisal, bound to New York.

September 11.—At 9 p. m. discovered a large steamer, supposed to be the U. S. S. *Flag* from number. After passing around us she bore away to the northward.

September 14.—Spoke the Norwegian brig *Alert*, from Rio, bound to Baltimore; boarded the schooner *Velma* off Currituck, from Aspinwall, bound to Philadelphia; reported that she had left the U. S. brig *Bainbridge* at Aspinwall and was boarded by the U. S. S. *Richmond* off Cape San Antonio.

I am, very respectfully, your obedient servant,  
EDWARD M. YARD,  
Commander.

Flag-Officer SILAS H. STRINGHAM,  
Commanding Atlantic Blockading Squadron.

*List of vessels boarded, spoken, and captured by U. S. ship St. Lawrence.*

Name.	Where from.	Where bound.	Latitude.	Longitude.	Remarks.
British brig Herald.	Beaufort, N. C..	Liverpool.....	N. 35° 25'	W. 74° 32'	16th July, 1861, sent with prize crew to Hampton Roads, subject to decision of Flag-Officer S. H. Stringham.
French bark.....	Havana.....	Havre.....	34° 15'	72° 47'	19th July, spoken.
Schooner Mohawk..	Puerto Rico.....	New York....	34° 12'	73° 12'	20th July, spoken.
Schooner Elizabeth and Jane.	Turk's Islands..	Holmes Hole.	34° 18'	72° 38'	21st July, spoken.
British war steamer Gladiator.	On a cruise.....	New York....	33° 43'	74° 08'	24th July, spoken.
Privateer schooner Petrel.	Charleston, S. C.	First cruise...	32° 30'	79° 09'	28th July, hoisted rebel flag and fired 3 shot. We opened fore-castle battery, and after a few shot she went down. Prisoners rescued and sent north by steamer Flag.
Bark Arab.....	Navantes.....	Cork.....	34° 56'	76° 35'	12th September, boarded.
Brig Alert.....	Rio de Janeiro..	Baltimore....	34° 56'	75° 25'	Do.

*Report of Flag-Officer Stringham, U. S. Navy, commanding Atlantic Blockading Squadron, acknowledging Department's letters.*

U. S. S. MINNESOTA,  
Hampton Roads, September 16, 1861.

SIR: I have the honor to acknowledge receipt of letter from the Department, September 14, in reference to the *Gemsbok*, which has been complied with. She will sail immediately for Wilmington, N. C.

Also one of same date enclosing copy of communication from E. Delafield Smith, esq., U. S. district attorney, New York. This I have complied with, and will continue to instruct my officers to observe.

Also letter of same date enclosing copy of letter from honorable Secretary of State in reference to R. K. Meade and ex-Consul Scott. I have sent word to the officer blockading at the cape to look out for these persons.

Respectfully, your obedient servant,  
S. H. STRINGHAM,  
Flag Officer, Atlantic Blockading Squadron.

Hon. GIDEON WELLES,  
Secretary of the Navy.

*Report of Commander Yard, U. S. Navy, commanding U. S. ship Dale, requesting additional guns for that vessel.*

U. S. SHIP DALE,  
Hampton Roads, September 16, 1861.

SIR: With the approbation of Flag-Officer Stringham, I have the honor to apply for two rifled guns of appropriate size, to be added to the battery of this ship. Her present armament, which consists of short 32-pounders, renders her, for the service upon which she is employed, very inefficient.

I have the honor to be, sir, respectfully, your obedient servant,  
EDWARD M. YARD,  
Commander.

Hon. GIDEON WELLES,  
Secretary of the Navy.

[Endorsement.]

SEPTEMBER 18 [1861].

In the distribution of rifle guns I have been anxious, as fast as they could be prepared, to place them to the best advantage for the service. To this end I have been careful to obtain the necessary information from the Department. The frequency of direct applications to the Department for alterations in ships' batteries induces me to remark that these applications should be addressed to the Bureau, and only to the Department in case of appeal.

Very respectfully submitted by your obedient servant,  
ANDREW A. HARWOOD,  
Chief of Bureau.

*Letter from Commander Rowan, U. S. Navy, commanding U. S. S. Pawnee, to Captain Chauncey, U. S. Navy, commanding U. S. S. Susquehanna, regarding the expedition to Beacon Island, North Carolina.*

U. S. S. PAWNEE,  
Hatteras Inlet, Monday Morning, September 16, 1861.

SIR: The favorable appearance of the weather has decided [me] to send my cooperating force outside. I have accordingly directed the officer in command of my force to proceed in the *Fanny* direct for Ocracoke Bar with our launch in tow, and to remain outside subject to your order. I send the *Tempest* with directions to report to you. This tug I commend to your care as she draws 9½ feet water and can not return through the sound.

When you have fulfilled the object of the expedition will you be pleased to direct the *Fanny* and our launch to return to this ship through the sound, unless in your good discretion you consider the weather sufficiently smooth, and the hour of departure appropriate to reach this bar and cross it in safety with the launch in tow.

If the *Tempest* can not cross the bar, will you be pleased to send her back, and if you wish it, she could bring your prize schooner with her. The *Tempest* has about two days' coal on board.

I send all the sledges and chisels I have to break trunnions, etc., and shall, if possible, obtain from the fort a few round shot (32-pounder),

which might be used in firing one gun against the trunnions of the other. I hope you have experienced men to use the sledges.

Hoping the expedition may be entirely successful,  
I am, very respectfully, your obedient servant,

[S. C. ROWAN,]  
Commander, U. S. Navy.

Captain CHAUNCEY,  
Commanding U. S. S. *Susquehanna*.

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*Letter from Commander Rowan, U. S. Navy, commanding U. S. S. Pawnee, to Captain Chauncey, U. S. Navy, commanding U. S. S. Susquehanna, regarding the expedition to Beacon Island, North Carolina.*

U. S. S. PAWNEE,  
*Hatteras Inlet, September 16, 1861.*

SIR: I made all arrangements last night to send our cooperating force outside, but the surf is so bad on the bar this morning that I am compelled to change back to the original plan of going down to Ocracoke through the sound.

I send the *Tempest* with directions to report to you. She has two or three days' coal, and water for the same time. I send my best pilot in the *Tempest* and hope she will be able to render good service. As this boat can not come back through the sound nor cross the bar when it is very rough, I fear you may have some trouble in taking care of her.

I will hoist No. 0 at the mizzen when the *Fanny* and launch leave the ship, and have directed them to meet your force and report to your commanding officer at Ocracoke. You will find them east of Beacon Island.

Very respectfully, your obedient servant,

[S. C. ROWAN,]  
Commander, U. S. Navy.

Captain CHAUNCEY,  
Commanding U. S. S. *Susquehanna*.

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*Destruction of Confederate fortifications on Beacon Island. Ocracoke Inlet, North Carolina, September 17, 1861.*

Report of Flag-Officer Stringham, U. S. Navy, commanding Atlantic Blockading Squadron, transmitting reports of officers.

U. S. S. MINNESOTA,  
*Hampton Roads, September 22, 1861.*

SIR: I have the honor, in my last official communication as flag-officer of the Atlantic Blockading Squadron, and pleasure of informing the Department, from reports herewith forwarded, of Commander S. O. Rowan, that by aid of the small steamer *Fanny*, under command of Lieutenant James G. Maxwell, the property of the rebels at Ocracoke Inlet has been destroyed, and that point is ready for being closed up, as proposed by the Department, or being occupied as at Hatteras Inlet.

If I may be permitted to offer advice or suggestion, I would respectfully say, do with Ocracoke what has been done at Hatteras, occupy, hold, use, and possess.

If these points are valuable to rebels, they are only the more so under present circumstances to the Government.

I think 800 or 1,000 troops, with the assistance of the vessels, will be all-sufficient for this purpose.

Respectfully, your obedient servant,

S. H. STRINGHAM,  
*Flag-Officer, Atlantic Blockading Squadron.*

Hon. GIDEON WELLES,  
*Secretary of Navy.*

[Enclosure.]

U. S. S. PAWNEE,  
*Hatteras Inlet, September 18, 1861.*

SIR: On Saturday, the 14th instant, I gave a pass to one of the people on Hatteras Island to go to Ocracoke Inlet for the purpose of bringing his family from Portsmouth. I directed this person to examine the forts on Beacon Island and Portsmouth Island and bring me a true report of the condition of things, the number of guns mounted, if any, and the number dismounted, whether any troops were there, and whether the gun carriages had all been burned or not, and to report the result to me on his return.

On Sunday morning, the 15th instant, the boat came alongside, with the man and his wife and children in a destitute state; we gave them food, and the surgeon prescribed and furnished medicine for the sick of the family. The man reported that there are twenty guns in Fort Beacon and four 8-inch shell guns at Portsmouth; that the guns were spiked and the carriages burned on the 1st instant, as already reported to you. He also stated that a steamer came to Beacon Island before he left Portsmouth for the purpose of carrying off the guns. I immediately determined to use all the means at my command to prevent the removal of the guns, and forthwith got the steamer *Fanny* alongside to prepare for this service, and had the launch armed and equipped. I sent a request to Colonel Hawkins to give me as many of the naval brigade as could be spared, which he cheerfully complied with. When the *Fanny* was brought alongside, her iron rudder perch [post] was found so much injured that it would be impossible to send her without repairs; so the forge was gotten up, and the clink of hammers soon succeeded the voices of the crew in their responses to our usual Sunday morning service.

I dispatched the information to Captain Chauncey in the offing, who promptly informed me that he would send in four boats and all the marines. I sent him word that I would have great pleasure in cooperating with him as senior officer, and would send him the *Tempest* to tow his boats over Ocracoke Bar.

At daylight on Monday morning the *Fanny* was towed alongside and her rudder temporarily fitted. The naval brigade was taken on board with four days' provisions and water; the launch similarly provided for.

The expedition being carefully organized and provided with sledge hammers to break off the trunnions, and 32-pounder shot and twenty 7-pound cartridges to be used in firing one gun against the trunnion of another, left this ship at half past 7 o'clock; the launch commanded by Lieutenant Eastman in tow of the *Fanny*; the expedition under command of Lieutenant Maxwell, the executive officer of this ship.

I dispatched the tug *Tempest* to Captain Chauncey, she drawing too much water to enter the sound. At 10 o'clock the *Susquehanna* and tug started for the inlet. On the evening of the same day the tug and

*Susquehanna* returned and anchored off Fort Clark. The tug came in next morning, and the pilot informed me that the force from the *Susquehanna* did not enter Ocracoke in consequence of the surf.

On the afternoon of the 17th instant I felt much anxiety for our expedition.

The *Susquehanna* remained at anchor in the offing and our force was left to take care of itself.

Early this morning the lookout at the masthead gave us the gratifying intelligence that our expedition was in sight, and it reached the ship about 11 o'clock.

Lieutenants Maxwell and Eastman performed the service with ability and energy and bore [have] my thanks.

The destruction of the fort is complete, and twenty-two guns disabled; these are all the guns that were there, with the exception of two taken off in the steamboat *Albemarle* on Sunday.

The destruction of the guns was with me a necessity. I had no means of transporting them nor defending them in their position. I therefore hope my course will meet your approval.

I enclose a copy of Lieutenant Maxwell's report, giving all the details of this important service, which was performed without an accident of any kind.

I have the honor to be, very respectfully, your obedient servant,

S. C. ROWAN,  
Commander.

Flag-Officer S. H. STRINGHAM,  
Commanding Atlantic Squadron.

[Subenclosure.]

U. S. S. PAWNEE,  
Hatteras Inlet, September 18, 1861.

SIR: I have to report that, in compliance with your orders of the 16th, I started for Ocracoke on that day in the steamer *Fanny*, towing the *Pawnee's* launch. Lieutenant Eastman had charge of the latter, with 22 men and 6 marines from the ship, the 12-pounder howitzer, and I had on board 6 men and 61 soldiers of the naval brigade under Lieutenants Tillotson and Rowe.

We arrived within 2 miles of the fort on Beacon Island at 11 a. m., when the *Fanny* grounded. I sent Lieutenant Eastman in the launch to sound for the channel. While he was so occupied, a sailboat with two men put off from Portsmouth to cross the sound. A shot from the *Fanny* brought them alongside, and they piloted us to within a hundred yards of the fort. It is called Fort Ocracoke, and is situated on the seaward face of Beacon Island; it was entirely deserted. It is octagonal in shape, contains four shell rooms about 25 feet square, and in the center a large bombproof of 100 feet square, with the magazine within it. Directly above the magazine on each side were four large tanks containing water.

The fort has been constructed with great care of sand barrace, covered with earth and turf. The inner framing of the bombproof was built of heavy pine timbers. There were platforms for twenty guns which had been partially destroyed by fire. The gun carriages had been all burned. There were 18 guns in the fort, viz, 4 8-inch shell guns and 14 long 32-pounders.

The steamer *Albemarle* left on Sunday afternoon, carrying off two guns. I found 150 barrels also, many of them filled with water; there being no water in the fort, they had brought it from Washington and New Berne.

I landed the men at 1:30 o'clock and commenced breaking off the trunnions of the guns.

While a portion of our men and naval brigade were so employed, I sent Lieutenant Eastman in the launch to Portsmouth, where he found three 8-inch navy shell guns lying on the beach and one mounted on a carriage. They had all been spiked. There was no battery erected there, although we were informed that one would have been built but for our coming.

There had been a camp at Portsmouth called Camp Washington, but a portion of the troops were sent to Fort Hatteras when it was attacked on August 28, and the remainder retired to the mainland.

Portsmouth, which formerly contained 450 inhabitants, was nearly deserted, but the people are expected to return. Those remaining seem to be Union men, and expressed satisfaction at our coming.

Lieutenant Eastman assured them that they would not be molested by the Government and that they might return to their usual occupation. There are no entrenchments nor guns at Ocracoke. The fishermen and pilots who fled after our attack have generally returned. I tried to destroy the guns by breaking the trunnions off with sledges and by dropping solid shot upon them from an elevation, with little success. I then fired solid shot from a 64-pounder at them, and in this manner disabled them.

Lieutenant Eastman disabled the guns at Portsmouth by breaking off the cascabels and leaving them in the salt water on the beach. After destroying the guns I collected all the lumber, barrace, and wheelbarrows and placed them in and about the bombproof, set fire to the pile and entirely destroyed it. A light-ship, which had been used as a storeship, and which was run upon the shore some distance from the fort, with the intention of subsequently towing off and arming, I also set fire to. At 6:30 this morning I started on our return. We met with no detention and arrived safely with all hands at 11:30 a. m. I am happy to report that the conduct of our men and the naval brigade was excellent. Lieutenant Eastman, and Lieutenants Tillotson and Rowe of the naval brigade, rendered me most efficient assistance.

I am, respectfully, your obedient servant,

J. G. MAXWELL,  
*Lieutenant, U. S. Navy.*

Commander S. C. ROWAN,  
*U. S. S. Pawnee.*

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Report of Captain Chauncey, U. S. Navy, commanding U. S. S. *Susquehanna*.

U. S. S. *SUSQUEHANNA*,  
*Off Hatteras Inlet, September 19, 1861.*

SIR: Commander Rowan having received information that the rebels at Ocracoke were attempting to carry off the guns mounted on the fort at Beacon Island and at Portsmouth, an expedition was immediately prepared, consisting of the steamer *Fanny* and the launch of the *Pawnee*, to go through the sound, while this ship should proceed to the nearest point off Ocracoke, with her boats fully prepared and armed, to support the party from the *Pawnee*. On Monday morning, the 16th instant, we were off the bar at Ocracoke, with the tug *Tempest* and a pilot for the purpose of taking in my boats, 2 launches, 2 cutters with 2 howitzers, and 26 marines.

In consequence of the late northerly and easterly winds, we found the bar utterly impassable, the surf breaking over the entire channel;



consequently my boats were unable to enter, much to my regret. The launch from the *Fanny* landed at the fort at Beacon Island, hoisted the American flag, destroyed 1 8-inch 63-hundredweight and 13 32-pounders of 33 hundredweight, also the fort itself. They also destroyed 4 32-pounders of 27 hundredweight at the town of Portsmouth. No resistance was offered, as I understand, as the place has been comparatively deserted.

The light-boat inside, with a quantity of stores on board, was burned. The expedition returned in safety on Wednesday, the 18th instant.

It is rumored that there are 10,000 men at Beaufort, busily fortifying the place, being apprehensive of an attack.

One of the ships lying inside at Beaufort is reported to be the *Alliance*, now hailing from Liverpool, but believed to be owned in Charleston, S. C. She was laden with railroad iron, but believed to have arms beneath the iron rails, which, when last heard from, through a letter from the U. S. consul at St. John, was in that port, suspected of an intention to run the blockade, in which it appears she has succeeded. She is probably now loading with cotton for Europe. She had been ordered off from Charleston some time previously by the blockading squadron.

I am, sir, very respectfully, your obedient servant,

JNO. S. CHAUNCEY,

*Captain.*

Flag-Officer SILAS H. STRINGHAM,

*Commanding Atlantic Blockading Squadron.*

Letter of commendation from the Secretary of the Navy to Commander Rowan, U. S. Navy, commanding U. S. S. Pawnee.

NAVY DEPARTMENT, *September 25, 1861.*

SIR: Flag-Officer Stringham has forwarded to me your report dated the 18th instant, and enclosures, relative to the expedition dispatched by you to Ocracoke.

The Department is happy to express its appreciation and approval of your proceedings, and of the conduct of the officers and men engaged in the expedition, who seem to have executed promptly and efficiently the duty assigned them.

Your communication\* of the 20th instant, respecting the Neuse River, and other matters, has also been received and read with interest.

I am, respectfully, your obedient servant,

GIDEON WELLES.

Commander S. C. ROWAN,

*Commanding U. S. S. Pawnee, Hatteras Inlet.*

*Letter from the Secretary of the Navy to Flag-Officer Stringham, U. S. Navy, commanding Atlantic Blockading Squadron, acknowledging receipt of reports and commending the action of the officers of his command.*

NAVY DEPARTMENT, *September 17, 1861.*

SIR: I have received your letters of the 12th and 13th instant, No. 173, enclosing reports† of Commander Charles Green and Commander

\* See p. 240.

† See pp. 57, 152, 166, 197-199.

S. O. Rowan, respectively. The proceedings of those officers receive the commendation and approval of the Department. The papers found on board the *Susan Jane* and sent by you to the Department have been transmitted to the district attorney at Philadelphia, at which port the vessel arrived.

Your dispatches numbered as follows, and requiring no special answer, have been received, viz, Nos. 172, 174, 177, and 180.

I am, respectfully, your obedient servant,

GIDEON WELLES.

Flag-Officer S. H. STRINGHAM,  
*Comdg. Atlantic Blockading Squadron, Hampton Roads, Virginia.*

*Report of Flag-Officer Stringham, U. S. Navy, commanding Atlantic Blockading Squadron, regarding affairs of his squadron.*

U. S. S. MINNESOTA,  
*Hampton Roads, September 17, 1861.*

SIR: I wish most respectfully to inform the Department that in ordering the *Flag* to Washington for repairs, and the *Jamestown* to New York, it was far from my desire or intention to assume any authority. I was only governed by an earnest desire to expedite matters, knowing full well our limited means for repairing at this point.

In future I shall await patiently advices from the Department.

I am happy to inform you, from a report\* of Lieutenant Commanding A. Murray, of the U. S. *Louisiana*, that at the time the *Yorktown* came down and opened fire his vessel was within range of the rebel steamer, and that he struck her with rifled shot twice, one penetrating her quarter, the other striking the iron plating.

The cause of my keeping vessels at Newport News is fear of an attack by the rebels. They have two steamers up the James River which they are very anxious to get down.

One I understand is leaking, and will no doubt make a bold push for Norfolk, where they can dock her.

I have the honor to inform the Department that the *Savannah* sailed to-day to blockade off Savannah.

Respectfully, your obedient servant,

S. H. STRINGHAM,  
*Flag-Officer, Atlantic Blockading Squadron*

Hon. GIDEON WELLES,  
*Secretary of Navy.*

[Telegram.]

NAVY DEPARTMENT, *September 17, 1861.*

Detain *Congress* at Hampton Roads until further orders.

GIDEON WELLES,  
*Secretary of the Navy.*

Flag-Officer S. H. STRINGHAM,  
*Commanding Atlantic Squadron, Hampton Roads.*  
*Care of M. N. Falls, Baltimore.*

Mr. Falls will forward to Flag-Officer Stringham by boat this evening.

\* See p. 208.

*General report of Flag-Officer Stringham, U. S. Navy, commanding Atlantic Blockading Squadron.*

U. S. S. MINNESOTA,  
Hampton Roads, September 18, 1861.

SIR: I have the honor to inform the Department that the *Flag* has arrived.

I shall repair her as soon as possible. I have no timber in the squadron such as she requires, but I hope to find it at the fort.

The Army has just applied to me for two of the stone schooners to carry to Hatteras; can I comply with their request?

I have received the letter of the Department in reference to the late collision of the *Flag* and *Susquehanna*, and have called upon Captain Chauncey and Commander Sartori to make a full report, which I will forward when received.

The *Gemsbok* went to sea last night; her station will be off Wilmington.

Respectfully, your obedient servant,

S. H. STRINGHAM,  
Flag-Officer, Atlantic Blockading Squadron.

Hon. GIDEON WELLES,  
Secretary of Navy.

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*Letter from the Secretary of the Navy to Flag-Officer Stringham, U. S. Navy, commanding Atlantic Blockading Squadron, transmitting information regarding suspicious vessels.*

NAVY DEPARTMENT, September 18, 1861.

SIR: I enclose herewith for your information a copy of a dispatch, dated the 7th instant, from the U. S. consul at Halifax, forwarded to this Department by the Secretary of State, and copy of one addressed directly to this Department by the same consul, on the same date, respecting the schooners *Adelaide* and *Argyle*, under suspicious circumstances.

I also enclose copy of a dispatch, No. 46, dated August 6, 1861, forwarded to this Department by the Secretary of State, from the U. S. commercial agent at Cape Haitien, in relation to the arrival of a privateer at Puerto Rico, and also copy of a dispatch, No. 101, and enclosures, dated August 27, forwarded to this Department by the honorable Secretary of State, from the U. S. consul at Turk's Islands, in relation to the schooner *Harriet [P.] Ryan*, Nixon, master, who has violated the blockade on the North Carolina coast.

I am, respectfully, your obedient servant,

GIDEON WELLES.

Flag-Officer S. H. STRINGHAM,  
Comdg. Atlantic Blockading Squadron, Hampton Roads, Virginia.

[Enclosures.]

U. S. CONSULATE OFFICE,  
Halifax [Nova Scotia], September 7, 1861.

SIR: I deem it my duty to call your attention to two topsail schooners, called the *Argyle* and *Adelaide*, now lying in the harbor of Halifax, ready for sea, and which are expected to sail next week.

They have taken out British registers, sail under British colors, and purport to be bound for the West Indies.

They are each loaded with a general cargo.

They are American-built schooners, and commanded by American captains, who are perfectly familiar with the North Carolina and other Southern coasts.

I have good reasons to believe that their actual destination is Wilmington, N. C., and that they intend to make an attempt to enter that port in violation of our blockade.

I am, sir, very respectfully, your obedient servant,

M. M. JACKSON,  
*Consul.*

HON. GIDEON WELLES,  
*Secretary of the Navy.*

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COMMERCIAL AGENCY OF THE  
UNITED STATES OF AMERICA,  
*City of Cape Haitien, August 6, 1861.*

SIR: I have the honor of informing you that I have received information, by business letters received here the 3d instant from St. Thomas, that on the 28th July a privateer of the Southern Confederacy, a large ship of twenty guns, arrived at Puerto Rico; that she had been ordered off by the authorities and had left the same day.

This information is direct, and from a mercantile house in St. Thomas in whom I put full credit. The size of the ship may be exaggerated, but the basis of the report is evidently well founded.

Public opinion in this quarter is universal that a ship of that class could have been fitted out only in Europe.

I have the honor to be, very respectfully, your obedient servant,  
G. EUSTIS HUBBARD.

HON. WM. H. SEWARD,  
*Secretary of State, Washington.*

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CONSULATE OF THE UNITED STATES OF AMERICA,  
*Turk's Islands, August 27, 1861.*

SIR: I have the honor to enclose herewith:

1. A copy of an order from the U. S. consular agent at Salt Cay to Captain Nixon, of the schooner *Harriet [P.] Ryan*, of Plymouth, N. C., directing him to proceed with his vessel, crew, and papers to this office in order to explain an irregularity in his crew list.

2. A copy of a full statement of the facts and particulars of the case. The *Harriet [P.] Ryan* arrived at Salt Cay from Antigua, West Indies.

She entered the port bearing the American flag. The captain went to the custom-house, and, after transacting his business there, called at the consular agency and deposited his papers. The consular agent on examination found the register to be in order—that is, a United States register—and the crew list appeared to be of the United States. But, inspecting closely, he found the word "United" stricken out and "Confederate" inserted. He at once sent for the captain, who came, and, on hearing the fact, expressed great surprise, could not explain—all other places had passed his papers—and he made great protestations of his love for the Union.

Agreeably to my instructions to the consular agents, issued June 3, 1861, a copy of which was transmitted to the honorable the Secretary of State with my dispatch, No. 57, of June 4, 1861, the consular agent at Salt Cay very properly refused to grant a clearance. He also ordered the captain to this port, committing to the captain's care a sealed dispatch to be delivered to the consul.

At the custom-house at Salt Cay the captain cleared for New York. He received no clearance from the consular agency.

Captain Nixon did not enter this port and has failed to appear at this consulate.

I have been informed that, in addition to boasting of having passed the blockade twice, Captain Nixon says that Plymouth, N. C., is such a small place that not much attention will be given to it in the blockade and therefore he will take the risk.

I shall hope to hear that a vessel thus abusing the national flag is stopped on her voyage and dealt with according to the justice demanded by the circumstances of the case, and that conduct so worthy of condemnation meets its merited punishment.

I am, sir, very respectfully, your obedient servant,

ANDREW G. CAROTHERS,  
U. S. Consul.

Hon. WM. H. SEWARD,  
Secretary of State, Washington, D. C.

[Subenclosures.]

CONSULAR AGENCY OF THE UNITED STATES OF AMERICA,  
Salt Cay, Turk's Islands, August 22, 1861.

SIR: You are hereby directed to proceed with your vessel, crew, and papers to the U. S. consulate at Grand Turk, Turk's Islands, and there give any information before the U. S. consul for the said islands relative to an irregularity apparent in your crew list, a document now in this office.

In giving this order I am carrying out instructions issued from the consular department at these islands on the 3d June, 1861.

Your obedient servant,

C. P. STAMERS,  
U. S. Consular Agent.

WM. NIXON,  
Master of the American Schooner *Harriet* [P.] *Ryan*,  
of Plymouth, N. C.

CONSULAR AGENCY OF THE UNITED STATES OF AMERICA,  
Salt Cay, Turk's Islands, August 22, 1861.

SIR: I have the honor to inform you that I have this day issued an order for William Nixon, master of the American schooner *Harriet* [P.] *Ryan*, of Plymouth, N. C., to proceed with his vessel, crew, and papers to Grand Turk, Turk's Islands, and appear before you, the U. S. consul for the said islands, and give information relative to an irregularity apparent in his crew list.

I trust Captain Nixon will not fail in his attention to my order this day issued.

I have further to inform you that in conversation with Captain Nixon, on the morning of the 21st instant, I asked him where he was bound;

to which question Captain Nixon replied, "I am bound to Plymouth, N. C." I would not give him a clearance for a port south of Baltimore, and such were my instructions, etc.

Captain Nixon then replied that it did not matter for what port a vessel cleared, and he should now clear for a Northern port. I then asked him whether (notwithstanding he should clear for some port North) he did not intend to go to Plymouth, N. C. To which he replied, "Yes."

I do not give this information with a view to injure Captain Nixon, but as a matter of official duty. The information may be material, or it may not be.

I am, respectfully, your obedient servant,

C. P. STAMERS,  
*U. S. Consular Agent.*

ANDREW G. CAROTHERS, Esq.  
*U. S. Consul, Grand Turk.*

CONSULAR AGENCY OF THE UNITED STATES OF AMERICA,  
*Salt Cay, Turk's Islands, August 26, 1861.*

SIR: I have the honor to enclose you herewith copy of an order issued by me for William Nixon, master of the American schooner *Harriet [P.] Ryan*, of Plymouth, N. C., to appear before you, the U. S. consul for these islands, for reasons stated in said order.

I also enclose copy of my dispatch of 22d instant, forwarded by Captain Nixon, which he promised to hand you on his arrival at the U. S. consulate.

I shall now proceed to give some further information relative to the vessel above named:

The American schooner *Harriet [P.] Ryan*, of Plymouth, N. C., of the burden of 90 tons or thereabouts, William Nixon, master, arrived here on the morning of the 21st from Antigua, West Indies. The captain on coming into this port hoisted the flag of the United States of America. In due time Captain Nixon called at my office and deposited his register and crew list, for which I handed him a receipt. During the day I examined his papers and found an alteration had been made in his crew list. The document was in accordance with printed forms used by the United States; but in that part of the declaration which the master signs declaring "the within-named persons are citizens of the United States of America," the word "United" was stricken out, or run through with a pen and ink, and the word "Confederate" written above, making it read thus: "The within-named persons are citizens of the Confederate States of America."

The crew list was duly signed by Captain Nixon and made out under the authority of the collector of the port of Plymouth, N. C., by whose authority said vessel must have left said port.

As soon as I noticed the alteration in the crew list I sent a communication to Captain Nixon, requesting him to call and give some explanation relative to one of his papers left at this consulate, to which request Captain Nixon gave his prompt attention. I first asked Captain Nixon whether he was aware of any erasure or alteration in his crew list. He said he was not. I then handed him the crew list, pointing out the alteration which had been made. He seemed much surprised, said he had signed the crew list as it was given him by the collector at Plymouth, N. C., and again asserted that he was not before aware of any erasure or alteration.

Captain Nixon then went on to declare his loyalty to the United States of America; that he was a Union man and always should be. I then told Captain Nixon my instructions just now were very strict as to my examining into the correctness of all ships' papers. I further showed him my instructions, to which I refer in my order, and stated that I should, when his vessel was loaded, order him to the U. S. consulate at Grand Turk, Turk's Islands, for your decision. I then pointed out to Captain Nixon the advantage he would derive by calling at the U. S. consulate and have the matter in question thoroughly examined by the consul, which examination may result in clearing him of all blame and from any future trouble. Captain Nixon then left, appearing perfectly satisfied with the decision I had come to.

On the 22d instant Captain Nixon called again at my office, handed me his clearance from the customs at this port, wherein was stated that the vessel had on board 2,364 bushels of salt and some sugar and molasses, which had been entered on her arrival as for exportation; his clearance also stated that said schooner *Harriet [P.] Ryan* was bound to New York. Captain Nixon having paid his legal tonnage fee, I handed him his register and crew list, with an order in writing, under the seal of this consular agency, for him to proceed with his vessel, etc., to the U. S. consulate at Grand Turk, Turk's Islands, for the purposes before stated. I at the same time gave Captain Nixon a dispatch for you, under seal, already referred to. The captain then left my office, having thanked me for my advice and assistance since his arrival in this port.

I further have to state that I am aware that Captain Nixon has on two occasions run the blockade of the port of Plymouth, N. C. Captain Nixon, of the schooner *Harriet [P.] Ryan*, was at this port some two months ago; did not stop long enough to make any entry at this consulate, but left very shortly after arriving for (as I understood) Plymouth, N. C. While here this voyage I put the question to him whether he succeeded in getting into Plymouth on his last voyage. He said he did. Thus, by his own words, he ran the blockade on his last voyage; he ran it again in getting out of Plymouth, and, as you will observe by my dispatch of the 22d instant, that, by his own admission, he intends to endeavor to run the blockade again this voyage by going into the port of Plymouth, N. C.

I hope, in my endeavor to give a plain statement of facts connected with the schooner *Harriet [P.] Ryan*, that I have made the case as clear as you could desire, and that it may be the means of your so representing the matter to your Government as to have the result of checking the practices of those masters of American vessels who take every opportunity of violating the laws of the United States of America.

I am, sir, very respectfully, your obedient servant,

O. P. STAMERS,  
U. S. Consular Agent.

ANDREW G. CAROTHERS, Esq.,  
U. S. Consul, Turk's Islands.

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*Letter from the Secretary of the Navy to Flag-Officer Stringham, U. S. Navy, commanding Atlantic Blockading Squadron, accepting his resignation of the command.*

Confidential.]

NAVY DEPARTMENT, September 18, 1861.

SIR: Your letter of the 16th instant, tendering your resignation of the command of the squadron intrusted to you, is received. I regret

there should have been any circumstances to wound your sensibilities or interrupt those kind feelings that have uniformly prevailed between yourself and the Department.

If, under the excited and urgent appeals and complaints that have been made that the blockade was not enforced with all the vigilance that was expected, the Department has permitted itself to be unduly stimulated to press upon you the necessity of unceasing activity, something must be pardoned to its zealous desire to call out the earnest energies of the naval service. The cause and the occasion demand this, and you will, I am confident, appreciate the motive and the object, even if carried to excess.

At the time your letter was received the Department had under consideration a subdivision of the Atlantic Blockading Squadron. The force has been so greatly augmented, the coast is so extensive, the harbors and inlets so numerous and complicated, that no one mind seemed adequate to give the necessary supervision requisite for this important service.

Yet to have reduced your command might have seemed invidious, and the Department is not unwilling to be relieved of embarrassment by your voluntary relinquishment of a very onerous service, and consequently accepts your resignation.

In taking leave of you as flag-officer, first called into service at a most critical period of our history, and invested with authority to interdict commercial intercourse with an important part of the country until the laws could be executed, I deem it a duty, as it is a pleasure, to express my high appreciation of your patriotism and zeal in the cause of the country which you have so long honored and served. I may congratulate you also that you did not relinquish your command until after the late successful achievement at Hatteras, where you acquired such distinguished renown.

Accept assurances of my personal and official respect and regard, and believe me,

Very truly, your friend,

GIDEON WELLES.

Captain S. H. STRINGHAM, U. S. Navy,  
*Hampton Roads, Virginia.*

*Order of the Secretary of the Navy to Flag-Officer Stringham, U. S. Navy, to transfer the command of the Atlantic Blockading Squadron to Captain L. M. Goldsborough, U. S. Navy.*

NAVY DEPARTMENT, *September 18, 1861.*

SIR: You will transfer all papers, instructions, etc., pertaining to the Atlantic Blockading Squadron to your successor, Captain L. M. Goldsborough, and you will regard yourself as detached from the command of that squadron.

After completing the transfer a leave of absence is granted to you for three months from that date, and upon its expiration you will report to the Department.

I am, respectfully, your obedient servant,

GIDEON WELLES.

Flag-Officer S. H. STRINGHAM,  
*Comdg. Atlantic Blockading Squadron, Hampton Roads, Virginia.*



*Order of the Secretary of the Navy to Flag-Officer Goldsborough, U. S. Navy, to assume command of the Atlantic Blockading Squadron.*

NAVY DEPARTMENT, *September 18, 1861.*

SIR: You are hereby appointed to command the Atlantic Blockading Squadron, and Flag-Officer Stringham has been directed to transfer to you all papers, instructions, etc., pertaining to the command, which you will proceed to execute with other orders from the Department.

You will hoist your flag on board any of the vessels of the squadron which you may select, with the exception of the steam frigate *Wabash*.

I am, respectfully,

GIDEON WELLES,  
[*Secretary of the Navy.*]

Flag-Officer L. M. GOLDSBOROUGH,  
*Appointed to Command Atlantic Blockading Squadron,  
Hampton Roads, Virginia.*

*Instructions of the Secretary of the Navy to Flag-Officer Goldsborough, U. S. Navy, appointed to command Atlantic Blockading Squadron.*

Confidential.]

NAVY DEPARTMENT, *September 18, 1861.*

SIR: The conspiracy against the Government and the Union is of so formidable a character and has been so long persisted in that more vigorous and energetic action must be taken for its suppression. It is essentially necessary that the Navy should at this time put forth all its strength and demonstrate to the country and to foreign powers its usefulness and capability in protecting and supporting the Government and the Union. There must be no commercial intercourse with the ports that are in insurrection, and our Navy must, by its power, energy, and activity, enforce the views of the President and the Government on this subject. Privateers to depredate on our commerce and rob our countrymen pursuing their peaceful avocations must not be permitted. As an important part of our operations, there are also to be demonstrations at points upon the coast that will hereafter be indicated, in the prosecution of the policy adopted to quell the insurrection.

So far as practicable, in the time and with the means and material that could be made available, the Department has provided the vessels and the forces requisite to carry into effect the policy of the Government, and [upon] the ability of our naval officers and their proper selection for and adaptation to the duties committed to them, depends the faithful and successful execution of the great work of enforcing national supremacy and maintaining our laws and our rights on our extended maritime frontier.

In view of the great responsibility that devolves on our flag-officers in this emergency, the necessity of constant supervision and attention, and the important movements projected, it is advisable there should be a subdivision of the squadron on the Atlantic coast. It is also indispensable that the Department should avail itself of the best talents in the service, and no navy in the world has better, provided an opportunity is afforded for its development.

Rank has its merits and claims, is always to be respected, and in peaceable times may be recognized and regarded; but when difficulties like the present are impending, the Department can not permit its action to be restricted and the welfare of the country endangered by this consideration merely.

I have made these general preliminary observations that you may be possessed of the policy of the Department and the Government in carrying forward hostilities to the final consummation of the great work before us.

The division of the Atlantic Squadron would probably have involved the retirement of Flag-Officer Stringham; but that gentleman having tendered his resignation in advance of the consummation of the proposed arrangement, you will proceed forthwith to relieve him and carry into effect the orders which he will deliver to you.

Your ultimate command will embrace the waters of North Carolina and Virginia, exclusive of the Potomac; but until the arrival of Captain Du Pont, who has been designated for the southern division, you will assume the command and direct the movements of the entire squadron to Cape Florida.

It is the especial wish of the Department that the preparations made at no inconsiderable labor and expense for the obstruction of the inlets on the North Carolina coast, neglected since the capture of Hatteras, which was but a part of the original expedition, should be executed with as little delay as possible.

In the instructions\* of the 3d of September directions are given not to sink vessels in Ocracoke Inlet, but on further advisement it is deemed necessary that it should be done on the inner bulkhead.

Leaves of absence to the officers arriving at Hampton Roads can not be granted, except in cases of sickness. Whatever force you consider necessary to prevent the egress of the armed steamers of the rebels from James River you can keep in Hampton Roads; but you will notify General Wool that blockading is your principal duty, and you will govern yourself accordingly.

Very respectfully, etc.,

GIDEON WELLES.

Flag-Officer L. M. GOLDSBOROUGH,  
*Appointed to Command Atlantic Blockading Squadron,  
Hampton Roads, Virginia.*

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*Order of the Secretary of the Navy to Flag-Officer Goldsborough, U. S. Navy, ordered to command Atlantic Blockading Squadron, regarding additional vessels for his squadron.*

NAVY DEPARTMENT, *September 18, 1861.*

SIR: The steamers *Stars and Stripes* and *E. B. Hale*, from New York, and the tugs *General Putnam* and *Ceres*, from the Potomac, have been ordered to join your squadron.

I am, very respectfully, your obedient servant,

GIDEON WELLES.

Flag-Officer L. M. GOLDSBOROUGH,  
*Commanding Atlantic Blockading Squadron.*

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*Report of Commander Stellwagen, U. S. Navy, forwarding information regarding plans of disaffected citizens of the eastern shore of Virginia.*

PHILADELPHIA, *September 18, 1861.*

SIR: I have been waited on by a gentleman, John Caulk, who has been driven from the eastern shore of Virginia by threats, violence,

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\* See p. 162.

and attempts at assassination against him by the secessionists. From my knowledge of several of the persons named I am disposed to give credit to the statement. He says they are arming and drilling, and boast that from their knowledge of the country they can bid defiance to an army of 5,000 men. A sudden dash upon them, securing the ringleaders and the arms secreted, would obtain the cooperation of the Union men, many of whom reside between Horntown and Drummond-town, and would destroy the rebellion.

Island of Chincoteague I know is loyal; R. Mason is a bad man.

At Horntown, John Holland, formerly tavern keeper, is a constable and police officer, and was ringleader in putting out Chincoteague light, assisted by Dr. Parker, ex-Postmaster Matthews, Dr. Wallach, and others. They should be made examples of.

The police mentioned are appointed to act against the Union men and persecute them in all ways.

The loyal men named in list can be depended on if protected.

There is a great deal of smuggling into the sound by boats, etc., and thence across near Snow Hill and elsewhere to the creeks and inlets from the Chesapeake, and put into boats for sending across that bay.

A gunboat in Chincoteague Inlet would prevent smuggling, prevent violent incursions into that island and Assateague, and secure the lighting of the light-house. The storeship *Relief* and a large merchant ship were near getting lost there lately. This light is of great importance and the shoals very dangerous.

Please put this in the way of being acted on speedily.

Very respectfully, your obedient servant,

H. S. STELLWAGEN,  
*Commander.*

G. WELLES, Esq.,  
*Secretary Navy, Washington.*

[Endorsement.]

See Commander Stellwagen. Can not an expedition be got up for the eastern-shore counties?

W.

[Enclosure.]

*List of disaffected persons on the eastern shore of Virginia.*

John S. D. Holland, innkeeper, Horntown.

D. Taylor, police at Chincoteague P. O., Six Mile and Horntown.

Collomore Taylor, Jenkins' Bridge; he and Holland very violent; both constables.

William Cropper, below Horntown; police.

John Allen, below Horntown.

Randall Mason, on Chincoteague; very active in giving information to secessionists.

Fred. Lewis, on Chincoteague; very violent.

Joshua Hudson, on Chincoteague; very violent.

Joseph Haulston (captain), on Chincoteague; very violent.

Henry Hopkins and Peter Mason, Horntown; very violent.

John Henderson, assessor, near Horntown; very violent.

Becas Bauman, a German; very violent.

George Palmature, at New Church; coachmaker.

Fletcher family—Spencer F., captain of company; James F., ex-magistrate; Thomas F., and others.

William Bird, captain of company at New Church.

The sheriff and deputy at Accomac.

Lawyers: Bell, Wise, Johnson & Co., at Drummondtown; violent.

John E. Wise, ex-sheriff; violent.

John Blackiston; violent.

The (brothers) William Vattinhams, Eastville.

Dr. Bagnell and Miles Fisher, attorneys, Eastville.

Tully Wise, tavern keeper; brother to Henry A. Wise.

Crasswell, near Jenkins' Bridge; guns have been smuggled over the bay by him, and [he] is still running arms and mails.

Hitch also smuggled arms, and Ambrose Taylor also.

Loyal men: Dr. Watson, Jno. Gillespie, E. Taylor, near Assawoman Inlet.

William H. P. Custis; prominent.

Massey, a blacksmith; Judge Pitts, forced to leave. These persons reside near Drummondtown.

*Report of Flag-Officer Stringham, U. S. Navy, commanding Atlantic Blockading Squadron, giving the stations of the vessels of his command.*

U. S. S. MINNESOTA,  
Hampton Roads, September 19, 1861.

SIR: I have the honor to report the names and present positions of vessels comprising the Atlantic Blockading Squadron:

Savannah, off Savannah.

Wabash, off Charleston.

Vandalia, off Charleston.

Gemsbok, off Wilmington.

Cambridge, off Beaufort.

Albatross, off Beaufort.

Susquehanna, off Hatteras.

Pawnee, in Hatteras Inlet.

Roanoke, will sail to-day or to-morrow for Charleston; detained repairing machinery.

St. Lawrence, taking in provisions; will sail immediately after for —

Dale, provisioning; will sail then for —

Cumberland, Newport News, blockading James River.

Louisiana, Newport News, blockading James River.

Daylight, Cape Henry.

Dawn, York River.

Mount Vernon, Rappahannock.

Harriet Lane, repairing at Philadelphia.

Monticello, repairing at Philadelphia; shall send the Monticello to Oregon Inlet soon as she returns, with another vessel to carry out the views of the Department.

Quaker City, repairing at New York.

Flag, repairing at Hampton Roads; will sail in a day or two for Charleston.

Minnesota, Hampton Roads.

Young Rover, Wilmington, N. C.

As soon as the *Monticello* returns I shall send her with another vessel to Oregon Inlet to carry into effect the directions of the Department with regard to that inlet.

Respectfully, your obedient servant,

S. H. STRINGHAM,

*Flag-Officer, Atlantic Blockading Squadron.*

Hon. GIDEON WELLES,

*Secretary Navy.*

*Report of Flag-Officer Stringham, U. S. Navy, commanding Atlantic Blockading Squadron, acknowledging communications from the Department.*

U. S. S. MINNESOTA,  
Hampton Roads, September 19, 1861.

SIR: I have received telegraphic dispatch from the Department, dated September 17, 1861, "Detain *Congress* until further orders at Hampton Roads," and will comply therewith when she arrives.

I have the honor to report the arrival to-day of the *Young Rover*. I shall send her immediately off Wilmington, N. C.

I acknowledge receipt of letter from the Department September 17.

I have received also letter of same date, requesting information as to Acting Master Blatchford. I have to say that I know nothing against his character other than the report of Lieutenant William N. Jeffers.

Respectfully, your obedient servant,

S. H. STRINGHAM,  
*Flag-Officer, Atlantic Blockading Squadron.*

HON. GIDEON WELLES,  
*Secretary Navy.*

*Order of Flag-Officer Goldsborough, U. S. Navy, commanding Atlantic Blockading Squadron, to Acting Master's Mate Thacher, U. S. Navy, to proceed to Philadelphia in charge of prize schooner Harmony, captured September 19, 1861.*

U. S. FLAGSHIP MINNESOTA,  
*Hampton Roads, September 24, 1861.*

SIR: You will take charge of the schooner *Harmony*, captured on the 19th day of September, 1861, by the U. S. ship *Gemsbok*, one of the Atlantic Blockading Squadron, Edward Cavendy, acting master, U. S. Navy, commanding.

You will proceed with her to Philadelphia and deliver the vessel, with all her papers, into the custody of the U. S. district judge, and to no other person without authority from said judge.

You will retain possession of the vessel until relieved by the judge. You will communicate with the U. S. district attorney and report to the commanding officer of the navy yard.

You will return to your vessel as soon as possible after being relieved by the judge.

Respectfully, your obedient servant,

L. M. GOLDSBOROUGH,  
*Flag-Officer.*

OLIVER THACHER,  
*Master's Mate, U. S. Navy.*

*Report of Flag-Officer Stringham, U. S. Navy, acknowledging Department's order to transfer the command of Atlantic Blockading Squadron to Captain Goldsborough, U. S. Navy.*

U. S. S. MINNESOTA,  
*Hampton Roads, September 20, 1861.*

SIR: I have the honor to acknowledge receipt of letter from the Department, dated 18th September, 1861, directing me to transfer all papers, instructions, etc., pertaining to the Atlantic Blockading Squadron to my successor, Captain L. M. Goldsborough; also letter from honorable Secretary of the Navy, marked confidential, of date September 18, 1861. Also copy of letters from Hon. William H. Seward, September 11, dispatch No. 46. From M. M. Jackson, consul Halifax [Nova Scotia], two

letters, 7th September. Also from Hon. William H. Seward, September 13, enclosing copy of communication from the U. S. consul, Turk's Islands.

Respectfully, your obedient servant,

S. H. STRINGHAM,  
*Flag-Officer, Atlantic Blockading Squadron.*

HON. GIDEON WELLES,  
*Secretary of Navy.*

*Report of Captain Ohauncey, U. S. Navy, commanding U. S. S. Susquehanna, regarding the Confederate defenses of North Carolina, and suggesting method of operating against them.*

U. S. S. SUSQUEHANNA,  
*Off Hatteras Inlet, September 20, 1861.*

SIR: I have the honor to acknowledge the receipt of your communication of 16th instant, requesting me to give all information in my power with reference to the condition of affairs at Wilmington, New Berne, and Beaufort, N. O., together with the nature of their defenses, if any, with my opinion as to the best manner in which they can be operated against.

My information in reference to these points has been very limited, in consequence of the fears entertained by those friendly disposed of being detected in communicating with us. Much is known, however, to satisfy me that a point of land (Piney Point) on the left bank of the Neuse River, some 12 miles below, has been fortified, and a number of prizes captured by the privateers from New Berne have been sunk entirely across the river. The same has been done at Washington, N. C., a fort erected on a point of land guarding the approach up the river, and vessels sunk across. At Beaufort, as I have already informed you, there are signs of great activity, and when I was there a few days since, they were mounting guns on Fort Macon, where there appeared to be a large number of men.

I could not minutely ascertain the character of the fortifications, but the guns appeared to be mounted in barbette. I have understood since that it is a casemated fortification.

On the day that I left there in chase of a sail, I had sounded all the way to the edge of the reef, to ascertain how near I could go with the ship, if it were determined to bombard the fort. Although the survey was not completed, yet I have ascertained we can go within 1½ miles of the fort in a little over 4 fathoms water.

Since the receipt of your orders changing my cruising ground from off Beaufort to this port, I have had no further information from that quarter, with the exception of a rumor of the presence of 10,000 troops there. The number I believe to be exaggerated.

Colonel Hawkins, commanding the forces at this point, has received information, as he believed from a reliable source, that an expedition was fitting out at Roanoke Island, with the object of attacking [and] destroying the town of Chickamiconico, to the eastward of Hatteras, on account of the Union sentiments of the people of that place and neighborhood; with the intention further, if successful, of destroying Hatteras light-house, and also to attack this place with a force of 3,000 men, 2,200 having already arrived at Roanoke Island from Norfolk, and 800 more daily expected.

They came down from Norfolk in light-draft launches and canal boats.

The force at Oregon Inlet has been withdrawn, and a fort consisting of 17 guns has been erected on Roanoke Island facing Croaton Sound, the fort commenced at the southern extremity of the island having been abandoned. The rebels attach much importance to the possession of Roanoke Island.

I respectfully suggest that, as a strategic point of operations, its occupation by our forces would be of the highest importance, as it would effectually cut off all communication between Pamlico and Albemarle sounds and seriously interfere with the internal trade by the Roanoke River. If desirable, Roanoke Island might be made a *point d'appui* for any operations by the Army, as Norfolk lies undefended on that side, and could be taken in the rear, and thus take the enemy by surprise. These suggestions are made with extreme diffidence, in accordance with my duty to give you all the information I possess in relation to the subject.

Colonel Hawkins, Commander Rowan, and myself have met in consultation upon the best means of thwarting and defeating the enemy's plan of operation, and have decided that in the event of more certain information being received by Colonel Hawkins, and hourly expected, of the advance of the army, a joint expedition should be fitted out of the army and naval forces from this ship and the *Pawnee*, to proceed cautiously to a point (Stumpy Point) 12 miles to the northward of their projected place of attack, and take them in the rear before landing and while their boats are filled with troops incapable of effectual resistance. The officers in charge will have orders to sink the boats and disperse the enemy.

The expedition will not be undertaken unless offering reasonable prospects of success.

I do not entertain the idea that the enemy will be so shortsighted as to make an attack upon this point (Hatteras Inlet).

I shall be ready to move the *Susquehanna* on the first alarm of their approach to a position as near the neck of land (by which is their only approach) as possible, for the purpose of sweeping them with the shells from the battery. I am now sounding up toward Hatteras Cove with this view, where there is an excellent and safe anchorage in 5 to 6 fathoms water and sheltered from northeasterly winds.

We only hope they may make the attempt. I have suggested to Colonel Hawkins the policy of placing within the light-house at Hatteras a company of his command with a howitzer for the purpose of defending it and thwarting their vandal intention of destroying a beacon which should now be sending forth its cheering light to the storm-tossed mariners from the whole commercial world. Thus protected, it would be a fortification in itself and stand a siege until relieved by reinforcements from this ship.

The result of my reflections is as follows: Roanoke Island should be occupied. It is second only in importance to Hatteras Inlet, and it would be a severe blow to the enemy. Beaufort can be taken by a naval force, and, if held, would cut off an avenue of trade which has hitherto been extensively carried on in that quarter.

As soon as the exigencies of the service will permit, six or eight light-draft armed steamers should be sent inside the sounds of Albemarle and Pamlico, and, in conjunction with the Army, might carry terror into the towns of New Berne, Beaufort, and Washington.

In reference to Wilmington I have no information whatever, it not having been within the range of my cruising ground. I have heard

that it is not blockaded, and that many small vessels enter and depart without hindrance. I will keep you informed of any further intelligence I may obtain in reference to the object of your enquiries.

In consequence of the condition of affairs here, I shall remain at this point, ready to afford all assistance to and cooperation with the forces here, in order to repel any contemplated attack, and trust that my course will meet with your approbation.

H. B. M. steam sloop *Rinaldo* arrived and anchored outside to-day from New York. She was boarded by a boat from this ship; reports as bound down the coast to report the nature of the blockade. A few days since I boarded the *Rinaldo* off Cape Lookout. He was informed of the blockade at that point, where, on that day, appeared no less than four vessels of war of the United States—the steamers *Cambridge*, *Rhode Island*, and *Flag*. A communication was sent on board this ship, addressed to the flag-officer, which I have the honor to forward.

I beg to report the *Susquehanna* in effective condition for any service, officers and crew in health and animated with a proper spirit to devote themselves to their country's service.

I send up for your orders the captain and portion of the crew of the captured English schooner *Louisa Agnes*, captured after being warned off, and the English schooner *Argonaut*, which vessel I have ordered to New York, with two of her crew as witnesses, agreeably to your orders. The prize master has a copy of his orders, together with a memorandum of the facts attending the capture, to be handed to the judge of the U. S. district or admiralty court.

I have heard nothing of the *Cambridge* since the day I parted company off Cape Lookout, with orders to keep a strict blockade of that place and the English vessels inside.

I am, sir, very respectfully, your most obedient servant.

JNO. S. CHAUNCEY,  
Captain.

Flag-Officer S. H. STRINGHAM,  
Commanding Atlantic Blockading Squadron.

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*Report of Commander Rowan, U. S. Navy, commanding U. S. S. Pawnee, regarding Confederate defenses of North Carolina.*

U. S. S. PAWNEE,  
Hatteras Inlet, September 20, 1861.

SIR: I have to state for the information of the Department that the Neuse River has been obstructed by the enemy opposite Piney Point. Piles have been driven across it, and all the prize schooners that have been captured by privateers out of New Berne have been sunk there. A battery is being erected at Piney Point, and the two 8-inch guns of 63 hundredweight that were taken from Beacon Island Fort are now mounted there. In May last a battery was commenced a short distance above Piney Point, but whether completed and armed or not I have not been able to ascertain.

The Pamlico River is obstructed in like manner with the Neuse River, and with like means. There is a fort being erected on a point made by the right bank of the river and a bayou about 10 miles below Washington, as already stated in my letter of the 1st instant.

I learned to-day that there are 10,000 troops at Beaufort and are actively engaged in preparations for defense. I have not been able to obtain any of the particulars, as my informant had it from a fisherman from there.



The only special information given is that Fort Macon has been covered with railroad iron. How covered, whether the sides or top, I could not learn.

On Sunday morning last (the 14th instant) I was informed that the enemy was removing the guns from the fort on Beacon Island. I organized an expedition immediately, consisting of a small steamer belonging to the quartermaster's department, which he kindly lent me, and the launch of this ship, and dispatched them early Monday morning, under the command of Lieutenants Maxwell and Eastman, with instructions to destroy the guns and capture the steamer that was carrying them off. The expedition returned, having performed the duty with zeal and ability. Twenty-two navy guns, 32-pounders and 8-inch, were broken. Two of the 8-inch guns were taken away by the steamer, which had left before our forces arrived, with the intention of returning for more. The bombproof was fired and the fort left in ruins.

A detailed report is made to the commander in chief.

Colonel Commandant Hawkins informed me last night that the enemy was organizing an expedition at Roanoke Island and Oregon Inlet to move down the neck of land and attack him to-night. I shall do all I can to cooperate with him. For this purpose I have obtained permission to take the tug *Fanny*, which is now ready to depart, with the launch of this ship in tow, armed and equipped, for the purpose of skirting the shore and opening fire on the enemy should he attempt the attack.

The enemy threatens the destruction of the light-house on the cape.

I suggested to Colonel Hawkins the propriety of putting a sergeant's guard in the light-house, with provisions and water, and closing the entrance with sand bags. The tower ought to offer considerable resistance to ordinary field artillery.

I must again call the attention of the Department to the importance of Roanoke Island. It is the key to Norfolk, and, if occupied by our troops, we should have command of Albemarle Sound, and by a dash at the lower canal destroy it, and thereby cut off from Norfolk the supplies of a rich country bordering on Albemarle Sound, as well as that bordering on the Neuse and Pamlico rivers. Roanoke Island in our possession and strongly held, this ship and a garrison of 200 regulars in Fort Hatteras would hold this point.

I must again beg leave to call the attention of the Department to the necessity of sending well-armed tugs of light draft, say 5 feet and under, with one or two heavier, for outside or inside work, of not over 7 feet.

I have the honor to be, very respectfully, your obedient servant,

S. C. ROWAN,  
Commander.

HON. GIDEON WELLES,  
Secretary of Navy, Washington.

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*Additional report of Commander Rowan, U. S. Navy, commanding U. S. S. Pawnee, regarding the Confederate defenses of North Carolina.*

U. S. S. PAWNEE,  
*Hatteras Inlet, September 20, 1861.*

SIR: I have the honor to acknowledge the receipt of your several communications, which shall be strictly complied with. For your information I have to state that the Neuse River has been obstructed below

New Berne, at a place called Piney Point. Piles have been driven across the river, and 14 schooners (prizes and others) sunk. There is a battery of 14 to 17 guns on Piney Point, and it is reported that there is a small fort higher up on the right bank of the river. It is reported that the two 8-inch 63-[hundredweight] guns taken from Beacon Island Fort the day before we arrived there were taken to the fort at Piney Point.

The Pamlico River is similarly obstructed, and a fort erected on the right bank on a point formed by a bayou or inlet.

I learn from a person residing at Portsmouth that there are 10,000 troops at Beaufort, actively engaged in preparations for defense.

Fort Macon is said to be covered with railroad iron; whether sides or top my informant could not say.

I am told that there is an inland fort behind New Berne, bearing about west from the town.

I have no information of the condition of things at Wilmington.

The more I study the map the more I am convinced that Roanoke Island is the strategic point. This in our possession, we can threaten North Carolina to her center, and by feints here and there so distract her that she will lose sight of the prize we seek and weaken her support at Beaufort. While the attack is being made at Roanoke you can have time to organize your force, and then make a dash with a strong force by land and your big ships by water.

Fort Macon can not be taken by the ships. I am told it is a casemated fort, and, should you succeed in driving them from the barbette guns, they can retire to the casemates and allow you to empty your shell lockers with impunity.

A well-commanded land force, in two divisions, one to be transferred to the nearest point on the Neuse River and take Beaufort in the rear, while the other division passed down the sound. The first could then be taken by approaches in the rear, which is its weak point. I do not believe there are 200 rounds of powder in the fort, and the more of its fire you draw the sooner it would be compelled to surrender.

Colonel Hawkins sent me word last night that his position was to be attacked to-night by a force sent from Norfolk. I have my doubts of the truth of the report at present, but have no doubt that the enemy will make an effort if we remain so inactive and helpless as we are at present. We have now been in possession three weeks, and have been compelled to act solely on the defensive. Had the Government furnished you with tugs at the proper time we could have kept the enemy so close that he dare not attempt an offensive movement.

I told Colonel Hawkins that I was prepared to cooperate with him, and he has given me the *Fanny* for that purpose. She and our launch are equipped and ready to start at a moment's warning.

It is now 10 o'clock at night and no message from the colonel; so I hope we shall not be disturbed to-night. I sent his message to Captain Chauncey, who will send in two launches with howitzers as soon as I make signals.

I have worked hard at the mahogany schooner in these high tides, but failed to get her off. I have given it up. Captain Chauncey will send me assistance as soon as the weather becomes settled. We shall have to lighten her and raft the timber to the beach.

Our other two prizes are still here. I can not spare the people at present to send them forward. I hope to get the *Spaulding* to tow one of them to you in the roads. Can not you get an order for her to do so next time? She is chartered to do the work of the Government.

I can not close this without again asking you to press upon the Department the necessity of giving you tugs for service in these waters.

I am, very respectfully, your obedient servant,

S. C. ROWAN,  
Commander, U. S. Navy.

Flag-Officer S. H. STRINGHAM,  
Commanding Atlantic Blockading Squadron.

September 21, 10:06 a. m.—No news from the enemy up to this time.

R.

*Letter from the Secretary of the Navy to Flag-Officer Goldsborough, U. S. Navy, commanding Atlantic Blockading Squadron, transmitting information regarding the fitting out of vessels at St. John, New Brunswick, to run the blockade.*

NAVY DEPARTMENT, September 20, 1861.

SIR: I submit herewith for your information a copy of a letter from the Secretary of the Treasury and its enclosure, in relation to vessels fitting out at St. John, New Brunswick, to run the blockade.

I also submit the following extract from a dispatch received by the Secretary of State from our minister at London, viz:

I am notified by Mr. Wilding of certain reported negotiations for the purchase of the steamers *Leopold*, *Princess Charlotte*, and *Southampton*, which have excited his suspicions.

He will doubtless furnish fresh evidence, as he obtains it, directly to the Department.

I am, respectfully, your obedient servant,

GIDEON WELLES.

Flag-Officer L. M. GOLDSBOROUGH,  
Comdg. Atlantic Blockading Squadron, Hampton Roads, Virginia.

[Enclosure No. 1.]

TREASURY DEPARTMENT, September 18, 1861.

SIR: I have the honor to transmit herewith, for your information, a part of a letter received by a merchant of Boston from his correspondent in St. John, giving information of vessels fitting out at that port and at Halifax for the purpose of running the blockade.

I am, very respectfully,

S. P. CHASE,  
Secretary of the Treasury.

Hon. GIDEON WELLES,  
Secretary of the Navy.

[Subenclosures.]

COLLECTOR'S OFFICE, CUSTOM-HOUSE,  
Boston, September 16, 1861.

SIR: I enclose part of a letter received by a merchant of this city from his correspondent in St. John, giving information of what is going on there in relation to the Southern trade. I am also informed by another merchant that he is advised in the same way of two vessels fitting out at Halifax with similar cargoes and intentions. I don't

know that such information is of any value, as these small vessels load very quickly and will either have succeeded or failed before you get it.

Very respectfully, your obedient servant,

J. Z. GOODRICH,  
Collector.

Hon. S. P. CHASE,  
Secretary of the Treasury, Washington, D. C.

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*Postscript to a letter from St. John, September 5, 1861.*

I wish to inform you that there is a schooner fitting out at St. John with a cargo destined for some port south. They make their boast that they intend to run the blockade. Her name is the *Julia*, of St. John, and has an assorted cargo of lead, pig iron, quinine, etc., and intends to make Beaufort, N. C., and will sail in a few days. Please report. I understand that it is the intention to fit out several from the same port.

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*Report of Acting Volunteer Lieutenant Humphrey, U. S. Navy, commanding U. S. S. Young Rover, of the arrival of that vessel at Hampton Roads, and of her unfitness for blockade duty.*

U. S. S. YOUNG ROVER,  
Hampton Roads, September 20, 1861.

SIR: I arrived here yesterday and reported to Flag-Officer Stringham, as ordered by Captain Hudson, commandant Boston naval station. I have orders from Flag-Officer Stringham to proceed off the harbor of Wilmington, N. C., to blockade that port, and am now getting underway. The vessel under my command is entirely unfit for the duty assigned her.

The boiler sets on the gun deck, the bottom of it about 2 feet above the water line, the top 5 feet above the spar deck, in full view of the enemy. It is 18 feet long by 11 feet high (the height including the two domes, one of which is on either side of the shell, connected by a copper pipe). This surface of 18 feet by 11 is entirely exposed, and if a shot were to enter the boiler while under the pressure of steam, what would be the result? The gun deck would instantly be flooded with boiling water, and my men working the guns, and those in the powder division, be laid *hors de combat*. Moreover, the boiler being on the gun deck, and weighing about 12 tons, makes it necessary to carry more ballast to keep her on her bottom, making her deeper in the water than she need be were the boiler down below, bringing the port sills within 3 feet 9 inches of the water when lying in port and perfectly upright. On the passage here, with only a fresh breeze, I was obliged to house my guns and calk the ports to keep out the water. How am I to fight with the lee guns when their muzzles are under water, as they would be in a topgallant breeze? On the spar deck I have one little 12-pound Sawyer gun. It is good as an auxiliary, but with that alone we should make a poor show.

You will doubtless ask, "Why did you not make these objections before?" I will explain:

When this vessel was purchased, with several others, I applied for a commission. After receiving my commission, and before being appointed to a ship, I heard that I was to command the *Young Rover*. I went to Mr. Forbes and to Captain Hudson and said to them that if I was

appointed to the command of the *Young Rover* I should decline the honor, unless the boiler was put below. The answer was, "The boiler will not go below, and you will take her as she is or throw up your commission and may be court-martialed." After having applied for a command and received a commission, the only alternative left, to avoid the imputation of cowardice, was to go forward, which I determined to do, let the result be what it would. When Mr. Forbes purchased the vessel he requested me to get tenders for putting the boilers below, which I did. Mr. Darton, a responsible ship carpenter, offered to put it below, all complete, for \$500, and I reported accordingly to Mr. Forbes.

The ship is pierced for three guns on a side, but has only two. Between the midship ports is a water tank, which sets on the keelson and extends up through the gun deck to the spar deck. I wished to have that removed so as to carry two more guns, or, at least, an odd one, to shift from side to side. The expense would have been trifling. To make a long story short, I was supposed to know nothing of naval matters, and my suggestions were treated accordingly. On the second week day out from Boston opened magazine and fired two rounds, one with shot, one with blank cartridges. Although my crew had exercised at the guns but one day, and only two or three had ever seen a gun handled before, they worked them remarkably well and quickly. At 9 p. m., same day, beat to quarters without any previous intimation of my intention, and in five minutes from the commencement of the call every division had reported ready for action.

I consider this very good time, considering the difficulties under which we labor. Respecting our hammocks, the guns, boiler, and store-rooms monopolizing the berth deck, and no provision being made for them (the hammocks) on the spar deck, we are obliged to open the hatch and store them below, on top of provisions and water. This, of course, keeps them in a dirty, damp condition, tending to promote disease.

Before proceeding to the station assigned me, I thought it was a duty which I owed to myself and the Department to make a plain statement of facts, which I have done.

Hoping my course will meet your approbation, I am, very respectfully, your obedient servant,

JOHN HUMPHREY,  
*Acting Volunteer Lieutenant, Commanding.*

HON. GIDEON WELLES,  
*Secretary of the Navy, Washington, D. C.*

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*Report of Commander Rowan, U. S. Navy, commanding U. S. S. Pawnee, regarding coal and provisions for that vessel.*

U. S. S. PAWNEE,  
*Hatteras Inlet, September 21, 1861.*

SIR: The *Spaulding* will be ready to leave to-day.

I have already informed you that I wanted coal. I have now to state that unless I receive coal within the next ten days we shall not be able to move even the little tug *Fanny*. I hope, therefore, that you have it in your power to send me a schooner load of coal. If you could send it in a schooner belonging to the Government, so much the better, as it would afford me an opportunity of sending the crew and officer back in charge of one of our prizes. A better plan, perhaps, would be to send a schooner load, say 100 tons, of coal. I would take out of her

all but what would be required for ballast, and send her back for another cargo.

The provisions came in time by the *Baltimore*. In answer to your enquiry about a supply of water, I have to state that water of an indifferent quality can be had at the windmill, but the difficulty of getting it is serious. Our launch would have to make a circuitous route to get there, which would consume much time, and the risk would be so great in such strong tides that I would respectfully request that you send me water as soon as you can. We are now on allowance, and distilling water as fast as our wretched arrangements will permit. Had our condenser been connected with the tanks, as it should be, we could have sufficient water, and to spare; as it is, we have to draw it off in buckets, hoist to spar deck, start into breakers, and then into tanks. In this way we get about 90 or 100 gallons per day. When I can have a small tug to tow the launch I will be able to get some water from the island.

William T. Phillips, an escaped prisoner from the enemy, I send north in the *Spaulding*, with directions to see you. You may get some information from him. I took his history in writing, but he appears to have no more information than is already in my possession. He sailed from New York in June for the West Indies in the *Nathaniel Chase*, and on his return from Cuba was captured off Ocracoke Inlet.

I have made enquiry of Colonel Hawkins for vouchers and property belonging to Captain Clements. He says he has no property belonging to that officer of any description, nor has he heard of any in the possession of his troops.

The German troops plundered and destroyed every species of property, burned large amount of stores at the encampment, and if there is anything belonging to Captain Clements in our possession, the Dutchmen have it.

I have the honor to be, very respectfully, your obedient servant,

S. O. ROWAN,  
Commander, U. S. Navy.

Flag-Officer S. H. STRINGHAM,  
Commanding Atlantic Blockading Squadron.

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*Order of the Secretary of the Navy to Flag-Officer Goldsborough, U. S. Navy, commanding Atlantic Blockading Squadron, detaching the U. S. S. Wabash from his command.*

NAVY DEPARTMENT; September 21, 1861.

SIR: The steam frigate *Wabash* having been designated as the flagship of Flag-Officer Du Pont, appointed to command the Southern Atlantic Blockading Squadron, will be regarded as detached from the squadron under your command and has been ordered to New York.

Transmitted herewith are detachments of Surgeon Clymer from the *Roanoke* to the *Wabash* and of Surgeon Gilchrist from the latter to the former vessel.

Should the *Wabash* have sailed for New York, you will direct Surgeon Clymer to join the ship at that port, and Surgeon Gilchrist will be ordered by the Department to proceed to Hampton Roads for duty on the *Roanoke*.

I am, respectfully, your obedient servant,

GIDEON WELLES.

Flag-Officer L. M. GOLDSBOROUGH,  
Comdg. Atlantic Blockading Squadron, Hampton Roads, Virginia.

*Report of Commander Glisson, U. S. Navy, commanding U. S. S. Mount Vernon, regarding the condition of that vessel.*

U. S. S. MOUNT VERNON,  
*Rappahannock [River], September 22, 1861.*

SIR: I herewith enclose to you the report of the chief engineer of this vessel, by which you will see that if something is not promptly done to the engines of this vessel some serious accident may occur at any moment. I would also state that the bottom of this vessel is in a dreadful condition, for, not being coppered, she is covered with barnacles and grass over 1 inch in length, which has reduced her speed to one-fourth less than it was when we left New York nearly five months since. The worms must by this time be well bedded in the plank.

I make this report to relieve myself from any blame in case the hull of this vessel should be seriously injured. I have made this statement to you verbally on one or two occasions previously.

I have water on board to last until the 3d of October. We are all well on board, and everything is quiet off the Rappahannock. I congratulate you on your brilliant victory at Cape Hatteras.

I am, sir, very respectfully, your obedient servant,

O. S. GLISSON,  
*Commander, U. S. Navy.*

Flag-Officer SILAS H. STRINGHAM,  
*Commanding the Atlantic Blockading Squadron, etc.*

*Order of the Assistant Secretary of the Navy to Flag-Officer Goldsborough, U. S. Navy, commanding Atlantic Blockading Squadron, regarding U. S. S. Wabash.*

NAVY DEPARTMENT, *September 22, 1861.*

SIR: You will please give such instructions and make such disposition for the relief of the frigate *Wabash* as to enable that vessel to be in New York by the 1st of October.

I am, respectfully, your obedient servant,

G. V. FOX,  
*Assistant Secretary Navy.*

Flag-Officer L. M. GOLDSBOROUGH,  
*Comdg. Atlantic Blockading Squadron, Hampton Roads, Virginia.*

*Order of the Assistant Secretary of the Navy to Flag-Officer Goldsborough, U. S. Navy, commanding Atlantic Blockading Squadron, regarding vessels requiring repairs.*

NAVY DEPARTMENT, *September 22, 1861.*

SIR: Such vessels composing your command as, in your judgment, must leave the station for repairs not requiring docking, might be sent to Baltimore, and the commanding officer directed to call upon the navy agent.

This order is intended to embrace principally the chartered steamers, which require so much repairing in their engines and boilers.

I am, respectfully, your obedient servant,

G. V. FOX,  
*Assistant Secretary of Navy.*

Flag-Officer L. M. GOLDSBOROUGH,  
*Comdg. Atlantic Blockading Squadron, Hampton Roads, Virginia.*

*Report of Flag-Officer Stringham, U. S. Navy, of having transferred the command of the Atlantic Blockading Squadron to Flag-Officer Goldsborough, U. S. Navy.*

U. S. FLAGSHIP MINNESOTA,  
Hampton Roads, September 23, 1861.

SIR: Having in obedience to your orders hauled down my flag and turned over the command of the Atlantic Blockading Squadron to Flag-Officer L. M. Goldsborough, I take this occasion to thank the honorable Secretary of the Navy for the kindness he has shown me during the continuance of my command.

Respectfully, your obedient servant,

S. H. STRINGHAM,  
Flag-Officer, Atlantic Blockading Squadron.

Hon. GIDEON WELLES,  
Secretary of Navy.

*Report of Flag-Officer Goldsborough, U. S. Navy, of having assumed command of the Atlantic Blockading Squadron.*

U. S. FLAGSHIP MINNESOTA,  
Hampton Roads, September 23, 1861.

SIR: I have the honor to inform you of my arrival here in the Congress, night before last, and of my having this day assumed the command of the Atlantic Blockading Squadron, agreeably to your orders of the 18th instant.

May I beg leave, sir, to return my most sincere thanks to the Department for the honor thus conferred upon me, and to assure it that I will do everything in my power to further its wishes in accomplishing the great object in view and to prove myself worthy of its confidence.

The following communications from the Department have been received, viz: One of the 18th instant, appointing me a flag-officer; one of the 18th instant, confidential; one of the 18th instant, concerning steamers *Stars and Stripes* and *E. B. Hale* and tugs *General Putnam* and *Ceres*; one of the 20th instant, relating to vessels fitting out at St. John, New Brunswick, and to information received by State Department from our minister at London; and one of the 20th instant, enclosing a proposition from a party in Baltimore to supply fresh beef to vessels about Hampton Roads.

Very respectfully, your most obedient servant,

L. M. GOLDSBOROUGH,  
Flag-Officer.

Hon. SECRETARY OF THE NAVY,  
Washington City, D. C.

*Order of the Assistant Secretary of the Navy to Commander Rowan, U. S. Navy, commanding U. S. S. Pawnee, to furnish information regarding the disposition of prizes.*

NAVY DEPARTMENT, September 23, 1861.

SIR: You will please inform the Department what disposition you have made of the prizes taken by you at Hatteras Inlet.

The Department also desires full information respecting the vessels that were taken at the capture of the forts, some of which, it seems, had been captured by the rebels and belonged to citizens of the loyal



States who are making enquiry in regard to them. If they are in proper condition, they had, perhaps, better be sent to some Northern port.

Captain Sidney Baker, the owner of one of the vessels, the *Henry Nutt*, recaptured, will visit Hatteras, and, if the vessel is in proper condition, you will place a prize crew on board of her and send her to Philadelphia for adjudication, allowing him to take passage in her.

I am, respectfully, your obedient servant,

G. V. Fox,  
*Assistant Secretary.*

Commander S. C. ROWAN,  
*Commanding U. S. S. Pawnee, Hatteras Inlet.*

*Order of Flag-Officer Goldsborough, U. S. Navy, commanding Atlantic Blockading Squadron, to Acting Master Elliott, U. S. Navy, commanding U. S. S. Ceres, to proceed to Hatteras Inlet, North Carolina.*

U. S. FLAGSHIP MINNESOTA,  
*Hampton Roads, September 23, 1861.*

SIR: You will proceed with the steamer under your command to Hatteras Inlet, North Carolina, and, on your arrival there, report to the senior naval officer for such duty as he may require of you.

Respectfully, your obedient servant,

L. M. GOLDSBOROUGH,  
*Flag-Officer.*

Acting Master JARED [L.] ELLIOTT,  
*U. S. S. Ceres, Hampton Roads, Virginia.*

*Letter from Flag-Officer Goldsborough, U. S. Navy, commanding Atlantic Blockading Squadron, to the Secretary of the Navy, urging the retention of Commander Case, U. S. Navy, for duty on the flagship.*

U. S. FLAGSHIP MINNESOTA,  
*Hampton Roads, September 24, 1861.*

SIR: I do most earnestly solicit the Department to continue Commander Case on board this ship in his present relation toward me, and not to deprive me of his services at this early period of my command, where, in truth, they are indispensable to the proper and efficient discharge of my duties. I do assure the Department that I have not an officer or person associated immediately with me whose services can be spared. All are, and will be, kept busily employed in important public concerns; but with regard to Commander Case, whose duty it is, among various other things, to conduct my office work, to be compelled to part with him at this particular time, would be to me a matter of the deepest regret and inconvenience. I sincerely hope, therefore, that this request concerning him may be gratified, and that his orders to command the *Vandalia* may be revoked. He is the officer of all others in the service I should prefer to have as the head of my staff.

Very respectfully, your obedient servant,

L. M. GOLDSBOROUGH,  
*Flag-Officer.*

Hon. SECRETARY OF THE NAVY,  
*Washington, D. C.*

*Order of the Secretary of the Navy to Flag-Officer Goldsborough, U. S. Navy, commanding Atlantic Blockading Squadron, urging watchfulness for U. S. steamers Jamestown and Yorktown.*

NAVY DEPARTMENT, *September 24, 1861.*

SIR: The Department learns from a reliable source that the steamers *Jamestown* and *Yorktown*, which were seized by the rebels and fitted up for war purposes, are not coppered. The insurgents will therefore, no doubt, strive to get them around to Norfolk.

A vigilant watch should be kept for them, as they are (the *Yorktown* especially) represented to be very fast boats.

I am, respectfully, your obedient servant,

GIDEON WELLES.

Flag-Officer L. M. GOLDSBOROUGH,  
*Commanding, etc., Hampton Roads, Virginia.*

*Letter from the Secretary of the Navy to Flag-Officer Goldsborough, U. S. Navy, commanding Atlantic Blockading Squadron, regarding schooner Argyle.*

NAVY DEPARTMENT, *September 24, 1861.*

SIR: The U. S. consul at Halifax, Nova Scotia, has informed the Department by telegraph of the sailing from that port on the 22d instant of the schooner *Argyle*.

She cleared for Matamoras, but it is reported intended first to attempt to enter either Beaufort, St. Josephs, or St. Marks.

I am, respectfully, your obedient servant,

GIDEON WELLES.

Flag-Officer L. M. GOLDSBOROUGH,  
*Comdg. Atlantic Blockading Squadron, Hampton Roads, Virginia.*

*Order of the Secretary of the Navy to Flag-Officer Goldsborough, U. S. Navy, commanding Atlantic Blockading Squadron, regarding officers for his command.*

NAVY DEPARTMENT, *September 24, 1861.*

SIR: The demand for officers is so great that the services of a flag-lieutenant can not be allowed you. Mr. Grafton will therefore assume the duties of second lieutenant of the *Minnesota*.

I am, respectfully, your obedient servant,

GIDEON WELLES.

Flag-Officer L. M. GOLDSBOROUGH,  
*Commanding Atlantic Blockading Squadron.*

*Order of Flag-Officer Goldsborough, U. S. Navy, commanding Atlantic Blockading Squadron, to Captain Ringgold, U. S. Navy, commanding U. S. ship Sabine, to proceed to duty on the blockade of South Carolina.*

U. S. FLAGSHIP MINNESOTA,  
*Hampton Roads, September 24, 1861.*

SIR: You will proceed to sea with the ship under your command and cruise between Cape Romain and Georgetown, S. C., until further

orders or until it is absolutely necessary to return to this port for supplies.

You will blockade the coast as closely as possible and endeavor to prevent all communication with the enemy.

A list of vessels which have sailed or are loading to run the blockade is herewith furnished you, and it is hoped you will be able to capture them.

Respectfully, your obedient servant,

L. M. GOLDSBOROUGH,  
*Flag-Officer.*

Captain O. RINGGOLD, U. S. Navy,  
*U. S. Ship Sabine, Hampton Roads, Virginia.*

*Order of Flag-Officer Goldsborough, U. S. Navy, commanding Atlantic Blockading Squadron, to Commander Yard, U. S. Navy, commanding U. S. ship Dale, to proceed to duty on the blockade of Florida.*

U. S. FLAGSHIP MINNESOTA,  
*Hampton Roads, September 24, 1861.*

SIR: You will report the *Dale* ready for sea to-morrow and if the weather will permit sail for the coast of Florida and blockade the port of Fernandina until further orders or until it is absolutely necessary for you to return to this place for supplies.

A list of vessels which have sailed or are loading to run the blockade is herewith furnished you, and it is hoped you will be able to capture them.

Respectfully, your obedient servant,

L. M. GOLDSBOROUGH,  
*Flag-Officer.*

Commander E. M. YARD, U. S. Navy,  
*U. S. Ship Dale, Hampton Roads.*

*Order from the Secretary of the Navy to Flag-Officer Goldsborough, U. S. Navy, commanding Atlantic Blockading Squadron, to forward certain communications from prisoners to their destination.*

NAVY DEPARTMENT, *September 24, 1861.*

SIR: I herewith enclose the following communications, in unsealed envelopes, from certain persons at Fort Lafayette to parties in North Carolina and Virginia, viz: From W. S. G. Andrews to the governor of North Carolina, Raleigh; from W. S. G. Andrews to the adjutant-general of North Carolina, Raleigh; from Jas. A. J. Bradford to the Hon. Warren Winslow, Raleigh, N. C.; and from S. Barron to the Hon. S. R. Mallory, Richmond, Va.

You will please have these letters delivered, the first opportunity offering, to responsible parties, to be forwarded to their destination.

I am, respectfully, your obedient servant,

GIDEON WELLES.

Flag-Officer L. M. GOLDSBOROUGH,  
*Comdg. Atlantic Blockading Squadron, Hampton Roads, Virginia.*

*Order from the Secretary of the Navy to Flag-Officer Goldsborough, U. S. Navy, commanding Atlantic Blockading Squadron, in regard to U. S. S. Dawn.*

NAVY DEPARTMENT, *September 24, 1861.*

SIR: You will please give orders for the steamer *Dawn* to proceed to Washington as early as practicable.

Her commanding officer is to be brought before a court of enquiry, and the court is now in session at the Washington navy yard.

I am, respectfully, your obedient servant,

GIDEON WELLES.

Flag-Officer L. M. GOLDSBOROUGH,  
*Comdg. Atlantic Blockading Squadron, Hampton Roads, Virginia.*

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[Telegram.]

WASHINGTON, *September 25, 1861.*

Commander Case will be retained on board the *Minnesota*. Lieutenant Haggerty will command the *Vandalia*.

GIDEON WELLES,  
*Secretary of the Navy.*

Flag-Officer L. M. GOLDSBOROUGH,  
*Comdg. Atlantic Blockading Squadron, Hampton Roads, Virginia.*

Care M. N. Falls, by this evening's boat.

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*Order of the Secretary of the Navy to Flag-Officer Goldsborough, U. S. Navy, commanding Atlantic Blockading Squadron, regarding enlistment of contrabands.*

NAVY DEPARTMENT, *September 25, 1861.*

SIR: The Department finds it necessary to adopt a regulation with respect to the large and increasing number of persons of color, commonly known as contraband, now subsisted at the navy yard and on board ships of war.

These can neither be expelled from the service to which they have resorted, nor can they be maintained unemployed, and it is not proper that they should be compelled to render necessary and regular services without a stated compensation. You are therefore authorized, when their services can be made useful, to enlist them for the naval service, under the same forms and regulations as apply to other enlistments. They will be allowed, however, no higher rating than "boys," at a compensation of \$10 per month and one ration a day.

I am, respectfully, your obedient servant,

GIDEON WELLES.

Flag-Officer L. M. GOLDSBOROUGH,  
*Comdg. Atlantic Blockading Squadron, Hampton Roads, Virginia.*

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*Order of the Secretary of the Navy to Flag-Officer Goldsborough, U. S. Navy, commanding Atlantic Blockading Squadron, regarding the closing of the inlets of North Carolina, by sinking vesse's loaded with stone.*

NAVY DEPARTMENT, *September 25, 1861.*

SIR: The steam tug *Lockwood* is hereby placed at your disposal.

The Department wishes its instructions carried out relative to closing all the inlets, except Hatteras, so soon as in your judgment it is practicable.

Commander Stellwagen (having hired the men now on board the store vessels) has been ordered to report to you for any duty you assign him in connection with this matter, and after this work is finished you will pay off and discharge these men, according to any agreement entered into by him.

Commander Stellwagen will then return to Washington to take command of the *Hetzel*, which steamer, together with the tug *Underwriter*, will soon be sent into Hatteras Inlet, for any duty you may require. Other light-draft vessels will be added as early as practicable. The *Pawnee* will be required on other duty certainly by the 5th day of October.

Let her report in Washington on that day.

Report the vessels of the reconnoissance at New Inlet (see instructions\* of September 3 to Flag-Officer Stringham) as early as practicable.

I am, respectfully, your obedient servant,

GIDEON WELLES.

Flag-Officer L. M. GOLDSBOROUGH,

*Comdg. Atlantic Blockading Squadron, Hampton Roads, Virginia.*

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*Order of Flag-Officer Goldsborough, U. S. Navy, commanding Atlantic Blockading Squadron, for the observance of a day of fasting and prayer, as appointed by the President of the United States.*

U. S. FLAGSHIP MINNESOTA,  
*Hampton Roads, September 25, 1861.*

The President of the United States having by proclamation appointed to-morrow, Thursday, September 26, as a day of public humiliation, fasting, and prayer, to be observed by the people of the United States with religious solemnities and the offering of fervent supplications to Almighty God for the safety and welfare of these States, His blessings on their arms, and a speedy restoration of peace, I hereby direct that a suspension of duties on board the vessels under my command shall take place accordingly, and that divine service be performed on board each one having a chaplain attached to her at the hour of half past 10 o'clock a. m.

L. M. GOLDSBOROUGH,  
*Flag-Officer.*

A copy of the above was sent to each United States vessel in this port.

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*Order of Flag-Officer Goldsborough, U. S. Navy, commanding Atlantic Blockading Squadron, to Commander Rowan, U. S. Navy, commanding U. S. S. Pawnee, regarding rifled gun and howitzer.*

U. S. FLAGSHIP MINNESOTA,  
*Hampton Roads, September 25, 1861.*

SIR: If the rifled gun and howitzer belonging to this ship are not particularly required at Hatteras you will please send them up by the *S. R. Spaulding*; but if they are, we will send you ammunition for them if you desire it.

Respectfully, your obedient servant,

L. M. GOLDSBOROUGH,  
*Flag-Officer.*

Commander S. O. ROWAN, U. S. Navy,

*U. S. Steam Sloop Pawnee, Hatteras Inlet, North Carolina.*

*Report of Captain Mercer, U. S. Navy, commanding U. S. S. Wabash, regarding the delivery of letters from the British consul at Charleston, S. C.*

U. S. STEAM FRIGATE WABASH,  
Off Charleston, September 26, 1861.

SIR: On my arrival here to relieve the *Roanoke*, Flag-Officer Pendergrast put into my hands an official letter from the British consul (Bunch) at Charleston, addressed to Commander Lyons, of H. B. M. S. *Racer*, or to the commander of any other of her Britannic Majesty's vessels off Charleston. Also a letter (open), a copy of which is enclosed for your information; addressed "To the master of the British ship *Palinurus*, of Calcutta." Both of these letters Flag-Officer Pendergrast directed me to dispose of as requested by Mr. Bunch. The first [was] delivered to the lieutenant who was sent to this ship from the *Challenger* by Commodore Dunlop. The letter addressed to the master of the *Palinurus* is still in my possession.

A similar letter to the latter was sent to me (open) by the Spanish consul at Charleston, requesting that I would dispose of it as Flag-Officer Pendergrast directed me to dispose of the one for the master of the *Palinurus*, but I politely declined to comply with his request, and I shall refuse to receive and deliver any letters addressed to the master of foreign merchantmen until I receive instructions from yourself or some other senior officer.

In regard to the letters addressed to the masters of merchantmen, they can be readily couched in such terms, with a previous understanding, as to convey to the master of the vessel very important information in reference to the disposition of his vessel and cargo entirely contrary to what appears on the face of the letter.

Mr. Bunch came out with a flag of truce on the 5th instant, ostensibly for the purpose of bringing off for Flag-Officer Pendergrast an apology for hoisting the secession flag on board the steamer which bore the flag of truce soon after she stood away from the *Roanoke* to go into Charleston. His real object, I think, was to learn from me why I captured the *Sarah Starr*. I told him she was captured because she had not a proper register. I took occasion while he was on board to say that Flag-Officer Pendergrast had directed me to deliver two letters from him, one (of an official character) addressed to the commander of any of her Majesty's vessels off Charleston, and another addressed to the master of the British ship *Palinurus*; that both of them would be delivered, because I was ordered to deliver them, but that I considered such a proceeding irregular and would not deliver any such on my own responsibility. He then told me that you and McKean and Pendergrast had received and delivered such letters, addressed to the commanders of her Majesty's vessels which might appear off Charleston. I then told him I would do the same until I heard from you, provided he would accompany them with a note that the letters contained nothing detrimental to the interests of the United States. To this arrangement he agreed. To the masters of merchantmen, I gave him to understand, no letters would be delivered by me until I received instructions to the contrary, as I had already refused to present similar letters sent to me by the Spanish consul at Charleston.

The *Connecticut* has just arrived. I will add, in closing, that little of importance has occurred since my arrival. The *Savannah* stopped a short time off this place on Tuesday of this week on her way down to

Savannah. Excuse my calling your attention to the fact that the *Vandalia* has been blockading off this place three months and a half.

I am, sir, respectfully, your obedient servant,

SAML. MERCER,  
Captain.

Flag-Officer S. H. STEINGHAM,  
Commanding Atlantic Blockading Squadron, Flagship *Minnesota*.

*Order of Flag-Officer Goldsborough, U. S. Navy, commanding Atlantic Blockading Squadron, to Commander Rowan, U. S. Navy, commanding U. S. S. Pawnee, to proceed to Washington with that vessel.*

U. S. FLAGSHIP MINNESOTA,  
Hampton Roads, September 26, 1861.

SIR: The Navy Department informs me the *Pawnee* will be required at Washington on the 5th of October. You will therefore make arrangements to report her there on that day, touching at this place, if practicable, on your way.

Respectfully, your obedient servant,

L. M. GOLDSBOROUGH,  
Flag-Officer.

Commander S. O. ROWAN, U. S. Navy,  
U. S. Steam Sloop *Pawnee*, Hatteras Inlet, North Carolina.

*Order of Flag-Officer Goldsborough, U. S. Navy, commanding Atlantic Blockading Squadron, to Lieutenant Braine, U. S. Navy, commanding U. S. S. Monticello, to proceed to duty off Charleston, S. O.*

U. S. FLAGSHIP MINNESOTA,  
Hampton Roads, September 26, 1861.

SIR: You will proceed off Charleston, S. O., with the vessel under your command, and on your arrival there report to Commander L. O. Sartori for service in blockading that port.

A list of vessels which have sailed or are about sailing from England, etc., to violate the blockade is herewith furnished you, and it is all important you should use dispatch in arriving at your station, for it is believed some of the steamers will endeavor to run into Charleston.

Respectfully, your obedient servant,

L. M. GOLDSBOROUGH,  
Flag-Officer.

Lieutenant Commanding D. L. BRAINE, U. S. Navy,  
U. S. S. *Monticello*, Hampton Roads, Virginia.

*Report of Commander Chandler, U. S. Navy, commanding U. S. S. Dawn, regarding the disabled condition of that vessel.*

U. S. S. DAWN,  
Hampton Roads, Virginia, Thursday, September 26, 1861—1 p. m.

SIR: I have the honor to inform you that the *Oeres* (Master's Mate Elliott) never stopped (as Mr. Elliott positively promised) to convey to

you my report of the 20th, which I shall hand you, and which I gave him the substance of verbally, to wit, that our engine was disabled, and that it was important that its condition, rendering our steamer helpless for blockading service, should be reported to the flag-officer.

Our water and coal being nearly out, I have therefore reluctantly left our station before the weather should be too rough, and without waiting for a relief, to report the condition of the steamer to you.

If we could lay by you a day and have some keys made at your forge, the crank pin might be tightened sufficiently to run the engine a few days longer in smooth weather, but I would not insure the safety of the steamer (her sails being worn out and rotten and her bottom very foul and leaky) if caught in a gale on our coast—that is, if it be the intention to send her to New York—for she now leaks about 5 feet in twenty-four hours, and might leak in rough weather twice as much, and if our steam should give out we have one other pump only, besides the donkey pump, to free her.

I respectfully suggest that the crank pin should be keyed before going to Newport News for water, and that the chief engineer and other engineers of the flagship may come on board and hold a survey on the *Dawn's* engine.

I have the honor to be, very respectfully, your obedient [servant],  
 WILLIAM CHANDLER,  
*Commander, U. S. Navy.*

FLAG-OFFICER OF ATLANTIC BLOCKADING SQUADRON,  
*Hampton Roads, Virginia.*

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*Order of Flag-Officer Goldsborough, U. S. Navy, commanding Atlantic Blockading Squadron, to Commander Chandler, U. S. Navy, commanding U. S. S. Dawn, to proceed to Washington, D. C.*

U. S. FLAGSHIP MINNESOTA,  
*Hampton Roads, September 26, 1861.*

SIR: You will proceed to Washington with the vessel under your command as soon as possible and report to the honorable Secretary of the Navy.

Respectfully, your obedient servant,

L. M. GOLDSBOROUGH.

Commander WILLIAM CHANDLER,  
*U. S. S. Dawn.*

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*Report of Flag-Officer Goldsborough, U. S. Navy, commanding Atlantic Blockading Squadron, acknowledging communications from the Department, and regarding affairs of his command.*

U. S. FLAGSHIP MINNESOTA,  
*Hampton Roads, September 27, 1861.*

SIR: I have the honor to acknowledge receipt of the following communications from the Department:

Letter of September 18, with reference to the steamers *Stars and Stripes* and *E. B. Hale* and tugs *General Putnam* and *Ceres*.

The *Stars and Stripes* arrived last night, but the *E. B. Hale* has not made her appearance. The tugs I have sent to Hatteras Inlet. Also



letter of same date, transmitting copies of letter from collector of Boston, and postscript of letter from St. John, New Brunswick.

Letter of September 20, enclosing offer of Bankhead & Thomas to supply beef to the squadron; also of same date, referring to purchase in London of steamers *Leopold*, *Princess Charlotte*, and *Southampton* for the rebels.

Letter of September 21, detaching U. S. S. *Wabash* from Atlantic Blockading Squadron; detaching also Surgeon Olymer from *Roanoke* to *Wabash*, and Surgeon Gilchrist from *Wabash* to *Roanoke*; also of same date, directing provisions on board chartered steamer to be placed on board storeship *Badger*, and directing U. S. storeship *Supply* to New York.

Letter of September 22, that vessels requiring repairs may be sent to Baltimore; also directing the *Wabash* to be relieved that she may be in New York by 1st October.

Letter of September 23, referring the application of Acting Master John F. Ferguson for two weeks' leave to myself; also of same date, enclosing interrogatories from naval general court-martial, which have been executed and returned September 27 to the honorable Secretary of the Navy.

Letter of September 24, informing me that the rebel steamers *Yorktown* and *Jamestown* are not coppered, and that the rebels wish to take them to Norfolk to dock them; also of same date, ordering the U. S. S. *Dawn* to Washington; also of same date, informing me of the clearance of schooner *Argyle* from Halifax, and that she will try to run the blockade.

Letter of September 25, directing that "persons of color, commonly known as contrabands," may be enlisted as "boys" at \$10 per month and one ration per diem; also of same date, with reference to J. W. Mungoe, quarter gunner of the *Roanoke*.

The *Sabine* arrived on the 24th and is already detailed to blockade off Georgetown, S. C., there and Cape Romain.

The *Dale* is detailed to blockade Fernandina.

My present purpose is to employ the *Monticello* (which vessel arrived here on the 25th) and *Stars and Stripes* to tow stone schooners to Hatteras Inlet, under directions of Commander Stellwagen, then to dispatch the former to blockade off Charleston and to let the latter remain at Hatteras Inlet to take the place of the *Pawnee*, ordered to Washington.

On the arrival of the *E. B. Hale* I shall send her, with Commander Missroon on board, to make the examination required of New Inlet, and, after accomplishing that object, to proceed off Savannah and remain there. None but a vessel drawing less than 8 feet water will answer to make the examination in view.

It is now blowing a gale of wind from the eastward, but the moment the weather will permit I shall dispatch Commander Stellwagen with the steamers and stone boats to Hatteras to carry out effectually the wishes of the Department in relation to blocking up bulkheads.

As soon as I get the result of the examination of New Inlet I will forward it to the Department.

Respectfully, your obedient servant,

L. M. GOLDSBOROUGH,  
Flag-Officer.

Hon. GIDEON WELLES,  
Secretary of the Navy.

As both water and coal were wanting at Hatteras Inlet by the last accounts from Commander Rowan, I have sent some 12,000 gallons of the former there in the army steamer *Spaulding*, which left here last night, and am about to send some 200 tons of coal in a merchant schooner suitable for the purpose. She will leave as soon as the weather will permit, or at the furthest shortly afterwards.

L. M. G.

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*Letter from the Secretary of the Navy to Flag-Officer Goldsborough, U. S. Navy, commanding Atlantic Blockading Squadron, transmitting information regarding suspected blockade runners.*

NAVY DEPARTMENT, *September 27, 1861.*

SIR: I herewith enclose copies of the following papers, which have been received by the Department, viz:

Letter from the U. S. consul at Halifax [Nova Scotia], dated the 14th instant, in relation to the schooners *P. F. Williston*, *Emery*, and *Mulgrave*, fitted out at that port, it is suspected, for the purpose of running the blockade.

Letter from the district attorney at Boston, relative to the ship *Norway* and the schooner *Judah*.

I am, respectfully, your obedient servant,

GIDEON WELLES.

Flag-Officer L. M. GOLDSBOROUGH,  
*Commanding North Atlantic Blockading Squadron.*

[Enclosures.]

U. S. CONSULATE OFFICE,  
*Halifax [Nova Scotia], September 14, 1861.*

SIR: The schooner *P. F. Williston*, an American-built fore-and-aft schooner, with one topmast, sails from this port to-day loaded with a cargo of fish, purporting to be bound for Boston.

Circumstances have just come to my knowledge which justify a suspicion that this vessel is destined for one of the ports in North Carolina.

The schooners *Emery* and *Mulgrave*, British vessels, belonging to this port and heretofore running to the West Indies (and now purporting to be bound thither), are fitting out with general cargoes, destined, also, I have reason to believe, for some of the Southern blockaded ports.

I am, sir, with great respect, your obedient servant,

M. M. JACKSON.

Hon. GIDEON WELLES,  
*Secretary of the Navy.*

P. S.—These latter vessels are expected to sail next week.

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U. S. MARSHAL'S OFFICE, DISTRICT OF MASSACHUSETTS,  
*Boston, September 21, 1861.*

SIR: Ship *Norway*, Major, master, now at St. John, New Brunswick, while at Belize last May, furnished four guns to a privateer. She leaves St. John this week. This I have on the authority of Munro Berry Hill, quartermaster of the *Norway* at the time. The guns were

loaded by him and the crew on board a steamer called the *Victoria*, he thinks, and taken down to an island below where the privateer was fitting out. He says the captain either gave or sold the guns, he does not know which, and with them a can of powder. The ship was in the coolie trade, and mounted these guns on her quarter-deck, two 6, and two 12 pounders---common iron guns. The ship is owned in New Orleans and New York and is loading with deals in St. John to go back to England, where she went with a cargo of cotton from New Orleans since the blockade.

Also it is reported to me by reliable parties that the schooner *Judah* has recently sailed from St. John with a cargo of quicksilver, tin, lead, etc., valued at \$30,000, with two Southern pilots on board in order to run the blockade. She sailed within a day or two, and was fitted out similarly to the ship *Alliance*.

These facts I have deemed proper to bring to your attention in order that you may take such action thereon as you may consider necessary.

I telegraphed on Tuesday last a request to have the *Susan Jane*, one of the Hatteras prizes, ordered to this port, as she was fitted out by parties here, and the cargo and bills of lading and other papers would furnish evidence of the guilt of the parties here by which they might be convicted. I could identify every case of boots and shoes, ascertain the maker and seller, and nearly all the other goods, if they were here. I have received no answer to the request, and, as the vessel is reported at Philadelphia, I should consider it useful, if she can not be sent here, to have the cargo discharged there and the numbers, marks, etc., particularly noted, and with copies of all the papers on board relating thereto transmitted to me, in order that I may lay them before our grand jury, who are now in session.

I believe one conviction of this offense of giving aid and comfort to the rebels would do more to stop their supplies from this source than the loss of several cargoes.

I have the honor to be, very respectfully, your obedient servant,  
 JOHN S. KEYES,  
*U. S. Marshal.*

HON. GIDEON WELLES,  
*Secretary of the Navy of the United States.*

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*Letter from Flag-Officer Goldsborough, U. S. Navy, commanding Atlantic Blockading Squadron, to Major-General Wool, U. S. Army, requesting assistance in sinking stone vessels.*

U. S. FLAGSHIP MINNESOTA,  
 Hampton Roads, September 28, 1861.

SIR: May I request that twenty-five men belonging to the coast guard may be spared to Commander Stellwagen, for the purpose of navigating five of the vessels loaded with stones, and to be sunk at certain points along the coast of North Carolina, by directions from Washington? The harbor master, Mr. Millward, suggests that the above number of the right sort can be detailed, provided it be expedient, in your judgment, to let them go.

Respectfully, your obedient servant,  
 L. M. GOLDSBOROUGH,  
*Flag-Officer.*

Major-General JOHN E. WOOL, U. S. Army.

*Order of Flag-Officer Goldsborough, U. S. Navy, commanding Atlantic Blockading Squadron, to Captain Marston, U. S. Navy, commanding U. S. S. Roanoke, to proceed to duty off Charleston, S. C.*

U. S. FLAGSHIP MINNESOTA,  
Hampton Roads, September 28, 1861.

SIR: You will proceed off Charleston, S. C., with the *Roanoke* and blockade that port until further orders, or until it is absolutely necessary for you to return to this place for fuel, etc. A memorandum of vessels intending to violate the blockade, with instructions in reference to neutrals, etc., is herewith furnished you. The steamers *Flag* and *Monticello* will be stationed off Charleston with you, and with their aid it is hoped you will effectually close that port.

Respectfully, your obedient servant,

L. M. GOLDSBOROUGH,  
Flag-Officer.

Captain JOHN MARSTON, U. S. Navy,  
U. S. S. *Roanoke*, Hampton Roads, Virginia.

*Order of Flag-Officer Goldsborough, U. S. Navy, commanding Atlantic Blockading Squadron, to Captain Lardner, U. S. Navy, to proceed to Hatteras Inlet, North Carolina, for the command of U. S. S. Susquehanna.*

U. S. FLAGSHIP MINNESOTA,  
Hampton Roads, September 28, 1861.

SIR: You will take passage in the U. S. S. *Stars and Stripes* for Hatteras Inlet, North Carolina, and on your arrival take command of the *Susquehanna*, as directed by the Navy Department. You will follow out the instructions given to Captain Chauncey in relation to the blockade and rendering assistance to our people at Forts Hatteras and Clark.

A memorandum of vessels which intend to violate the blockade, with instructions in reference to neutrals, etc., is herewith furnished you.

Respectfully, your obedient servant,

L. M. GOLDSBOROUGH,  
Flag-Officer.

Captain JAS. L. LARDNER, U. S. Navy.

*Order of Flag-Officer Goldsborough, U. S. Navy, commanding Atlantic Blockading Squadron, to Commander Green, U. S. Navy, commanding U. S. ship Jamestown, to proceed to duty off Wilmington, N. C.*

U. S. FLAGSHIP MINNESOTA,  
Hampton Roads, September 28, 1861.

SIR: You will proceed off Cape Fear, North Carolina, with the *Jamestown* and blockade the entrance at Wilmington closely until further orders, or until it is absolutely necessary for you to return to this place for supplies.

A memorandum of vessels intending to violate the blockade, with instructions in reference to neutrals, etc., is herewith furnished you.

You will find the auxiliary steamer *Young Rover* and sailing bark *Gemsbok* now off Wilmington, which vessels will aid you in keeping a strict blockade.

Respectfully, your obedient servant,

L. M. GOLDSBOROUGH,  
*Flag-Officer.*

Commander CHAS. GREEN, U. S. Navy,  
*U. S. Ship Jamestown, Hampton Roads, Virginia.*

*Order of Flag-Officer Goldsborough, U. S. Navy, commanding Atlantic Blockading Squadron, to Lieutenant Werden, U. S. Navy, commanding U. S. S. Stars and Stripes, to proceed to duty at Hatteras Inlet, North Carolina, in connection with sinking vessels loaded with stone.*

U. S. FLAGSHIP MINNESOTA,  
*Hampton Roads, September 28, 1861.*

SIR: You will take the schooners, which Commander Stellwagen will designate, in tow, and proceed with them to Hatteras Inlet, North Carolina, where you will remain until further orders. You will render all the assistance you can to Commander Stellwagen in carrying out the duty he is now engaged in. When he can dispense with your services and informs you of the fact, you will proceed to guard the inlet carefully and afford assistance, if called upon, to our troops thereat; also, you will be careful to guard against vessels attempting to violate the blockade. A memorandum of vessels which intend to violate the blockade, with instructions in reference to neutrals, etc., are herewith furnished you.

Respectfully, your obedient servant,

L. M. GOLDSBOROUGH,  
*Flag-Officer.*

Lieutenant Commanding REED WERDEN, U. S. Navy,  
*U. S. S. Stars and Stripes, Hampton Roads, Virginia.*

*Order of Flag-Officer Goldsborough, U. S. Navy, commanding Atlantic Blockading Squadron, to Lieutenant Braine, U. S. Navy, commanding U. S. S. Monticello, to proceed to duty at Hatteras Inlet, North Carolina, in connection with sinking vessels loaded with stone.*

U. S. FLAGSHIP MINNESOTA,  
*Hampton Roads, September 28, 1861.*

SIR: You will take the schooners, which Commander Stellwagen will designate, in tow, and proceed with them to Hatteras Inlet, where you will render such service as may be required of you until Commander Stellwagen has finished the duty he is directed to execute. When that is finished, you will proceed to carry out your instructions of the 26th instant.

Respectfully, your obedient servant,

L. M. GOLDSBOROUGH,  
*Flag-Officer.*

Lieutenant Commanding D. L. BRAINE, U. S. Navy,  
*U. S. S. Monticello, Hampton Roads, Virginia.*

*Report of Captain Chauncey, U. S. Navy, commanding U. S. S. Susquehanna, regarding the capture of the schooners San Juan, Prince Alfred, and Baltimore.*

U. S. S. SUSQUEHANNA,  
Off Hatteras Inlet, September 28, 1861.

SIR: I have the honor to state for the information of the Department that I have this day captured the schooner *San Juan*, belonging to Elizabeth City, N. C., from Anguila, bound to Elizabeth City, N. C., by the way of Hatteras Inlet, with a cargo of salt, sugar, and gin.

I shall place a prize crew on board and send her to New York with directions to the prize master to hand her over, with the papers taken with her, together with her log book, to the judge of the U. S. district court. I also send two of the crew of the *San Juan* in her to New York to be used as witnesses, as directed by Flag-Officer Stringham.

Yesterday, a heavy gale springing up from the southeast making this a very exposed anchorage, I judged it prudent to proceed to sea during the violence of the gale. I remained on the inner edge of the Gulf Stream during last night, it blowing very heavy from southeast, and afterwards from the southward and westward, the gale being a rotary one. I was enabled to escape its violence by standing to the southward, while the gale was proceeding to northward and eastward. This morning, the weather having moderated, I returned to this anchorage, and while standing in for the land off Ocracoke Inlet discovered a strange sail, to which I gave chase, he showing no disposition to show his colors or heave to even after I had fired a gun for that purpose. Finding escape hopeless, he hoisted American colors and hove to. On boarding I found her to be the rebel schooner *San Juan*, as stated above. This vessel has already made a successful voyage from Elizabeth City to the West Indies and back before the blockade was established.

In this connection I may state a fact connected with the English schooner *Prince Alfred*, captured by this ship in the early part of this month and sent to Philadelphia for adjudication.

The prize master who delivered her over to the commissioner at Philadelphia informs me that he expressed a doubt as to the liability of the *Prince Alfred* to condemnation from the probable want of evidence against her, likewise stating that they were obliged to be very cautious in proceeding against vessels with English colors.

Nine out of ten of the vessels captured by our cruisers display the English flag in order to evade capture, and their papers being so skillfully disguised it is difficult to find evidence.

In reference to the *Prince Alfred*, the captain of the *San Juan* has stated that she is owned in North Carolina and was bound to one of the ports of that State with her valuable cargo of rum, sugar, etc., although the captain of the *Prince Alfred* declared he was bound to Baltimore.

This is testimony which would be valuable toward the condemnation of the *Prince Alfred* if the Department should deem it of importance.

It will be necessary that this ship proceed in a few days to Hampton Roads, her supply of coal being nearly exhausted, having been cruising five weeks.

I have the honor to be, very respectfully, your obedient servant,  
JNO. S. CHAUNCEY,  
Captain.

Hon. GIDEON WELLES,  
Secretary of the Navy.

SEPTEMBER 29.

I this morning captured the schooner *Baltimore*, of Elizabeth City, N. C., from Turk's Islands, bound to Elizabeth City, after he had professedly cleared for Philadelphia.

He was standing in for the inlet. His cargo consists of salt, sugar, and coffee. He is leaking very badly and the salt nearly all destroyed by saturation.

It is very doubtful if it is worth while to make the attempt to send her north for adjudication. I shall place her for the present within the inlet, as she is not safe outside.

Very respectfully,

JNO. S. CHAUNCEY,  
Captain.

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*Report of Commander Rowan, U. S. Navy, commanding U. S. S. Pawnee, regarding the disposition of prizes.*

U. S. STEAM SLOOP PAWNEE,  
*Hatteras Inlet, September 28, 1861.*

SIR: I have the honor to acknowledge the receipt of your communication\* dated 23d instant. In answer I have to state that two of the prizes captured here, the *Susan Jane* and *Mary Wood*, have been sent to Philadelphia for adjudication, as stated in my letter to the Department dated the 11th instant. The remaining two, the *Harriet Ryan* and *Ocean Wave*, are here, and will be sent north before I leave the inlet

Very respectfully, your obedient servant,

S. O. ROWAN,  
Commander, U. S. Navy.

HON. GIDEON WELLES,  
*Secretary Navy, Washington, D. C.*

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*Report of Commander Rowan, U. S. Navy, commanding U. S. S. Pawnee, of the recapture of the brig H. O. Brooks and schooner Henry Nutt.*

U. S. STEAM SLOOP PAWNEE,  
*Hatteras Inlet, September 28, 1861.*

SIR: In compliance with your order of the 23d instant, I have to report the recapture of two vessels found in this inlet when we took possession of it. One of them is a hermaphrodite brig called the *H. O. Brooks*. She was anchored near Fort Hatteras and ready for sea. When this brig was captured by the rebels, her cargo was confiscated and a cargo of rebel property put on board for Liverpool, consisting of cotton, spirits of turpentine, and tar. This brig is the property of loyal citizens of the United States. Her present cargo is fair prize to the squadron. She has been sent to Hampton Roads to the order of Flag-Officer Stringham. The schooner recaptured here is called the *Henry Nutt*. She has the same cargo (mahogany) in now that she had when she was captured by the enemy. I consider the schooner and cargo the property of loyal citizens of the United States. I found this schooner hard aground near the upper bulkhead when I entered the inlet, and

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\* See p. 248.

have succeeded in forcing her down to the lower bulkhead, where she is now hard aground. I hope to be able to pull her off on the first very high tide. If I fail, she must be lightened. I shall afford Captain Baker every assistance in my power to extricate his schooner, and shall apply to Captain Chauncey in the offing for men to assist in rafting the mahogany, should it be absolutely necessary to discharge the vessel. As soon as she is afloat she will be sent to Philadelphia in charge of a prize crew, with Captain Baker as a passenger. There were no papers of any kind found on board either of these vessels.

I have the honor to be, very respectfully, your obedient servant,  
S. C. ROWAN,  
*Commander, U. S. Navy.*

G. V. FOX,  
*Assistant Secretary Navy, Washington, D. C.*

*Report of Commander Rowan, U. S. Navy, commanding U. S. S. Pawnee, regarding howitzers.*

U. S. STEAM SLOOP PAWNEE,  
*Hatteras Inlet, September 28, 1861.*

SIR: The two howitzers named in your letter\* of the 25th instant are particularly required here at present by the Army. I requested Colonel Hawkins to make a statement in writing showing the necessity of retaining these guns, which, if received in time, will be enclosed.

The army of occupation here has no fieldpieces, and it would be well to allow the guns to remain as long as you can spare them; they will be useful afloat in the sound at some future time. One of the wheels of the field carriage is broken, and requires a new one. If you allow them to remain, it is very desirable to furnish them with ammunition.

Very respectfully, your obedient servant,

S. C. ROWAN,  
*Commander, U. S. Navy.*

Flag-Officer L. M. GOLDSBOROUGH,  
*Flagship Minnesota, Hampton Roads.*

*Letter from Commander Rowan, U. S. Navy, commanding U. S. S. Pawnee, to Captain Chauncey, U. S. Navy, commanding U. S. S. Susquehanna, regarding the disposition of vessels.*

U. S. S. PAWNEE,  
*Hatteras Inlet, September 26, 1861.*

SIR: In every communication that I have made to the Department or the Commander in Chief I have urged the necessity of sending tugs of light draft to operate in the sound. One of the tugs arrived on the 23d, and was dispatched on special service the following morning with a small detachment from this ship under Lieutenant Eastman. Another tug (*Ceres*) arrived to-day, and was immediately dispatched on a reconnaissance up the sound, accompanied by the *Putnam*.

It was my intention to start early to-morrow morning with the *Putnam*, *Ceres*, and *Fanny* and make an examination of certain parts of the

\* See p. 253.



sound and verify the truth of reports that have reached me. I find, however, that your order to the *Ceres* takes the control of that vessel out of my hands, and your order to the commander of the *Putnam*, which he showed me this evening, directing him to report to you, is evidence to me that you intend assuming the control of that vessel also.

If you consider it the duty of the commanders of these vessels to report to you (I do not so interpret their orders), it would have been more to the interest of the Government for you to have ordered the commander of the *Ceres* to report for duty to me, and I should have been able to proceed to-morrow morning on the service already alluded to.

The tug *Putnam* leaves here early in the morning to report to you, in obedience to your order. Will you be pleased to inform me whether you intend ordering the commanders of the tugs to report to me for service, or keep them under your immediate command?

Very respectfully, your obedient servant,

S. C. ROWAN,  
Commander, U. S. Navy.

Captain J. S. CHAUNCEY,  
Commanding U. S. S. *Susquehanna*, off *Hatteras Inlet*.

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*Letter from the Secretary of the Navy to Flag-Officer Goldsborough, U. S. Navy, commanding Atlantic Blockading Squadron, transmitting information regarding the purchase in London of steamers Bermuda, Adelaide, and Victoria.*

NAVY DEPARTMENT, September 28, 1861.

SIR: I enclose herewith for your information extracts from a letter furnished this Department by the honorable Secretary of State, from the U. S. minister at London, dated the 6th instant, relating to the purchase and equipment of the steamer *Bermuda* and to the purchase of the steamers *Adelaide* and *Victoria*.

I am, respectfully, your obedient servant,

GIDEON WELLES.

Flag-Officer L. M. GOLDSBOROUGH,  
Commanding Atlantic Blockading Squadron.

[Enclosure.—Extracts.]

Confidential.]

LEGATION OF THE UNITED STATES,  
London, September 6, 1861.

SIR: \* \* \* There is no doubt that the house of Fraser, Trenholm & Co., of Liverpool, with which Mr. Prioleau is actively associated, has been the main channel through which the purchase and equipment of the *Bermuda*, which sailed on the 18th ultimo, were conducted. The dispatch of that vessel is the most effective thing that has been done here, and if her 70 tons of gunpowder should reach their destination it would be a most important agent in continuing the war, not to speak of clothing and the minor aids and comforts of the rest of her cargo.

Of my want of success in preventing the departure of that vessel you are already apprised.

\* \* \* \* \*

I am informed that negotiations are in progress at this place for the purchase of two steamers, the *Adelaide* and the *Victoria*, for delivery at Charleston, and that the condition, which is the payment of the

money into the hands of some third party in London, to be delivered over on the fulfillment of the contract by the sellers, has not yet been complied with. But of this you will doubtless gain more particulars from the industry of Mr. Morse.

I have the honor to be, sir, your obedient servant,

CHARLES FRANCIS ADAMS.

HON. WILLIAM H. SEWARD,

*Secretary of State, Washington, D. C.*

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*Report of Flag-Officer Goldsborough, U. S. Navy, commanding Atlantic Blockading Squadron, transmitting copy of blockade instructions to officers, issued September 28, 1861.*

[U. S. FLAGSHIP MINNESOTA,]

[Hampton Roads, Virginia,] November 19, 1861.

SIR: I beg to send to the Department this printed copy of my instructions to officers engaged on blockading service.

Most respectfully,

L. M. GOLDSBOROUGH,  
*Flag-Officer.*

[SECRETARY OF THE NAVY.]

[Enclosure.]

SEPTEMBER 28, 1861.

All officers commanding vessels employed on blockading service belonging to the squadron under my command are to be governed by the following general directions in the discharge of their duties:

1st. Duly notify neutrals of the declaration of the blockade and give to it otherwise all the publicity in your power.

2d. The blockade must be strict and absolute, and only public armed vessels of foreign powers are to be permitted to enter the ports which are placed in a state of blockade.

3d. Protect our commerce from the depredations of privateers and, as a matter of course, capture them and all other vessels of the enemy whenever you can do so without being seduced away from your station.

4th. A lawful maritime blockade requires the actual presence of an adequate force stationed at the entrance of the port sufficiently near to prevent communication. The only exception to this rule arises out of the occasional temporary absence of the blockading vessels produced by accident, as in the case of a storm, which does not suspend the legal operation of a blockade, and to take advantage of such an accidental absence is a fraudulent attempt to break the blockade and will justify the application of penalties.

5th. A neutral or foreign vessel proceeding toward the entrance of a blockaded port is not to be captured or detained if she shall not have received previously from one of the blockading squadron a special notification of the existence of the blockade. This notification must be inserted in writing on the register and muster roll of the neutral vessel by the cruiser which meets her, and it should contain the announcement, together with statements of the day, and the longitude and latitude in which it was made.

6th. Until the ports are closed by proclamation (that is, declared to be no longer ports of entry) the warning just mentioned is to be con-

tinued to vessels instead of capturing at once, as will be the case when they come to be so closed.

7th. Vessels leaving guarded insurgent ports without legal clearances are to be seized and sent in for adjudication. If it be claimed that there is not an effective blockade, and therefore that they are entitled to depart, still they must not disregard our municipal laws and the requirements of the National Government.

8th. On the coast of North Carolina, more particularly, there is an extensive scheme of deliberately concerted measures to evade our vigilance and disregard our laws. This must be broken up, and every effort is to be made to accomplish the purpose effectually.

\* 9th. Vessels with contraband goods on board approaching any of the blockaded ports, or vessels that may have cleared for any of those ports, or be found, with a due warning on their papers, hovering about any of them, are all to be seized and sent in for adjudication.

L. M. GOLDSBOROUGH,  
Flag-Officer.

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*Order of Flag-Officer Goldsborough, U. S. Navy, commanding Atlantic Blockading Squadron, to Commander Stellwagen, U. S. Navy, to proceed to the duty of obstructing the inlets of North Carolina by sinking vessels loaded with stone.*

U. S. FLAGSHIP MINNESOTA,  
Hampton Roads, September 29, 1861.

SIR: You will take passage on board the U. S. propeller *Monticello* and proceed to the coast of North Carolina for the purpose of directing and superintending the blocking up of Oregon, Loggerhead, and Ocracoke inlets, by placing obstructions over the inner bulkheads, not on the outer bars, but at the line of meeting of the waters of the sea and of the sound inside the headlands. The U. S. propeller *Stars and Stripes* will accompany the *Monticello*, and each vessel is to take two of the schooners intended to be sunk at the above places in tow. The commanders of these vessels will be directed by me to follow out your wishes in the premises and to remain with you as long as you may judge necessary. After you have done with the *Monticello*, she is to go off Charleston under the orders already given to her commander, but the *Stars and Stripes* is to remain about Hatteras Inlet and take the place of the *Pawnee*, ordered to Washington. You will find at Hatteras Inlet the tugs *Tempest*, *Ceres*, and *General Putnam*, in the employ of the Government. Use these vessels as you may think fit to carry out your duties, but the *Tempest* is to be discharged as soon as she can be spared. This service of blocking up the above places is to be performed thoroughly and speedily, and after it has been executed you will return to Washington to take command of the *Hetzel*. You will, if practicable, report to me as you progress in your work. When it shall have been finished, you will report to me accordingly.

Respectfully, your obedient servant,

L. M. GOLDSBOROUGH,  
Flag-Officer.

Commander HENRY S. STELLWAGEN, U. S. Navy.

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\* This (the 9th) paragraph was not in the original copy, but was added October 11, 1861. See p. 307. —COMPILERS.

*Letter from Commander Stellwagen, U. S. Navy, to the Assistant Secretary of the Navy, regarding the blocking of the inlets of North Carolina with vessels loaded with stone.*

Unofficial.]

U. S. S. MONTICELLO,  
Old Point, September 29, 1861.

MY DEAR SIR: I was in hopes of getting back speedily to fit out the *Hetzel*, etc., but Flag-Officer Goldsborough has ordered me down to Hatteras forthwith to sink the vessels on the bulkheads (not the outer bars under any circumstances) and to report to him in writing how [it can be done]. With the small means, if the enemy are in force, it can not be done but at great risk and probable delay. I, of course, will do the best that can be, but it will depend on state of things there on my arrival what will be most proper. It would not be wise or manly to risk an almost certain chance of failure. There is an evident soreness about the orders for this duty, and I only wish I were free of it, as there is but little inclination to give facilities or to feel cordiality toward the agents employed.

If you can arrange for me to return when I have done all that the state of things warrant, I shall be much obliged. I understood you to say the commodore was charged with the work, and that I was to give him all information about schooners, when hired, etc., and return to prepare myself for sea. I supposed that in case of great difficulties presenting, we, of course, would delay until success should be certain. This can only be decided by judgment of a person on the spot.

I write in great haste and unofficially. Excuse the trouble, etc. The steamer will soon leave, so I write in the bustle of starting.

H. S. STELLWAGEN.

Hon. G. V. FOX,  
Assistant Secretary Navy.

*Vessels purchased for Hatteras.*

First six, or lightest, should be reserved for canals.

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|---|--|
| 1. Schooner <i>J. Alexander</i> , Captain Miles and 2 men.    | 4. Schooner <i>South Wind</i> , Captain Todd and 2 men.    |
| 2. Schooner <i>E. Goldsborough</i> , Captain Stone and 2 men. | 5. Schooner <i>Somerfield</i> , Captain North and 2 men.   |
| 3. Schooner <i>Alvarado</i> , Captain Harrington and 2 men.   | 6. Schooner <i>Friendship</i> , Captain Skinner and 2 men. |

The above can be sailed down by their crew.

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|--|---|
| 7. <i>Cambria</i> , Captain White and 1 man.           | 9. <i>G. P. Upshur</i> , Captain Jones and 1 man. |
| 8. <i>Augustus Holly</i> , Captain Carlisle and 1 man. |   |

The above crews to be discharged; also Captain Wilson.

- |                               |                               |
|-------------------------------|-------------------------------|
| 10. <i>Mary Frances</i> .     | 15. <i>W. L. Bartlett</i> .   |
| 11. <i>William W. Burns</i> . | 16. <i>Patriot</i> .          |
| 12. <i>Orion</i> .            | 17. <i>Hero</i> .             |
| 13. <i>Sarah Bibbey</i> .     | 18. <i>William L. Jones</i> . |
| 14. <i>Southerner</i> .       | 19. <i>Ed. Thompson</i> .     |

The naval brigade has care of above vessels. They must be towed down.

- |   |  |
|---|--|
| 20. <i>Mary and Hetty</i> is at Hatteras Inlet. | 22. <i>Delaware Farmer</i> (title disputed) is to be returned. |
| 21. <i>Southerner</i> is at Hatteras Inlet.     |  |

Respectfully,

H. S. STELLWAGEN,  
Commander.

G. V. FOX,  
Assistant Secretary Navy.

*Order of Flag-Officer Goldsborough, U. S. Navy, commanding Atlantic Blockading Squadron, to Lieutenant Commanding Murray, U. S. Navy, commanding U. S. S. Louisiana.*

U. S. FLAGSHIP MINNESOTA,  
Hampton Roads, September 29, 1861.

SIR: After the *Congress* anchors at Newport News you will come to this place with the vessel under your command, and, if necessary, coal and prepare her for immediate service.

Respectfully, your obedient servant,

L. M. GOLDSBOROUGH,  
Flag-Officer.

Lientenant Commanding ALEX. MURRAY, U. S. Navy,  
U. S. S. Louisiana, Newport News, Va.

*Report of Commander Prentiss, U. S. Navy, commanding U. S. S. Albatross, regarding the position and strength of Fort Macon, N. C.*

U. S. S. ALBATROSS,  
Off Beaufort, N. C., September 30, 1861.

SIR: I have sent the *Cambridge* to replenish her coal, and shall have to follow early next week; meantime I will guard, as closely as it is possible for one vessel to do, this port and the several inlets that communicate with it. I may as well say, however, that to do this effectually to Cape Fear the constant presence of three vessels is needed. On the 19th instant Mr. Walker, the English vice-consul for the ports of North and South Carolina, came off with a flag of truce and demanded permission for the British ships *Alliance* and *Gondar*, now loading at Beaufort, to pass the blockade. As he showed no authority for making the demand, I at once refused. On the 20th he returned and read a letter which he had received in the interval from Mr. Bunch, the consul-general resident at Charleston, S. C., requiring him to demand in the name of the Queen a free passage for the before-named ships to pass the blockade force, and offered copies of affidavits from their masters, as well as from the commanding officer at Fort Macon, in proof that the blockade had not been established before the 6th instant. On reflection, I thought it most prudent to decline giving a decided answer to his demand; but I shall capture them if they attempt to pass. In this connection it may be as well to state that the *Alliance*, which was reported to have entered Beaufort with a large quantity of arms, had none at all, her cargo consisting of railroad iron and coal only.

Thinking the expedition now fitting out under your command may be destined for this place, I have taken some pains to examine the position and strength of Fort Macon, and jot it down for what it is worth. The fort has been very much strengthened in the last twenty days. The barbette guns have been protected and obstructions removed in front of the casemates.

I estimate that as many as seventy-five guns are now in position, and others are being added daily, including a number of rifled cannon. Besides the garrison, about 2,000 men are cantoned outside the fort. The place can be carried, but it will require 10,000 men to cooperate with the fleet. The fleet can form in line outside the bank at a distance of a mile and a half in  $4\frac{1}{2}$  fathoms water; the troops can easily land on Shackelford and Bogue banks, out of range, and, supplied with sand-bags, can in a single night secure themselves from attack. They can

then advance their work at pleasure on Shackleford to within a mile and a half of Macon, and on Bogue as near as half a mile; and under this triple fire from as many points the fort, I think, must fall, and the garrison can not escape.

You must make a grain of allowance for these opinions, but they can not be far from correct.

As for prizes, this is a dead sea; no vessel has made an attempt to enter or depart from this port, though doubtless small crafts run in and out of the inlets occasionally.

I am, sir, very respectfully, your obedient servant,

GEO. A. PRENTISS,  
Commander, U. S. Navy.

[L. M. GOLDSBOROUGH.]

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*Report of Commander Rowan, U. S. Navy, commanding U. S. S. Pawnee, regarding the erection of Confederate batteries on Roanoke Island North Carolina.*

U. S. S. PAWNEE,  
Hatteras Inlet, September 30, 1861.

SIR: Since the date of my last communication a negro man came down from Roanoke Island, having made his escape on the night of the 19th instant, in company with another colored man, and reports that the enemy has destroyed Bodie's Island light-house. He had constructed and completed a fort at Pork Point, on Roanoke Island. He has destroyed the fort at Oregon Inlet and transferred the guns (17 in number) to the fort on the island; 400 negroes were employed in constructing this fort. These negroes are now on the Croatan side constructing a fort on Caroon's Point, not far north of the light-house. A third fort is being erected on Doe's Point, the extreme northwest end of the island.

My informant states that 1,600 Georgia troops, from Portsmouth, Va., arrived on the island before he left. There were no troops on Croatan side when he left. They were expected there from Norfolk.

Steamers bring supplies from Albemarle Sound to the island, and the steamer *Coffee* brings munitions of war there from Norfolk. She mounts two guns. Two tugs, the *Putnam* and *Ceres*, arrived between the 23d and 27th. The former I dispatched on the 24th to make a reconnoissance at Ocracoke Inlet. Lieutenant Eastman, whom I sent on this service, reports all quiet there, the fort still smoldering. The enemy arrived next day after the destruction of the guns and fort, and, finding nothing left, contented himself with taking away the anchor and chain from the burned light-ship.

The *Spaulding* arrived here on the 27th instant with a regiment of Indiana troops. I gave Colonel Hawkins every facility in my power to transport the troops to the vicinity of Loggerhead Inlet. I have also directed the tug *Putnam* to remain there and blockade the Croatan Sound.

The *Monticello* has not made her appearance yet. I regret this exceedingly, as there is no person here to take command, and the vessels at anchor, some of them with provisions, including 30 barrels whisky, I am compelled to leave without a soul in charge.

I informed Captain Chauncey of the state of the things inside, and requested that he would send a lieutenant to take charge.

If the *Monticello* does not arrive I shall order Acting Master Elliott, now commanding the tug *Ceres*, to remain here and take charge of all the public property belonging to the Navy until the arrival of some senior officer.

The schooner *Dan Mersham* arrived last week from Philadelphia with 280 tons of coal. I filled up, and there still remained in the schooner about 60 tons after supplying the tugs. The schooner *Pequennock* arrived to-day from Hampton Roads with 220 tons of coal. I will leave here as soon as the bar is smooth enough. This ship's draft is 11 feet, and there are but 12 feet on the bar. I ordered Pamlico Sound pilots to the two tugs, *Putnam* and *Ceres*, and detached their Potomac pilots and ordered them as prize masters to the two prizes yet here, the *Harriet Ryan* and *Ocean Wave*. I put prize crews on board these vessels. The former will sail for Philadelphia as soon as the wind shifts from the northeast. The latter is hard aground, and I fear it will be difficult to get her off.

If the *Monticello* does not arrive before I leave, I shall order Acting Master Elliott, commanding the tug *Ceres*, to remain in charge of the public property.

The naval brigade has been my great dependence in guarding the stores and taking care of the vessels. They are ordered to take passage in the *Spaulding*, which leaves the vessels without anyone on board. If you expect to hold this inlet the brigade is essential. They are sailormen and are delighted to serve with the Navy.

Can't you have half the regiment placed under your orders?

The two tugs are wretchedly fitted out, and the *Ceres* is not half manned.

I have the honor to be, very respectfully, your obedient servant,  
[S. O. ROWAN,]  
Commander, U. S. Navy.

Flag-Officer L. M. GOLDSBOROUGH,  
*Flagship Minnesota, Hampton Roads.*

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*Order of Flag-Officer Goldsborough, U. S. Navy, commanding Atlantic Blockading Squadron, to Lieutenant Murray, U. S. Navy, commanding U. S. S. Louisiana, regarding blockade duty.*

U. S. FLAGSHIP MINNESOTA,  
*Hampton Roads, September 30, 1861.*

SIR: You will proceed with the vessel under your command off Chincoteague Inlet, Virginia, and closely blockade it and the coast in its vicinity until further orders, or until it is absolutely necessary for you to return to this place for fuel, etc.

Memoranda of vessels which intend to violate the blockade and have powder, etc., landed and conveyed to western Virginia are here-with furnished you.

Respectfully, your obedient servant,

L. M. GOLDSBOROUGH,  
*Flag-Officer.*

Lieutenant Commanding ALEX. MURRAY, U. S. Navy,  
*U. S. S. Louisiana, Hampton Roads, Virginia.*

*Order of Flag-Officer Goldsborough, U. S. Navy, commanding Atlantic Blockading Squadron, to Acting Master North, U. S. Navy, commanding U. S. S. John L. Lockwood, to proceed to blockade duty at the mouth of York River.*

U. S. FLAGSHIP MINNESOTA,  
*Hampton Roads, September 30, 1861.*

SIR: You will proceed with the steamer *Lockwood* under your command to the mouth of York River, for the purpose of preventing the ingress and egress of all vessels thereat. You will be very diligent in performing this service. Pungies are used thereabouts to supply the enemy with provisions, particularly in and around Mobjack Bay. Capture all that you find so engaged or trading with the enemy in any way.

Communicate with me by letter as often as practicable, and thus keep me advised of your proceedings. Remain at and about your station until you receive further orders, or until your supply of provisions is exhausted. Be careful of your coal and guard well against a surprise.

Very respectfully, your obedient servant,

L. M. GOLDSBOROUGH.

Acting Master NORTH,

*Commanding U. S. S. Lockwood, Hampton Roads.*

*Letter from Colonel Hawkins, U. S. Army, commanding Fort Olark, N. C., to Captain Rowan, U. S. Navy, commanding U. S. S. Pawnee, regarding guns.*

FORT OLARK,  
*Hatteras Inlet, North Carolina, September 30, 1861.*

DEAR SIR: I consider the two guns left by Commodore Stringham essential for the proper defense of the port. I am in want of cartridges, shell, and shot for each of them, and one carriage wheel.

Most faithfully, your obedient servant,

RUSH O. HAWKINS,  
*Colonel, Commanding Post.*

Captain S. O. ROWAN,

*Steamer Pawnee.*

*Letter from the Secretary of the Navy to Flag-Officer Goldsborough, U. S. Navy, commanding Atlantic Blockading Squadron, transmitting information regarding the ship Thomas Watson.*

NAVY DEPARTMENT, *September 30, 1861.*

SIR: Mr. John T. Smith, of the Merchants' Exchange, Boston, has communicated the following information:

The correspondent of the exchange writes, under date of September 14, from Liverpool, that the ship *Thomas Watson* sailed previous to that date for Charleston with a cargo of salt and munitions of war.

I am, respectfully, your obedient servant,

GIDEON WELLES.

Flag-Officer L. M. GOLDSBOROUGH.



*Letter from Commander Rowan, U. S. Navy, commanding U. S. S. Pawnee, to Captain Chauncey, U. S. Navy, commanding U. S. S. Susquehanna, requesting a lieutenant to command in his absence from the inlet.*

U. S. S. PAWNEE,  
Hatteras Inlet, September 30, 1861.

SIR: I am ordered to proceed to a certain point by a certain time. I shall therefore leave here at first favorable condition of the bar to-morrow.

The *Monticello* was to have relieved me. I shall not wait for her. I can not make any arrangements about your people in the schooner. If you can spare one of your lieutenants, I should like to put him in command afloat in the inlet and send him with both tugs to blockade.

The tugs are commanded by acting masters from civil life, who are ignorant of the necessary preparations for defense, and ought not to be sent away without a lieutenant. When the *Monticello* arrives, your officer could rejoin your ship.

Very respectfully, your obedient servant,

S. C. ROWAN,  
Commander, U. S. Navy.

Captain J. S. CHAUNCEY,  
Commanding U. S. S. Susquehanna.

*Letter from Commander Rowan, U. S. Navy, commanding U. S. S. Pawnee, to Captain Chauncey, U. S. Navy, commanding U. S. S. Susquehanna, regarding the prize schooner Henry Nutt.*

U. S. S. PAWNEE,  
Hatteras Inlet, September 30, 1861.

SIR: The prize schooner *Henry Nutt* is afloat and ready for sea. Will you have the goodness to send in an officer and prize crew to work her to Philadelphia?

The Department informed me that Captain Baker, the owner and commander of the schooner at the time of her capture, arrived in the *Spaulding* and will return in her as passenger, by direction of the Department.

Your prize schooner has a puncheon of rum and wine on board. The officer sent me word last night that the crew were all drunk, and requested me to take the liquor out. I would have done so to-day, as hurried as I was, had I any place to stow it. The provisions for the Navy now here are in one of the light-ships and a hulk and were guarded by the naval brigade, but the naval brigade has been ordered to Fortress Monroe in the *Spaulding*, and the vessels left without anyone to take care of them. The whisky (30 barrels) is in the lead-colored light-ship, stowed under the cargo. It can not be reached without breaking out the cargo.

I regret to learn that you purpose leaving here soon. The public will suffer if you leave before the arrival of some vessel in the inlet. I shall order Acting Master Elliott to remain here in charge of the public property, and to report to you for any instructions or advice you may be pleased to give to one so unfamiliar with the duties of his position.

I have particularly to request that you remain until I get safely over the bar. I draw 11 feet, and there are but 12 feet of water on the bar.

Should this ship ground on the bar she would soon go to pieces without your aid. I shall go out to-morrow if the pilot is willing. He says the bar must be smooth before he attempts it.

Very respectfully, your obedient servant,

S. O. ROWAN,  
Commander, U. S. Navy.

Captain J. S. CHAUNCEY,  
Commanding U. S. S. *Susquehanna*, off Hatteras Inlet.

*Letter from the Secretary of the Navy to Flag-Officer Goldsborough, U. S. Navy, commanding Atlantic Blockading Squadron, forwarding information regarding supposed blockade runners from Halifax, Nova Scotia.*

NAVY DEPARTMENT, October 1, 1861.

SIR: I enclose herewith for your information a copy of a telegram received from Mr. M. M. Jackson, U. S. consul at Halifax [Nova Scotia], in relation to the schooners *Christian* and *Emery*, which it is presumed will attempt to run the blockade.

I am, respectfully, your obedient servant,

GIDEON WELLES.

Flag-Officer L. M. GOLDSBOROUGH,  
Comdg. Atlantic Blockading Squadron, Hampton Roads, Virginia.

[Enclosure.—Telegram.]

HALIFAX [NOVA SCOTIA],  
September 28, 1861.

The schooner *Christian*, an American-built schooner, sailed from here under British colors on the 26th instant, intending, I am satisfied, to run the blockade either at North Carolina or Florida. The schooner *Emery* sailed about the same time for a similar destination.

M. M. JACKSON,  
Consul.

Hon. G. WELLES.

*Order of the Secretary of the Navy to Flag-Officer Goldsborough, U. S. Navy, commanding Atlantic Blockading Squadron, regarding the U. S. S. Iroquois.*

NAVY DEPARTMENT, October 1, 1861.

SIR: The *Iroquois* is expected in Hampton Roads on the 5th of October. Let that vessel be prepared immediately for sea and await the orders of the Department. If she requires repairs which can not be done there, send her at once to Baltimore, if they can be effected at that port; otherwise to New York.

Detach Commander S. P. Lee as early as practicable from the *Vandalia*.

I am, respectfully, your obedient servant,

GIDEON WELLES.

Flag-Officer L. M. GOLDSBOROUGH,  
Commanding Atlantic Blockading Squadron, etc.

*Capture of the U. S. Army steam tug Fanny, October 1, 1861.*

Report of Commander Rowan, U. S. Navy, commanding U. S. S. Pawnee.

U. S. S. PAWNEE,

*At anchor, off Alexandria [Va.], October 5, 1861.*

SIR: I have the honor to report that I anchored here at 1 o'clock this evening, having left Hatteras Inlet at 5 o'clock on the evening of the 3d instant, touching at Hampton Roads and communicating with the commander in chief.

The *Monticello* and *Stars and Stripes* arrived at the inlet on the 1st instant; the former anchored in the offing and the latter anchored near this ship in the harbor.

I told Lieutenant Commanding Werden that I was prepared to cross the bar as soon as the pilot was willing to risk the ship, and I would transfer the command inside to him.

On the morning of the arrival of these vessels, Colonel Hawkins dispatched the steam tug *Fanny*, armed with two rifled cannon on the bows, and crews from his own command to fight them, together with thirty to fifty of the Indiana regiment, and a large quantity of clothing, ammunition, provisions, etc., to Chickamicomico for the supply of the troops recently stationed there.

It appears from the statement of the captain and mate, copies of which are enclosed, that the *Fanny* anchored off the camp ground about 1 o'clock p. m. The enemy appeared about 4 o'clock, and the boat was run on shore and surrendered at 5 o'clock p. m.

The *Putnam*, that should have been there to give countenance and support to these panic-stricken people, left her station on the arrival of the *Fanny* and arrived at the bulkhead at sundown the same evening, where she grounded for the night. I asked Captain Hotchkiss why he left without orders. He replied that he came down for coal. I told him he could have obtained coal from the *Fanny*.

Early in the morning of the 2d the news of the capture of the *Fanny* reached Colonel Hawkins, who immediately came to me for force to transport provisions for supply of the troops. I informed the colonel that I was going to sea as soon as I could get out; that I had transferred the command in the inlet to Lieutenant Commanding Werden, suggesting at the same time the propriety of getting proper officers from the *Susquehanna* to command the expedition, and one or two of her launches. I addressed a letter to Captain Lardner and sent the colonel and Captain Werden out to consult with that officer. During the absence of these officers, I had the two tugs coaled, watered, and provisioned.

The officers returned from the *Susquehanna* with two competent officers and an armed launch and twenty-five well-trained men.

The tugs were loaded that night and the expedition left early next morning (the day of my departure); nothing was heard from them up to 5 o'clock that evening. I hope Lieutenant Bankhead will be able to do the work successfully, but do not myself think it a certain thing by any means. The enemy has now, with the addition of the *Fanny*, four well-armed tugs, and unless we send more force, he commands the sound.

I have on board as prisoners two of the crew of the prize schooner *Ocean Wave*; the officers and crew of the captured *Fanny* I landed at Fortress Monroe.

Having completed the platform and circles for the army 10-inch columbiad, I had the pleasure of mounting the gun on its carriage ready for service on the day of our departure from the inlet.

I have the honor to be, very respectfully, your obedient servant,

S. O. ROWAN,  
Commander, U. S. Navy.

Hon. GIDEON WELLES,  
Secretary of the Navy, Washington, D. C.

[Enclosure No. 1.]

*Statement of the masier of the Fanny.*

U. S. S. PAWNEE,  
Hatteras Inlet, October 1, 1861.

I left in the steamer *Fanny* at 6 a. m. for Chickamicomco, or Loggerhead Inlet, arriving there at 1 p. m. We anchored in about 8 feet of water, and waited there two hours and a half before we got communication from shore.

They then fetched a flatboat off and loaded her with an assorted cargo of stores, tents, etc. When the boat had shoved off and got about two-thirds of the way on shore, we saw a steamboat to the westward about 4 p. m., which proved to be one of the enemy. She was standing to cut off our retreat, and in a short time two more appeared, steering directly for us. The first one then stood in and commenced firing upon us, and as soon as the other two came up they did the same. We returned their fire with nine shots, striking one of the boats in the bow. Then Captain Hart, of the Twentieth Indiana Regiment, suggested [to] us to surrender, saying that it was no use fighting against such odds, and requested us to hoist the white flag.

The mate of the boat and a few soldiers turned to and threw overboard some thirty cases of ammunition, and Captain Hart forbade them to throw any more overboard. We likewise requested the sergeant-major to throw the cannon overboard, which he refused to do, saying it would be worse for them if they were taken prisoners.

Captain Hart then requested the chain to be slipped and the boat run ashore, which was done. The white flag was then hoisted, and the crew of the boat then left in their boats. We endeavored to get boats to carry the soldiers off of the *Fanny*, but could not do so.

To the best of my opinion they had plenty of time, from our arrival to that of the enemy's boats, to have got everything on shore from the *Fanny*, if sufficient boats had been employed in the transportation of the stores, so that we could have destroyed the *Fanny* before she should have fallen into the hands of the rebels.

We left there about 6 p. m. in a canoe, and arrived here about 7 a. m. on the 2d instant.

Very respectfully, your obedient servant,

J. H. MORRISON,  
Master Steamer *Fanny*.

[Enclosure No. 2.]

*Statement of the mate of the Fanny.*

U. S. S. PAWNEE,  
Hatteras Inlet, October 2, 1861.

I left here in the steamer *Fanny* for Loggerhead Inlet at 6 a. m. on the 1st instant, and arrived there about 1 p. m., and anchored in 8 feet

of water, where we waited about an hour and a half. The captain thought the colonel of the regiment should be there to receive the stores, and said he would go and send for him, when a boat came alongside, which we loaded with an assorted cargo.

The captain saw a side-wheeled steamer coming, which he thought was a flag of truce. Soon after two more boats hove in sight; the former one then approached to within  $1\frac{1}{2}$  to 2 miles of us and commenced firing at us.

Captain Hart, of the Twentieth Indiana Regiment, then asked me what he should do. I told him he might do as he liked; he proposed surrendering, and asked me for a white sheet to hoist as a flag of truce. I gave him a white shirt, but told him I would not hoist it until they had injured us. The enemy then fired at us, which we returned with eight or nine shots. He asked me what he should do. I told him he could either attack the boats or run her ashore. I got some of the men to throw from thirty to forty boxes of ammunition overboard, and I myself threw two casks of bacon over. I tried to get him to throw the cannon overboard, but Sergeant-Major Peacock refused to do so, saying it would be worse for them if taken prisoners. I had then to go to the wheel, and as soon as I left they discontinued throwing the cases of ammunition overboard.

Captain Hart, Sergeant-Major Peacock, and a lieutenant came to me and asked what should be done. I told them they had charge of the boat and I would do just as they ordered me.

We could have thrown the guns over in 8 feet of water and then moved in farther 400 or 500 yards to the shore before we would get in shoaler water, but Captain Hart would not allow me to do it, and told me to slip the cable, and after going about 500 yards we ran her hard on shore, the engineer having opened the engines for that purpose. I asked him to let the men jump overboard, there being only 5 feet of water, but he refused to let them.

In the meantime Sergeant-Major Peacock fired a shot at the rebels and knocked down a stanchion of the *Fanny's* house.

After running her ashore I saw no use of staying by her, and told Captain Hart so. I told him we were not commissioned officers, and asked him to let me go ashore, which he granted. I told him I would try and procure boats to put them off the *Fanny*, even if I had to pull them off myself, but after I left him the three boats belonging to the enemy had charge of her.

I left the place at about 5 p. m. on the 1st and arrived here about 7 o'clock on the morning of the 2d instant.

Very respectfully, your obedient servant,

GEORGE H. RIDGELY,  
Mate Steamer *Fanny*.

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Report of Colonel Wright, C. S. Army, commanding forces on Roanoke Island, N. C.

HEADQUARTERS FORCES,  
*Roanoke Island, October 2, 1861.*

GENERAL: I have just returned from an expedition against the Yankees. We received information yesterday morning that the Yankees were about landing men near Chickamiconico, and immediately left this post, taking 150 men on board the steamers *Curllew*, *Raleigh*, and *Junaluska*, Commodore Lynch being in command of these vessels.

At 5 o'clock p. m. we came in sight of a steamer (Federal), which proved to be the *Fanny*, having on board a quantity of quartermaster and commissary stores for the Twentieth Indiana Regiment, in command of Captain Hart. After an engagement of thirty-five minutes the *Fanny* surrendered and we made prisoners of the entire force—47 men, 2 officers, and 1 negro. The *Fanny* mounted two rifled cannon and made a gallant resistance, but the superior weight of our guns gave us the advantage. The gun of the *Curlew* was manned by a crew from Captain McWhorter's company, of this regiment, and worked their gun beautifully. All behaved well. We had to return for want of fuel, and I am now engaged with all my men cutting wood, and as soon as I can get a supply we will return and endeavor to capture the Federals who are encamped at Chickamcomico. We can not send the prisoners up to-day for want of fuel. Indeed, we are almost helpless here on this account. We will demolish the light at Hatteras if we do no more. The captured Federals report a large force at Hatteras, but I think we can manage them.

Among the captured stores are a number of coats (over), which my men need very much. May I not distribute them among my men? I am taking an inventory of the stores, and will send it on to you when completed.

Look out for something stirring in a few days. Commodore Lynch and myself get along finely, each cheerfully cooperating with the other.

Respectfully, your obedient servant,

A. R. WRIGHT.

Brigadier-General BEN. HUGER.

No one injured on either side. We captured a large quantity of fixed ammunition, powder, shells, etc. Colonel Butler, who will hand you this, can give you some particulars.

A. R. W.

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*Letter from the Secretary of the Navy to Flag-Officer Goldsborough, U. S. Navy, commanding Atlantic Blockading Squadron, giving information regarding operations of blockade runners.*

Confidential.]

NAVY DEPARTMENT, October 2, 1861.

SIR: The following information has been given to the Department, viz:

Vessels owned by secessionists in Worcester County, Md., trading to New York, clear from New York to Worcester County with goods of all kinds, and after being delivered in said county are afterwards sent in the night down Chincoteague Bay to secessionists in Accomac and Northampton constantly, and I think on a large scale, many passing between midnight and day, by land, through agents in Sandy Hill, Snow Hill, Girdletree Hill, Berlin, and St. Martin's, near the Delaware line, quantities of powder, etc.

Armed bands are frequently visiting the island (Chincoteague) and are driving loyal citizens away. The island is loyal and needs defense.

Very respectfully, etc.,

GIDEON WELLES.

Flag-Officer L. M. GOLDSBOROUGH,  
*Hampton Roads.*

*Letter from the Secretary of the Navy to Flag-Officer Goldsborough, U. S. Navy, commanding Atlantic Blockading Squadron, transmitting information regarding steamer Bermuda.*

Confidential.]

NAVY DEPARTMENT, *October 2, 1861.*

SIR: Below you have a copy of a letter received at this Department.  
Very respectfully, etc.,

GIDEON WELLES.

Flag-Officer L. M. GOLDSBOROUGH,  
*Hampton Roads, Virginia.*

[Enclosure.]

THOMPSON, CONN., *September 30, 1861.*

From information perfectly reliable in my possession, a new screw steamer, *Bermuda*, ironclad, from Liverpool, about 1,500 tons, Peck, master, arrived at Savannah September 16, 1861. Her cargo, 18 rifle cannon, 32-pounder, 42-pounder, and two 168-pound[er] Lancaster guns, with all necessary carriages and equipments, powder, shot, etc., for action, 6,500 Enfield guns, some 200,000 or 300,000 cartridges for these guns, 60,000 pair army shoes, 20,000 blankets, 180 barrels gunpowder, large quantity of morphine and quinine, and other medical stores, together with many other articles of more than money value to the rebel Army. Her cargo in Liverpool cost \$1,000,000. Her armament was two 12-pounder rifled guns on a side, and she is fitted for active service. She is destined for capturing California steamers, Commander Totten [Tattnall] in command. She was twenty-nine days on passage from Liverpool and touched at Falmouth and Madeira for coal. Two more steam ironclad frigates are expected on the coast by the 15th October.

When the *Bermuda* was loading and when she cleared she was supposed to be a supply boat for the royal navy, and cleared for some port in the West Indies.

She was owned by Englishmen, but her cargo principally in South Carolina; private speculation.

My informant had this from the mate of the vessel by word of mouth. He has just arrived from the South to his home from a year's sojourn on the Georgia coast, and knows something of its defenses. Much more information is doubtless in his possession.

Telegraph to General Pratt, of this place, to know who I am, if this information is of value.

In haste, etc.,

JEREMIAH OLNEY.

HON. GIDEON WELLES,  
*Secretary of the Navy, Washington, D. C.*

*Report of Commander Stellwagen, U. S. Navy, regarding the impossibility of blocking the inlets of North Carolina with vessels loaded with stone under the existing condition of affairs.*

HATTERAS INLET, *October 2, 1861.*

SIR: I have to report arrival here yesterday after a stormy passage, after parting hawsers six times, losing a man (one of the coast guard),

who was struck in the throat by a hawser, knocked overboard, and drowned; we had to abandon one of the vessels. The *Stars and Stripes* also lost a schooner. Lieutenant Commanding Braine made every exertion to save the man, but without avail.

The state of affairs here is so critical that the duty of blocking up the inlets is impossible. The steam tug *Fanny*, I am informed, was captured yesterday in trying to take provisions to the detachment of our troops at Chickamiconico, near Loggerhead Inlet, 45 miles distant by water. The enemy fell on her with three steamers. She had the best armament of all the tugs, one being a Sawyer's rifle gun. It is the impression here that our troops will have to fall back, as we can not expect to use the sound with present force of steam tugs to send them supplies. This is very serious; two or three more light-draft vessels would have prevented it.

Very respectfully, your obedient servant,

H. S. STELLWAGEN,  
Commander.

Flag-Officer L. M. GOLDSBOROUGH,  
Commanding Atlantic Blockading Squadron.

I should like to return to fit vessels, as nothing can be done here.

*Order of Flag-Officer Goldsborough, U. S. Navy, commanding Atlantic Blockading Squadron, to Captain Lardner, U. S. Navy, commanding U. S. S. Susquehanna, to proceed to Beaufort, N. C.*

U. S. FLAGSHIP MINNESOTA,  
Hampton Roads, October 2, 1861.

SIR: If your supply of coal, etc., be sufficient for the purpose, I wish you, on the receipt of this, to proceed off Beaufort, N. C., and remain there, carefully blockading that place until the *Albatross* can come here, recoil, and return. If it is not sufficient, return here forthwith to replenish it. If possible, however, go to Beaufort, as there are two English vessels in that harbor which require vigilant attention, independently of others, of which we have accounts, determined doubtless to get in there if they can. In case you do go to Beaufort, you will of course communicate with Commander Prentiss, of the *Albatross*, and get from him full information of the existing state of things, in order to govern your movements accordingly.

Respectfully, your obedient servant,

L. M. GOLDSBOROUGH,  
Flag-Officer.

Captain JAS. L. LARDNER, U. S. Navy,  
U. S. S. *Susquehanna*, off Hatteras Inlet, North Carolina.

*Order of Flag-Officer Goldsborough, U. S. Navy, commanding Atlantic Blockading Squadron, to Captain Purviance, U. S. Navy, commanding U. S. ship St. Lawrence, to proceed off St. Simon's Sound, Georgia.*

U. S. FLAGSHIP MINNESOTA,  
Hampton Roads, October 2, 1861.

SIR: You will proceed with the *St. Lawrence* off St. Simon's Sound, Georgia, and closely blockade the entrances to it until further orders,



or until it is absolutely necessary for you to return to this place for supplies. A memorandum of vessels which intend to violate the blockade, with instructions in reference to neutrals, etc., is herewith furnished you.

Respectfully, your obedient servant,

L. M. GOLDSBOROUGH,  
*Flag-Officer.*

Captain H. Y. PURVIANCE, U. S. Navy,  
*U. S. Ship St. Lawrence, Hampton Roads, Virginia.*

*Report of Flag-Officer Goldsborough, U. S. Navy, commanding Atlantic Blockading Squadron, transmitting information regarding stations of vessels and instructions to commanding officers of his command.*

U. S. FLAGSHIP MINNESOTA,  
*Hampton Roads, October 3, 1861.*

SIR: I have the honor to enclose to you herewith a paper showing the distribution at present of the vessels now under my command. In my judgment there should be four active steamers off and about Wilmington and as many off and about Beaufort, N. C., to guard those places effectually. With this number so assigned, at least three would always be present off and around either port. I shall make this arrangement the moment I have vessels enough at my command to do so.

More vessels are also required to enable me to guard effectually the east coast of Florida and Savannah.

I also enclose herewith a copy of the instructions\* to commanding officers of blockading vessels under my command, issued by me under date of the 28th ultimo.

Commander Stellwagen left here several days ago to block up Oregon, Loggerhead, and Ocracoke inlets. He was amply provided with everything necessary for the purpose.

I only await the arrival of a suitable vessel in order to carry out your instructions effectually concerning New Inlet. A close attention has been given to the subject, and much valuable and reliable information has already been collected by Commander Missroon from persons here well acquainted with the locality. This has prepared him thoroughly for the work.

After making the reconnoissance in the first available steamer, he is to proceed on in her to take command of the *Savannah*, and the steamer is to remain to assist the *Savannah* in her blockading duties.

Very respectfully, your most obedient servant,

L. M. GOLDSBOROUGH,  
*Flag-Officer.*

Hon. SECRETARY OF THE NAVY,  
*Washington, D. C.*

P. S.—The *St. Lawrence* sailed to-day at noon.

L. M. G.

\* See p. 266.

[Enclosure.]

*Distribution of vessels belonging to the Atlantic Blockading Squadron, October 3, 1861.*

Character.	Name.	Station.
Steamer	Mount Vernon	Off Rappahannock River.
Do	Lockwood	Off York River
Frigate	Congress	} Off Newport News and James River.
Do	Cumberland	
Steam frigate	Minnesota	Hampton Roads.
Steam tug	Young America	Do.
Steamer	Daylight	Off Cape Henry.
Do	Louisiana	Off Chincoteague Inlet, etc.
Do	Susquehanna	Off Hatteras Inlet, etc.; ordered off Beaufort.
Do	Pawnee	Ordered to Washington.
Do	Stars and Stripes	At Hatteras Inlet.
Steam tug	General Putnam	Do.
Do	Ceres	Do.
Steamer	Monticello	At Hatteras Inlet temporarily, to aid Commander Stellwagen in closing inlets, etc. When that duty is completed to go off Charleston, S. C.
Ship	Jamestown	Off Wilmington.
Bark	Gemsbok	Do.
Auxiliary steamer	Young Rover	Do.
Steamer	Albatross	Off Beaufort.
Do	Cambridge	Off Beaufort; now at Hampton Roads for coal, etc.
Frigate	Sabine	Off Georgetown, S. C.
Sloop	Vandalia	Off Bull's Bay, etc., South Carolina.
Steam frigate	Roanoke	Off Charleston, S. C.
Steamer	Flag	Do.
Frigate	Savannah	Off Savannah, Ga.
Do	St. Lawrence	Off St. Simon's Sound, Georgia, ready for sea; to sail first fair wind.
Sloop	Dale	Off Fernandina, Fla.
Steamer	Quaker City	New York, repairing.
Do	Harriet Lane	Philadelphia, repairing.
Do	Dawn	Washington, repairing.

Very respectfully,

L. M. GOLDSBOROUGH,  
*Flag-Officer.**Order of the Secretary of the Navy to Lieutenant Lowry, U. S. Navy, commanding U. S. S. Underwriter.*NAVY DEPARTMENT, *October 3, 1861.*SIR: Proceed to Hampton Roads with tug *Underwriter* and report for duty to Flag-Officer L. M. Goldsborough.

I am, respectfully, your obedient servant,

GIDEON WELLES.

Lieutenant R. B. LOWRY,

*Commanding U. S. S. Underwriter, Washington, D. C.**Letter from the Secretary of the Navy to Flag-Officer Goldsborough, U. S. Navy, commanding Atlantic Blockading Squadron, regarding vessels ordered to his squadron and the division of his command.*NAVY DEPARTMENT, *October 3, 1861.*SIR: The tug *Underwriter*, Lieutenant Commanding R. B. Lowry, has been ordered to join your command. This vessel was prepared for the inside waters of North Carolina. The *Hetzel* is destined for the same point and will be ready in about a fortnight. A considerable force, prepared for Flag-Officer Du Pont's squadron, will rendezvous in

Hampton Roads. That officer will hoist his flag on board the *Wabash* so soon as she arrives in New York. He will probably send several vessels of his command from New York to Hampton Roads to await their coming. These are to remain there until the arrival, when the squadron will be divided as already advised.

I am, respectfully, your obedient servant,

GIDEON WELLES.

Flag-Officer L. M. GOLDSBOROUGH,  
Comdg. Atlantic Blockading Squadron, Hampton Roads, Virginia.

*Report of Acting Master Cavendy, U. S. Navy, commanding U. S. ship Gemsbok, of the capture of the schooners Mary E. Pindar and Beverly, and the cruise of that vessel from September 22 to October 3, 1861, transmitting memoranda of vessels spoken and boarded.*

U. S. SHIP GEMSBOK,  
Sunday, September 22, 1861.

After sending the prize schooner *Mary E. Pindar* to Hampton Roads we stood inshore for New Inlet, and when 5 miles off Camp Weir, hoisted the jack for a pilot; all hands below, excepting five or six men to work ship; had the guns run in and ports closed. A small boat came off from shore with two men thinking we were a merchant ship wanting a pilot. After getting within hail, I asked them if they were pilots. They answered yes. I told them to be quick, as I wanted to get in as soon as possible. They came alongside and after finding out they were on board a man-of-war, they turned rather pale, but they soon found they were under the Stars and Stripes and seemed glad it was so. They proved to be good Union men. They swore to protect the Union and Government of the United States, and I shipped them as ordinary seamen. I obtained a good deal of information from them. They told me that at Camp Weir there were 900 troops stationed. This is about 6 miles northeast of New Inlet. They also had three rifled guns there.

They told me that six days previous there had arrived an English brig and gone into New Inlet. There have been a good many vessels of light draft popping in and out New Inlet, and it is important that both sides of the shoals should be blockaded.

At 5 p. m. steered round the shoals to the southwest inlet; stood close in. Came to anchor at 6 p. m., 23d. Next morning at daylight a sail reported offshore; hove up the anchor and made all sail for her. At 7 a. m. all hands to quarters and at 9 a. m. came up with the sail, which proved to be the U. S. S. *Young Rover*, from Hampton Roads. Captain Humphrey came on board and told me he left the evening previous an English man-of-war at anchor off New Inlet. The following conversation took place between Captain Humphrey and myself.

"Did you stop to see which ship it was?"

Answer. "No, sir, as she was a man-of-war."

I told him I was very sorry to hear so, as no vessel was allowed to anchor without communicating with the officer of the blockade, etc. I also told Captain Humphrey to stay with his ship to blockade the southwest inlet and I should go on the northeast side. I set all sail immediately in pursuit of this English man-of-war, but, having a light head wind, I could not get along as fast as I wished to. At 6 a. m. next

morning a sail reported to leeward; kept off for her. At 6:30 found her to be a large ship; beat to quarters and at 7 a. m. came up with her, when she proved to be the *Nathan Thompson*, of Kennebunk. Boarded by the first officer and examined her papers; found she was from Rio de Janeiro bound to New York via Key West. No suspicion being attached, she was allowed to proceed. Saw an American steamer offshore, steering southwest.

At 5 p. m. came up the bar off New Inlet, and the Britisher had disappeared. Cruised off and on until the 30th; strong breezes from E. N. E.; ugly high seas; ran the ship around the shoals.

October 3.—At 6 a. m. up anchor for New Inlet; at 6:30 sail reported; made all sail; came up at 10:20 a. m. Proved to be the schooner *Beverly*, which enclosed papers will show a good prize.

Hoping to get my officers soon back, and hoping you will send me a small rifled gun, which might be of great service in case of small steamers coming out with a rifle, we would not be able to do much. You will find some very valuable information in these letters.

Your most obedient servant,

EDWD. CAVENDY,  
Commanding U. S. Ship *Gemsbok*.

Commodore S. H. STRINGHAM,  
Flag-Officer Atlantic Blockading Squadron.

[Enclosure.]

*Extract from memoranda of vessels spoken and fallen in with by the U. S. ship Gemsbok, Edward Cavendy commander, from September 17, the date of leaving Hampton Roads, to October 3, 1861, stating also where such vessels were from, where bound, and by whom commanded.*

September 19.—At 7 o'clock a. m., in latitude 34° 57' N., longitude 76° W., boarded schooner *Harmony*, Captain James M. Davis, of Yarmouth, Nova Scotia, and bound to Ocracoke, N. C., loaded with fish and other cargo. Took her as a prize and put a prize master and crew on board and sent her to Hampton Roads.

September 22.—At 5 o'clock made a sail out on the weather beam; made sail for her and gave chase until 9 o'clock, when she anchored close inshore; her crew deserted her and pulled ashore in a boat. Sent port cutter in charge of Mr. Lunt, executive officer, with eight men to take possession of her; at 10 o'clock boarded her and got her underway and brought her along as a prize. She was the schooner *Mary E. Pindar*, of Edenton, N. C., with about 60 casks of lime on board. Placed a prize master and crew on board of her and dispatched her to Hampton Roads. Federal Point bore S. W. by W.  $\frac{1}{2}$  W., 12 miles distant from the place of capture. At 4 o'clock p. m. passed Camp Weir, 5 miles from New Inlet; hoisted jack for pilot; soon afterwards a small boat was pulled off from shore with two men in it. They came as pilots to take the ship in the harbor. After knowing their mistake they voluntarily took the oath of allegiance and signed the ship's articles.

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Report of Acting Master Cavendy, U. S. Navy, commanding U. S. ship *Gemsbok*, regarding the capture of schooner *Beverly*.

U. S. SHIP GEMSBOK, October 3, 1861.

SIR: I have the honor to inform you that I have captured the third prize. She is the schooner *Beverly*, of Halifax, Nova Scotia, Captain

Thomas Blanch, burden 61 tons (English); her cargo consists of dry goods, fish, and salt, bound for a Southern blockaded port for a market.

When first seen, at 6.30 a. m., bearing south, steering in for Georgetown.

I am, very respectfully, your obedient servant,

EDW. CAVENDY,  
*Commander.*

Commodore S. H. STRINGHAM,  
*Flag-Officer, Comdg. Atlantic Blockading Squadron, Hampton Roads.*

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*Order of Flag-Officer Goldsborough, U. S. Navy, commanding Atlantic Blockading Squadron, to Commander Parker, U. S. Navy, commanding U. S. S. Cambridge, to proceed to blockade duty off Beaufort, N. C.*

U. S. FLAGSHIP MINNESOTA,  
*Off Hampton Roads, October 3, 1861.*

SIR: You will proceed off Beaufort, N. C., with the *Cambridge*, and, on your arrival there, report to the senior naval officer present for duty in blockading that port. Should there be no officer senior to yourself present, you will closely blockade the port until further orders, or until it is absolutely necessary for you to return to this place for fuel, etc. A memorandum of vessels intending to violate the blockade, with instructions to neutrals, etc., is herewith furnished you.

Respectfully, your obedient servant,

L. M. GOLDSBOROUGH,  
*Flag-Officer.*

Commander W. A. PARKER, U. S. Navy,  
*U. S. S. Cambridge, Hampton Roads, Virginia.*

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*Order of Flag-Officer Goldsborough, U. S. Navy, commanding Atlantic Blockading Squadron, to Commander Smith, U. S. Navy, commanding U. S. ship Congress, regarding Confederate steamers in James River.*

U. S. FLAGSHIP MINNESOTA,  
*Hampton Roads, October 3, 1861.*

SIR: The Navy Department is advised that the two armed steamers up the James River, belonging to the enemy, are not coppered and that his determination is to get them to Norfolk, if possible. You are required, therefore, to prevent this by observing the greatest degree of vigilance and using every means in your power. The force now off Newport News is judged ample for the purpose. It is not likely, I suppose, that an attempt will be made to get past you during a clear day, or even a clear night, but one may be made to do so during foggy weather, or a dark night, more especially if there should exist at the time a high and favorable wind and an ebb tide, and hence the necessity of omitting no precautions whatever on such occurrences.

Be good enough to invite the attention of Commander Livingston to the purport of this communication, and urge upon him what it directs.

Respectfully, your obedient servant,

L. M. GOLDSBOROUGH,  
*Flag-Officer.*

Commander WILLIAM SMITH,  
*Commanding U. S. Frigate Congress, Newport News.*

*Report of Flag-Officer Goldsborough, U. S. Navy, commanding Atlantic Blockading Squadron, regarding the ineffectual blockade of Savannah, Ga.*

U. S. FLAGSHIP MINNESOTA,  
Hampton Roads, October 4, 1861.

SIR: I have reliable information that one of the steamers purchased in England by the secessionists (no doubt the *Bermuda*), loaded with 400 or 500 barrels of powder, fifteen 12-pounder rifled guns, rifled muskets, blankets, shoes, and medicines, got into Savannah on the 15th or 16th of last month.

It seems that a heavy gale of wind occurred the day before, which drove the blockading vessel (the *Savannah*) away from her station, and this event was availed of by the steamer to effect her entrance. In my judgment less than four active steamers can not effectually blockade that place, and the moment it is in the power of the Department to send them to me I shall dispatch them thither. It ought, certainly, to be thoroughly well guarded at once, particularly as at least two other steamers have been purchased in England by the secessionists; but, unfortunately, without withdrawing vessels from other points equally important, I have at present none at my disposal for the purpose. Indeed, I need now, at the very least, twenty more steamers, all of a suitable character, to keep up anything like a really close blockade of the numerous ports and inlets along the coast from this to Cape Florida. Fast steamers, of light draft, properly armed, are the only vessels fit for blockading our Southern coast. Sailing vessels, at best, are but of poor account—next to good for nothing on such a service. Steamers, as you are fully aware, must replenish their fuel frequently, and hence the necessity for a sufficient number to secure reliefs and keep up, as it were, a constant circulation. The accidents to which they are exposed and the time involved in their repair must also be considered.

Very respectfully, your most obedient servant,

L. M. GOLDSBOROUGH,  
Flag-Officer.

HON. SECRETARY OF THE NAVY,  
Washington City, D. C.

*Order of the Secretary of the Navy to Flag-Officer Goldsborough, U. S. Navy, commanding Atlantic Blockading Squadron, to furnish the name of vessel blockading off Savannah, Ga., September 16, 1861, when the Bermuda ran in.*

NAVY DEPARTMENT, October 4, 1861.

SIR: You were written to from this Department on the 2d instant, giving you information of the arrival at Savannah on the 16th ultimo of a new ironclad screw steamer, armed and well laden with "articles of more than money value to the rebel Army."

Please inform the Department what vessel was off Savannah on the day of her reported arrival.

Very respectfully, etc.

GIDEON WELLES.

Flag-Officer L. M. GOLDSBOROUGH,  
Comdg. Atlantic Blockading Squadron, Hampton Roads, Virginia.

*Report of Flag-Officer Goldsborough, U. S. Navy, commanding Atlantic Blockading Squadron, regarding the escape of steamer Bermuda into Savannah, Ga., and a rumor of an early demonstration by the Merrimack.*

U. S. FLAGSHIP MINNESOTA,  
Hampton Roads, off Fort Monroe, October 4, 1861.

SIR: I have just received your communication with regard to the *Bermuda* having reached Savannah. I wrote you upon the same subject this morning. I regard the affair in so serious a light that, unless I get orders from you to the contrary, I shall dispatch the *Iroquois* to cruise off that port as soon after her arrival as possible. I have nothing here now but this ship, and, by intelligence received to-day, the enemy is about to make a demonstration on Newport News with his vessels at Norfolk, so as to get his steamers down the James River at all hazards. My information also says that he is determined to try the *Merrimack*, with her iron casing, against this place. He intends, it seems, to aim a heavy blow with his three ships at Norfolk, aided by those in James River. If you do not wish me to dispatch the *Iroquois* as intimated, you will have time enough to tell me so.

In great haste, as the steamer is just leaving, I am, sir, your very obedient servant,

L. M. GOLDSBOROUGH,  
*Flag-Officer.*

Hon. GIDEON WELLES,  
*Secretary of the Navy.*

*Letter from Flag-Officer Goldsborough, U. S. Navy, commanding Atlantic Blockading Squadron, to Brigadier-General Huger, C. S. Army, commanding at Norfolk, Va., regarding steamers carrying flags of truce.*

U. S. FLAGSHIP MINNESOTA,  
Hampton Roads, October 4, 1861.

SIR: In reply to your note\* of yesterday, I beg to say that I will direct the steamers under my control carrying a flag of truce to pass to the westward of the barrier off Sewell's Point, and may I in turn ask the favor of you to instruct your officers in charge of similar steamers not to approach us hereafter nearer than Sewell's Point? They will then be met, on all occasions, at the earliest practicable moment. At times delay may, and probably will, occur; nevertheless, they can wait either at anchor or else under steam, off that point until they can be met. I requested one of your officers several days ago not to approach us again so closely as he then was, but yesterday the same steamer, I think, came still nearer; indeed, much nearer. On so simple an affair I trust no difficulties may arise.

Very respectfully, your obedient servant,

L. M. GOLDSBOROUGH,  
*Flag-Officer, Commanding Atlantic Blockading Squadron.*

Brigadier-General BENJ. HUGER,  
*Commanding Forces, Norfolk, Va.*

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\* Not found.

*Destruction of a Confederate schooner, fitting out for a privateer, in Chincoteague Inlet, Virginia, October 5, 1861.*

Report of Flag-Officer Goldsborough, U. S. Navy, commanding Atlantic Blockading Squadron, transmitting report of Lieutenant Murray, U. S. Navy.

U. S. FLAGSHIP MINNESOTA,  
*Hampton Roads, October 15, 1861.*

SIR: I have the honor to enclose herewith a copy of report by Lieutenant Commanding A. Murray in relation to a conflict with the enemy and the burning of a schooner fitting out for a privateer.

Respectfully, your obedient servant,

L. M. GOLDSBOROUGH,  
*Flag-Officer.*

HON. GIDEON WELLES,  
*Secretary of the Navy, Washington, D. C.*

[Enclosure.]

U. S. S. LOUISIANA,  
*Chincoteague Inlet, October 5, 1861.*

FLAG-OFFICER: This morning at 9 o'clock we had a sharp conflict with the enemy, who, with 300 strong, attempted to cut off two boats from this vessel and twenty-three men, all told, which I had dispatched to take or destroy a fine schooner which I had reason to believe was being converted into a privateer. Fortunately, I had gone in with the steamer at the same time, it being high tide, and was enabled to cover the return of the party.

The boats, after passing through a terrible fire, finally reached the schooner; but, finding her aground, made a breastwork of her and opened a deadly fire, which, with the assistance of a few shots from our long-range gun, drove the enemy back to a distant cover with loss; and the boats, after firing the schooner, returned without further molestation.

Acting Master Furniss estimates the loss of the rebels at at least 8 in killed and wounded, as he saw that number carried off.

Our loss was 1 seriously wounded (Acting Master Hooker) and 3 very slightly.

I have nothing but praises to bestow on those engaged in the boats for their coolness and intrepidity when assailed by such overwhelming odds. They were yet some 300 yards from the schooner when fired upon, but they preferred pushing on and returning through it rather than fail in accomplishing their object.

During a reconnoissance last night two of their dispatch sloops were captured.

I have the honor to be, very respectfully, your obedient servant,

A. MURRAY,  
*Lieutenant, Commanding.*

Flag-Officer L. M. GOLDSBOROUGH,  
*Commander in Chief Atlantic Blockading Squadron.*

Letter from the Secretary of the Navy to Flag-Officer Goldsborough, U. S. Navy, commanding Atlantic Blockading Squadron, in commendation of Lieutenant Murray, U. S. Navy.

NAVY DEPARTMENT, *October 17, 1861.*

SIR: I have received your No. 12, enclosing a copy of Lieutenant Commanding A. Murray's report of a conflict with the enemy at Chincoteague Inlet and the burning of a schooner supposed to be fitting out as a privateer.



You will please make known to Lieutenant Commanding Murray, and through him to those who were engaged in the daring but successful exploit of firing the schooner, the Department's high appreciation of their services.

I am, respectfully, etc.,

GIDEON WELLES.

Flag-Officer L. M. GOLDSBOROUGH,  
*Comdg. Atlantic Blockading Squadron, Hampton Roads, Virginia.*

Order of Secretary of the Navy to Flag-Officer Goldsborough, U. S. Navy, commanding Atlantic Blockading Squadron, to forward the name of officer commanding boat expedition.

NAVY DEPARTMENT, *October 19, 1861.*

SIR: Be pleased to inform the Department whether Acting Master H. K. Furniss commanded the boats from the U. S. S. *Louisiana* which destroyed the schooner fitting out as a privateer at Chincoteague Inlet on the 5th instant.

I am, respectfully, etc.,

GIDEON WELLES.

Flag-Officer L. M. GOLDSBOROUGH,  
*Comdg. Atlantic Blockading Squadron Hampton Roads, Virginia.*

Report of Lieutenant Murray, U. S. Navy, commanding U. S. S. *Louisiana*, giving name of the officer commanding boat expedition.

U. S. S. LOUISIANA,  
*Chincoteague Inlet, October 27, 1861.*

SIR: In answer to your letter to Flag-Officer Goldsborough, of the 19th instant, I respectfully, at his request, reply.

Acting Master H. K. Furniss commanded the boats during the engagement with the rebels at Cockle's [Cockrell] Creek, which resulted in the destruction of the schooner fitting out as a privateer.

That post would have belonged to Lieutenant Hopkins, but he was confined to his bed with sickness at the time.

I have the honor to be, very respectfully, your obedient servant,

A. MURRAY,  
*Lieutenant, Commanding.*

Hon. GIDEON WELLES,  
*Secretary of the Navy, Washington.*

*Request of Lieutenant Werden, U. S. Navy, commanding U. S. S. Stars and Stripes, to Captain Lardner, U. S. Navy, commanding U. S. S. Susquehanna, to render assistance to retreating Indiana troops.*

STARS AND STRIPES, *October 4, 1861.*

SIR: A messenger from Colonel Hawkins says that the enemy have landed above from six steamers, a sailing vessel, and some scows, and that the Indiana regiment are in full retreat, the natives flying before them. He wishes you to run up along the beach toward or above Hatteras, to cover them with the *Susquehanna* and the *Monticello*. Haul in a little above the fort. We can see the vessels from the shipping,

and two side-wheel tugs are ashore, and *Tempest* has broken her pintle or something off the rudder.

Very respectfully,

R. WERDEN,  
*Lieutenant, Commanding.*

Captain J. L. LARDNER,  
*U. S. S. Susquehanna.*

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*Letter from Lieutenant Stellwagen, U. S. Navy, to Captain Lardner, U. S. Navy, commanding U. S. S. Susquehanna, requesting permission to seek relief for the troops at Hatteras Inlet.*

[U. S. S.] STARS AND STRIPES, October 5, 1861.

DEAR SIR: I wish to know, as I am not in a command and it is impossible to perform the special duty of stopping the other inlets, whether I had not better run up in the *Spaulding*, when she comes, and give a full account of how things stand. Unless speedy relief is sent, the troops will be reduced to great straits here and have soon to evacuate. The urgency is very great, and if I get up I can represent it so as to have action taken at once by flag-officer and Department.

Very respectfully,

H. S. STELLWAGEN.

Captain J. L. LARDNER, U. S. Navy.

Please return accompanying paper. Can you have provisions landed at Hatteras Cove to-day? They have lost all.

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*Letter from Captain Lardner, U. S. Navy, commanding U. S. S. Susquehanna, to Lieutenant Stellwagen, U. S. Navy, granting permission to proceed to Hampton Roads.*

[U. S. S.] SUSQUEHANNA,  
*Near Hatteras Light, October 5.*

DEAR SIR: I can see no objection to your going to Hampton Roads, as you suggest, particularly as your special duty of closing the inlets can not now be done.

I have provisioned the Indiana regiment this morning for a day, and suppose they will return at once to the forts.

J. L. L[ARDNER].

Captain STELLWAGEN, U. S. Navy.

*Monticello* has gone round the cape to see if she can throw some shells among the enemy at Chicomico [Chickamicomico].

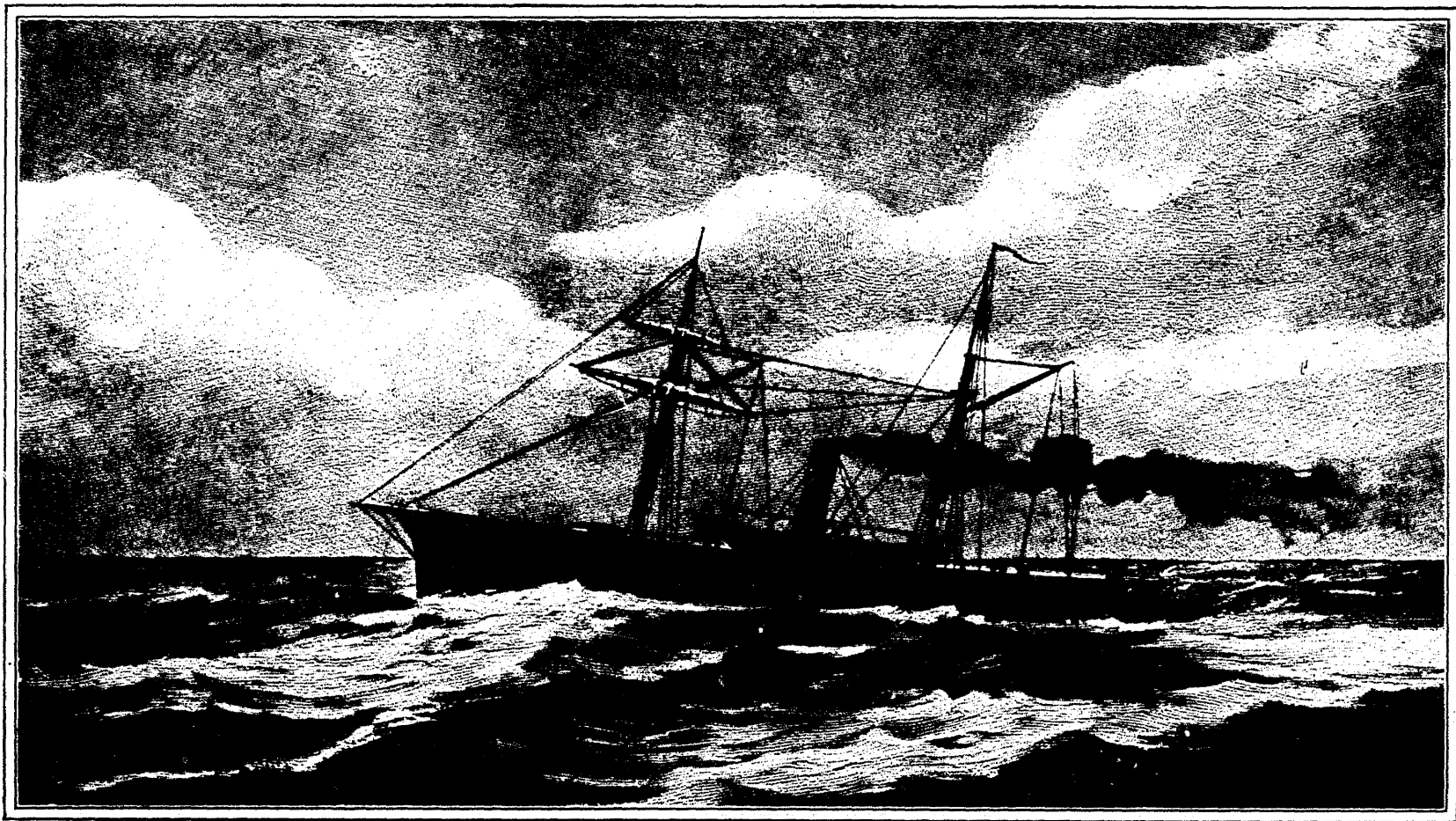
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*Report of Captain Van Brunt, U. S. Navy, senior officer present in Hampton Roads, Virginia, transmitting reports regarding the engagement between the U. S. S. Monticello and Confederates at Kinnakeet, N. C., October 5, 1861.*

U. S. FLAGSHIP MINNESOTA,  
*Hampton Roads, October 8, 1861.*

SIR: I have the honor to report the arrival of the *Susquehanna* for coal and water; also to forward reports of Captain Lardner and Lieu-





UNITED STATES STEAMER MONTICELLO.  
Drawn from photograph of a painting.

tenant Commanding D. L. Braine of the routing of the rebels at Kinnakeet, near Cape Hatteras, North Carolina.

Respectfully, your obedient servant,

G. J. VAN BRUNT,  
*Senior Officer Present.*

Hon. GIDEON WELLES,  
*Secretary of the Navy, Washington, D. C.*

[Enclosure.]

U. S. S. SUSQUEHANNA,  
*Off Hatteras Inlet, October 6, 1861.*

SIR: Late in the afternoon of the 4th instant I received information that the enemy had landed in large force at Chickamiconico and Kinnakeet, and that the Indiana regiment posted there was in full retreat before them; also that our three tugs in the inlet were aground or disabled; the fourth, the *Fanny*, had been captured the day before.

I at once got underway with this ship and the *Monticello*, and anchored for the night close to shore in Hatteras Cove.

At daylight I found our troops in and about the light-house, and in distress for want of provisions, which they had been without for twenty-four hours. I supplied them with food, and at the request of the commanding officer remained for their protection during the day.

Learning that the enemy were still in large force at Kinnakeet, I sent the *Monticello* to drive them off, which important service was performed by Lieutenant Commanding Braine with great effect and good conduct. His report is enclosed.

I am, very respectfully, your obedient servant,

J. L. LARDNER,  
*Captain.*

Flag-Officer L. M. GOLDSBOROUGH,  
*Blockading Squadron, Hampton Roads.*

[Subenclosure.]

U. S. S. MONTICELLO,  
*Off Cape Hatteras, North Carolina, October 5, 1861.*

SIR: I have the honor to inform you that in obedience to your order of this morning I stood through the inner channel of Hatteras Shoals at 12:30 p. m., and stood close along shore to the northward, keeping a bright lookout from aloft. At 1:30 p. m. we discovered several sailing vessels over the woodland Kinnakeet, and at the same time a regiment marching to the northward, carrying a rebel flag in their midst, with many stragglers in the rear; also two tugs inside flying the same flag. As they came out of the woods Kinnakeet we ran close inshore and opened a deliberate fire upon them at the distance of three-quarters of a mile. At our first shell, which fell apparently in their midst, they rolled up their flag and scattered, moving rapidly up the beach to the northward. We followed them, firing rapidly from three guns, driving them up to a clump of woods, in which they took refuge, and abreast of which their steamers lay.

We now shelled the woods and could see them embarking in small boats for their vessels, evidently in great confusion and suffering greatly from our fire.

Their steamers now opened upon us, firing, however, but three shots, which fell short. Two boats filled with men were struck by our shells and destroyed. Three more steamers came down the sound and took

position opposite the woods we were shelling; also two sloops. We continued firing deliberately upon them from 1:30 p. m. until 3:30 p. m. when two men were discovered on the seabeach making signals to us. Supposing them to be two of the Indiana regiment, we sent an armed boat and crew to bring them off, covering them at the same time with our fire. Upon the boat nearing the beach they took to the water. One of them was successful in reaching the boat, Private Warren O'Haver, Company H, Twentieth Regiment Indiana troops; the other man, Private Charles White, Company H, Twentieth Regiment Indiana troops, was unfortunately drowned in the surf. Private O'Haver informed me that he was taken prisoner on the morning of the 4th; that he witnessed our fire, which was very destructive. He states that two of our shells fell into two sloops loaded with men, blowing the vessels to pieces and sinking them. Also that several of the officers were killed. Their horses were seen running about the track. He had just escaped from his captors after shooting the captain of one of the rebel companies. He states that the enemy were in the greatest confusion, rushing wildly into the water, striving to get off to their vessels. Private O'Haver now directed me to the point where the rebels were congregated, waiting an opportunity to get off. I opened fire again with success, scattering them. We were now very close, in 3 fathoms water, and 5-second shell told with effect. Six steamers were now off the point, one of which I recognized as the *Fanny*.

At 5:25 p. m. we ceased firing, leaving the enemy scattered along the beach for upwards of 4 miles.

I fired repeatedly at the enemy's steamers with our rifled cannon, a Parrot 30-pounder, and struck the *Fanny*, I think, once. I found the range of this piece much short of what I had anticipated, many of the shot turning end over end, and not exceeding much the range of the smoothbore 32-pounders.

I enclose you herewith memorandum of the ammunition expended to-day.

I am, respectfully, your obedient servant,

D. L. BRAINE,  
Lieutenant, Commanding U. S. S. *Monticello*.

Captain J. L. LARDNER,  
Comdg. U. S. S. *Susquehanna*, off Cape Hatteras, North Carolina.

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Abstract log of the U. S. S. *Monticello*, October 5, 1861.

October 5, 1861.—At 12 m. passed through Hatteras Slough, inner channel. At 1 p. m. saw a regiment of men on the beach 12 miles north of Hatteras light-house, with rebel flag flying; also two schooners and one steamer inside showing rebel flag. Commenced firing upon them, with effect, dispersing them. At 3 p. m. four more rebel steamers came down with rebel flag flying. They sent their boats ashore to embark their men, we shelling them, sinking their boats, and doing much damage. At 4 still continued firing upon the enemy, shelling the enemy, who were in great distress. At 5 saw two men walking on the beach making signals. Sent a boat on shore to bring them off, and in doing so one man, named Charles White, Company H, Twentieth Indiana Regiment, was drowned. The other was rescued from the rebels, to whom he had been prisoner. He reports that our fire did great execution, as he saw many killed and wounded on the beach.

At 5:30 ceased firing and stood for the outside of the shoal. At 9 hauled around Hatteras Shoals. At 11:20 came to anchor and reported to the senior officer. Expended the following: Sixty-five 10-inch shell, 98 32-pounder shell, 41 rifle shell, 3 shrapnel, 9 solid shot, 2 stand grape.

*Letter from the Secretary of the Navy to flag-officers commanding blockading squadrons, forwarding general order of the President of the United States regarding relative rank.*

NAVY DEPARTMENT, *October 5, 1861.*

SIR: I submit for your information the annexed copy of a general order issued by the President of the United States on the 4th instant. I am, respectfully, etc.,

GIDEON WELLES.

Flag-Officer L. M. GOLDSBOROUGH,  
*Comdg. Atlantic Blockading Squadron, Hampton Roads, Virginia.*  
Flag-Officer SAML. F. DU PONT,  
*Appointed to Command South Atlantic Blockading Squadron.*  
Flag-Officer WM. W. MCKEAN,  
*Commanding Gulf Blockading Squadron, Key West, Fla.*

[Enclosure.]

GENERAL ORDER.] EXECUTIVE OF THE UNITED STATES,  
*October 4, 1861.*

Flag-Officers of the United States Navy authorized to wear a square flag at the mizzenmast-head will take rank with major-generals of the U. S. Army.

ABRAHAM LINCOLN.

*Report of Captain Marston, U. S. Navy, commanding U. S. S. Roanoke, transmitting correspondence between Commander Lee, U. S. Navy, and the commanding officer of H. B. M. S. Steady, and a report from Commander Lee regarding H. I. M. S. Catinat.*

U. S. S. ROANOKE,  
*Off Charleston, S. C., October 5, 1861.*

SIR: I have the honor to enclose copy of a correspondence between Commander Grant, of H. B. M. S. *Steady*, and Commander Lee, of the *Vandalia*, and also a copy of Commander Lee's report on the subject of that correspondence made to Captain Mercer.

I also enclose copy of a report from Commander Lee relative to his intercourse with the French Government steamer *Catinat*. Commander Lee was impressed with the idea that there was no impropriety in his firing a blank gun in the opposite direction to the *Catinat*, in which I concurred, but I would thank you for your own opinion on the subject, as a direction for my future guidance.

Very respectfully, your obedient servant,

JOHN MARSTON,  
*Captain.*

Flag-Officer L. M. GOLDSBOROUGH,  
*Commanding Atlantic Blockading Squadron.*

[Enclosures.]

U. S. SLOOP VANDALIA,  
Off Charleston, September 28, 1861.

SIR: I was surprised and concerned, after the explanation I had made to you in the morning on board this ship, which I then, and from our subsequent intercourse, supposed was satisfactory to you, at the remark you made as I was about leaving the *Steady* in the afternoon, intimating that your superior officer might not be satisfied with the explanation I had made in respect to mistaking your steamer for one which I had due notice intended to run the blockade with a large quantity of arms on board, and whose description, as I showed you from my list, coincided closely with the appearance of your steamer. The *Steady* was first reported as showing our colors, then yours. The small storm pennant at her masthead was not reported or observed. Her signal was supposed, as has occurred here, to be a private signal to the shore. She showed no ports or guns, and her appearance, as you frankly admit, was questionable. She seemed to be steering a course which, if continued, would take her too far to windward of this ship and toward the bar. A smart steamer moving under false colors (which we here know is done, and which your great naval authorities, Admirals Nelson and Collingwood, admitted an enemy has a right to use) bent on running the blockade, can slip by a sailing vessel lying to, without steam and near the bar.

It was under these circumstances, and without the slightest suspicion that your beautiful steamer was a man-of-war, but sincerely believing that she was the steamer I was watching for, that a signal gun was hastily fired just as it stood square in the waist port, the shot from it passing more than half a mile clear of your vessel, then well aft on our quarter.

I have assured you that if I had even supposed the *Steady* was a man-of-war (which I did not believe or know until the return and report of our boarding officer) I should not even have fired a blank cartridge. Two English men-of-war have recently been here, and no gun was fired in either case. Their appearance indicated their character beyond question.

I deprecate and deeply regret even the appearance of any discourtesy to your flag, and as none was intended in this instance, so I hope no irritation will be felt.

Respectfully, yours,

S. PHILLIPS LEE,  
Commander.

Commander HENRY D. GRANT, R. N.,  
Commanding H. B. M. S. *Steady*.

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H. M. GUN VESSEL STEADY,  
Off Charleston, September 30, 1861.

SIR: I have the honor to acknowledge the receipt of your letter of this day's date, and in reply thank you very much for the explanation contained in it, which I shall have much pleasure in forwarding to Rear-Admiral Sir Alexander Milne, K. C. B., commander in chief. I regret that you should have misunderstood what I said yesterday, but I meant to imply that in this case it was not a question of personal



feeling, but that it would be my duty to report the circumstances to the commander in chief, and leave everything to his decision.

I have the honor to be, sir, your most obedient servant,

HENRY D. GRANT,  
Commander.

Commander S. PHILLIPS LEE,  
*U. S. Sloop Vandalia, off Charleston.*

U. S. S[HIP] VANDALIA,  
*Off Charleston, S. C., October 4, 1861.*

SIR: I have to report that at 3:20 a. m. to-day a steamer was reported bearing N. E. by E. At 10:20 a. m. hove to ahead of her. She was standing to the southward and westward and beat to quarters. The steamer showed French colors and stood as if to pass; wore ship and lowered a boat, fired a blank cartridge from the side opposite to the steamer, and shoved off the armed boat with Lieutenant Chandler to board. The steamer then rounded to, and communicated with our boat at her gangway. Lieutenant Chandler returned and reported her to be the French side-wheel steamer of war *Catinat* (the same we spoke about a month ago); had stopped at Hatteras Inlet and communicated with the U. S. S. *Pawnee*. Lieutenant Chandler was asked if he had heard of any expedition within the last ten days, and answered that he had heard of none. Also if H. B. M. gunboat *Steady* had been here, and if she went into Charleston, and whether she carried letters to Charleston. Lieutenant Chandler told him of the *Steady's* visit, and that our senior officer was in the *Roanoke*, then in sight at anchor near the bar with the steamer *Flag* in company, and offered him any assistance from the *Vandalia*. The French commander then said that he would return direct to New York, but on being asked said he was not allowed to carry any letters. At 11:20 the *Catinat* steamed off E. by N.

The Frenchman seemed satisfied after getting information about the *Steady* and an answer to his question about the expedition.

Respectfully, yours,

S. PHILLIPS LEE,  
Commander.

Captain JOHN MARSTON, U. S. Navy,  
*Comdg. U. S. Steam Frigate Roanoke, Senior Officer, off Charleston.*

*Report of Captain Marston, U. S. Navy, commanding U. S. S. Roanoke,  
of the capture by that vessel of the schooner Alert.*

U. S. S. ROANOKE,  
*Off Charleston, S. C., October 6, 1861.*

SIR: I have the honor to report to you that at daylight this morning I discovered a schooner close under the land, bearing about S. W. by W. I immediately signaled to the *Flag* to chase, and at 12 o'clock she brought alongside of me the schooner *Alert*, from Nassau, said to be bound to St. John, New Brunswick. Her captain, James Carlin, claims her to be English, and her papers, such as they are, confirm his statement, but there is so much testimony to the contrary that I deem it my duty to send her to you. For some time after we discovered the *Alert* she had the Palmetto flag flying, and did not haul it down till the *Flag*

approached her, when she hoisted the English colors, union down, as the captain said, as a signal of distress. The Palmetto flag was distinctly seen flying by several of my own officers, as well as by those of the *Flag*. When the steamer boarded her the mate was seen hiding something in the run, and on examination it was found to be the Confederate and Palmetto flags.

The cook of the *Alert*, a Spaniard by birth, states to me that the schooner was wrecked under the name of *Adelaide*, of Charleston; that she was taken into Nassau and sold and bought in by the agent of her present captain for \$600; that during the entire time she laid at Nassau she hoisted the Palmetto and Confederate flags, but never the English, and that the *Alert* was not bound to St. John, but to Charleston. The cook further states that the mate this morning, when it was found for a certainty that the schooner would be captured, came to the galley and burned the papers of the schooner. You will observe that all the papers—the register, manifest, and enrollment—are all new, as if got up for the occasion, and that they have the same date—the 21st of September, the day before she sailed. Henry Relyea, a foremast hand on board the schooner, a very intelligent lad, states that he left Charleston in the *Alert*, then called the *Adelaide*; was wrecked, and the schooner afterwards sold at Nassau; that he shipped under English papers, but not under English colors; that the Palmetto and Confederate flags were both flying all the time she was lying at Nassau, but never the English; that he shipped to go to St. John, New Brunswick, but he now knows that the schooner was not bound there, but to Charleston, S. C.; that the *Alert* had the Palmetto flag flying all the morning till just before she was captured. Under these circumstances I have thought it my duty to send the schooner to you, but without a doubt in my own mind that she has no claims to be English.

I shall send with this the papers of the *Alert*, including her log book; also the two men above mentioned, viz, Joseph Frances and Henry Relyea. The captain, mate, and the other two men I shall send to Hampton Roads by the first opportunity, probably in a day or two, by the steamer *Rhode Island*. The cargo of the *Alert* consists of molasses, salt, fruit, the whole of which remains untouched, not even a banana having been taken.

Very respectfully, your obedient servant,

JOHN MARSTON,  
*Captain.*

Flag-Officer L. M. GOLDSBOROUGH,  
*Comdg. Atlantic Blockading Squadron, Hampton Roads, Virginia.*

*Report of Captain Van Brunt, U. S. Navy, senior officer present in Hampton Roads, Virginia, transmitting enclosures regarding contrabands and prisoners.*

U. S. FLAGSHIP MINNESOTA,  
*Hampton Roads, October 7, 1861.*

SIR: I have the honor herewith to enclose copies of Commander Glisson's reports concerning the capture of contrabands, etc.

May I request to know the wishes of the Department concerning the disposition of the prisoners and the money found in their possession?

Respectfully, your obedient servant,

G. J. VAN BRUNT,  
*Senior Naval Officer Present.*

Hon. GIDEON WELLES,  
*Secretary of the Navy, Washington, D. C.*

[Enclosures.]

U. S. S. MOUNT VERNON;  
*Off the Rappahannock, October 1, 1861.*

SIR: I have to report, that this morning at daylight we picked up a canoe with three colored men in it, slaves and deserters from the shore, who claimed our protection, which was granted to them. I understand from them that there are some small vessels running into the creeks about 10 or 15 miles above this place and landing cargoes consisting of sugar, coffee, salt, etc., from the opposite shore. The vessels used are of such light draft that they can run up the small creeks where this vessel could not follow them, even had I orders to leave my station off the Rappahannock to pursue them.

The following is a list of the slaves, together with their owners, who are both secessionists, viz, Newman Webster and Robert Wilson, owned by John Triggles; and George Gilmore, owned by Erasmus Williams, both of Lancaster County, Va.

We are all well on board, and everything is quiet off the Rappahannock.

I am, sir, very respectfully, your obedient servant,

O. S. GLISSON,  
*Commander, U. S. Navy.*

Flag-Officer L. M. GOLDSBOROUGH,  
*Commanding the Atlantic Blockading Squadron, etc.*

U. S. S. MOUNT VERNON,  
*Rappahannock River, October 5, 1861.*

SIR: I have to report that this afternoon about 1 p. m. I observed a canoe standing over toward Cherrystone, and immediately proceeded in chase of her. The canoe not paying any attention to a musket shot, I fired a shot from the long 32-pounder gun, which passed over her and caused her to come alongside.

The canoe contained a white man named Conolly Johnson, who stated that he was a native of Somerset County, Md., and that he was going over to Virginia to visit his family. He had with him a free negro named George Moss, from Mathews County, Va., which county they left this morning. The white prisoner ordered the negro to throw overboard his papers, which fact, coupled with the discovery of \$100 (one \$50 Virginia bill and the balance in gold and silver) on his person, and \$2.75 in silver on that of the negro, leaves no doubt in my mind as to his having been engaged in illicit trade with the rebels.

I send the two men down for your disposal; the canoe I detain here, as she may be of service to me in decoying others. There is a constant traffic carried on about 15 miles above the Rappahannock and the same distance below, which I can not prevent without leaving my station.

We are all well on board, and everything is quiet off the Rappahannock.

I am, sir, very respectfully, your obedient servant, -

O. S. GLISSON,  
*Commander, U. S. Navy.*

Flag-Officer L. M. GOLDSBOROUGH,  
*Commanding the Atlantic Blockading Squadron, etc.*

*Order of the Secretary of the Navy to Flag-Officer Goldsborough, U. S. Navy, commanding Atlantic Blockading Squadron, regarding disposition of prisoners.*

NAVY DEPARTMENT, October 10, 1861.

SIR: You will please send the two persons, Johnson (white) and Moss (free), captured on the 3d instant by Commander Glisson, of the *Mount Vernon*, and suspected of having been engaged in illicit trade with Virginia, to Washington City, if they can not be accommodated in Fortress Monroe. For the present you will retain the money found on their persons.

I am, respectfully,

GIDEON WELLES.

Flag-Officer L. M. GOLDSBOROUGH,  
*Comdy. Atlantic Blockading Squadron, Hampton Roads, Virginia.*

*Report of Lieutenant Murray, U. S. Navy, commanding U. S. S. Louisiana, of the capture by that vessel of schooner S. T. Garrison.*

U. S. S. LOUISIANA,  
*Chincoteague Inlet, October 7, 1861.*

FLAG-OFFICER: I have taken possession of the schooner *S. T. Garrison* and placed her in charge of Acting Master L. C. Wood and four men.

This vessel is without papers and her captain appears to have fled. She is freighted with cord wood, and was at anchor very near to a landing on the east coast (seacoast), Accomac County, Va., a few miles south of the south end of Chincoteague Island, and nearly abreast of Wallop's Island. I have no evidence that would implicate her directly in an illicit trade with the enemy.

Very respectfully, your obedient servant,

A. MURRAY,  
*Lieutenant, Commanding.*

Flag-Officer L. M. GOLDSBOROUGH,  
*Hampton Roads.*

P. S.—October 8. Her captain has since returned.

*Report of Captain Lardner, U. S. Navy, commanding U. S. S. Susquehanna, of the arrival of that vessel at Hampton Roads, Virginia.*

U. S. S. SUSQUEHANNA,  
*Hampton Roads, October 8, 1861.*

SIR: I report the arrival of this ship from Hatteras for the purpose of coaling, in obedience to your order of the 2d instant, received yesterday by the steamer *Spaulding*. This ship has not taken any coal on board since leaving Philadelphia on the 24th of August.

Very respectfully, your obedient servant,

J. L. LARDNER,  
*Captain.*

Flag-Officer L. M. GOLDSBOROUGH,  
*Blockading Squadron, Hampton Roads.*

*Letter from Major-General Wool, U. S. Army, commanding Department of Virginia, to Flag-Officer Goldsborough, U. S. Navy, commanding Atlantic Blockading Squadron, giving information of expected attack on Newport News, Va.*

HEADQUARTERS DEPARTMENT OF VIRGINIA,  
Fort Monroe, October 8, 1861.

SIR: I have received information from Norfolk which induces me to believe that an attack will be made very soon, perhaps to-night, on Newport News and Camp Hamilton, with reference to aiding the escape of the enemy's steamers to sea.

I have mounted several 42-pounder rifle guns since I saw you, and an additional 8-inch howitzer at Newport News. Orders have been given to the various camps and positions to be prepared, etc.

I am, very respectfully, your obedient servant,

JOHN E. WOOL,  
Major-General.

Flag-Officer GOLDSBOROUGH,  
Commanding Fleet, etc.

*Order of the Secretary of the Navy to Flag-Officer Goldsborough, U. S. Navy, commanding Atlantic Blockading Squadron, regarding chartered tug James Murray.*

NAVY DEPARTMENT, October 8, 1861.

SIR: The chartered tug *James Murray* is placed at your disposal, and enclosed is a copy of the charter.

Two hundred sailors have been ordered to join your force, and the Army will place the Rip Raps under charge of the Navy Department.

You will take charge, therefore, of this point and render it effective for defense and offense.

As many sailors as can be accommodated will be sent there. Commander Hazard has been ordered to report to you for this duty; also an assistant paymaster and an assistant surgeon.

I am, respectfully,

GIDEON WELLES.

Flag-Officer L. M. GOLDSBOROUGH,  
Comdg. Atlantic Blockading Squadron, Hampton Roads, Virginia.

*Order of Captain Van Brunt, U. S. Navy, senior officer present in Hampton Roads, Virginia, to Lieutenant Lowry, U. S. Navy, commanding U. S. S. Underwriter, to proceed to duty at Hatteras Inlet, North Carolina.*

U. S. FLAGSHIP MINNESOTA,  
Hampton Roads, October 8, 1861.

SIR: You will proceed to Hatteras Inlet with the vessel under your command, and on your arrival there report to the senior naval officer for such duty as he may assign you. A memorandum of vessels which intend to violate the blockade, with instructions in reference to neutrals, etc., is herewith furnished you.

Respectfully, your obedient servant,

G. J. VAN BRUNT,  
Senior Officer Present.

Lieutenant Commanding R. B. LOWRY, U. S. Navy,  
U. S. S. Underwriter, Hampton Roads, Virginia.

*Letter from Jeremiah Olney, esq., to the Secretary of the Navy, regarding information of the defenses of the Georgia coast.*

POST-OFFICE,  
Thompson, Conn., October 8, 1861.

SIR: My letter to you of the 30th ultimo, relative to the arrival of the new screw steamer *Bermuda* at Savannah, was written in great haste for the closing mail, with no time to review what was written.

I presume, however, sufficient was written to give you some information valuable (if not previously otherwise obtained). I intended to have suggested in that letter that this same young man is in possession of much valuable information relative to the coast of Georgia and its inlets; likewise in relation to two or more prizes which were taken to Savannah by other rebel pirates; also of the defenses of that harbor and other points along the coast, together with much other information, perfectly reliable, obtained by him from a year's residence on said coast while in possession of the full confidence of that population, which, if not already known by the Government, must be invaluable.

Mr. Davis, for such is his name, is willing to impart other knowledge in his possession to the proper authorities if it is desired by them.

Very truly, your obedient servant,

J. OLNEY,  
Postmaster.

HON. GIDEON WELLES,  
Secretary of the Navy, Washington, D. C.

*Letter from the Secretary of the Navy to Jeremiah Olney, esq., acknowledging receipt of information of the defenses of the Georgia coast and of the entrance of the steamer Bermuda into Savannah, Ga.*

NAVY DEPARTMENT, October 11, 1861.

I have received your letter of the 8th instant, and am under obligations for your previous letter,\* which brought us the first knowledge of the entrance of the *Bermuda*. The Department will be glad to receive any other information of importance which Mr. Davis may feel disposed to communicate.

I am, respectfully,

GIDEON WELLES.

J. OLNEY,  
Postmaster, Thompson, Conn.

*Order of the Secretary of the Navy to Flag-Officer Goldsborough, U. S. Navy, commanding Atlantic Blockading Squadron, for the restriction of flags of truce and correspondence of prisoners.*

NAVY DEPARTMENT, October 9, 1861.

SIR: In consequence of the detriment to the public interests arising from the frequency of flags of truce passing between Fortress Monroe and Norfolk, it is hereby directed that hereafter all correspondence is to be confined to the prisoners at New York and other places, no one of whom is to be allowed to write oftener than once a month, and then the letter must not exceed six lines.

All letters are to be open and to undergo the usual inspection.

\* See p. 279.

No flag of truce hereafter is to convey any person from Fortress Monroe, except by the special authority of the proper department at Washington.

I am, respectfully,

GIDEON WELLES.

Flag-Officer L. M. GOLDSBOROUGH,  
*Commanding Atlantic Blockading Squadron.*

*Report of Lieutenant Lowry, U. S. Navy, commanding U. S. S. Underwriter, of the arrival of that vessel at Hatteras Inlet, North Carolina, in unseaworthy condition.*

U. S. S. UNDERWRITER,  
*Hatteras Inlet, North Carolina, October 9, 1861.*

SIR: I report my arrival at this port in obedience to your order of the 7th instant. My run down was attended with anxiety for the safety of the vessel, as I found her very unseaworthy and unsafe. Fortunately, I succeeded in gaining an anchorage at the inlet before the strength of the gale now prevailing came on. I find this vessel badly furnished with many things, owing, I suppose, to the idea that prevailed at the navy yard, Washington, that she was to act with the Potomac Flotilla. The most important that she requires are proper anchors and chains. In anchoring at this place this evening in a strong gale, with my heaviest anchor of 850 pounds, vessel with no way, properly let go 15 fathoms, when something parted and the steamer dragged; on heaving it up, found the shank broken off, both flukes gone. This leaves me with only one anchor of about 400, with which to ride out a heavy gale. By using my steam, as I am obliged to, I consume my coal, which, at this place, is scarce. I enclose a requisition for anchors and some necessary equipments. The fish davit was broken and rendered useless in an attempt to cat the anchor. I think it proper to mention that the anchors provided for this vessel are old and rust eaten—I shall preserve the fragments—and are evidently the same she has long had. This vessel, drawing 8½ feet, can not pass over the inner bulkhead without taking everything out of her, and, if we do, we have no means to mount the guns afterwards. I therefore consider her as unfit for service in the inner waters of this sound. The heavy weight of metal, ammunition, coal, stores, and men deepens her draft, and immerses her huge wheels to a depth of 5 feet; this renders her unsafe in the slightest seaway. In the Chesapeake Bay, with a smaller battery, less coal and men, she would be more serviceable. At present her speed, with full power, does not exceed 5 knots. Whenever her guards are struck by a sea her engines are lifted visibly. The vessel is entirely unprovided with means to extinguish fire or pump a leak. I make these remarks as a professional safeguard in case of accident.

I am one of those officers who think the public service is not advanced by converting old or improperly defended vessels into men-of-war. This vessel's boilers and machinery are entirely above water line and undefended, the decks uneven, and her fine battery, to a certain extent, rendered inefficient.

I am, very respectfully, etc.,

R. B. LOWRY, U. S. Navy,  
*Lieutenant, Commanding.*

Flag-Officer L. M. GOLDSBOROUGH,  
*Commanding Atlantic Blockading Squadron.*

*Letter from George M. Barnard, esq., to the Secretary of the Navy, regarding the entrance of steamer Bermuda into Savannah, Ga.*

BOSTON, October 9, 1861.

DEAR SIR: In common with the mercantile community here, I have been astonished at the easy entrance of the *Bermuda*, steamer, into the port of Savannah with important munitions of war, as, with the failure of the *Brooklyn* to take the *Sumter* at New Orleans and the disastrous failure at Norfolk, and the almost unmolested career of privateers, it would seem that the Navy had little to trifle with in point of character for energy and patriotism. Many of the blockading ships, by anchoring regularly in the same spot and hoisting lanterns at night have efficiently served to guide escaping vessels into or out of port. An examination of the log book will show that a very small proportion of vessels met at sea have been boarded and examined. These are facts susceptible of proof.

As the Government must, after all, mainly rely on the merchants for the funds to carry on the war, we feel that we have a right to demand protection of our interests. I therefore now write to say that I am prepared to form a company here which will give bonds, if required, to close the port of Savannah so that not a wherry can get out or in. I can prove to the satisfaction of anyone that hulks loaded with granite blocks, heavy enough to prevent their rising on the swell, will remain stationary and impassable twenty years. I shall await your reply in the hope of a decision satisfactory to the mercantile interests of the North.

Respectfully, your obedient servant,

GEORGE M. BARNARD.

Hon. GIDEON WELLES,  
Secretary of the Navy, Washington, D. C

*Letter from George B. Upton, esq., to the Secretary of the Navy, making suggestions in view of escape of steamer Bermuda into Savannah, Ga.*

BOSTON, October 9, 1861.

SIR: I beg leave to make the following suggestions for your consideration:

The steamer *Bermuda*, with munitions of war, has no doubt passed in to Savannah.

England has and will magnify the privateer question. Orders were some time ago sent from Lloyds to their respective agents in China and the East Indies not to underwrite on property in American bottoms. It is very important, in view of all this, to prevent further either the ingress or egress of vessels of any capacity for armament from either the harbors of Charleston or Savannah.

I respectfully suggest that this may be effectively done by sinking in the channels vessels thoroughly and completely loaded with granite blocks.

Whenever this thing has been previously attempted it has been in incompetent hands, the class of vessel and the kind of ballast used being altogether insufficient.

What is required is an old double-deck vessel, and so heavily loaded that the ground swell would make but little impression in moving her for a long time.



It would require a comparatively small number of these vessels to do a thorough work, and it is within my experience that they have stood the waves under similar circumstances for years.

I am, with great respect, your most obedient servant,  
GEO. B. UPTON.

Hon. GIDEON WELLES,  
*Secretary of the Navy.*

*Report of Commander Glisson, U. S. Navy, commanding U. S. S. Mount Vernon, of the arrival of that vessel at Baltimore, Md.*

U. S. S. MOUNT VERNON,  
*Baltimore, Md., October 10, 1861.*

SIR: I have to report the arrival of this vessel at this port, and have telegraphed to the Department as you directed and am now waiting orders.

Will you do me the favor to forward the letters for the *Mount Vernon* to us at this place by the Baltimore boat of this day?

I am, sir, very respectfully, your obedient servant,  
O. S. GLISSON,  
*Commander, U. S. Navy.*

Flag-Officer L. M. GOLDSBOROUGH,  
*Commanding the Atlantic Blockading Squadron, etc.*

*Detailed report of Lieutenant Lowry, U. S. Navy, commanding U. S. S. Underwriter, regarding the condition of affairs at Hatteras Inlet, North Carolina, and the necessary requirements to hold that place.*

U. S. S. UNDERWRITER,  
*Hatteras Inlet, North Carolina, October 10, 1861.*

SIR: I have arrived here in the *Underwriter*, steam tug, for service, as I understood at the Navy Department, under your command, in the sound. Since my arrival, and from previous knowledge obtained from parties who lately were at Norfolk and at work on the Chesapeake and Albemarle Canal, I have come to the conclusion that matters have changed so much in regard to the relative positions of the United States and rebel forces that we are obliged to be on the defensive and are in a critical position. The severe gales which rage [upon] this coast are particularly felt here, the danger being heightened to an alarming degree by rapid currents which rush through the inlets. This vessel's draft of water is too great to permit her to cross the inner bulkhead without taking out her guns and coal. She is now drawing 8½ feet. To take out her coal and guns would require more conveniences than we now possess. Being simply a tugboat, she is not supplied with purchases, spars, or facilities for hoisting in or out heavy weights. I have reliable information that the rebels have nearly, if not more than, twenty armed steamers in the sound, with friendly harbors to operate from, enabling them to offer or decline battle at their own convenience or advantage. There are no harbors in the sound with more than 4 or 5 feet of water not in possession of the rebels, or strongly fortified. The operations of our gunboats will have to be made from this point as a base. The obstacles are very great; almost insurmountable. The sandpits on which Fort Hatteras is built have changed very much since

its capture, and is now, in the gale at present prevailing, visibly washing away. The channels are shifting. The forces at this time have scarcely a foothold of dry sand, and in the next gale may have to retreat to the high sand hills for shelter, or else, by standing fast, suffer untold and needless hardships, if not terrible destruction. The rebels are provided with competent native pilots—in fact, the water population of this sound is very large—who know the waters thoroughly; while with us it is impossible to obtain one that is reliable. No advances can be made upon the fortified positions without a strong force of gunboats and troops. The gunboats cannot carry troops. There are, therefore, required scows, surfboats, etc., in great numbers. The idea of the Union sentiment which is thought to exist in this State is incorrect, I think. The people are now hostile if they were not a few weeks since. Should tugs or gunboats of sufficient light draft of water be collected and enter the sound, they will require to have good qualities as sea boats to struggle with the gales and currents that are the natural obstacles to safe navigation of these waters. It may be asked if the rebels have not to endure the same. I answer that they have knowledge, possess the inner harbors, etc. It is enough to say that I think all the resources of the North would not have erected Forts Hatteras and Clark. Even now these works seem to be no better than when captured. The rebels receive supplies from all the neighboring towns and surrounding country, while we must draw everything from the North—fuel, water, provisions, etc. The tugs sent here are comparatively useless, being to a great extent unseaworthy. It seems to me almost deliberate sacrifice to hazard their valuable batteries and munitions; *vide* the *Fanny*.\*

In conclusion, I consider the position of our affairs at this place to be serious and requiring wise counsels, judicious handling, and careful thought. This to both sea and land forces. I have no hesitation in giving my professional opinion that the time for successful action on our part has passed. The enemy cover all the ground against us within; we can only hold the inlets to prevent privateering and supplies reaching the enemy. Hatteras Inlet can not be made a base to carry on offensive measures against the enemy with success. If insane and desperate efforts are required against the enemy without a chance of success, I fancy there are men here to attempt them; but any well-devised, deliberate plan, having for its object the sure defeat and capture of the enemy, the possession of his strongholds, and the reduction to obedience of those now in armed rebellion against their country, I fear will be hopeless. Had our country no other points to strike at, this could be made an effective point to operate from. I think myself this is the point to attack Norfolk from; but Norfolk must first be of sufficient importance to us to justify us to [in] the preparation for the accumulation of the Army and small boats [and] flats necessary to accomplish it. These views I give you candidly and without fear. No man was more anxious than I was three months since, or more sure of success had we then struck; but now I feel as if daring, boldness, or sacrifice of life will be of no avail. Nothing can be gained except by an overwhelming force of good naval vessels, flatboats, etc., and a well-drilled army.

As I give you these opinions as a naval man, having the good cause at heart, you are at perfect liberty to use them as you may see fit.

I am, very respectfully, etc.,

R. B. LOWRY,  
Lieutenant, U. S. Navy.

Commander H. S. STELLWAGEN, U. S. Navy.

\* See pp. 275-278.

*Attempt of Lieutenant Minor, U. S. Navy, to blow up a Federal vessel at Newport News, Va., by means of a torpedo.*

Order of the Secretary of the Navy of the Confederate States

C. S. NAVY DEPARTMENT,  
*Office of Orders and Detail, Richmond, October 5, 1861.*

SIR: Commander M. F. Maury having been ordered on special duty which will interfere with his orders relating to the submarine battery, you will report yourself to him and receive from him such instructions as will enable you to carry out his views relating to it.

By command of Secretary of the Navy:

Respectfully, your obedient servant,

FRANKLIN BUCHANAN,  
*Captain, in Charge.*

Lieutenant ROBERT D. MINOR, U. S. Navy,  
*Richmond, Va.*

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Report of Lieutenant Minor.

C. S. S. PATRICK HENRY,  
*Off Mulberry Point Battery, October 11, 1861.*

SIR: Owing to an unexpected delay in the completion of the magazines, I was unable to leave Richmond before the morning of the 9th, and did not reach this ship until yesterday about 8 a. m., when I laid your plan of the intended attack on the United States ships at anchor off Newport News before Commander Tucker, who, with Lieutenant Powell, the executive officer, placed every facility at my disposal for carrying it into execution. Acting Master Thomas L. Dornin and Midshipman Alexander M. Mason having volunteered to accompany me, the evening was passed in preparing the magazines and in explaining in detail to the officers the manner of handling and working them. In filling the tanks I found that I would have 392 pounds of powder to operate with, instead of 400, which I had calculated upon, and to insure them from sinking, I had some cork attached to the buoys, which subsequently proved of great advantage. The day was a stormy one, with a fresh breeze from the northward, with rain and mist, well suited for our operations against the enemy. About sunset Commander Tucker got underway from his anchorage off this place, and with lights shaded, steamed slowly down the river on a strong ebb tide, until the ships were seen ahead of us, when we came to within a mile and a half of the point, dropping the anchor with a hawser bent to it to prevent noise from the rattling of the chains. The boats were then lowered, the magazines carefully slung, buoys bent on at intervals of 7 feet, and; when all was ready, the crews, armed with cutlasses, took their places and were cautioned in a few words by me to keep silent and obey implicitly the orders of the officers. Acting Master Dornin, with Midshipman Mason, took the left side of the channel, while I took the right with Mr. Edward Moore, boatswain of the ship, to pilot me. Pulling down the river some 600 or 700 yards, the boats were then allowed to drift with the rapid ebb tide, while the end of the cork line was passed over to Mr. Dornin and the line tautened by the boats pulling in opposite directions. The buoys were then thrown overboard, the guard lines on the triggers cut, the levers fitted and pinned, the trip line made fast to the bight at the

end of the lever, the safety screws removed, the magazines carefully lowered in the water, where they were well supported by the buoys, the slack line (3 fathoms of which were kept in hand for safety) thrown overboard, and all set fairly adrift within 800 yards of the ship and 400 yards of the battery on the bluff above the point. So near were we that voices were heard on the shore, and Mr. Moore reported a boat about 100 yards off, which, however, I did not see, being too much engaged in preparing the magazines for its service. Pulling back a short distance and hearing no explosion we returned to the ship, which we found cleared for action and ready to cover us in the event of being attacked; and the boats had just been hoisted up when signal lights were observed flashing in the vicinity of the point with considerable rapidity, indicating a suspicion on the part of the enemy that an attack of some kind was intended. Leaving our anchorage we steamed rapidly up the river and took up our former position off this place about 12:30 o'clock at night. On going to the crosstrees this morning two ships were seen at anchor off the point, and later in the day, when seen from Warwick River, where Commander Tucker and I went to get a better view of them, they were apparently unharmed, and I concluded that the magazines could not have fouled them, though planted fairly and in good drifting distance, and with an interval between them of some 200 feet, perhaps somewhat less, as the line became entangled slightly while paying out. I have thus minutely described to you, sir, this whole operation, believing that as its originator it would be interesting to you, and perhaps serve as a guide in the further prosecution of this mode of warfare.

I beg leave to return my sincere thanks to Commander Tucker, Lieutenant Powell, and other officers and men of the *Patriot Henry* for their hearty cooperation, and I particularly desire to call your attention to the coolness and bravery of Acting Master Dornin and Midshipman Mason and the boat's crews associated on duty with me.

I am, sir, respectfully, your obedient servant,

R. D. MINOR,  
*Lieutenant, U. S. Navy.*

Commander M. F. MAURY, U. S. Navy,  
*Fredericksburg, Va.*

*Letter from the Secretary of the Navy to Flag-Officer Goldsborough, U. S. Navy, commanding Atlantic Blockading Squadron, regarding blockade runners.*

NAVY DEPARTMENT, *October 10, 1861.*

SIR: The consul at Liverpool advises the Government that the *Gondar*, from Liverpool, and the *Alliance*, from St. John, which got into Beaufort, N. C., belonged to Fraser, Trenholm & Co., who are thus making a great deal of money, which they are using to send aid to the rebels. They have bought two more steamers—the *Adelaide* and the *Victoria*—in London, which are no doubt intended to follow the *Bermuda* in due course.

He also states that large shipments of gunpowder, sulphur, lead, shot, etc., are being made to Rio Grande do Sul, Belize [Honduras], Charlottetown, Prince Edward's Island, Aspinwall, and Montreal [Canada].

The effort to furnish the insurgents with arms, munitions, and needful supplies is very great, and it requires unceasing vigilance to intercept them.

I am, respectfully,

GIDEON WELLES.

Flag-Officer L. M. GOLDSBOROUGH,  
*Comdg. Atlantic Blockading Squadron, Hampton Roads, Virginia.*

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*Report of Commander Lockwood, U. S. Navy, commanding U. S. S. Daylight, of an engagement by that vessel with Confederate battery in Lynn Haven Bay, in defense of ship John Clark.*

U. S. PROPELLER DAYLIGHT,  
*Blockading off Cape Henry [Virginia], October 11, 1861.*

SIR: Yesterday afternoon, a few minutes before 4 p. m., it was reported to me that a battery on shore in Lynn Haven Bay had opened fire on the American ship *John Clark*, of Baltimore which had come in and anchored during the gale and dragged within range of the enemy's guns, distant about a mile and a half. I got underway and stood down to her assistance, and, on getting within range, opened fire, and a spirited engagement was kept up on both sides for about forty minutes, when the enemy ceased firing, their battery of four or five guns being silenced, so that, although we remained within range for an hour and a half after the firing had ceased, assisting the ships to get underway, not a shot was fired by them. Our shot generally were well directed, and must have done execution. Fortunately, none of their shot hit us, but they came quite near enough. The officers and men were eager for the fray, and evinced a spirited determination to do their whole duty, and I was well pleased, not only with their conduct, but also with the precision of their aim.

I have the honor to be, sir, respectfully, your obedient servant,  
SAML. LOCKWOOD,  
*Commander.*

Flag-Officer L. M. GOLDSBOROUGH,  
*Comdg. Atlantic Blockading Squadron, Hampton Roads, Virginia.*

*Additional report of Commander Lockwood, U. S. Navy, regarding assistance rendered to American ship John Clark.*

U. S. PROPELLER DAYLIGHT,  
Off Cape Henry, October 11, 1861.

SIR: After the firing ceased I sent a boat with an officer to assist the American ship *John Clark*, of Baltimore, under the command of J. Leturner, owned by Ford & Rodgers, with orders to heave up one of her anchors. Finding the current and set of the sea so strong as to frustrate our efforts to give her a tow, I sent the pilot and more men, eleven in all, to get the ship underway, with orders to take her out and anchor her in at least 6 fathoms of water, and after seeing her well underway, standing out clear, I proceeded slowly for our usual anchorage; and shortly after anchoring, before we had given the steamer all of her chain, I discovered the ship nearing us, apparently taking no notice of us, although we had a light hoisted forward and aft. I immediately hailed, directing her to put her helm down and go about, but she stood on and came in contact with us on the port bow, damaging us considerably, which, however, can be repaired by the carpenters of one of the ships having the tools and workmen, with the exception of the anchor on the port bow, one of its flukes being broken, and we will require another of about 1,600 pounds. It was a gross piece of carelessness, and I have sent the pilot up and recommend that he be discharged, as we can get along as well without him as with him.

Notwithstanding the assistance rendered, the captain of the ship evinces the basest ingratitude for saving his ship and bringing her out of danger by threatening to report me to the flag-officer and the Secretary of the Navy for sending for my men after the ship had been anchored in a place of safety and her sails furled, and he was exceedingly impertinent and abusive in his language.

Had his ship remained where she was during the night she probably would have been in possession of the enemy this morning, and although the wind had abated so that she could have shifted her berth, still no effort appears to have been made to do so by them until we aided them.

I am, sir, respectfully, your obedient servant,

SAML. LOCKWOOD,  
Commander.

Flag-Officer L. M. GOLDSBOROUGH,  
Comdg. Atlantic Blockading Squadron, Hampton Roads, Virginia.

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*Letter from the Secretary of the Navy to Flag-Officer Goldsborough, U. S. Navy, commanding Atlantic Blockading Squadron, regarding the affair in Lynn Haven Bay, Virginia.*

NAVY DEPARTMENT, October 16, 1861.

SIR: Your No. 5, dated the 12th instant, has been received.

The Department has read with much pleasure the report of Commander Lockwood of his engagement with the rebel battery at Lynn Haven Bay, and is much gratified at his success in silencing the enemy and relieving the merchant ship *John Clark* from her dangerous situation.

I am, respectfully, etc.,

GIDEON WELLES.

Flag-Officer L. M. GOLDSBOROUGH,  
Hampton Roads, Virginia.

*Report of Flag-Officer Goldsborough, U. S. Navy, commanding Atlantic Blockading Squadron, regarding certain vessels of his command, and the state of affairs at Hatteras Inlet, North Carolina.*

U. S. FLAGSHIP MINNESOTA,  
Hampton Roads, October 11, 1861.

SIR: The tug *Young America* now leaks so badly that she can scarcely be kept free by the constant use of her donkey engine. The water pours in as though a butt were sprung, and this probably is the case. She must be hauled up in order to repair the damage, and as that can not be done here I shall have to send her to Baltimore. May I request that the necessary directions be given concerning her repairs? If found good and sound enough she ought, I think, to be coppered, as the worms hereabouts are very destructive to a wooden bottom.

The *Dawn*, now at Washington, also requires repairs. Her services would be useful at this time, as I have no vessel to take her place at the mouth of York River, and, consequently, that station remains unguarded.

In my judgment, it would be well to add another steamer to the one (the *E. B. Hale*) stationed about the mouth of the Rappahannock. I have nothing on hand for the purpose.

Commander Stellwagen writes me under date of the 2d instant that the state of affairs here (Hatteras Inlet) is so critical that the duty of blocking up the inlets is impossible. If this state of things has not been changed by the recent punishment given to the enemy, that officer's services are no longer necessary where he is, and he had as well be ordered to return to Washington to command the *Hetzcl*. I shall write to him accordingly.

Respectfully, your obedient servant,

L. M. GOLDSBOROUGH,  
Flag-Officer.

Hon. GIDEON WELLES,  
Secretary of the Navy, Washington, D. C.

*Report of Flag-Officer Goldsborough, U. S. Navy, commanding Atlantic Blockading Squadron, regarding instructions to officers relative to the seizure of vessels.*

U. S. FLAGSHIP MINNESOTA,  
Hampton Roads, October 11, 1861.

SIR: With your consent, I propose to add the following to the instructions already given by me to the officers commanding the blockading vessels under my control, and of which I had the honor to furnish you a copy\* under date of the 3d instant:

Vessels with contraband goods on board approaching any of the blockaded ports, or vessels that may have cleared for any of those ports or be found with a due warning on their papers hovering about any of them, are all to be seized and sent in for adjudication.

Respectfully, your obedient servant,

L. M. GOLDSBOROUGH,  
Flag-Officer.

Hon. GIDEON WELLES,  
Secretary of the Navy, Washington, D. C.

\* See pp. 266, 267, 281.

*Letter from the Secretary of the Navy to Flag-Officer Goldsborough, U. S. Navy, commanding Atlantic Blockading Squadron, regarding the inefficiency of certain officers in command of tugs.*

NAVY DEPARTMENT, October 11, 1861.

SIR: Captain Chauncey, late of the *Susquehanna*, arrived at the Department yesterday and reports verbally the inefficiency of the commanders of the tugs *General Putnam* and *Ceres*, and that two of the master's mates of the latter vessel are thieves.

In this great emergency the Department has made the appointments from outside of the Navy upon the best recommendations possible to obtain, but in several melancholy instances has been deceived.

The Department relies upon the vigilance of the flag-officers to watch over these appointees, instruct them carefully in their duties, perfect them in the drill at great guns and small arms, but to take care that no movement is hazarded by being confided to incompetent hands.

The loss of one of these useful steam tugs, most of which are commanded by persons from the merchant service, would be felt far beyond its pecuniary value, as the offensive operations of the Navy thus far have been skillful and successful. You will make such changes in the commanders of these vessels and the subordinate officers as shall insure their safety and efficiency, reporting your action to the Department. The patriotism of the merchant service gives us a volunteer force of excellent seamen, brave and loyal, and you will take care that the inefficient under your command are removed immediately from positions of trust, and, if a careful examination of the facts shall warrant it, you will send anyone home, furnishing the Department with the written evidence upon which your action was based.

I am, respectfully, your obedient servant,

GIDEON WELLES.

Flag-Officer L. M. GOLDSBOROUGH,

*Comdg. Atlantic Blockading Squadron, Hampton Roads, Virginia.*

*Order of Flag-Officer Goldsborough, U. S. Navy, commanding Atlantic Blockading Squadron, to Commander Stellwagen, U. S. Navy, regarding the blocking of Ocracoke Inlet, North Carolina, with vessels loaded with stone.*

U. S. FLAGSHIP MINNESOTA,

*Hampton Roads, October 11, 1861.*

SIR: If it be still impossible, notwithstanding the recent punishment given to the enemy, to block up the inlets to which your attention was directed, you can return to Washington, via this place, to take command of the *Hetzl*. If, in your judgment, the schooners with stone can be of no service where they are, either now or hereafter, send them all to this place. Can there be a difficulty about blocking up Ocracoke Inlet? The defenses there, I understand, are all destroyed and the place is unoccupied. If you can block it up, do so, and use as many of the schooners as may be necessary for the purpose.

Respectfully, your obedient servant,

L. M. GOLDSBOROUGH,

*Flag-Officer.*

Commander H. S. STELLWAGEN, U. S. Navy.



*Report of Commander Stellwagen, U. S. Navy, stating the impossibility of blocking the inlets of North Carolina.*

OLD POINT COMFORT, VA., October 11, 1861.

SIR: The impossibility of carrying out the obstruction of channels, before reported, and my further presence at Hatteras being useless, I have availed myself of the return of the *Spaulding* to send on the men employed to take down the schooners, a list of whom accompanies this, as also a list of the vessels and their present places.

The tug *Tempest* being disabled was to have been towed up this trip, but the gale and heavy sea prevented. I would respectfully represent that a small propeller tug is necessary at Hatteras to cross the bar when rough, for the purpose of communicating with or towing vessels in and out. The side-wheel ones are not fit for the breakers.

Vessels like the *Underwriter*, *Hetzel*, and *Stars and Stripes* can not be lightened to cross the bulkhead bar; the tugs *Ceres* and *Putnam* grounded nearly every time they attempted it.

I respectfully request permission to repair to Washington to see about the *Hetzel*, etc., and my clothing.

Very respectfully, your obedient servant,

H. S. STELLWAGEN,  
Commander.

Flag-Officer L. M. GOLDSBOROUGH,  
Commanding Atlantic Blockading Squadron.

*Further report of Commander Stellwagen, U. S. Navy, regarding the impossibility of blocking the inlets of North Carolina.*

U. S. FLAGSHIP MINNESOTA,  
Hampton Roads, October 11, 1861.

SIR: I have to report that the impossibility of obstructing the inlets of North Carolina is owing to the enemy holding the sound with an overwhelming force, six armed steamers having been seen together several times, and I am informed they have many more.

To go around inside to Ocracoke the distance is 25 miles, and the expedition would be cut off, particularly as no first-rate pilot can be procured, the navigation being intricate and shoal.

To go over Ocracoke outside bar requires a first-rate local pilot. The water is shoal and channel crooked, and it could not be done by the side-wheel tugs, except in the smoothest sea, and then at great risk of losing them. They are very low in water and not fit to cross the breakers. No such time has presented yet.

They have been kept very constantly at work.

Very respectfully, your obedient servant,

H. S. STELLWAGEN,  
Commander.

Flag-Officer L. M. GOLDSBOROUGH,  
Commanding Atlantic Blockading Squadron.

*Report of Commander Stellwagen, U. S. Navy, regarding the stone vessels at Hatteras Inlet.*

U. S. FLAGSHIP MINNESOTA,  
Hampton Roads, October 11, 1861.

SIR: In reply to your questions about the schooners with stone ballast at Hatteras Inlet, I have to inform you there are eight of them

afloat, of which some five are pretty good, viz, (1) *J. Alexander*, (2) *South Wind*, (3) *Summerfield*, (4) *Friendship*, (5) *Ellen Goldsborough*. These vessels were all purchased low, and the worms have, I suppose, injured them. Four are in use as storeships (three for Army and one for Navy) and are very useful, almost indispensable.

Three, the *Hero*, *Patriot*, and *Mary and Hetty* are very old, probably not worth removing.

Very respectfully, etc., your obedient servant,

H. S. STELLWAGEN,  
Commander.

Flag-Officer L. M. GOLDSBOROUGH,  
Commanding Atlantic Blockading Squadron.

*Proposed transfer of the Rip Raps from the Army to the Navy.*

Letter from Flag-Officer Goldsborough, U. S. Navy, commanding Atlantic Blockading Squadron, to the Secretary of the Navy, transmitting letter from Major-General Wool, U. S. Army.

U. S. FLAGSHIP MINNESOTA,  
Hampton Roads, October 12, 1861.

SIR: I received to-day a communication from Major-General Wool, concerning the transfer of the Rip Raps over to the Navy, of which I herewith send you a copy. The space already cleared there is but very limited, and the buildings erected are quite indifferent and only calculated to shelter tolerably well about 180 or 200 men at most. A company of volunteers and 50 or 60 convicts and prisoners, which the general proposes to retain at the place, will require at least one-half, if not two-thirds, of the accommodations, to say nothing of the incongruous association of sailors, soldiers, and convicts. The Navy, too, it appears, while held responsible for the defense of the work and the channels commanded by it, is to discharge this duty under the general command of General Wool, and this against the sound military rule, long since acknowledged by us, that, in the case of army and navy officers, neither can command the other. If the place, which, as you are aware, is quite small, can not be given up to the entire control of the Navy, it is better, I think, that it should remain as it is in the hands of the Army, with the understanding, however, that the eighteen 9-inch navy guns, already ordered here, are to be mounted as early as possible, and that I, in case of need, am to furnish assistance in the way of men and means to fight them. The enemy is evidently very busy in making preparations for a blow hereabouts, and the Rip Raps should certainly be put in good fighting order forthwith. It is far from being in such a state just now. With regard to the 180 or 200 men recently sent down here from Washington, I can readily distribute them on board the *Congress*, *Cumberland*, and this ship until they may be wanted either at the Rip Raps or elsewhere. As things stand, I do not feel that it would be right in me, or in accordance with your wishes, to accept the Rip Raps on the condition proposed by General Wool's communication, and I shall therefore await further instructions from you upon the subject. I desire of all things, on every account, to avoid misunderstandings, especially such as are at all likely to prove detrimental to the public interests. In an interview this morning with General Wool, I inferred from what passed between us that he expected the Navy to take charge only on the terms indicated. The most pleasant relations exist between that officer and myself, and I most certainly will do everything to assist him in my power. The main thing

is to get the place cleared away and prepared, to have guns mounted as rapidly as possible, and then to have the right sort of men on hand to fight them; nor is it, in truth, of any consequence who arranges matters, so long as they are properly accomplished.

I avail of this opportunity to state that I am preparing the *Susquehanna*, day and night, to get off, and the moment she is ready I shall dispatch her to take the place of the *Monticello*, now off Charleston, and order the latter vessel to go off Savannah.

If a supply vessel comes by here in the meantime I shall send orders by her for the *Monticello* to go off Savannah in anticipation of the *Susquehanna's* arrival.

Respectfully, your obedient servant,

L. M. GOLDSBOROUGH,  
*Flag-Officer.*

Hon. GIDEON WELLES,  
*Secretary of the Navy, Washington City, D. C.*

[Enclosure.]

HEADQUARTERS DEPARTMENT OF VIRGINIA,  
*Fort Monroe, October 12, 1861.*

SIR: I have received a communication of the 8th instant from the General in Chief of the Army, in which I find the following instructions, viz:

It is the desire of the Navy Department, in which the Secretary of War and the General in Chief concur, that you put the Rip Raps in the hands of the Navy, giving them charge of the guns and batteries there, and they will be responsible for the defense of the work and the channels commanded by it, of course under your general command.

When you are ready I will make the necessary arrangements for the Navy to take charge of the Rip Raps, as indicated.

It is proper, however, to state that the Rip Raps is the only place we have for prisoners of war and convicts. We have now between fifty and sixty confined at that place. These I presume you do not desire the charge of. In such a case a company of volunteers will be necessary for their security. I mention the circumstance in order that you may make arrangements accordingly.

The company might furnish a guard at night for the batteries and the gun on the wharf.

I am, very respectfully, your obedient servant,

JOHN E. WOOL,  
*Major-General.*

Flag-Officer L. M. GOLDSBOROUGH,  
*Commanding, Navy.*

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Order of Flag-Officer Goldsborough, U. S. Navy, commanding Atlantic Blockading Squadron, to the commanding officer of the U. S. S. Powhatan, regarding distribution of petty officers and enlisted men.

U. S. FLAGSHIP MINNESOTA,  
*Hampton Roads, October 13, 1861.*

SIR: You will please distribute the men brought down by you to be landed on the Rip Raps, as follows, viz:

To <i>Minnesota</i> , 2 petty officers, 30 seamen, 36 ordinary seamen, and 32 landsmen . . .	100
To <i>Congress</i> , 1 petty officer, 15 seamen, 19 ordinary seamen, and 15 landsmen . . .	50
To <i>Cumberland</i> , 1 petty officer, 14 seamen, 19 ordinary seamen, and 16 landsmen . . .	50

You can get what coal you require from the coal ship *Charles Phelps* and give the officer in charge a receipt for what you take.

Respectfully, your obedient servant,

L. M. GOLDSBOROUGH,  
*Flag-Officer.*

COMMANDING OFFICER U. S. S. POWHATAN,  
*Hampton Roads.*

Letter from the Secretary of the Navy to the Secretary of War regarding an amendment to the instructions to Major-General Wool.

NAVY DEPARTMENT, *October 14, 1861.*

SIR: I have received a copy of instructions issued from the headquarters of the Army on the 8th instant to Major-General John E. Wool, commanding at Fortress Monroe, on the subject of putting the Rip Raps in the hands of the Navy, agreeably to the request of the Department. To avoid difficulties and to guard against them, I would respectfully suggest an amendment of the instructions by omitting the words "of course under your general command." It is proposed to make the force at the Rip Raps a school for discipline, and the place should therefore be exclusively, for the time being, under the control of the Navy, who will defend it.

I have the honor to be, etc.,

GIDEON WELLES.

Hon. S. CAMERON,  
*Secretary of War.*

Letter from the Secretary of the Navy to Flag-Officer Goldsborough, U. S. Navy, commanding North Atlantic Blockading Squadron, regarding terms of transfer.

NAVY DEPARTMENT, *October 16, 1861.*

SIR: Your letter of the 12th instant has been received, which, together with its enclosure, was referred to Lieutenant-General Scott, who entirely approves of the views contained therein, and will give instructions to Major-General Wool in accordance therewith.

Previous to the reception of your letter the Department had notified the Secretary of War that the entire control of the Rip Raps must be given up to the naval authorities.

I am, respectfully, etc.,

GIDEON WELLES.

Flag-Officer L. M. GOLDSBOROUGH,  
*Hampton Roads.*

Report of Flag-Officer Goldsborough, U. S. Navy, commanding Atlantic Blockading Squadron, acknowledging receipt of orders.

U. S. FLAGSHIP MINNESOTA,  
*Hampton Roads, October 19, 1861.*

SIR: I have the honor to acknowledge receipt of your letter of October 16, answering my letter of 12th instant in regard to the Rip Raps; \* \* \* one of October 17 directing me to send the *Powhatan* to Washington. \* \* \*

Respectfully, your obedient servant,

L. M. GOLDSBOROUGH,  
*Flag-Officer.*

Hon. GIDEON WELLES,  
*Secretary of Navy.*

Letter from the Acting Secretary of War to the Secretary of the Navy, transmitting order from the General of the Army to Major-General Wool, U. S. Army, regarding the amendment to his instructions.

WAR DEPARTMENT,  
Washington, October 19, 1861.

SIR: Enclosed please find copy of a letter from the commanding general to Major-General Wool, commanding at Fortress Monroe, relative to the Rip Raps.

Respectfully,

THOMAS A. SCOTT,  
Acting Secretary of War.

Hon. GIDEON WELLES,  
Secretary of the Navy.

[Enclosure.]

HEADQUARTERS OF THE ARMY,  
Washington, October 18, 1861.

SIR: Since your communication of the 12th instant, in which you remark that the flag-officer requires the entire command of the Rip Raps or nothing to do with it, and that you have not the slightest objection to giving him the whole charge if he will take the prisoners of war and convicts, for whose confinement you have no place but the Rip Raps, a communication has been referred to the General in Chief from the Navy Department, in which an amendment is suggested to the instructions to you, of the 8th instant, by omitting the words "of course under your general command."

The General in Chief desires you to receive this amendment, and to make the best arrangement in your power in relation to the prisoners.

I am, sir, very respectfully, your obedient servant,

E. D. TOWNSEND,  
Assistant Adjutant-General.

Major-General WOOL, U. S. Army,  
Commanding, etc., Fort Monroe, Va.

[NOTE.—No further correspondence on this subject found. The Rip Raps was not turned over to the Navy.—COMPILERS.]

*Order of the Secretary of the Navy to Flag-Officer Goldsborough, U. S. Navy, commanding Atlantic Blockading Squadron, regarding the division of the Atlantic Blockading Squadron, and designating his command as the North Atlantic Squadron.*

NAVY DEPARTMENT, October 12, 1861.

SIR: Upon the departure of Flag-Officer S. F. Du Pont from Hampton Roads you will consider the Atlantic Blockading Squadron divided at the junction of North and South Carolina, and the northern division under your command will be known as the North Atlantic Squadron.\*

\* Flag-Officer Du Pont did not leave Hampton Roads until October 29, but the Department began to address Flag-Officer Goldsborough as commanding North Atlantic Squadron from October 12, though he commanded the Atlantic Squadron up to date of Flag-Officer Du Pont's departure from Hampton Roads.—COMPILERS.

By your last report the following vessels appear to be stationed south of the dividing line:

*Sabine*, Captain Ringgold, off Georgetown, S. C.  
*Vandalia*, Lieutenant Haggerty, off Bull's Bay, South Carolina.  
*Roanoke*, Captain Marston, off Charleston, S. C.  
*Flag*, Commander Sartori, off Charleston, S. C.  
*Savannah*, Commander Missroon, off Savannah, Ga.  
*St. Lawrence*, Captain Purviance, off St. Simon's, Ga.  
*Dale*, Commander Yard, off Fernandina, Fla.

Let the *Susquehanna* and *Roanoke* exchange places and the above-named vessels will, for the present, form part of the South Atlantic Squadron. Vessels of this squadron will draw their supplies from the stores at Hampton Roads, and you will afford them facilities for so doing, as well as for any repairs they may require.

The Department will increase your force as early as practicable.

I am, respectfully,

GIDEON WELLES.

Flag-Officer L. M. GOLDSBOROUGH,  
*Commanding North Atlantic Squadron, Hampton Roads, Virginia.*

*Order of the Secretary of the Navy to Flag-Officer Goldsborough, U. S. Navy, commanding Atlantic Blockading Squadron, designating certain vessels for duty in the South Atlantic Blockading Squadron.*

NAVY DEPARTMENT, *October 12, 1861.*

SIR: The following vessels have been ordered to proceed from Washington to Hampton Roads, not later than Wednesday morning next, and there await the arrival of Flag-Officer Du Pont, to whom they will report as part of the South Atlantic Blockading Squadron, viz:

*Seminole*, Commander Gillis; *Pocahontas*, Commander Drayton; *Pawnee*, Lieutenant Commanding Wyman; *R. B. Forbes*, Lieutenant Commanding Newcomb; and *Penguin* (if in proper condition), Acting Lieutenant Budd.

I am, respectfully, etc.,

GIDEON WELLES.

Flag-Officer L. M. GOLDSBOROUGH,  
*Hampton Roads, Virginia.*

*Letter from the Secretary of the Navy to Flag-Officer Goldsborough, U. S. Navy, commanding Atlantic Blockading Squadron, regarding the shipment of blankets for blockaded ports.*

NAVY DEPARTMENT, *October 12, 1861.*

SIR: The Department has information of the shipment from England to Halifax of large quantities of blankets, etc., intended, as is supposed, for the blockaded ports, and to be thrown into them by some organized system of trade which should be watched and detected.

I am, respectfully,

GIDEON WELLES,

Flag-Officer L. M. GOLDSBOROUGH,  
*Comdg. North Atlantic Blockading Squadron, Hampton Roads.*

*Letter from the Secretary of the Navy to Flag-Officer Goldsborough, U. S. Navy, commanding Atlantic Blockading Squadron.*

NAVY DEPARTMENT, October 12, 1861.

SIR: The propellers *Dawn* and *Daylight* have been purchased for the use of the Government.

I am, respectfully,

GIDEON WELLES.

Flag-Officer L. M. GOLDSBOROUGH,  
*Comdg. North Atlantic Blockading Squadron, Hampton Roads.*

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*Order of Flag-Officer Goldsborough, U. S. Navy, commanding Atlantic Blockading Squadron, to Lieutenant Werden, U. S. Navy, commanding U. S. S. Stars and Stripes, regarding the blocking of the inlets of North Carolina by sinking vessels loaded with stone.*

U. S. FLAGSHIP MINNESOTA,  
*Hampton Roads, October 12, 1861.*

SIR: The Government is anxious to have Oregon, Loggerhead, and Ocracoke inlets blocked up by placing obstructions over the inner bulkheads, not on the outer bars, but at the line of meeting of the waters of the sea and of the sound inside the headlands, and I desire that you will avail of the earliest opportunity to execute these services.

At present there may be difficulties too great to overcome about the inlets of Oregon and Loggerhead, but I can perceive nothing of the sort about that of Ocracoke, particularly if approached seaward and in good and proper weather. The schooners now at Hatteras Inlet and provided with stone are to be used for the purpose in view. You will regard them all as under your charge, and I wish them kept in proper condition to be used as stated. The *Stars and Stripes* herself draws, perhaps, rather too much water for Ocracoke bar, but one or two, or even all if necessary, of the tugs now subject to your orders can be used to tow a sufficient number of the schooners, seaward, down there on a suitable occasion and to the spot where they are to be sunk, provided the assistance of a competent pilot be obtained.

Commander Stellwagen was ordered to execute the above duties, but he has returned here without having accomplished any material feature of them.

Very respectfully, your obedient servant,

L. M. GOLDSBOROUGH,  
*Flag-Officer.*

Lieutenant Commanding REED WERDEN,  
*Comdg. U. S. S. Stars and Stripes, Hatteras Inlet, North Carolina.*

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*Report of Lieutenant Werden, U. S. Navy, commanding U. S. S. Stars and Stripes, regarding the impossibility of blocking the inlets of North Carolina with vessels loaded with stone.*

U. S. S. STARS AND STRIPES,  
*Hatteras Inlet, October 13, 1861.*

SIR: I have the honor to acknowledge the receipt of your letter of yesterday's date, directing me to execute the service of blocking up the

inlets of Oregon, Loggerhead, and Ocracoke by sinking obstructions over the inner bulkheads.

I herewith enclose a letter I addressed to Commander Stellwagen, at his request, stating my views on this subject, and I am still of the opinion that it is impracticable to perform this service so long as the enemy have possession of the sound. At present I can do nothing. The people employed on this duty by Commander Stellwagen have been discharged, and left with him on the steamer *Spaulding* on her last trip to Fortress Monroe. All the schooners brought here by Commander Stellwagen were and are now in a very bad and leaky condition. Some were hard aground, two lost on their passage here, and two sunk in the harbor, one of which having navy stores on board, before my arrival here. Three are now in use as store vessels for the Army and Navy. But five now remain, and some of these are without pumps, and it is only with the pumps from this vessel that I can keep them from sinking.

I also enclose a letter from Lieutenant Commanding T. S. Phelps, containing valuable information of the coast north of Hatteras Inlet.

I trust you may perceive how impracticable it is for me to perform the service you have assigned to me, and I respectfully request to be relieved therefrom.

I am, respectfully, your obedient servant,

R. WERDEN,  
*Lieutenant, Commanding.*

Flag-Officer L. M. GOLDSBOROUGH, U. S. Navy,  
*Comdg. North Atlantic Blockading Squadron, Fortress Monroe.*

[Enclosure.]

U. S. S. STARS AND STRIPES,  
*Hatteras Inlet, October 8, 1861.*

SIR: I find on examination that it is not possible for vessels of the class of the steamers *Underwriter* and *Stars and Stripes* to operate in the sound, owing to their draft of water. If vessels are lightened to go over, they would be compelled to remain and trust to having all their coal and supplies sent to them over the bulkhead, where the little steam tugs *Ceres* and *Putnam* continually get aground. This would be a daily task of impossible achievement with our force. Within the sound there are no harbors, except at Roanoke Island, where the enemy are strongly fortified, and from which their vessels could always sally out whenever an opportunity presents itself. Our force would have to be increased, as they have, it is said, some 20 steamers, six of which we have seen. I therefore do not think it would be proper to creep into what must prove a trap. Our troops are all near the inlet, the most distant camp being but 2 or 3 miles off. All supplies must be brought by sea to them, almost an impossibility in the approaching winter season.

The point itself seems rapidly washing away, and there is danger that the forts will have to be abandoned on that account or from want of supplies.

I am, very respectfully, your obedient servant,

R. WERDEN,  
*Lieutenant, Commanding.*

Commander H. S. STELLWAGEN, U. S. Navy,  
*Hatteras Inlet, North Carolina.*



*Report of Commander Yard, U. S. Navy, commanding U. S. ship Dale, of the capture by that vessel of the schooner Specie.*

U. S. SHIP DALE, *At Sea, October 13, 1861.*

SIR: I respectfully inform you that last night in latitude 30° 50' N., longitude 80° 40' W., I captured after a chase of three hours the schooner *Specie*, of and from Savannah (via Wassaw Sound), bound for Havana with a cargo of rice (163,000 pounds).

I put on board Mr. H. R. Billings, master's mate, as prize master, and five men, together with the late master, and a person who represented himself as a passenger, and dispatched her to-day for Philadelphia.

The remainder of the crew, consisting of the mate and five men, I have retained on board as prisoners.

The papers taken in the prize, with proper letters of instruction, etc., were given the prize master, whom I directed, when released from the charge of the vessel, to go with his crew to Hampton Roads and to report to the commanding naval officer there.

I am, respectfully, your obedient servant,

EDWARD M. YARD,  
*Commander.*

Flag-Officer L. M. GOLDSBOROUGH,  
*Comdg. Atlantic Squadron, Northern Coast, Hampton Roads.*

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*Order of Flag-Officer Goldsborough, U. S. Navy, commanding Atlantic Blockading Squadron, to Acting Master Graves, U. S. Navy, to proceed to Baltimore in command of U. S. S. Young America.*

U. S. FLAGSHIP MINNESOTA,  
*Hampton Roads, October 13, 1861.*

SIR: Proceed to Baltimore with the tug *Young America* under your command and, on your arrival there, ascertain from the navy agent or otherwise what directions have been given from Washington concerning her repairs, and comply with them.

On putting the vessel in the charge of the person authorized to receive and repair her, you will return here immediately and bring with you everybody on board, except the engineer, who is to be left on board to look out and see that all the work done is faithfully and speedily executed. Direct him to keep me informed how her affairs progress, and to hurry the work forward by every means in his power, for I want the services of the vessel.

I wrote to Washington two days ago upon the subject of repairing your vessel, and requested that instructions might be sent to Baltimore in regard to her. Should you find that none have reached there, communicate your arrival for repairs to the Navy Department by telegraph.

Respectfully, your obedient servant,

L. M. GOLDSBOROUGH,  
*Flag-Officer.*

Acting Master G. W. GRAVES, U. S. Navy.

*Report of Flag-Officer Goldsborough, U. S. Navy, commanding Atlantic Blockading Squadron, transmitting report regarding a reconnoissance of the inlets of North Carolina.*

U. S. FLAGSHIP MINNESOTA,  
Hampton Roads, October 14, 1861.

SIR: I have the honor to enclose herewith copy of report by Lieutenant Commanding Thomas S. Phelps, in reference to observations made at Oregon, New, and Loggerhead inlets, North Carolina.

Respectfully, your obedient servant,

L. M. GOLDSBOROUGH,  
Flag-Officer.

HON. GIDEON WELLES,  
Secretary of the Navy, Washington, D. C.

[Enclosure.]

U. S. S. CORWIN,  
Hatteras Inlet, October 12, 1861.

SIR: The following is the copy of a portion of a report made to the Superintendent of the Coast Survey in relation to observations made at Oregon, New, and Loggerhead inlets, North Carolina, viz:

On my way down I ran close along the beach for the purpose of reconnoitering the inlets and sounds, and have to report the following observations made:

At Oregon Inlet the channel is buoyed from near the bar through the bulkhead to the deeper waters of the sound.

On the extreme north point of Pea Island, or the point forming the south side of Oregon Inlet, quite an extensive fort has been thrown up—I should judge about 500 feet in diameter, with a magazine in the center. From the masthead we counted nine embrasures, two facing to protect the bulkhead channel and the others the inlet and to seaward. Owing to the thick, rainy weather I could not discover whether there were any guns mounted or not. There appeared to be two houses and several tents inside the fort; only about eight or ten men were seen. The lighthouse has been destroyed.

I passed about three-quarters of a mile outside of the breakers in 5 fathoms.

At New Inlet, 10 miles south of Oregon Inlet, the sea was breaking all the way across, although the sea was very smooth, and 2 miles from the land the swell was scarcely perceptible.

At Loggerhead Inlet the sea was also breaking across from point to point, and from the masthead the bulkhead just inside the Inlet appeared to be awash and many parts dry. My belief is that these two inlets, New and Loggerhead, for all practical purposes, are closed, for, as I mentioned before, the sea was very smooth, yet the breakers across both inlets were too heavy to send a boat in.

Beyond the foregoing, I noticed nothing of interest either in the sound or on the beach.

I am, respectfully, your obedient servant,

THOS. S. PHELPS,  
Lieutenant, Commanding, Assistant in Coast Survey.

Flag-Officer L. M. GOLDSBOROUGH, U. S. Navy,  
Comdg. U. S. Naval Forces Hampton Roads, Virginia.

*Order of Flag-Officer Goldsborough, U. S. Navy, commanding Atlantic Blockading Squadron, to Lieutenant Werden, U. S. Navy, commanding U. S. S. Stars and Stripes, regarding the blocking of Ocracoke Inlet, North Carolina, by sinking vessels loaded with stone.*

U. S. FLAGSHIP MINNESOTA,  
Hampton Roads, October 14, 1861.

SIR: I am in receipt of your letter\* of yesterday. Before consenting to relieve you from the duty to which it relates, I wish to be distinctly

\* See p. 315.

informed as to the difficulties of blocking up Ocracoke, as directed, by proceeding there seaward, and not by the sound.

Respectfully, your obedient servant,

L. M. GOLDSBOROUGH,  
Flag-Officer.

Lieutenant Commanding REED WERDEN,  
Comdg. U. S. S. Stars and Stripes, Hatteras Inlet, North Carolina.

*Order of Flag-Officer Goldsborough, U. S. Navy, commanding Atlantic Blockading Squadron, to Lieutenant Werden, U. S. Navy, commanding U. S. S. Stars and Stripes, in relation to inefficient commanding officers.*

U. S. FLAGSHIP MINNESOTA,  
Hampton Roads, October 14, 1861.

SIR: It is intimated to me that the commanders of the tugs *General Putnam* and *Ceres* are inefficient, and that two of the master's mates of the latter vessel may be thieves. If either of those commanders is certainly unworthy of his trust, or unfit in reality to be where he is, I shall not hesitate a moment to dismiss him from his command on receiving proper evidence, in writing, of the fact; and furthermore, if the facts warrant it, instead of continuing him in the service I shall send him to his home. In the meantime, however, I wish you to take care that no movement of those tugs is hazarded by being confided to incompetent hands, for the loss of one of them would be felt far beyond its pecuniary value. I desire that you will make enquiry as to any roguery that may have been committed on board the *Ceres* and inform me of the result. You are at full liberty to let the commanders of the tugs in question know the grounds they stand upon, and the course I shall pursue toward them if necessary. Keep me fully informed of their conduct.

Respectfully, your obedient servant,

L. M. GOLDSBOROUGH,  
Flag-Officer.

Lieutenant Commanding REED WERDEN,  
Comdg. U. S. S. Stars and Stripes, Hatteras Inlet, North Carolina.

*Letter from the Secretary of the Navy to Flag-Officer Goldsborough, U. S. Navy, commanding Atlantic Blockading Squadron, transmitting information regarding British schooner Argyle.*

NAVY DEPARTMENT, October 14, 1861.

SIR: I herewith enclose copy of communication from the U. S. consul at Halifax [Nova Scotia] respecting the British schooner *Argyle*, which recently cleared from that port with a cargo destined, it is thought, for the insurgent States.

I am, respectfully,

GIDEON WELLES.

Flag-Officer L. M. GOLDSBOROUGH,  
Comdg. North Atlantic Blockading Squadron, Hampton Roads.

[Enclosure.]

CONSULATE OF THE UNITED STATES,  
*Halifax [Nova Scotia], September 23, 1861.*

SIR: The British schooner *Argyle*, referred to in my dispatch of the 7th instant, sailed yesterday from this port, having cleared for Matamoros, in Mexico.

It is rumored that she intends making an attempt to enter either Beaufort, Wilmington, St. Josephs, or St. Marks, but if unsuccessful will then proceed to Matamoros, in Mexico.

Since the taking of Forts Hatteras and Clark there will, I think, be fewer attempts from this quarter directly to run the blockade; but that the owners of British vessels laden with cargoes destined for the Southern States will hereafter endeavor to accomplish their designs by first landing their cargoes at Matamoros or some other of the Mexican ports.

Deeming it my duty to communicate these facts to the Department of State, I have the honor to be, sir, with great respect, your obedient servant,

M. M. JACKSON.

Hon. WM. H. SEWARD,  
*Secretary of State.*

*Letter from George W. Davis, esq., to the Secretary of the Navy, giving information in regard to the Confederate defenses on the Georgia coast.*

THOMPSON, CONN., *October 14, 1861.*

DEAR SIR: A correspondence has been going on between yourself and Jeremiah Olney, esq., of this town, about a matter in which I had the honor to act a prominent part. Mr. Olney to-day showed me a letter from you asking Mr. Davis to communicate to you any information that might be in his possession about matters pertaining to the Georgia seacoast defenses, etc. Patriotism would have and has prompted me to do so, and, besides, I esteem it a privilege and honor to be able to furnish my Government any information that may be of any worth.

I left Savannah, Ga., on the 18th September last, after a residence of nearly one year in Darien, Ga., engaged as a private tutor. Darien being a seaboard town, I then became somewhat acquainted with the Georgia coast, and saw something of the defenses which were erected and in process of erection.

With a chart of the Georgia coast made out by the U. S. Coast Survey before you the places of which I shall speak will be recognized.

The city of Savannah is in a tolerable state of defense, although by no means invulnerable. Besides Forts Pulaski and Jackson there are land batteries thrown up on Tybee Island, mounting some ten guns, some of them 10-inch columbiads. These guns are mounted behind simple embankments of sand which nature has provided in the shape of sand dunes, and are manned by some 250 men. Besides there is a battery of flying artillery stationed there. In case the garrison is overpowered it has facilities of retreating to Fort Pulaski. The full complement of guns for this fort is 139, of which about 60 are mounted. The most of those mounted are heavy columbiads, which, being well served, would doubtless do much execution. This fort can be shelled from Tybee, and is, in fact, commanded by it. I am not able to state how

many men are stationed in Fort Pulaski, but doubtless a sufficient garrison. Fort Jackson has a few guns mounted, but not much dependence is placed in its protection to Savannah.

I have been speaking of the main entrance to Savannah, or Savannah River. The back entrance, or Vernon River, where the British entered in the Revolution, is protected by sand batteries erected on Green Isle, mounting nine guns of heavy caliber. These fortifications are much stronger than the most of the works on the coast.

Wassaw entrance is, or was, to be protected by a battery mounting five guns, four 42s and one 10-inch columbiad. There was to be, and probably now is, a battery erected on the north point of St. Catherine's Island, which was to mount five guns, four 42s and one 10-inch columbiad.

Sapelo, the best bar south of Norfolk, on which there are 26 feet water, is protected by a battery erected on the island of Black Beard (U. S. Government property) mounting four guns, four 42s; one 10-inch columbiad was sent there, but in landing it it got into the water and can not now be hoisted out. The battery is manned by 112 men, under command of Captain Knight. There is no means of escape to the main, not even a boat of any kind.

The next, Doboy, 21 feet water, is protected by a sand battery erected on the south point of Sapelo about 100 yards southeast of the light-house. Five guns have been sent there, four 42s and one 10-inch columbiad. When I left the four smallest ones had been mounted. Three masked batteries are thrown up along the beach north of the main battery to prevent the enemy from landing in surfboats, but none of them are armed nor is it probable that they will be; there are 225 men stationed there, and have tolerable means of escape, if overpowered. The defenses of Brunswick Harbor are of the same character as Doboy, 5 guns of the same caliber, manned by 150 men, commanded by Captain Dent. The battery is situated a few yards east of the light-house. The light-house, also the one at Doboy, will be used as a magazine.

There was talk when I left of erecting another battery on the opposite side of the channel and farther up the entrance on Jekyl Island, but it is very doubtful about their being able to obtain guns for it. The entrance at the south end of Cumberland Isle, Dungeness, is protected by a battery mounting five guns, four 42s and one 10-inch columbiad. Fort Clinch is intended to protect Fernandina; the fort mounts some ten guns, but it is not of a very formidable character, as it is completely commanded by neighboring heights.

All these fortifications have been erected by slave labor, and many are yet employed upon them.

Brigadier-General Lawton, of Savannah, is the person commanding the Confederate States forces on the Georgia coast, and in a late article in the Savannah Republican, understood to have been written by himself, or at his direction, he stated that no more ordnance could be had, at least for the present, until it could be cast at Richmond. The guns now on the coast are those that were formerly in the Gosport yard, at Norfolk, and have been refitted.

At the time I left the matter was agitated in the papers of taking some 700 tons of railroad iron lying at Darien and Brunswick, also a large quantity of pitch-pine timber at Darien, and use it to construct bombproof batteries, but no such movements had been made by the authorities up to the time of my leaving.

Besides the defenses above mentioned they have a naval force of ten small steamers, principally employed in conveying troops and supplies

to the garrisons in these batteries and the reserves on the main. These steamers ply in the inland rivers and estuaries which exist all along the southern Atlantic coast. The U. S. Navy has four armed steamers on the Georgia coast. The squadron is under command of Commodore Tattnall, formerly of U. S. Navy. They mount five or six guns each, but are capable of doing very little execution, as they are old passenger boats armed.

Commodore T. often makes holy vows that he will yet sink each and all those d—d old tubs off the bar.

The *Bermuda* got in by means of a ruse. There is not the least doubt but that Commodore Tattnall was expecting her at that time and she was doubtless signaled off the coast and intelligence was doubtless immediately conveyed to the commodore, who had his naval force in readiness for an emergency for some days. The night before the arrival he steamed down the river and commenced a heavy cannonading near Port Royal, which no doubt attracted the attention of the blockade, which being quietly out of the way she slipped in. She may be known by this description: Her rig is very like that of the *Vanderbilt*, having no bowsprit; her two masts being far apart, with three yards on each mast; her shrouds and mainstays and other principal ropes are of iron wire. She is very long and sharp, with a black hull and a white stripe. Her mate described her as being very fast, being able to make 17 miles an hour. Her draft is 12½ feet, loaded. Her smokestack is very large, but short, and set very rakish.

At the time I left there was but one full regiment stationed on the Georgia coast (a mile from Savannah), that of Colonel Styles, at Brunswick, where he had about 500 men, including a battery of flying artillery and one company of cavalry. The rest of his command was distributed among the batteries. They were about to form another regiment, which will be stationed at Bayselon's Bluff, nearly opposite Sapelo entrance, on the main. Lamar, of the slave yacht *Wanderer* notoriety, was also about to form a regiment, which will be stationed at Sunbury. There was also some talk of forming another regiment at Brunswick. Colonel Gaulding [Spaulding] was forming a regiment in the upper part of Liberty County, intended for seacoast duty.

The Macon and Brunswick Railroad is in operation for some 50 miles into the interior.

At Darien there is now lying about 3,000,000 feet of pitch-pine lumber and timber (waiting a market).

At Darien and Brunswick there is now lying some 700 tons railroad iron which was carried there just before the blockade was ordered, and it was put under bonds for the payment of the revenue, which has been turned over to the U. S. Treasury, I have heard.

On the Altamaha River there have been harvested and stored 500,000 bushels of rice (also waiting a market).

In case the Georgia coast was invaded there would be no lack of men to repel the invaders, but a very large portion of these men are nearly or quite destitute of arms, and if the inland navigation was cut off it would be next to impossible to provision these troops, having it understood that the 500,000 bushels of rice are not left for them to feed upon.

The South Carolina coast is in a much better state of defense than any other section of the Atlantic or Gulf. Immense sums of money and an incredible amount of labor have been lavished in order to make their works strong. How far they have succeeded I am not able to say, but judging from the Charleston papers (which are not noted for telling too much truth) they must be formidable.

Up to the time I left none of the batteries had been supplied with ammunition, as it has been very difficult for the War Department to furnish the necessary supplies of ammunition, especially powder.

It was understood in Savannah that the cannon brought by the *Bermuda* were intended for the South Carolina coast.

I have endeavored to give you a true account of the most important things that I saw and the most important facts which I heard while in Georgia. I have not entered into very minute detail, and if there are any particulars about which you desire more information I will gladly give it, if it is in my possession. I believe that what I have written is perfectly reliable, but it is possible, of course, that I was deceived. I was arrested on my journey home by order of Brigadier-General Lawton, for the very reason that I knew all about the seacoast defenses and would doubtless give the information to the "vandals," but I had the good fortune to be set at liberty soon.

I have seen paragraphs in the papers stating that John E. Ward, of Savannah, and minister to China, etc., has gone to Europe with dispatches from Jefferson Davis. That I believe to be false. I traveled with him from Savannah to Columbus, Ohio, and have good reason to believe that his only business is to render assistance to his sick family in Florence. In alluding to the workings of secession, he said to me: "Three-fourths of the people of Georgia are heartily sick of the whole concern, myself among the number."

Hoping that what I have written may be of some service to the Navy Department, I am, sir, your obedient servant,

GEO. W. DAVIS,  
*Thompson, Conn.*

HON. GIDEON WELLES,  
*Secretary U. S. Navy.*

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*Letter from the Secretary of the Navy to George W. Davis, esq., acknowledging receipt of information regarding Confederate defenses on the Georgia coast.*

NAVY DEPARTMENT, *October 22, 1861.*

The Department has received your communication of the 14th instant, and thanks you for the information afforded.

I am, respectfully,

GIDEON WELLES,  
*Secretary of the Navy.*

GEO. W. DAVIS,  
*Thompson, Conn.*

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*Destruction of ship Thomas Watson, October 15, 1861.*

Report of Flag-Officer Goldsborough, U. S. Navy, commanding Atlantic Blockading Squadron.

U. S. FLAGSHIP MINNESOTA,  
*Hampton Roads, October 21, 1861.*

SIR: By the *Vandalia*, which arrived here last night, I am informed by Captain Marston, of the *Roanoke*, that the merchant ship *Thomas Watson* (one of those to which you called my attention a short time since) was burned to the water's edge on the 15th instant, while lying aground on Stono Reef, by our blockading vessels off Charleston.

It was in attempting to get into Charleston, despite of the blockade and the pursuit of our cruisers, that she ran on this reef.

No arms were among her cargo. It was made up of salt, blankets, flannels, and a few other things. She had various national flags on board, and among them a Confederate flag.

Respectfully, your obedient servant,

L. M. GOLDSBOROUGH,  
*Flag-Officer.*

HON. GIDEON WELLES,  
*Secretary of the Navy, Washington, D. C.*

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Report of Captain Marston, U. S. Navy, commanding U. S. S. Roanoke.

U. S. S. ROANOKE,  
*Off Charleston, S. C., October 16, 1861.*

SIR: I have the honor to report to you that early yesterday morning I discovered at a great distance from us a large sail, close under the land. I immediately ordered the *Flag* and *Monticello* to go in chase, and shortly after the *Vandalia* joined me, when I gave Captain Lee instructions also to proceed in the direction of the stranger. At 10 o'clock the *Monticello* returned and reported that the sail was the ship *Thomas Watson*, one of those described on your list as having guns on board; that she was ashore on Stono Reef in 7 feet water, abandoned, every soul having deserted her and left in such haste that their breakfast, though on the table, remained untouched. Captain Braine representing to me that boats were required to remove the cargo, I ordered him to remain off the port, and got underway with this ship and ran down to the *Thomas Watson*. When I arrived that ship had already 3 feet of water in her hold. Sending the four largest boats of this ship, together with those of the *Vandalia*, I ordered Captain Lee to take charge of all, and if, after removing as much of the cargo as was possible, it was found impracticable to get the ship off, to destroy her by burning. On searching the *Thomas Watson* it was found that her cargo consisted of salt, blankets, flannels, and a few smaller articles. When the dry goods were taken out, she was fired and burned to the water's edge. I would remark that in searching the *Thomas Watson*, it was done in four different places, to her keelson, and nothing of importance discovered.

I would also remark that her log book, and all her papers of every description, boats, etc., were taken away by her officers.

Three flags were found on board, viz, one Dutch, one Spanish, and one Confederate. I enclose Captain Lee's report, with a list\* of articles which he took from the *Thomas Watson*, and a list\* of dry goods which he received from the *Flag*. Also Captain Sartori's report, with a list of articles he took from the *Thomas Watson*.

Very respectfully, your obedient servant,

JOHN MARSTON,  
*Captain.*

Flag-Officer L. M. GOLDSBOROUGH,  
*Commanding Atlantic Blockading Squadron, Hampton Roads.*

[Enclosure.]

U. S. S. VANDALIA,  
*Blockade off Charleston, October 15, 1861.*

SIR: As soon as practicable after anchoring at noon near the *Flag*, I dispatched Messrs. Whiting and Chandler, first and second lieutenants,

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\* Not found.



and launch and first cutter, with hawser, tackles, etc., with orders to take in and furl the sails of the ship on Stono Shoals and to try to get her off. Subsequently I sent some marines to Lieutenant Whiting. On your arrival I received in person your orders to get the ship off if practicable, and if not, to save what part of the cargo could be conveniently saved and then to burn the ship. Four of the *Roanoke's* boats were sent to assist, in one of which I sent an order in pencil, of which enclosed is a copy (A). On reaching the *Flag* I found that Captain Sartori had taken possession of the ship in the morning, finding no flag flying and no person or boat on board—all gone—and had brought on board of the *Flag* some goods, more or less damaged, from the wreck. I desired him to make at once a list of everything saved from the wreck and to let my clerk make another. I afterwards desired him to make a report to you of his proceedings previous to my arrival. Captain Sartori then made signal to you at my instance of the substance of his verbal report to me. As he thought there were boxes under the salt which might contain arms, I sent note B (copy enclosed), to Lieutenant Whiting, and remained on board the *Flag* to have some soundings taken, and then caused her to run a third or half mile nearer the wreck.

When I first got on board the wreck, which was about a mile and a half from the rebel battery, Lieutenant Whiting reported to me that the ship had bilged, having 5 feet water in her hold forward and 7 or 8 feet aft; that she could not be got off; that owing to the quantity of salt and the water in the ship he could only make a partial examination for arms.

At sunset, having saved as much as possible, the ship, in obedience to your orders, was fired. Enclosed is a list, marked C, of the few articles brought from the wreck (before my arrival there) to this ship. It was my intention that all should be sent to the *Flag*.

I enclose the report of Lieutenants Whiting and Chandler, marked D. The vessel coming out of Stono Inlet in the afternoon, and under the protection of the rebel battery, showed no colors of any sort, was supposed to be armed, and returned on being fired at from *Flag*.

The clear and fine weather we had last night and for several days and nights previous has been so favorable for safe navigation that no vessel could have got here except by design.

Respectfully, yours,

S. PHILLIPS LEE,  
Commander.

Captain JNO. MARSTON,  
Senior Officer Present.

P. S.—I enclose a list (E) of all the dry goods, etc., received from the *Flag* for transportation in this ship, as ordered by you.

S. P. LEE.

[Subenclosure A.]

Take out all valuable cargo and send it to *Flag*.

*Roanoke* sends burning materials. If prevented by enemy from discharging *Watson*, burn her. She will be burned anyhow when cargo is out if she can not be got off, but I want to have all the cargo, if possible, and save *Watson*, too. Don't burn her before I come unless compelled to.

S. P. LEE.

SENIOR OFFICER.

[Subenclosure B.]

Break out the cargo for arms. Leave the salt on deck for the last, but throw it overboard at once if you are satisfied you can not get the ship off. My boat (gig), with pilot in it, is sounding to see if the *Flag* can go in nearer, and I stay here to move the *Flag* in, on my responsibility, when gig returns. If I find *Flag* can not be moved, I shall come at once to you. Keep a good lookout from your masthead for steamers coming down, and keep the rifle gun ready and well officered for work.

S. P. LEE.

Lieutenant WHITING.

P. S.—Send the best cargo first.

[Subenclosure D.]

U. S. S. VANDALIA,  
Off Stono Inlet, South Carolina, October 15, 1861.

SIR: In obedience to your order I left the ship after 1 p. m. in charge of the launch and first cutter, with hawser and tackles to board the ship previously reported by the *Monticello* as the *Thomas Watson*, on shore on the northeastern side of the Stono Breakers, from 1½ miles to 2 miles from the beach. Boarded the U. S. S. *Flag* and ascertained that the ship was considered to be bilged, with much water in her hold. Boarded and examined the ship; found her grounded in the breakers, with 7 feet water under the bow and 9 feet astern. It being not yet half flood, Lieutenant Chandler and myself determined to try and get [her] off. Transported one of the ship's anchors to the launch, bent our hawser, and started the boats out to plant it. Before the boats could get to position, the sea being heavy against them, the ship began to rise and strike heavily, during which we found that the water had increased to 5 feet in the forehold and that she had opened under the starboard bow. As the bow was higher up than the stern, the water was higher aft than forward, and we concluded to recall the boats and give up the attempt to haul her off. We then commenced to save all the portable part of the cargo within reach. The boats from the *Flag* had been actively employed in this duty all the morning under charge of her own officers. The boats from the *Roanoke* were also engaged in this duty during the afternoon. We made as thorough a search for arms as the condition of the ship and cargo would admit, breaking out the bags of salt down to the water in several places, and opening all boxes, without finding any. At a little before 6 p. m., having discharged everything we could readily get at, in obedience to orders, she was set on fire.

Respectfully,

WM. D. WHITING,  
*Lieutenant.*  
R. CHANDLER,  
*Lieutenant.*

Commander S. P. LEE, U. S. Navy.

[Enclosure.]

U. S. S. FLAG,  
Off Charleston, S. C., October 16, 1861.

SIR: Yesterday morning at early daylight we discovered from our anchorage a sail bearing about west, completely hull down. I immediately signaled the *Roanoke* for permission to chase, and at once weighed

anchor and stood down the coast. At first she appeared to be a vessel under full canvas on the starboard tack (wind from northward and eastward), her upper sails only discernible. After steaming several miles, she appeared to have changed her course, heading to southward and westward. I stood down to westward, and soon made her out to be a ship. She appeared to be fast ashore, with sails partly clewed up and halyards let go. I continued on my course toward her, and, as I approached, could see no colors flying or any person on board. When about 1 mile distant I fired a gun for the purpose of making her hoist her colors, but, receiving no reply, I repeated the fire to prove the range of my gun, and came to about 1 mile from her in less than 4 fathoms water. Immediately I dispatched three boats, properly manned, to her. I found her hard and fast off the north breakers off Stono Inlet. Soon after one of my boats returned and reported her to be the *Thames Walton*, but from various articles and papers found on her, she proved to be the *Thomas Watson*, an American vessel, which had cleared from Wilmington, N. C., about the latter part of June last for Liverpool; and from other papers gleaned that she had been there last and had left there during the month of August.

Among other articles found on her were four flags, viz, one American, one Dutch, one Spanish, and a torn secession. She appeared to be laden with blue, red, and gray flannels, gray and blue blankets, machinery, salt, etc. After having boarded her and taken possession, the *Vandalia* came to anchor about 2 miles eastward of the *Flag*, and soon after (by signal from this ship) sent her boats, with which, and with those from the *Roanoke*, we succeeded in saving several boat loads of flannels, blankets, rigging, sails, and a variety of small matters. Some time after boarding the wreck it was discovered from this ship that boats were being hauled up on shore in Stono Inlet, and it was presumed that they were those belonging to the wreck. She appeared to have had four, and the officers and crew must have abandoned her when we were about halfway between our anchorage off Charleston Bar and Stono Inlet, as the table was laid for breakfast and the edibles yet warm. In the cabin several trunks were lying open, drawers and boxes had been hastily stripped or rifled, thus evidencing that a hasty retreat had been made. At no time was any flag displayed from her, and I took possession of her as a vessel entirely abandoned. A short time after taking possession, and prior to the arrival of the *Vandalia*, the *Monticello* came within hail, when, at the suggestion of Lieutenant Commanding Braine, I instructed him to apprise you of the condition of the vessel and request that your launch might be sent. Among other articles on board was an iron 9-pounder, together with a small quantity of ball, which were thrown overboard. Having saved all that it was possible, owing to the heavy sea breaking around and over her, by command of Captain Lee, of the *Vandalia*, the wreck was set fire to at 6:30 p. m., and I towed to their respective ships all boats that had been employed. I enclose a list of articles which came on board this ship.

I am, very respectfully, your obedient servant,

L. C. SARTORI,  
Commander.

Captain JOHN MARSTON,  
Senior Officer, Comdg. U. S. Frigate *Roanoke*, off Charleston Bar.

I sent you last evening the few papers found on board.

[Subenclosure].

List of articles brought on board the Flag from the wrecked ship *Thames Walton*, alias *Thomas Watson*.

2 bundles gray blankets.	11 bundles red flannel.
4 bundles blue serge.	1 bundle blue flannel.
36 bundles red flannel.	1 small lot ironstone ware.
1 bundle canvas.	A few old nautical instruments.
1 piece red flannel.	A few charts.
7 broken bundles black and white thread.	1 whaling blunderbuss.
1 coil of rigging and some old carpenters' tools.	5 harpoons.
3 compasses (1 marked Thomas Watson engraved on it).	A small quantity of paint.
1 speaking trumpet (Thos. Watson marked on it).	A few old lanterns.
2 bundles gray blankets.	A few pieces of machinery.
7 pieces red flannel.	A few knives, forks, and dishes.
1 thermometer.	A few cans preserved meats.
1 barometer.	A few small tin boxes printer's ink.
1 large coil of rigging.	Three old mattresses.
1 small coil of rigging.	Two small mirrors.
1 coil of rigging.	A small pig.
1 old topgallant yard.	18 packages gold leaf.
3 sails.	1 box whale sockets.
2 bells.	A few kitchen utensils.
19 packages of thread.	A Dutch flag.
	A Spanish flag.
	1 old secession flag (torn).
	1 American flag.

*Report of Commander Green, U. S. Navy, commanding U. S. ship James-town, giving information regarding Confederate defenses.*

U. S. SLOOP OF WAR JAMESTOWN,  
Off New Inlet, October 15, 1861.

SIR: After a tedious passage, being detained off Cape Hatteras five days, we arrived at this place, and on the second day fell in with the *Gemsbok*, which was cruising from one inlet to the other. She had on board two pilots, decoyed out by running in and hoisting the jack. One of them we have on board. He professes to be a New Inlet pilot, and informed me that there were two batteries inside the inlet and two outside, with a regiment of North Carolina troops—about 900 men. He also says that there has been but very little trade to Wilmington or Smithville, it having been confined to three schooners to the West Indies, one of which, the *Winyho*, a pilot boat, was captured, and that an English hermaphrodite brig ran in, light, about the 15th of September; that coffee was 30 cents per pound and salt \$4 a sack, he himself having paid these prices. I also learned from the *Gemsbok* that she had captured three vessels since her arrival here.

Since leaving we have boarded but two vessels, as shown in the enclosed statement, except the *Gemsbok*, *Young Rover*, and *Albatross*, and exchanged numbers with the *Cambridge*.

We have discovered, by running in within  $1\frac{1}{2}$  or 2 miles of the beach, an earthwork just to the northward of the light-house, with at least ten guns mounted, and a small one with two guns a short distance to the southward of it, neither of which is finished. They also appear to be building a casemate battery of timber for six guns near the light-house, to the southward. On the inside of the entrance was another, either on Zeek's Island or the southernmost extremity of Federal Point, as seen on the preliminary Coast Survey chart of Frying Pan Shoals and entrances to Cape Fear River, dated 1857.

The commander of the *Young Rover* informs me that there is a battery in process of erection on Smith's Island near Bald Head light.

I have the honor to be, very respectfully, your obedient servant,  
 CHARLES GREEN,  
 Commander,

Flag-Officer L. M. GOLDSBOROUGH,  
 Comdg. Atlantic Blockading Squadron, Hampton Roads, Virginia.

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Order of Flag-Officer Goldsborough, U. S. Navy, commanding Atlantic Blockading Squadron, to Captain Marston, U. S. Navy, commanding U. S. S. Roanoke.

U. S. FLAGSHIP MINNESOTA,  
 Hampton Roads, October 15, 1861.

SIR: On the arrival of the *Susquehanna*, Captain Lardner, off Charleston, you will proceed off Beaufort, N. C., with the *Roanoke*, and blockade that port until further orders.

Respectfully, your obedient servant,  
 L. M. GOLDSBOROUGH,  
 Flag-Officer.

Captain JNO. MARSTON,  
 U. S. S. Roanoke, off Charleston, S. C.

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Order of Flag-Officer Goldsborough, U. S. Navy, commanding Atlantic Blockading Squadron, to Lieutenant Braine, U. S. Navy, commanding U. S. S. Monticello, to proceed off Savannah, Ga.

U. S. FLAGSHIP MINNESOTA,  
 Hampton Roads, October 15, 1861.

SIR: You will proceed off Savannah, Ga., with the *Monticello*, and report to the senior naval officer for such duty as he may assign you in blockading that port.

The *Rhode Island* has on board the ammunition you required.

Respectfully, your obedient servant,  
 L. M. GOLDSBOROUGH,  
 Flag-Officer.

Lieutenant Commanding D. L. BRAINE, U. S. Navy,  
 U. S. S. Monticello, off Charleston, S. C.

[Endorsement.]

Reported off Savannah, October 19, 1861, in obedience to the above order.

J. S. MISSROON,  
 Commander and Senior Officer.

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Letter from the Secretary of the Navy to flag-officers commanding blockading squadrons, transmitting information regarding Confederate operations in England.

NAVY DEPARTMENT, October 15, 1861.

SIR: I herewith enclose for your information a copy of a letter from the Secretary of State to this Department, dated the 7th instant, and

a copy of the dispatch of Mr. Adams referred to therein, in relation to the purchase of arms and fitting out of vessels in England for the insurgents.

I am, respectfully, etc.,

GIDEON WELLES.

Flag-Officer WM. W. MCKEAN,  
*Commanding Gulf Blockading Squadron.*

Flag-Officer L. M. GOLDSBOROUGH,  
*Commanding North Atlantic Blockading Squadron.*

Flag-Officer S. F. DU PONT,  
*Commanding South Atlantic Blockading Squadron.*

[Enclosure.]

DEPARTMENT OF STATE,  
*Washington, October 7, 1861.*

SIR: I transmit herewith for your information an extract from a dispatch of the 14th ultimo, No. 43, from Mr. Adams, our minister at London, in relation to the activity of agents of the insurgents in England in purchasing arms and fitting out vessels, three of which are said to be nearly ready for sea.

I have the honor to be, your obedient servant,

WILLIAM H. SEWARD.

Hon. GIDEON WELLES,  
*Secretary of the Navy.*

[Subenclosure.—Extract.]

SEPTEMBER 14, 1861.

In regard to the subject of the dispatch No. 72, dated the 24th of August, I have little to add to what has been said heretofore. The activity of the Confederate emissaries has been of late very much stimulated by a feeling that the prospect of recognition will, in a great degree, depend upon their success in maintaining themselves through the next three months. To that end they are straining every nerve in the purchase of arms and ammunition, in fitting out vessels, in subsidizing men, and in affecting the channels of opinion in this country. The faithful cooperation of the agents of the United States at the various ports in procuring information in advance of every movement becomes more and more necessary. Thus far I have had assistance only in a few quarters, though I have reason to believe that several of the consuls have not been wanting in furnishing information directly to the Department, which is better than doing it through me. It should, however, be better understood that it seems to be that one or the other course is expected whenever anything turns up deserving of attention.

Information was received in strict confidence by me a day or two since that another steamer was nearly ready for sea, but I could not obtain the name of the place where she was fitting out. It was stated that she was to carry a cargo much of the same kind as the *Bermuda*, and that a considerable number of capable men as engineers to manage steamers had been engaged to go out under high pay, a portion of which had been advanced in cash. She would be ready for sea in about sixteen days. I have some reason to suspect that two vessels, answering pretty well to this description, are nearly ready at Greenock.

I have conferred with Mr. Morse on the subject and he has, by my advice, taken measures to obtain information not only at that place, but on the eastern coast likewise, where the *Bermuda* was built. There is no doubt that the same parties are purchasing arms as fast as they can be made, and at high prices. Mr. Bulloch appears to be the most efficient agent engaged in these operations, in concert with Fraser, Trenholm & Co., and a Mr. Prieoleau, all at Liverpool, where is to be found the greatest amount of active sympathy with the rebellion. Mr. Wilding, to whom I am much indebted for information, writes me that he has reason to believe that purchases of cotton may be made at New Orleans at as low a price as 7 cents a pound, to be warehoused until it can be exported, and that money has been advanced from Liverpool to pay for it. One thing is pretty certain, that the Confederates have considerable resources at that point.

Two advertisements of a singular character appeared in a Liverpool paper the other day. The object of the parties seems to be to obtain information which will stimulate the British authorities to dispute the validity of the blockade. They run as follows:

A well-known firm established at one of the Southern ports of the late United States has made arrangements to take charge of British vessels which may be sent out and to furnish pilots at a port of call. A partner now in this country will be glad to furnish information as to the safest methods of proceeding and of the articles most profitable to ship. Profits of 100 to 200 per cent are highly probable on both outward and inward cargoes. Orders will also be taken separately for the purchase of cotton to load said vessels or others on freight. Steamers to trade backwards and forwards to West Indies are particularly recommended. Letters to be promptly addressed to Z, 53, office of the Daily Post.

Notice.—A reward of £20 will be given to any one who can give reliable information of the departure of any vessels from Liverpool for the blockaded ports of the Southern States of America. Address Z, 100, office of the Daily Post. \* \* \*

I have the honor to be, sir, your obedient servant,

CHARLES FRANCIS ADAMS.

[Hon. W. H. SEWARD,  
*Secretary of State.*]

*Report of Flag-Officer Goldsborough, U. S. Navy, commanding Atlantic Blockading Squadron, regarding movements of vessels.*

U. S. FLAGSHIP MINNESOTA,  
*Hampton Roads, October 16, 1861.*

SIR: I have the honor to inform the Department that I have this day dispatched the *Susquehanna* to blockade off Charleston.

By the *Rhode Island*, which left yesterday, I sent orders for the *Roanoke* to go off Beaufort, N. C., as soon as the *Susquehanna* should appear off Charleston; and I also sent orders for the *Monticello*, now off Charleston, to go off Savannah immediately.

As soon as Flag-Officer Du Pont can assign a vessel to take the place of the *Monticello* on that service, I shall want her back in this direction, and shall so notify him on his arrival here, which is now hourly expected.

Respectfully, your obedient servant,

L. M. GOLDSBOROUGH,  
*Flag-Officer.*

Hon. GIDEON WELLES,  
*Secretary of the Navy, Washington, D. C.*

*Report of Captain Marston, U. S. Navy, commanding U. S. S. Roanoke, regarding U. S. S. Vandalia and schooner Alert.*

U. S. S. ROANOKE,  
Off Charleston, S. C., October 16, 1861.

SIR: I have had much doubt as to the propriety of allowing the *Vandalia* to return to Hampton Roads, not having received from you any instructions as to her disposition. In your order to proceed to this place you informed me that I should have the *Flag* and *Monticello* to assist in blockading, but said nothing of the *Vandalia*. Having, however, heard several times unofficially that that ship had been ordered to rejoin you, and knowing that Captain Perry, the relief of Captain Lee, was waiting at Fortress Monroe when I left there, that Captain Lee had received orders, when relieved, to proceed to Washington, that directions were given not to take letters from Hampton Roads for the *Vandalia*, showing that she was expected at that place, and taking into consideration that the *Vandalia* had been off this place going on five months, I have deemed it best to permit Captain Lee to proceed to Hampton Roads, and trust my so doing will meet your approbation.

I avail myself of this opportunity of sending to you Captain Carlin, his mate, and two seamen belonging to the schooner *Alert*, which vessel I ordered to Hampton Roads on the 6th instant, in charge of Midshipman Weidman, and herewith forward to you a duplicate report of the detention of that vessel. There is one other item connected with the *Alert* which I think proper to bring to your notice. Captain Carlin claims the ownership of a part of the schooner; and being a naturalized citizen of South Carolina renders his portion liable to confiscation.

I have the honor to be, your obedient servant,

JOHN MARSTON,  
Captain.

Flag-Officer L. M. GOLDSBOROUGH,  
Commanding Atlantic Blockading Squadron, Hampton Roads.

*Order of Flag-Officer Goldsborough, U. S. Navy, commanding Atlantic Blockading Squadron, to Captain Lardner, U. S. Navy, commanding U. S. S. Susquehanna.*

U. S. FLAGSHIP MINNESOTA,  
Hampton Roads, October 16, 1861.

SIR: You will proceed off Charleston, S. C., with the *Susquehanna* and closely blockade that port until further orders.

L. M. GOLDSBOROUGH,  
Flag-Officer.

Captain JAS. L. LARDNER,  
U. S. S. *Susquehanna*, Hampton Roads, Virginia.

*Report of Commander Gillis, U. S. Navy, commanding U. S. S. Seminole, of the arrival of that vessel at Hampton Roads.*

U. S. STEAM SLOOP SEMINOLE,  
Hampton Roads, Virginia, October 16, 1861.

SIR: I have the honor to report our arrival here this morning, and, in the absence of Flag-Officer Du Pont, reported to Flag-Officer Goldsborough.

JNO. P. GILLIS,  
Commander.

Hon. GIDEON WELLES,  
Secretary Navy, Washington.



*Letter from the Secretary of the Navy to Flag-Officer Goldsborough, U. S. Navy, commanding Atlantic Blockading Squadron, transmitting information regarding submarine batteries in James River.*

NAVY DEPARTMENT,  
October 16, 1861.

SIR: I herewith enclose for your information copy of a communication from N. Niles, esq., dated the 12th instant, in which he states that he learns from a reliable channel that very powerful submarine batteries have been established along the James River, etc.

I am, respectfully, etc.,

GIDEON WELLES.

Flag-Officer L. M. GOLDSBOROUGH,  
*Comdg. North Atlantic Blockading Squadron, Hampton Roads.*

[Enclosure.]

NEW YORK, October 12, 1861.

MY DEAR SIR: I am informed through a reliable channel that the rebels have established very powerful submarine batteries all along the James River, connected by hidden wires with remote galvanic batteries, so that they can be made to explode, one by one, at the opportune moment, with security and success. This fact may be already known to you, but I have thought it my duty to communicate it in the fear that it is not.

The expectation in Richmond is that gunboats and transports are to be sent up the river, and they rely upon the success of the nefarious scheme mentioned to defeat your purposes. Scows sent along each shore of the river with iron drags would break all the wires and defeat the purpose of our barbarous enemies. In the hope of your continued success along the shore and before the cities of the South,

I remain, my dear sir, most truly and devotedly, yours,  
N. NILES.

Hon. GIDEON WELLES,  
*Secretary of the Navy.*

P. S.—We are daily expecting to hear of a great and successful battle before Washington. Such a battle would foreshadow an early triumph in all other sections of the country in arms against the Government.

N. N.

*Report of Flag-Officer Goldsborough, U. S. Navy, commanding Atlantic Blockading Squadron, regarding the preparation of the Merrimack (C. S. S. Virginia).*

Confidential.]

U. S. FLAGSHIP MINNESOTA,  
*Hampton Roads, October 17, 1861.*

SIR: I have received further minute reliable information with regard to the preparation of the *Merrimack* for an attack on Newport News and these roads, and I am now quite satisfied that unless her stability be compromised by her heavy top works of wood and iron and her weight of batteries, she will, in all probability, prove to be exceedingly formidable.

The supposition of the insurgents is that she will be impregnable, and a trial of her sufficiently to resist shot of the heaviest caliber, at a short range, is to take place before she is sent out to engage us.

She is still in the dry dock at Norfolk, and yet needs a goodly quantity of iron to complete her casing, all of which is furnished from Richmond. She has her old engines on board, and they have been made to work tolerably well. They are not expected, however, I understand, to afford anything more than a moderate velocity.

On coming out, she must, necessarily, proceed as low down as about Sewell's Point before she can shape her course to the westward for Newport News, and this will bring her within  $3\frac{1}{2}$  miles of us. My present purpose is to let her get well over toward the *Congress* and *Cumberland*, off Newport News, and then to put at her with this ship and everything else that may be on hand at the time, with the view of bringing her between the fire of those ships and these, and cutting off all retreat on her part. It is understood that she is to be assisted by the two steamers now up the James River, but as they can not be made very powerful I attach no very great consequences to this intention.

Nothing, I think, but very close work can possibly be of service in accomplishing the destruction of the *Merrimack*, and even of that a great deal may be necessary. From what I gather, boarding is impracticable, as she can only be assailed in that way through her ports, of which she has, in all, but fourteen.

If I could be furnished with a couple of tugs, or small steamers, to attend upon the *Congress* and *Cumberland* in season, so as to tow them promptly into position in case of necessity, they might prove of very great service. It will be, I infer, at least a fortnight before the *Merrimack* will make her attempt, but in the meantime I could employ those tugs or steamers very advantageously in the way of guard vessels at night, dispatch and tow vessels by day, etc. On the 9th instant an attempt, no doubt, was made by the insurgents to get an infernal machine among our shipping here, but it was happily foiled by the alertness of the *Lockwood*, which they tried to cut off with their two tugs engaged in the nefarious business. The night was dark and boisterous. Since then, they dispatched a tug with six armed boats in tow, toward Newport News, during the night; but, after proceeding a considerable way in that direction, concluded that it was too light for their purposes. I only mention these things to show the utility of active guard steamers.

Your most obedient servant,

L. M. GOLDSBOROUGH,  
*Flag-Officer.*

HON. SECRETARY OF THE NAVY.

*Order of Flag-Officer Goldsborough, U. S. Navy, commanding Atlantic Blockading Squadron, to Captain Marston, U. S. Navy, commanding U. S. S. Roanoke, regarding cruising ground of that vessel.*

U. S. FLAGSHIP MINNESOTA,  
*Hampton Roads, October 17, 1861.*

SIR: After the arrival of the *Albatross* off Beaufort you will cruise with the *Roanoke* between that place and Wilmington, N. C., and inform yourself of the condition of the blockade and coast defenses in that neighborhood.

Return to this place certainly by the 1st of November.

Respectfully, your obedient servant,

L. M. GOLDSBOROUGH,  
*Flag-Officer.*

Captain JOHN MARSTON,  
*U. S. S. Roanoke.*

*Order of Flag-Officer Goldsborough, U. S. Navy, commanding Atlantic Blockading Squadron, to Commander Prentiss, U. S. Navy, commanding U. S. S. Albatross, regarding the cruising ground of that vessel.*

U. S. FLAGSHIP MINNESOTA,  
*Hampton Roads, October 17, 1861.*

SIR: You will proceed off Beaufort, N. C., and closely blockade that port until further orders, or until it is absolutely necessary for you to return to this place for fuel and supplies.

A general order in relation to instructions to prize masters is herewith inclosed.

Respectfully, your obedient servant,

L. M. GOLDSBOROUGH,  
*Flag-Officer.*

Commander GEO. A. PRENTISS,  
*U. S. S. Albatross, Hampton Roads.*

*Instructions of Flag-Officer Goldsborough, U. S. Navy, commanding Atlantic Blockading Squadron, to Lieutenant Murray, U. S. Navy, commanding U. S. S. Louisiana, regarding the blockade of the eastern shore of Virginia.*

U. S. FLAGSHIP MINNESOTA,  
*Hampton Roads, October 17, 1861.*

SIR: I received on the 14th instant, by Acting Master Wood, who reached here the night before in charge of the prize schooner *S. T. Garrison*, your several communications, dated the 5th, 7th, 8th, and 10th instant.

I am happy to say that the brush\* you had with the enemy on the 5th is creditable to all concerned.

With regard to the seizure of vessels, you must exercise a sound discretion. Let all pass which you believe to be engaged in a harmless trade and in a legal way with either Delaware or Maryland, and, on the other hand, seize all that are at all concerned in traffic or otherwise with Virginia and destroy them on the spot, if it be best to do so.

The waters of Chincoteague being, as it were, a common coast highway for the States of Delaware, Maryland, and a part of Virginia, it is to be inferred that coasters innocently trading to the former places will take good care to provide themselves with proper papers, and when any are found that have not observed this precaution, and more particularly without any papers at all, they are to be regarded as suspicious in a high degree and as affording abundant probable cause for seizure. But such seizures will have to be duly investigated, and, therefore, the best place, perhaps, for you to send the vessels is Philadelphia, directing them to be turned over to the U. S. district judge at that place. I send you herewith a copy of a form of instructions given to prize masters, and will thank you to be careful in observing its directions.

Protect the inhabitants on the island of Chincoteague as long as they remain true and loyal. With regard to granting them licenses to carry their oysters to Philadelphia and New York and bring goods back, the matter will have to be deferred until I can consult with the authorities at Washington. I suppose, however, that permission may be granted, but until it is, and I inform you of the fact, no trade of the sort is to

\* See p. 288.

be carried on, except in cases (if there be any) where licenses have been already granted by competent authority.

I send you by the *Gertrude* one month's provisions of all kinds for fifty men.

To-morrow or next day I will send you 50 tons of coal by a captured schooner under the command of Acting Master White.

Acting Master Wood has gone with the schooner *S. T. Garrison* to Baltimore, where her case will be disposed of properly. The *Young America*, unfortunately, is now in the hands of carpenters, etc., at Baltimore. She broke down a week or so since, and will not be ready for service again for some time yet to come.

Respectfully, your obedient servant,

L. M. GOLDSBOROUGH,  
*Flag-Officer.*

Lieutenant Commanding A. MURRAY,  
*Comdg. U. S. S. Louisiana, Chincoteague Inlet, North Carolina.*

*Report of Flag-Officer Goldsborough, U. S. Navy, commanding Atlantic Blockading Squadron, transmitting papers relative to request of inhabitants of Chincoteague Island, Virginia, for protection and permission to trade with Philadelphia and New York.*

U. S. FLAGSHIP MINNESOTA,  
*Hampton Roads, October 17, 1861.*

SIR: The accompanying papers will explain the matter to which they refer.

It seems that all the inhabitants of Chincoteague Island, which is a part of the county of Accomac, Va., with 150 voters, are, beyond doubt, true and loyal. No other flag than our own has, up to this time, been allowed by them to float over it, and that has been kept displayed on a high pole on all occasions when the weather, etc., would permit. They are generally poor, and oystering is almost their sole occupation, for the soil is too bad to afford returns of value. They now not only ask for protection, but also for permission to carry their oysters to Philadelphia and New York, and to bring back in exchange such goods as they require exclusively for their own use. I have directed Lieutenant Commanding Murray to extend to them protection, but with regard to allowing them to trade as requested I beg the instructions of the Department.

No harm, in my opinion, can arise from it if supervised by one of our cruisers, and unless they can be allowed this indulgence great suffering must ensue.

Respectfully, your obedient servant,

L. M. GOLDSBOROUGH,  
*Flag-Officer.*

Hon. GIDEON WELLES,  
*Secretary of the Navy, Washington, D. C.*

[Enclosures.]

U. S. S. LOUISIANA,  
*Chincoteague Island, October 15, 1861.*

FLAG-OFFICER: The people of this island, desiring all the benefits of the proclamation of the 16th of August, 1861, and having procured licenses with "permission to trade with such parts of the United States not in insurrection," are about to wait on you to represent their condition.

I have not thought proper to withhold my consent, but have sent an officer and secured safe conduct to and fro.

I think there is a special propriety in the course of these islanders, and some means should be devised by the Government to retain a point, which in a military view is so commanding.

I have cut off all intercourse through this inlet with the mainland of Virginia.

Third Assistant Engineer J. W. Huxley is directed to go and return in the *Gertrude*.

I have the honor to be, very respectfully, your obedient servant,

A. MURRAY,

*Lieutenant, Commanding.*

Flag-Officer L. M. GOLDSBOROUGH,

*Commander in Chief Blockading Squadron.*

CHINCOTEAGUE ISLAND, *October 15, 1861.*

SIR: We, the citizens of Chincoteague Island, Virginia, do respectfully represent that we are law-abiding people, attached firmly to the Constitution and laws of the United States of America;

That by interest and affection we cling to the Union;

That we are united as one man in our abhorrence of the secession heresy;

That we have upheld the old flag in spite of many menaces from our secession neighbors;

That the opportune arrival of the war steamer commanded by Captain Murray, whose energetic measures alone saved us from subjugation, the enemy having mustered on the opposite shore for that purpose;

And that the withdrawal of the steamer, for one day leaving us without a substitute, would subject us to dangers which we contemplate with horror;

And finally that we have delegated W. H. Watson & Co. to represent in person what we have so feebly attempted on paper, and to ask continued protection, etc.

We have the honor to be, your obedient [servants],

JOHN A. M. WHEALTON.

JAMES G. CONNOR.

[In behalf of 806 inhabitants.]

FLAG-OFFICER OF THE BLOCKADING SQUADRON.

U. S. S. LOUISIANA,

*Chincoteague Inlet, October 15, 1861.*

FLAG-OFFICER: I enclose the oath, as taken in my presence under the flagstaff, Island of Chincoteague, yesterday.

It is not complete, being 150 voters, but many were not apprised of what was transpiring, living in distant parts of the island; they are forthcoming.

Very respectfully, your obedient servant,

A. MURRAY,

*Lieutenant, Commanding.*

Flag-Officer L. M. GOLDSBOROUGH,

*Commander in Chief Blockading Squadron.*

[Subenclosure.]

*Oath.*

We do solemnly swear, or affirm (as the case may be), that we will bear true allegiance to the United States of America, and that we will serve them honestly and faithfully, without any mental reservation, against all their enemies or opposers whatsoever; and that we will obey the laws and support the Constitution of the United States. So help us God.

his  
HENRY x BIRCH.

mark  
his  
THOMAS x BIRCH.

mark  
his  
JOHN x BIRCH.

mark  
his  
JOHN x BURTWHEDELLIN.  
mark

Witness for all these:

ALFRED HOPKINS,  
*Lieutenant, U. S. Navy.*

JOHN P. SMEAD.  
JAMES MUMFORD.

GEORGE MEYERS.  
THOMAS SNEAD.

Witness:

A. MURRAY.

WM. BIRCH.  
LITTLETON R. HILL.  
LITTLETON BOWDEN.  
I. A. HILL.  
MILES B. THORNTON.  
WM. M. FREEMAN.  
ED. HALL.  
THO. HALL.  
GEO. HALL.  
RICHARD REYNOLDS.  
WM. THORNTON.  
ELI RUSSELL.  
HENRY HOPKINS.  
DANL. WHEATON.  
HENRY BOSTON.  
HENRY SAVAGE.  
JOHN MERCER.  
EDDIE CARTER.  
JOHN BEEBE.  
THEODORE YOUNG.  
SAML. M. MATTHEWS.  
WM. JUSTER, Jr.  
CHAS. BRADFORD.  
J. G. CONNER.  
Capt. SHELLEY.  
WM. WHUTSON.  
ASA QUILLIN.  
WM. TURNER.  
WM. TATUM.  
WM. LYNCH.

I. T. JONES.  
J. T. MEERS.  
J. O. SHARPLEY.  
Dr. GEO. SCHERER.  
RICHD. BLOXON.  
J. H. LOW.  
GRIFFIN WIMTRO.  
HENRY W. CLAYVILLE.  
JAMES CLIFF.  
DANL. BIRCH.  
WM. CRAPPER.  
JOSIAH HOLSTON.  
REVEL CARPENTER.  
CHAS. E. BAVITT.  
ISAAC LEWIS.  
COVINGTON BOOTH.  
JOHN JONES.  
JOHN BOOTH.  
JOHN RUSSELL.  
ISAAC SHIRK.  
WM. BOWEN.  
DAVID STEELMAN.  
THOS. BOWEN.  
HENRY PEVRULL.  
HENRY WYATT.  
HENRY TURNER.  
JOHN C. CHASE.  
JAS. C. BIRCH.  
JOHN AYRES.  
WM. MASON.

JAMES AYRES.  
 CHAS. S. DICKINSON.  
 PEVRULL DAVIS.  
 JAMES JONES.  
 EDWD. T. WHALEY.  
 WM. OULEY.  
 JOHN W. SHARPLEY.  
 JAMES PAIN.  
 JOHN L. TARPEN.  
 JAMES SNEAD.  
 WM. SHARPLEY.  
 WM. CLAYVILLE.  
 DANL. LEWIS.  
 JOHN LEWIS, of E.  
 RANDALL MASON.  
 KENDELL THORNTON.  
 I. W. SHARPLEY.  
 JOHN D. WHELTON, Jr.  
 ISAAC JESTER.  
 GEO. T. YOUNG.  
 TIMOTHY HILL.  
 JAMES JESTER.  
 ROBT. SNEAD.  
 WM. WATSON.  
 EDWD. JONES.  
 LEVEN. HOLSTON.  
 JOHN JOHNSTON.

JOHN WATSON.  
 PARKER BOWDEN.  
 JOHN JESTER.  
 W. J. POTER.  
 L. P. PRUIT.  
 Dr. HUDSO.  
 JOSHUA W. BIRCH.  
 BURTON JONES.  
 JAMES THORNTON.  
 JOSIAH JOHNSTON.  
 WILLIAM TOWNSON.  
 GEO. BIRCH.  
 Capt. CHAS. S. JESTER.  
 WM. BOOTH.  
 GEO. R. PORTER.  
 WM. J. ADAMS.  
 JOHN B. WHEATON.  
 WM. RISLEY.  
 JOHN REED.  
 WM. THORNTON.  
 GEO. RIDGLEY.  
 MASON D. TOWNSON.  
 JAMES POINTER.  
 JAMES MASON.  
 DAVID POINTER.  
 JOHN EDW. JONES.  
 WM. JESTER.

Witness to 123 signatures:

A. MURRAY,  
*Lieutenant, U. S. Navy.*

DAVID LEWIS.  
 JOSEPH ANDREWS.  
 RICHARD CARPENTER.  
 CRIPPEN BOWDEN, Sr.  
 ELIJAH BLOXOM.  
 CRIPPEN BOWDEN, Jr.

ROBT. WATSON.  
 HENRY PRUIT.  
 JAMES TRACY.  
 WM. ADAMS.  
 KENDALL MONGER.  
 GEO. CLAYVILLE.

Witness:

W. W. WILLIAMS,  
*Paymaster.*

Sworn to the oath of allegiance October 15, 1861.

A. MURRAY.

*Order of the Secretary of the Navy to Flag-Officer Goldsborough, U. S. Navy, commanding Atlantic Blockading Squadron, regarding U. S. S. Powhatan.*

NAVY DEPARTMENT, October 17, 1861.

SIR: The services of the *Powhatan* are required here, and you will please send her to the Washington navy yard as soon as convenient. I am, respectfully, etc.,

GIDEON WELLES.

Flag-Officer L. M. GOLDSBOROUGH,  
*Comdg. North Atlantic Blockading Squadron, Hampton Roads.*

*Report of Flag-Officer Goldsborough, U. S. Navy, commanding Atlantic Blockading Squadron, of the arrival of Flag-Officer Du Pont in Hampton Roads with a portion of his fleet.*

U. S. FLAGSHIP MINNESOTA,  
Hampton Roads, October 18, 1861.

SIR: I have the honor to report the arrival here this morning of Flag-Officer Du Pont with the *Wabash*, *Florida*, *Augusta*, *Alabama*, *Unadilla*, *Ottawa*, and *Seneca*.

Respectfully, your obedient servant,

L. M. GOLDSBOROUGH,  
Flag-Officer.

Hon. GIDEON WELLES,  
Secretary of the Navy, Washington, D. C.

*Report of Captain Marston, U. S. Navy, commanding U. S. S. Roanoke, regarding the examination of the schooner Evelyn.*

U. S. S. ROANOKE,  
Off Charleston, S. C., October 18, 1861.

SIR: I have the honor to report that at 1:30 a. m. this day I discovered a schooner in the offing under easy sail. She proved to be the English schooner *Evelyn*, from Nassau, bound to Baltimore, with coffee, molasses, turtle, etc. The owner (who was on board) and the captain represented that they had experienced heavy weather before which they had been obliged to send, and wished assistance, as their sails were split, caboose broken to pieces, etc., all of which were repaired for them. The papers of the *Evelyn* were regular, except the register, which said that the owner, Henry Augustus McCloud, was "of Charleston, S. C.," but as by the laws of England no one but an English subject can own an English vessel, it was prima facie evidence that he was an Englishman.

I felt greatly inclined to send the *Evelyn* in, but, as the amount of the cargo was small and as there was much doubt in my mind as to the correctness of my so doing, I did not think it prudent to run the risk of infringing on the rights of a neutral, with whom it was our policy to cultivate friendly feelings. I therefore endorsed her papers and allowed her to proceed.

I would remark that the *Evelyn's* log book, which was brought on board to me, contained the following entry under this day's date:

At 2:30 a. m. was hove to by a gun from the U. S. S. *Flag*, an armed crew put on board, without knowing anything of where from or where bound, nor asking for papers.

Captain Sartori reports to me that he hailed the *Evelyn*, asking where from and where bound, and on boarding her his officers asked for the papers, which Captain S. sent to me.

I make this statement at Captain Sartori's request.

Very respectfully, your obedient servant,

JOHN MARSTON,  
Captain.

Flag-Officer L. M. GOLDSBOROUGH,  
Comdg. North Atlantic Blockading Squadron, Hampton Roads.



*Report of Lieutenant Trenchard, U. S. Navy, commanding U. S. S. Rhode Island, transmitting copy of letter found on ship Isabella, of Baltimore.*

U. S. S. RHODE ISLAND,  
*Off the Coast of North Carolina, October 18, 1861.*

SIR: I enclose herewith the copy of a letter found on board the ship *Isabella*, of Baltimore, from Rotterdam, which vessel was boarded on the night of the 14th instant, 20 miles south of Cape Henry.

The letter referred to was found among the ship's papers, and as it expresses disloyal sentiments, I deemed it proper to make and transmit you a copy, in order that the information may be furnished the Navy Department.

I am, very respectfully, your obedient servant,  
STEPHEN D. TRENCHARD,  
*Lieutenant, Commanding.*

Flag-Officer L. M. GOLDSBOROUGH,  
*Commanding North Atlantic Squadron.*

[Enclosure.]

BALTIMORE, *June 18, 1861.*

DEAR SIR: I received your letter from the cape, and hope you may by this time be safe at Rotterdam. I need not give you any particulars of the state of the country, as you will learn them through the public papers, and I can only inform you that immense forces are concentrating on both sides and a grand and sanguinary battle must soon be fought, and no one in this latitude doubts that victory, complete and glorious, will crown the efforts of the South. I presume there will be no business worth accepting or attainable for the ship, and consequently you will have no alternative but to return to this port in ballast, and I hope that on your arrival to find some employment from here, which is now pretty good for Baltimore ships, which are now preferred to Eastern ships, in consequence of being exempted from capture by Southern privateers, and I am now loading the *Ellen Stewart* at 30 shillings and hope to send the *Caselder* after her. After disbursing the ship, remit the balance as usual to Brown, Shipley & Co., Liverpool.

Very respectfully,

BENJ. M. HODGE, Jr.

Captain J. E. ALLEN,  
*Rotterdam.*

*Order of the Secretary of the Navy to Flag-Officer Goldsborough, U. S. Navy, commanding Atlantic Blockading Squadron, regarding U. S. S. Stepping Stones.*

NAVY DEPARTMENT, *October 18, 1861.*

SIR: Send the ferryboat *Stepping Stones* into the Potomac, to report to Captain Craven.

I am, respectfully, etc.,

GIDEON WELLES.

Flag-Officer L. M. GOLDSBOROUGH,  
*Comdg. North Atlantic Blockading Squadron, Hampton Roads.*

*Order of the Secretary of the Navy to Flag-Officer Goldsborough, U. S. Navy, commanding Atlantic Blockading Squadron, regarding contrabands.*

NAVY DEPARTMENT, October 18, 1861.

SIR: Instructions have been given to Commander Glisson, at Baltimore, to send the contrabands now on board the *Mount Vernon* to Hampton Roads, Virginia, to be delivered to you for service in the squadron now fitting out. Therefore, on their arrival, you will dispose of them accordingly.

I am, respectfully, etc.,

GIDEON WELLES.

Flag-Officer L. M. GOLDSBOROUGH,  
*Comdg. North Atlantic Blockading Squadron, Hampton Roads.*

*Report of Lieutenant Werden, U. S. Navy, commanding U. S. S. Stars and Stripes, regarding prisoners captured on the schooner Baltimore.*

U. S. S. STARS AND STRIPES,  
*Hatteras Inlet, October 19, 1861.*

SIR: Captain Chauncey informed you some time since of the capture of the schooner *Baltimore*, off Cape Hatteras. The vessel was leaking badly when taken, and when brought inside the inlet was run ashore to prevent her from sinking. Her cargo, which consists of sugar, coffee, rum, and salt, is so injured by salt water that it is of no value; the vessel can not be got afloat. I request to know what I am to do with the three prisoners that were left on board the schooner. One of them claims to be, and is, I believe, an Englishman; another is a boy under the age of 20, from this neighborhood, and the third is a colored boy (free) from the island of St. Martin, West Indies. The latter is desirous of serving on board this vessel, and if there is no objection I would like to ship him.

I am, respectfully, your obedient servant,

R. WERDEN,  
*Lieutenant, Commanding.*

Flag-Officer L. M. GOLDSBOROUGH,  
*Comdg. North Atlantic Blockading Squadron, Hampton Roads.*

[Endorsement.]

Ship the colored boy, if he wishes to be with you. Send the other two up here in the *Spaulding*, to go where they please, without any claim, however, upon us, unless they would prefer to join the service and also remain with you,

L. M. G.

*Letter from Flag-Officer Goldsborough, U. S. Navy, commanding Atlantic Blockading Squadron, to Flag-Officer Du Pont, U. S. Navy, regarding the transfer of certain vessels to duty in the South Atlantic Blockading Squadron.*

U. S. FLAGSHIP MINNESOTA,  
Hampton Roads, October 19, 1861.

SIR: I am directed by the Navy Department to place the following vessels under your command upon your departure from these roads:

Frigate *Sabine*, Captain Ringgold, blockading off Georgetown, S. C.

Sloop *Vandalia*, Commander Lee, blockading off Bull's Bay.

Steamer *Flag*, Commander Sartori, blockading off Charleston, S. C.

Sloop *Savannah*, Commander Missroon, blockading off Savannah, Ga.

Frigate *St. Lawrence*, Captain Purviance, blockading off St. Simon's, Ga.

Sloop *Dale*, Commander Yard, blockading off Fernandina, Fla.

I herewith enclose orders to the officers commanding them on the subject.

The steamer *Monticello* is now off Savannah, assisting the sloop *Savannah* to blockade that place; but, as she is not to be one of your squadron, and I need her services very much, will you be good enough, on having her relieved as early as practicable, to direct her commander to proceed off Wilmington, N. C., to take the place of the *Gemsbok*, and to say to the senior officer off there that I wish the *Gemsbok* sent off Beaufort N. C., to blockade.

Respectfully, your obedient servant,

L. M. GOLDSBOROUGH,  
*Flag-Officer.*

Flag-Officer S. F. DU PONT,  
*Commanding South Atlantic Blockading Squadron.*

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[Enclosure.]

U. S. FLAGSHIP MINNESOTA,  
Hampton Roads, October 19, 1861.

SIR: You are hereby placed under the orders of Flag-Officer S. F. Du Pont, commanding the South Atlantic Blockading Squadron, from whom, hereafter, you will receive such instructions concerning your command as he may deem expedient.

Very respectfully, your obedient servant,

L. M. GOLDSBOROUGH,  
*Flag-Officer.*

(A copy of above written to the following officers in command: Captain Ringgold, *Sabine*; Commander Sartori, *Flag*; Commander Missroon, *Savannah*; Captain Purviance, *St. Lawrence*; Commander Yard, *Dale*; Captain Lardner, *Susquehanna*; Commander Lee, *Vandalia*.)

*Report of Flag-Officer Goldsborough, U. S. Navy, commanding Atlantic Blockading Squadron, regarding the capture of English brig Ariel.*

U. S. FLAGSHIP MINNESOTA,  
Hampton Roads, October 28, 1861.

SIR: On the 20th instant, off Wilmington, N. C., the *Gemsbok* captured the English brig *Ariel*, from Liverpool, loaded ostensibly with salt, in attempting to get into that place after her papers had been endorsed by the *Sabine* off Georgetown. Her captain, the commander of the *Gemsbok* says, admits that it was his intention to get into Wilmington if he could. Other things may be stowed away among her salt. The prize master is Acting Master J. E. Giddings. I have ordered him to take the vessel to Philadelphia, and she is now underway for that place. She ought not to have been sent in here, but at once ordered to a port where judicial proceedings may be held.

Respectfully, your obedient servant,

L. M. GOLDSBOROUGH,  
Flag-Officer.

Hon. GIDEON WELLES,  
Secretary of the Navy, Washington, D. C.

*Report of Lieutenant Werden, U. S. Navy, commanding U. S. S.- Stars and Stripes, regarding the movement of Confederate vessels in Hatteras Inlet, and transmitting enclosure regarding the blocking of Ocracoke Inlet, North Carolina, by sinking vessels loaded with stone.*

U. S. S. STARS AND STRIPES,  
Hatteras Inlet, October 20, 1861.

SIR: I have the honor to inform you that since my last communication of the 13th instant, the enemy in force, varying from two to six steamers, have been almost daily in sight in the direction of Roanoke Island and Chickamiecomico, so that I have not considered it prudent to send the *Putnam* and *Ceres* across the bulkhead down the sound with their present commanders. On the 14th instant I received several notes from General Williams, now in command here, apprising me of the approach of the enemy by land, and asking for assistance. The letters were not received until after sunset, so that it was not before morning that I was able to cross the bar, when with this vessel and the *Underwriter* I proceeded to Cape Hatteras. I discovered but one steamer in the sound, supposed to be the *Coffee*, of the Confederate service. I fired a shot across the sound to ascertain if the enemy were there, and with good result, as immediately after this steamer, with four others, stood out into the bay and steamed down until in plain sight of the shipping in the inlet. After remaining off here some time, they disappeared, crossing the sound, and have not been seen since in any number. What their object can be I have no knowledge, unless it is to destroy the light-house. The weather lately has not been favorable for any movement toward Ocracoke. So soon as it is, I shall send steamer *Underwriter* there, and may proceed with all the steamers; but I am confident that I can accomplish nothing satisfactory. All the

pilots here inform me that, if successful, the blocking up of the inlet will be only temporary.

I herewith transmit the views of two of the best pilots on this subject.

I am, sir, respectfully, your obedient servant,

R. WERDEN,  
*Lieutenant, Commanding.*

Flag-Officer L. M. GOLDSBOROUGH,  
*Comdg. North Atlantic Blockading Squadron, Hampton Roads.*

[Enclosure.]

HATTERAS INLET, *October 16, 1861.*

SIR: You have asked my opinion in regard to stopping up the inlet of Ocracoke. In answer to which I give it as my positive opinion that it can not be done effectually. As a body of water as large as the Pamlico Sound, including the Albemarle and its tributaries, which all flow into the Pamlico Sound, must and will have several outlets, and as there is a large body of the Pamlico Sound to the westward of Ocracoke, there must and has been a navigable inlet for more than a century, and I consider any attempt to block it up by sinking vessels would only be of short duration, not lasting thirty days, before there would be as good navigation as ever. As an instance, in 1857, I saw a vessel bilge and sink on an anchor in the Swash Channel, lying directly across it, entirely blocking it up, and in one week a channel cut out around her stern and the navigation was as good as ever, where before she sunk there were not 3 feet water. From my experience and knowledge of the bottom, which is shifting sand, I deem it entirely impracticable.

Yours, with respect,

JACOB WESTERVELT,  
*Pilot of U. S. S. Ceres.*

R. WERDEN,  
*Commanding U. S. S. Stars and Stripes.*

I fully concur in the above.

THOMAS SMITH,  
*Pilot.*

*Report of Lieutenant Lowry, U. S. Navy, commanding U. S. S. Underwriter, regarding the condition of that vessel.*

U. S. STEAM TUG UNDERWRITER,  
*Hatteras Inlet, North Carolina, October 20, 1861.*

SIR: I consider it my duty to bring to your notice, as the senior officer at this station, and through you to the flag-officer commanding, the condition of this vessel. I find from my own observation that the vessel is defective in many points. I enclose to you a report of the officers of this vessel, in response to an order of mine, also enclosed. I would say in addition that the ground tackle, anchors, and bits of the vessel are insufficient to enable her, with her lofty wheelhouses, great smoke-stack, and the deep hold her wheels have in the water, to ride out the strong and frequent gales and currents of unusual swiftness which prevail at this inlet. While this vessel was replanked at the bow and stern, the amidships were left untouched. The whole midship frame is

weak and rotten. The water dashes into the ship through the guard beams, and this renders the vessel unseaworthy. There are no means of pumping a leak except with the engine bilge injection. In a moderate seaway the *Underwriter* could not live any time. Her valuable battery is at all times jeopardized. If in your power, I request you will order a survey upon the vessel.

I am, respectfully, etc.,

R. B. LOWRY,

*Lieutenant, U. S. Navy, Commanding Underwriter.*

Lieutenant REED WERDEN,

*U. S. S. Stars and Stripes, Senior Naval Officer, Hatteras Inlet.*

*Correspondence regarding the detention of the Winans tank.*

Report of Flag-Officer Goldsborough, U. S. Navy, commanding Atlantic Blockading Squadron, transmitting enclosure.

U. S. FLAGSHIP MINNESOTA,

*Hampton Roads, October 20, 1861.*

SIR: I have the honor to forward herewith a drawing and description of an iron concern which was towed into this place yesterday at sundown by a very small steam tug, called the *Ajax*, from Baltimore.

It belongs, it seems, to a Mr. Winans, of that place, and the ostensible object is to have it filled with salt water, off Cape Henry, in order to carry out some steam experiments.

I have no particular reasons to suppose that there is any want of good faith in these pretensions, but the construction of the thing is so remarkable, and it could be so easily converted into an instrument of destruction if possessed by the enemy, even by accident, that I have thought proper to forbid its being carried away from here, except by your authority. In going from this to Cape Henry it might get adrift from the tug, and thus fall into the hands of the insurgents, who could readily, with its small draft of water, tow it up to Norfolk at night, close along shore, there prepare it with explosive materials, and then try to use it against us as an infernal machine.

By the custom-house permit, a copy of which I herewith enclose, you will perceive that it was good only until the 20th instant. In my judgment it would not be prudent to allow this tank to go elsewhere than back to Baltimore. Surely the experiments can be deferred until a happier state of things may exist, and when they may be carried out as desired without giving rise to any apprehensions on our part.

Respectfully, your obedient servant,

L. M. GOLDSBOROUGH,

*Flag-Officer.*

Hon. GIDEON WELLES,

*Secretary of the Navy, Washington, D. C.*

[Enclosures.]

CUSTOM-HOUSE,

*Baltimore, October 17, 1861.*

The steam tug *Ajax*, whereof J. M. Shaw is master, is hereby permitted to [go to] Cape Henry with a tank in tow for salt water and return, but at no time or place, or under any circumstances whatever,

to receive on board any goods for the States in rebellion, or allow any other person or persons to use said vessel for such purpose; nor shall said vessel be allowed to touch any coast south of Maryland, and in no instance to board, or allow anyone else to board, any foreign vessel for any purpose whatever, either going or returning, nor to take on board any passenger, baggage, or goods of any kind from said vessels, without a special permit from the custom-house, under the penalty of the confiscation of said vessel, per act of Congress approved July 13, 1861.

This permit to be good until the 20th day of October, instant.

C. M. JAMESON,  
*Deputy Collector.*

U. S. STEAM FRIGATE MINNESOTA,  
*Hampton Roads, October 20, 1861.*

SIR: In obedience to your order, I have inspected the vessel that arrived yesterday in tow of the towboat *Ajax*, and respectfully present the annexed sketch and report:

The sketch will show the shape and internal arrangement of the vessel. The shell is of iron, one fourth of an inch in thickness, butt jointed, with plates on the inside, the outside countersunk for rivets.

The compartments, except the center one, are entirely empty, and have no communication with each other but by small air tubes three-fourths of an inch in diameter, which lead from each division to the center one.

Referring to the sketch, A is the center compartment, which is subdivided by a horizontal bulkhead or deck, placed about 15 inches below the axis of the vessel. This is converted into a cabin (the upper portion), and contains two berths, two lockers, a table, and 2 barrels of water. This being the only portion of the vessel every part of which was not visible at once, I examined it very thoroughly, and found nothing but what was necessary for the accommodation of the two or three persons in charge.

The other compartments are marked B. C is the entrance to the cabin. The steering wheel is placed at the mouth of this tower. The rudder is represented at D. Each compartment has a water-tight man-hole plate on the upper side of the shell, and a seacock, marked *b*, for admitting water from outside, opened and closed by handles on the top of shell.

Stanchions are placed at intervals on the top, through which a man-rope is stretched.

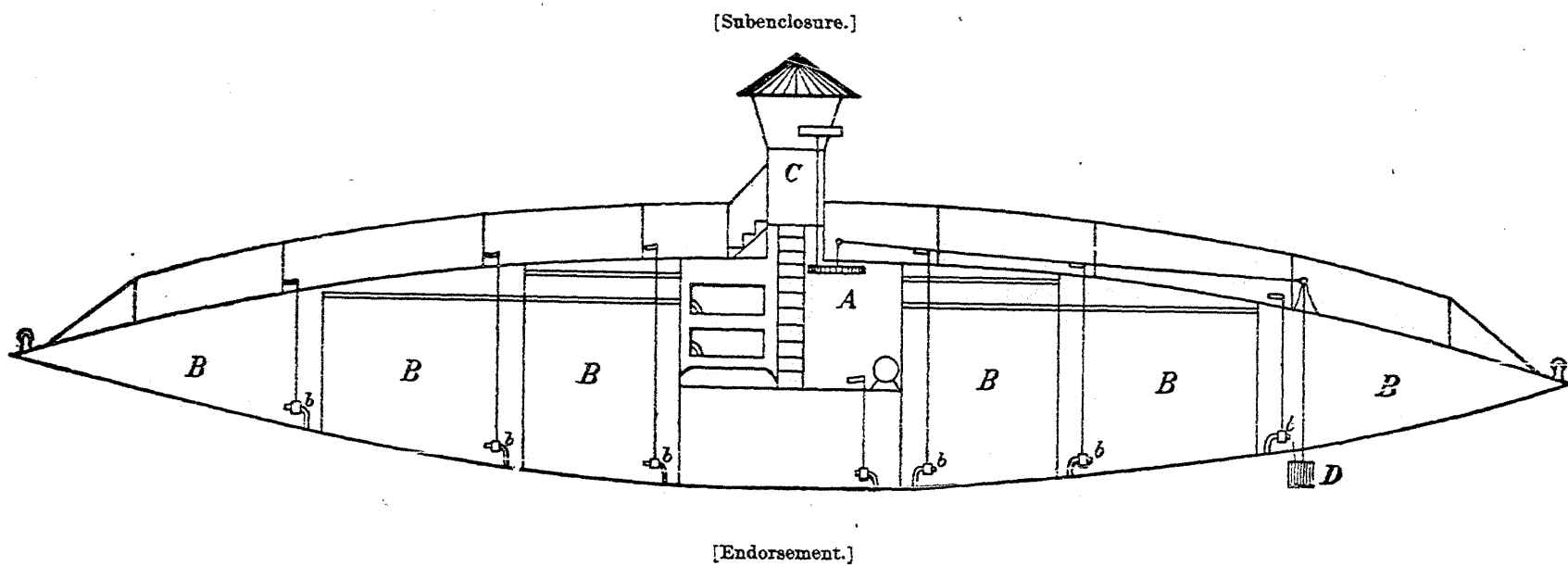
I am informed by the engineer in charge that the vessel is made of the two original ends of the Winans cigar boat, that have been joined together, forming a tank for the purpose of conveying sea water from outside Cape Henry to Baltimore, where the Winans Steamboat Company intend trying a set of experiments to ascertain if there is any greater amount of deposit of scale in marine boilers with steam at high pressures than at low ones, with a view of deciding upon the machinery for the Winans steamboat.

I discovered nothing in the vessel inconsistent with this design.

Very respectfully,

CHAS. H. LORING,  
*Chief Engineer, U. S. Navy.*

Flag-Officer L. M. GOLDSBOROUGH,  
*Commanding North Atlantic Blockading Squadron.*



Respectfully forwarded.

OCTOBER 20, 1861.

L. M. GOLDSBOROUGH,  
*Flag-Officer.*



[Telegram.]

FORT MCHENRY, *October 21, 1861.*

An iron water tank, pointed at both ends, was sent to the capes to be filled with sea water for the purpose of being brought back to the Winans shipyard here, in order to test the applicability of salt water to high-pressure steam. It has been seized by the commander of the fleet at Fort Monroe and detained with the tug that towed it down the bay. We know all about it, and if you will order it released and allow it to come back you will aid the cause of science, and the police will see that it is not applied to any use hostile to the Government.

Your answer, by telegraph, before 4 o'clock will be in time for the evening's boat.

JOHN A. DIX,  
*Major-General.*

HON. GIDEON WELLES,  
*Secretary of Navy.*

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Letter from Major-General Dix, U. S. Army, commanding Department of Pennsylvania, to Flag-Officer Goldsborough, U. S. Navy, commanding Atlantic Blockading Squadron, transmitting instructions from the Secretary of the Navy.

HEADQUARTERS DEPARTMENT OF PENNSYLVANIA,  
*Baltimore, Md., October 21, 1861.*

SIR: I have just received the following dispatch from the Navy Department:

WASHINGTON, *October 21, 1861.*

The commander of the fleet at Fortress Monroe may release the tug and tank upon your written order.

GIDEON WELLES,  
*Secretary of Navy.*

Major-General JOHN A. DIX.

You will please, therefore, allow the tug to take the tank to the capes or vicinity, to be filled with sea water and to be towed back to this city for the proposed experiments in testing the applicability of salt water to high-pressure steam.

I am, very respectfully, your obedient servant,

JOHN A. DIX,  
*Major-General, Commanding.*

COMMANDER OF THE FLEET,  
*Fort Monroe.*

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Letter from the Secretary of the Navy to Flag-Officer Goldsborough, U. S. Navy, commanding Atlantic Blockading Squadron.

NAVY DEPARTMENT, *October 23, 1861.*

SIR: Your dispatch No. 26, dated October 20, has been received, with enclosures relative to the tank belonging to the Winans Steamboat Company.

On representations and application from General Dix, permission was granted before your letter was received, or the Department would have hesitated before giving leave for the tank to be taken after sea water.

I am, respectfully, your obedient servant,

GIDEON WELLES.

Flag-Officer L. M. GOLDSBOROUGH,  
*Comdg. North Atlantic Blockading Squadron, Hampton Roads.*

Permit from Flag-Officer Goldsborough, U. S. Navy, commanding Atlantic Blockading Squadron, to the master of the tug Ajax.

U. S. FLAGSHIP MINNESOTA,  
*Hampton Roads, October 22, 1861.*

SIR: You are at liberty to depart from this with the tug *Ajax*, under your command, and the iron tank you towed down from Baltimore on the 19th instant, and proceed with the latter to Cape Henry or its vicinity, for the purpose of filling it with sea water and then towing it back to Baltimore. I return you herewith your custom-house permit.

Very respectfully, your obedient servant,

L. M. GOLDSBOROUGH,  
*Flag-Officer, Commanding North Atlantic Squadron.*

Mr. J. M. SHAW,  
*Master of the Tug Ajax, Hampton Roads.*

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Letter from Flag-Officer Goldsborough, U. S. Navy, commanding Atlantic Blockading Squadron, to Major-General Dix, U. S. Army, commanding Department of Pennsylvania.

Confidential.]

U. S. FLAGSHIP MINNESOTA,  
*Hampton Roads, October 26, 1861.*

GENERAL: May I take the liberty of enquiring of you whether the tank, about which you wrote me on the 21st instant, has returned to Baltimore? In my judgment, that affair ought to be very closely watched and not permitted to leave Baltimore again. Surely the experiments of testing the applicability of salt water to high-pressure steam can be conveniently deferred to a more propitious time for conducting them. Were the tank to get adrift from a tug, and thus fall into the hands of the insurgents, disastrous consequences might ensue, as from the nature of its construction it could very readily be converted into an engine of destruction. I had a drawing made of the tug while it was detained here by my orders, and therefore speak with full information concerning its construction.

Respectfully, your obedient servant,

L. M. GOLDSBOROUGH,  
*Flag-Officer.*

Major-General JOHN A. DIX,  
*Commanding Department of Pennsylvania, Baltimore, Md.*

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*Letter from Flag-Officer Goldsborough, U. S. Navy, commanding Atlantic Blockading Squadron, to Flag-Officer Du Pont, U. S. Navy, transmitting request for the presence of a gunboat in the James River.*

OCTOBER 21, 1861.

MY DEAR DU PONT: I send you the accompanying telegram, just received from Newport News and sent to me a moment since by General Wool. An attack is going on there. I beg you to send one of your light-draft gunboats to the James River, as General Phelps requests. Let her, however, before going up the river, communicate with either the *Congress* or *Cumberland* and ascertain where the enemy's

steamers are—the *Jamestown* and the *Yorktown*. They generally hover about not far above Newport News.

I, as you are aware, have no gunboat here under my immediate command.

In great haste, yours, most faithfully,

L. M. GOLDSBOROUGH.

Flag-Officer DU PONT.

I send you also General Wool's letter to me, so that you may the more clearly understand the whole case.

[Enclosure.]

HEADQUARTERS,  
*Fort Monroe, October 21, 1861.*

SIR: Herewith I send you a telegraphic dispatch from General Phelps. It appears that he has been attacked, and desires a light-draft gunboat to go up the river. I hope you will be able to send one.

Very respectfully, yours, etc.,

JOHN E. WOOL,  
*Major-General.*

Flag-Officer L. M. GOLDSBOROUGH,  
*Commanding Navy.*

[Telegram.]

OCTOBER 21, 1861.

It would be well to send a light-draft gunboat, to go as far up the river as possible, and as near as possible to the north shore.

J. W. PHELPS.

General WOOL.

*Letter from the Secretary of the Navy to Flag-Officer Goldsborough, U. S. Navy, commanding Atlantic Blockading Squadron, regarding the shipment of men and purchase of vessels.*

NAVY DEPARTMENT, *October 21, 1861.*

SIR: The steamer *State of Maine* left Boston yesterday at 1 p. m. with 200 seamen, 336 ordinary seamen, and 64 landsmen, to be delivered to you at Hampton Roads. It is intended that 200 of these men shall be detailed for the Washington yard. Steamers will be sent for them.

Orders have been given for the purchase of two tugs, and for them to be sent immediately to you, without armament; also two vessels similar to the *Stepping Stones*.

There is a fine sloop here belonging to the Light-House Board, capable of holding four 80-pounder rifled guns. Do you wish her sent to you?

I am, respectfully, etc.,

GIDEON WELLES.

Flag-Officer L. M. GOLDSBOROUGH,  
*Comdg. North Atlantic Blockading Squadron, Hampton Roads.*

*Letter from the Secretary of the Navy to Flag-Officer Goldsborough, U. S. Navy, commanding Atlantic Blockading Squadron, regarding importation of army cloth into the Confederate States.*

NAVY DEPARTMENT, *October 21, 1861.*

SIR: Information has been received from a source deemed reliable that the States in rebellion have made a contract with the manufac-

turers at Verviers, in Belgium (near the frontier of Prussia), for 220,000 yards of army cloth. The contract has been distributed between some six or eight manufacturers. The cloth is to be a mixed color of blue and white; to cost 5 francs 75 centimes for the coarsest and 7 francs for the finest quality the meter; width  $1\frac{4}{10}$  meters; weight 50 to 60 grammes (about  $1\frac{1}{2}$  pounds) a meter; to be delivered in December next, and the amount of cost guaranteed by the house of F. A. Sellière, banker, No. 70 Rue de Provence, Paris. The contract is signed by a Mr. Jules Le Mort, of the house of Messrs. Edward Gauthierins & Co., of New Orleans.

It is desirable that this cloth should not be permitted to get into the States in insurrection.

I am, respectfully, your obedient servant,

GIDEON WELLES.

Flag-Officer L. M. GOLDSBOROUGH,

*Comdg. North Atlantic Blockading Squadron, Hampton Roads.*

*Report of Commander Green, U. S. Navy, commanding U. S. ship Jamestown, responding to the Department's enquiries regarding United States vessels off Savannah September 4.*

U. S. SLOOP-OF-WAR JAMESTOWN,  
*Off Cape Fear, October 22, 1861.*

SIR: I have the honor to acknowledge the receipt of your letter of the 5th instant, requesting to be informed what men-of-war I saw off Savannah on the 4th of September ultimo, and the reason why I proceeded with the *Jamestown* to Hampton Roads.

I have respectfully to state in reply that I saw no men-of-war off Savannah, being on the day mentioned a little to the southward, but about 70 miles to the eastward of that port; and that the quantity of wood and water being reduced to minimum of what, in my judgment, might, at that season of the year, be necessary on the passage to Hampton Roads, I took the ship to that place to report to the commanding officer for replenishing the ship's stores.

I have the honor to be, sir, very respectfully, your obedient servant,

CHARLES GREEN,  
*Commander.*

HON. GIDEON WELLES,  
*Secretary of the Navy, Washington, D. C.*

*Report of Commander Livingston, U. S. Navy, commanding U. S. ship Cumberland, regarding supplies of ammunition for that vessel.*

U. S. SHIP CUMBERLAND,  
*Newport News, October 22, 1861.*

SIR: Your letter of the 22d instant, marked confidential, was received this afternoon. All which you order and suggest will receive my careful attention.

I have secured my amidship guns, as you advise. I have but 100 solid 9-inch shot, which will soon be used up. I should be pleased to have more supplied me, if you think proper.

If there are canisters filled in the form you describe in the ordnance department at Fortress Monroe, I should like some sent me; if not, I must try and make some.

A tug, as a part of my command, would be valuable to change my position at will. I have little faith in springing ship effectually in this strong tideway.

My springs are arranged thus: A hawser is bent to the ring of my riding anchor, stopped to the bow and then to quarter; on the other side, a hawser to chain at hawse, and to quarter; also a heavy kedge with hawser ready to carry out. My guns are all cast loose at night, and one watch at them. On the ebb tide at night I keep a guard boat on watch a mile up the river, to give signal of the approach of an enemy.

I am, sir, respectfully, your obedient servant,

J. W. LIVINGSTON,

*Commanding U. S. S[hip] Cumberland.*

Flag-Officer L. M. GOLDSBOROUGH,

*Commanding Atlantic Blockading Squadron, Hampton Roads.*

*Report of Captain Marston, U. S. Navy, commanding U. S. S. Roanoke, of the arrival of that vessel off Beaufort, N. C.*

U. S. S. ROANOKE,

*Off Beaufort, N. C., October 23, 1861.*

SIR: I left Charleston on the 20th instant, but, in consequence of a heavy gale from the northeast, I was unable to reach here till daylight this morning. I have found the *Albatross* and *Cambridge* off this place. The latter has now on board but 40 tons of coal, and as she will require 24 of that to take her to Hampton Roads, I have thought it advisable, as she must under any circumstances within a week go to that place, to allow her to do so while this ship is here.

Captain Prentiss handed me your orders of the 17th instant, and I shall follow their instructions and be in Hampton [Roads] by the 1st of November.

Very respectfully, your obedient servant,

JOHN MARSTON,

*Captain.*

Flag-Officer L. M. GOLDSBOROUGH,

*Commanding Atlantic Blockading Squadron, Hampton Roads.*

*Report of Commander Green, U. S. Navy, commanding U. S. ship Jamestown, regarding the effects of a gale on the North Carolina coast.*

U. S. SLOOP OF WAR JAMESTOWN,

*Off Wilmington, N. C., October 23, 1861.*

SIR: My last letter was sent by the *Rhode Island*. I ran close in to New Inlet before leaving for the west side of the shoals. Discovered a sail, which proved to be the *Gemsbok*, to seaward. Captain Cavendy informed me that he was out of officers, [they] having, with the exception of his executive, been sent north in prizes.

The rough state of the weather prevented me from communicating with him until this morning, when he came on board and informed me

of his intention to proceed to Hampton Roads for officers and supplies. As he has on board more water than he requires, I have directed him to transfer to the *Young Rover* all his overplus, as the latter vessel has but eleven days' allowance on board, and would be obliged to go north also unless supplied with water here.

During a gale from the northward and eastward, all three of the vessels composing the blockading force off this place were driven off. The *Young Rover* was enabled, by means of steam, to gain a lee under the shoals and maintain the blockade. This ship and the *Gemsbok* were set by the current to the southward and westward nearly as far as Georgetown, where I exchanged numbers with the *Sabine*. We had no observation for two days, and supposed the ship to be, after due allowance for drift and current, 50 miles to the eastward of where she was.

Three negroes escaped in a boat and reached the *Gemsbok*. The information they bring will be communicated by Captain Cavendy. I have retained one of them, thinking that he might prove useful to the public service in this vicinity.

Two good steamers would, I think, secure pretty effectually the blockade of this place, by changing to the east or west side of the reef during heavy weather. They would still be in sight of both entrances and be secure, and able at once in a few hours to resume their position, which can not be done by a sailing vessel, owing in part to the strong currents, which prevail during gales of wind, setting with the wind and driving a ship to leeward against all efforts to the contrary.

Our carpenter, whose dismissal was received by the *Rhode Island*, takes passage in the *Gemsbok*, leaving us without a carpenter. We are also short of our complement one acting master and two master's mates.

I have the honor to be, respectfully, your obedient servant,

CHARLES GREEN,  
Commander.

Flag-Officer L. M. GOLDSBOROUGH,  
Comdg. Atlantic Blockading Squadron, Hampton Roads, Virginia.

*Letter from the Secretary of the Navy to Flag-Officer Goldsborough, U. S. Navy, commanding Atlantic Blockading Squadron, transmitting information of the shipment of powder from Halifax, Nova Scotia, to the Southern States.*

NAVY DEPARTMENT, October 23, 1861.

SIR: I enclose herewith for your information an extract of a letter received by the Department of State from a very reliable source, in relation to the actions of ex-Consul Pillsbury, of Halifax, Nova Scotia, in forwarding powder, etc., to the South, packed in drums of fish.

I am, respectfully, etc.,

GIDEON WELLES.

Flag-Officer L. M. GOLDSBOROUGH,  
Comdg. North Atlantic Blockading Squadron, Hampton Roads.

[Enclosure.]

Strictly confidential.] HALIFAX, NOVA SCOTIA, October 16, 1861.

DEAR SIR: I am glad to see, as I do by the Post, that you are for the Union and against treason. I wish to inform you that there is a business carried on between this city and the South, of which ex-Consul

Pillsbury is the moving spirit and chief engineer. I do not know that anything can be done to stop his traitorous course, but it will do no harm to let the friends of the Union know what he is about. To-day a vessel is loading in this city with salt and fish. Every drum of fish contains 1 barrel of powder. This cargo has all been prepared under cover of night and at Pillsbury's place, 1 mile below the ferry, on the Dartmouth side, where no one would be likely to know what was going on. His movements have been watched, and 100 barrels of powder have been packed, as above stated. The vessel is to-day getting ready for sea. She will not (probably) attempt to run the blockade, but run the old craft ashore on the coast of North Carolina, and land the cargo at low water. Pillsbury is concerned in the *Argyle*, which sailed from this port three or four weeks since, with a cargo worth \$100,000, for the South. We have not heard from her yet. The consul is apprised of what is going on, but it is doubtful whether he will be able to do anything, as it is a British vessel. I give you the information that you may know what an ex-consul is capable of doing, and, if any measures can be taken to stop him or get hold of the vessel and cargo, that it may be done. Is it within the range of law to make a requisition on the governor here to have him arrested for treason? Or is he lawless, being an American citizen and residing out of the country? I know what I write is true, and I have given you only a hint of what he is doing. Can you be instrumental in bringing the traitor to justice? I do not exactly mean the halter, for I do not believe in capital punishment, but, say, to Fort Lafayette. If any one scoundrel deserves hanging, I think Pillsbury is the man. After feeding at the national crib for eight years it is a great crime, in my estimation, to turn around and kick it to pieces. If you think it best, you can notify the "powers that be" of what is going on here, and if nothing else results perhaps they will be induced to be watchful of everything that comes from Halifax. They will find not only powder, but percussion caps and calomel and quinine in packages of fish, etc.

Yours, respectfully,

N. GUNNISON.

R. FROTHINGHAM, Esq.

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*Letter from the Secretary of the Navy to Flag-Officer Goldsborough, U. S. Navy, commanding Atlantic Blockading Squadron, regarding the transshipment of munitions of war to steamer Fingal.*

NAVY DEPARTMENT, *October 24, 1861.*

SIR: Authentic information has been received that a large quantity of rifles, powder, swords, and munitions of various kinds were shipped near London on board the steamer *Colletis*, which left the Thames on the 29th ultimo for Greenock, Scotland, when her cargo was to be transferred to the new iron-screw steamer *Fingal*. The transshipment is made to throw this Government off its guard. The *Fingal* is schooner-rigged, with two masts, has a round stern, the bust of a man for a head, has one deck and a poop, is 186 feet long and 25 feet wide, and 12 $\frac{3}{4}$  feet depth of hold. She is British built, and her tonnage is a little short of 500 tons. Her cargo consists of 31,000 pounds powder, 525,000 cartridges, 1,550,000 percussion caps, 1,500 rifled "Brown Bessies," 300 sword bayonets, a large quantity of paper for cartridges, and other articles much needed in the States in insurrection.

A contract has also been made in England for a larger amount of similar articles to be shipped by another vessel, which was to follow, within two weeks, the sailing of the *Fingal*. Contracts have also been made for a large quantity of arms to be shipped as occasion offers. The *Fingal* will, of course, sail under the English flag, and will undoubtedly attempt to enter one of the Southern ports.

The Department does not consider it necessary to urge you to increased watchfulness to prevent this vessel from landing her cargo. An enumeration of the leading articles on board of her is surely sufficient to indicate the importance of preventing their getting into the hands of the insurrectionists and of capturing the vessels if possible; for, if she fails in an attempt to enter one of the Southern ports, she may proceed to the West Indies and land her cargo, in hopes of getting it into the States in smaller quantities and at different times.

Very respectfully, etc.,

GIDEON WELLES.

Flag-Officer L. M. GOLDSBOROUGH,  
*Commanding North Atlantic Blockading Squadron.*

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*Letter from Flag-Officer Du Pont, U. S. Navy, to Flag-Officer Goldsborough, U. S. Navy, commanding Atlantic Blockading Squadron, regarding the relief of the U. S. S. Susquehanna.*

FLAGSHIP WABASH,  
*Hampton Roads, October 25, 1861.*

SIR: I sent word by Commander Case that I would dispatch a steamer to relieve the *Susquehanna*.

I accordingly have to report that I immediately dispatched the *Alabama*, Commander Lanier, to render more effective the blockade off Charleston, but directed the *Susquehanna* to remain there until I should get down, as the engineer of this ship says the accident reported will not prevent steaming at a lower rate of speed.

Respectfully, your obedient servant,

S. F. DU PONT,  
*Flag-Officer, Commanding South Atlantic Blockading Squadron.*

Flag-Officer L. M. GOLDSBOROUGH,  
*Comdg. North Atlantic Blockading Squadron, [U. S. S.] Minnesota.*

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*Letter from the Secretary of the Navy to Flag-Officer Goldsborough, U. S. Navy, commanding Atlantic Blockading Squadron, of the clearance from Barbados, West Indies, of the schooner Edwin.*

NAVY DEPARTMENT, *October 25, 1861.*

SIR: The Secretary of State has information from the U. S. consul at Barbados of the clearance from that port, nominally for Baltimore, but, as is supposed, in reality for New Berne, N. C., of the schooner *Edwin*. This vessel, which belonged to New Berne, has been, as is alleged, nominally sold to Spanish parties.

Her reputed owner, a Mr. Sprunt, is on board of her as passenger or supercargo.

I am, respectfully, your obedient servant,

GIDEON WELLES.

Flag-Officer L. M. GOLDSBOROUGH,  
*Comdg. North Atlantic Blockading Squadron, Hampton Roads.*



*Report of Commander Lockwood, U. S. Navy, commanding U. S. S. Daylight, of the weak condition of the engines of that vessel.*

U. S. PROPELLER DAYLIGHT,  
*Blockading off Cape Henry, Virginia, October 25, 1861.*

SIR: A report of the engineer of the state of the engines of this vessel, of which the enclosed is a copy, was made to Flag-Officer Stringham, and as they are daily developing weakness, he has considered it his duty to call my attention again to their condition. The most serious apprehensions are caused by the looseness of the pin in the trunk of the port engine, and should it give way, would destroy it and possibly drive itself through the ship's side and damage the engine several thousand dollars.

It is impossible to get at it for repairs without taking it to pieces.

Although it is weak and liable to give way, it may, with the risk of breaking down at any moment, continue to perform its office imperfectly for some time.

All of which I submit for your consideration.

I am, sir, respectfully, your obedient servant,

SAML. LOCKWOOD,  
*Commander.*

Flag-Officer L. M. GOLDSBOROUGH,  
*Comdg. Atlantic Blockading Squadron, Hampton Roads, Virginia.*

*Report of Lieutenant Chaplin, U. S. Navy, commanding U. S. S. Valley City, regarding the impaired condition of that vessel.*

U. S. S. VALLEY CITY,  
*Rappahannock River, October 25, 1861.*

SIR: I have the honor to report to you that the smokestack of this vessel has burned away so much that it sets fire to the vessel every time we move, and the engineer fears that it may fall down altogether. The boilers are also in an unsafe condition, and it is impossible to carry necessary steam to handle the vessel with any rapidity.

Very respectfully, your obedient servant,

J. C. CHAPLIN,  
*Lieutenant, Commanding.*

Flag-Officer L. M. GOLDSBOROUGH,  
*Commanding North Atlantic Blockading Squadron.*

*Report of Flag-Officer Goldsborough, U. S. Navy, commanding Atlantic Blockading Squadron, regarding U. S. tugs Narragansett and Stepping Stones.*

U. S. FLAGSHIP MINNESOTA,  
*Hampton Roads, October 26, 1861.*

SIR: The tugs *Narragansett* and *Stepping Stones* have both reached here, and as they can not proceed to Washington, I shall take them in charge and employ them for the public service. I can turn them to good account.

I forward herewith a copy of a communication received to-day from the master of the *Narragansett* [*Cohasset*]. He, with five men put temporarily on board of her, returns to New York immediately.

If the Department is in possession of any papers relating to the engineers and firemen of these tugs, I should be glad to have a copy of them. I am anxious to ascertain how they are shipped, or, in other words, the precise terms of their engagement.

Respectfully, your obedient servant,

L. M. GOLDSBOROUGH,  
*Flag-Officer.*

HON. GIDEON WELLES,  
*Secretary of the Navy, Washington, D. C.*

[Endorsement.]

Write Captain Goldsborough to send up the *Stepping Stones*, and that Mr. Morgan has been written to as to the engineers and firemen of the *Cohasset*. Write to Morgan.

[G. V. FOX.]

[Enclosure.]

FORTRESS MONROE, *October 26, 1861.*

DEAR SIR: On Wednesday, 23d October, 1861, I left Old Point in U. S. S. *Narragansett* for Washington, to be delivered to Captain Dahlgren. I proceeded as far as Mathias Point, was stopped there by Lieutenant Harrell, of U. S. S. *Union*, the senior officer, and ordered back to Old Point. He said it was impossible for me to go up.

Respectfully, yours,

M. S. WOODHULL,  
*Master Steamer Narragansett.*

Commodore GOLDSBOROUGH.

*Order of Flag-Officer Goldsborough, U. S. Navy, commanding Atlantic Blockading Squadron, to Commander Glisson, U. S. Navy, commanding U. S. S. Mount Vernon, to proceed to Hampton Roads with that vessel.*

U. S. FLAGSHIP MINNESOTA,  
*Hampton Roads, October 26, 1861.*

SIR: The moment the *Mount Vernon* is ready for service you will proceed here with her. Fill up with coal and provisions, water, and every thing necessary for a cruise at Baltimore, if possible, and arrange matters so that procuring these and getting them on board will involve no delay that can be avoided.

Respectfully, your obedient servant,

L. M. GOLDSBOROUGH,  
*Flag-Officer.*

Commander O. S. GLISSON,  
*Commanding U. S. S. Mount Vernon, Baltimore, Md.*

*Order of Flag-Officer Goldsborough, U. S. Navy, commanding Atlantic Blockading Squadron, to Acting Volunteer Lieutenant Behm, U. S. Navy, commanding U. S. bark Braziliera, to proceed to Beaufort, N. C.*

U. S. FLAGSHIP MINNESOTA,  
*Hampton Roads, October 26, 1861.*

SIR: You will proceed off Beaufort, N. C., with the *Braziliera* and, on your arrival there, report to the senior naval officer for duty in the blockade of that port.

A memorandum of vessels intending to violate the blockade, with instructions in reference to neutrals, etc., is herewith furnished you.

Respectfully, your obedient servant,

L. M. GOLDSBOROUGH,  
*Flag-Officer.*

Acting Volunteer Lieutenant C. F. W. BEHM, U. S. Navy,  
*Commanding U. S. Bark Braziliera, Hampton Roads.*

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*Escape of the U. S. S. Nashville,\* from Charleston, S. C., October 26, 1861.*

Letter from the Secretary of the Navy to Flag-Officer Goldsborough, U. S. Navy, commanding North Atlantic Blockading Squadron, requesting all information attainable.

NAVY DEPARTMENT, *December 4, 1861.*

SIR: The unfortunate escape of the *Nashville* from Charleston about the 12th of October last, and the result likely to flow therefrom, renders it very necessary that the Department should be in possession of all the facts concerning the blockade of that port about that period.

You will therefore furnish the Department with all the information attainable and call upon the senior officer present off that port during October for a report of the means he used to prevent the egress of this vessel, which it was known by the public prints was fitting out.

I am, respectfully, etc.,

GIDEON WELLES.

Flag-Officer L. M. GOLDSBOROUGH,  
*Comdg. North Atlantic Blockading Squadron, Hampton Roads.*

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Letter from the Secretary of the Navy to Flag-Officer Goldsborough, U. S. Navy, commanding North Atlantic Blockading Squadron, regarding the date of the escape.

NAVY DEPARTMENT, *December 5, 1861.*

SIR: Referring to the letter of the Department of yesterday, addressed to you, in relation to the escape of the rebel steamer *Nashville* from Charleston, I now enclose a slip from the newspaper, from which it appears that the vessel left Charleston on the 26th of October, instead of the 12th, as the Department stated.

I am, respectfully, etc.,

GIDEON WELLES.

Flag-Officer L. M. GOLDSBOROUGH,  
*Comdg. North Atlantic Blockading Squadron, Hampton Roads.*

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Report of Captain Marston, U. S. Navy, commanding U. S. S. Roanoke, regarding the condition of the blockade off Charleston, S. C.

U. S. STEAM FRIGATE ROANOKE,  
*Hampton Roads, December 5, 1861.*

SIR: I have to acknowledge the receipt of the honorable Secretary of the Navy's letter to you of the 4th instant, submitted to me by you, asking from you certain information relative to the blockade off Charleston, S. C., on the 12th October, or about that period, and

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\* For cruise of U. S. S. *Nashville*, see Vol. 1, p. 745.

would respectfully report that I arrived off Charleston in this ship on the 2d of October, where I found the U. S. ship *Vandalia*, Captain Lee, and the U. S. S. *Flag*, Commander Sartori. This ship was at once anchored off the main entrance to Charleston, a mile and a half (my pilot says 2 miles) nearer than she had ever been on any of her previous cruises. The *Vandalia* was placed as near as it was safe for her to lay at the northern entrance, and the *Flag* still closer in at the southern entrance. On the 8th of October the U. S. S. *Monticello* joined me as part of the blockading squadron, and she was immediately placed off the northern channel as being of lighter draft of water than the *Vandalia*, and also being a steamer, she was enabled to occupy a position nearer in.

This ship continued at her anchorage above mentioned, never having left it, with the exception of a few hours during the days of the 14th, 15th, and 17th of October, on the first occasion to try her engine after some repairs had been made to it, on the second to go to the rebel ship *Thomas Watson*, which had been captured, and the last when there was every appearance of a heavy southeast gale coming on.

During this period every precaution was taken to prevent the escape of any vessel from Charleston, or the entrance of others into that port. Orders were given for all lights on board this ship to be so placed as not to be visible outside of her, nor do I remember to have seen, on any occasion, lights on board the other vessels of the blockade. If I had I should have taken the proper notice of it.

My pilot, Mr. Lingo, now on board, is confident that on the 18th of October he saw from aloft, with a glass, the steamers *Nashville* and *Isabelle* lying at their wharf in Charleston. On the 20th October I left the anchorage off Charleston, in compliance with your orders, for Beaufort, N. O.

Very respectfully, your obedient servant,

JOHN MARSTON,  
*Captain.*

Flag-Officer L. M. GOLDSBOROUGH,  
*Commanding North Atlantic Blockading Squadron.*

[Endorsement.]

DECEMBER 6, 1861.

I have the honor to submit to the Department the within report from Captain Marston, the senior officer off Charleston on the 12th of October last, with regard to its letter to me of the 4th instant, touching the escape of the steamer *Nashville*. On the 12th of October it will be perceived that four blockading vessels were off Charleston, to wit, the *Roanoke*, *Flag*, *Monticello*, and *Vandalia*. Besides these the frigate *Sabine* was, at the same time, blockading off Bull's Bay, but a short distance from Charleston.

Most respectfully,

L. M. GOLDSBOROUGH,  
*Flag-Officer.*

Letter from Flag-Officer Goldsborough, U. S. Navy, commanding North Atlantic Blockading Squadron, to Flag-Officer Du Pont, commanding South Atlantic Blockading Squadron, requesting further information.

U. S. FLAGSHIP MINNESOTA,  
*Hampton Roads, December 6, 1861.*

SIR: I have the honor to enclose you herewith a copy of a letter from the Navy Department, in relation to the escape of the rebel steamer

*Nashville* from Charleston in October last, accompanied by a printed extract taken from the Bermuda Gazette of the 5th of November.

The *Nashville*, it seems, made her escape on the 26th of October, at which time Captain Lardner must have been the senior officer present. Will you be good enough, therefore, to invite his attention to what the Department requires? It has been asserted that the *Nashville* availed of a light or lights on board the blockading vessels to elude their vigilance. The statement about being "notified by the stranger to give them more room," etc., should, I think, be fully explained.

Respectfully, your obedient servant,

L. M. GOLDSBOROUGH,  
*Flag-Officer.*

Flag-Officer S. F. DU PONT,  
*Commanding South Atlantic Blockading Squadron.*

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Report of Flag-Officer Goldsborough, U. S. Navy, commanding North Atlantic Blockading Squadron, regarding request made for additional information.

U. S. FLAGSHIP MINNESOTA,  
*Hampton Roads, Virginia, December 6, 1861.*

SIR: On the 26th of October, the day the *Nashville* is said to have escaped from Charleston, Captain Lardner must have been the senior officer present at the blockade off that port. I have, therefore, this day written to Flag-Officer Du Pont, requesting him to invite Captain Lardner's attention to the information the Department requires upon the subject. As soon as I am in possession of this information it shall be duly forwarded.

I am, respectfully, your obedient servant,

L. M. GOLDSBOROUGH,  
*Flag-Officer.*

Hon. GIDEON WELLES,  
*Secretary of the Navy.*

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Report of Captain Lardner, U. S. Navy, commanding U. S. S. *Susquehanna*.

U. S. S. SUSQUEHANNA,  
*Port Royal, December 12, 1861.*

SIR: I have the honor to acknowledge the receipt of the copy of a letter from the honorable Secretary of the Navy, addressed to Flag-Officer Goldsborough, stating that the *Nashville* escaped from Charleston about the 12th of October, and calling upon the senior officer present during October for a report of the means he used to prevent the egress of this vessel.

The *Susquehanna* arrived off Charleston for the first time on the 19th of October and was anchored off the channel nearest to Fort Sumter, the *Flag* at the main ship channel, both as near the bar as safety would permit; in which positions they were 3 miles apart, and the Maffitt's Channel 6 miles to the northward of one and 3 miles from the other, and the nearest ship more than 5 miles from Fort Sumter and 8 from Charleston.

The honorable Secretary's letter contains a slip from a Bermuda paper which has the pirate's own statement of his escape, in which are several manifest falsehoods.

It states that he escaped on the 26th instant under sail, during a northwest gale; the log book shows a northeast gale, with rain. It states that he was assisted by the lights of the fleet; there were but two ships, and they [were] careful never to show lights. It states that he allowed his ship to drift down near one of the blockading ships, and was warned to give more room. To this last I can only say that if the commanding officer was capable of so flagrant an outrage to the service, his officers and crew, who are zealous and vigilant, would not have suffered it to remain unknown.

I am, very respectfully, your obedient servant,

J. L. LARDNER,  
Captain.

Flag-Officer S. F. DU PONT,  
Commanding South Atlantic Blockading Squadron, Port Royal.

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Report of Flag-Officer Du Pont, U. S. Navy, commanding South Atlantic Blockading Squadron, transmitting report of Captain Lardner, U. S. Navy, commanding U. S. S. *Susquehanna*.

FLAGSHIP WABASH,  
Port Royal Harbor, S. C., January 28, 1862.

SIR: I have the honor to enclose a communication from Captain Lardner, of the *Susquehanna*, on the subject of the escape of the rebel steamer *Nashville* from Charleston.

The *Susquehanna* has been absent from this port on blockading duty, and only returned a few days ago.

Respectfully, your obedient servant,

S. F. DU PONT,  
Flag-Officer, Commanding South Atlantic Blockading Squadron.

HON. GIDEON WELLES,  
Secretary of the Navy, Washington.

[Enclosure.]

U. S. S. SUSQUEHANNA,  
Port Royal, January 24, 1862.

SIR: I have the honor to acknowledge the receipt of the copy of a dispatch from the honorable Secretary of the Navy, addressed to Flag-Officer Goldsborough, stating that the *Nashville* escaped from Charleston about the 12th of October, and calling upon the senior officer present off that port during October for a report of the means he used to prevent the egress of this vessel.

In reply I beg to state that the *Susquehanna* took her station off Charleston for the first time on the 19th of October, and therefore I could know nothing of this occurrence. In the honorable Secretary's letter, however, there is a printed slip from a Bermuda Gazette which states that the *Nashville* escaped on the 26th of October.

At that time the *Susquehanna* was anchored off the channel nearest to Fort Sumter and the *Flag* near the main ship channel, both as close to the bar as safety would permit. One-half the crews were always on deck at night, the guns were cleared for immediate use, extra sentinels and other lookouts posted, and the officers and crews impressed with the necessity for the utmost vigilance.

The log book shows a northeast wind, with rain, on the 25th and 26th of October. It is possible for the steamer to have left by the Maffitt's Channel unobserved at that time, as this ship could not approach it

within several miles, and if the *Flag* had been stationed therē the main shi channel would have been left unguarded.

I am, very respectfully, your obedient servant.

J. L. LARDNER,  
Captain.

Flag-Officer S. F. DU PONT,  
Comdg. South Atlantic Blockading Squadron, Port Royal, S. O.

*Order of Flag-Officer Goldsborough, U. S. Navy, commanding Atlantic Blockading Squadron, to Commander Smith, U. S. Navy, commanding U. S. ship Congress, enjoining caution against attack by torpedoes.*

U. S. FLAGSHIP MINNESOTA,  
Hampton Roads, October 27, 1861.

SIR: Be on the alert for submarine infernal machines. The insurgents at Norfolk are said to possess one calculated to be used under water, and thus to attach a torpedo with a time fuze to a ship's bottom. It is, I understand, to be first towed tolerably near a ship by means of a tug, or else by boats with muffled oars, then to be submerged and so navigated to the vessel against which it is to operate.

Might not a large and strong netting of rope, weighted at the bottom to go well down under water, and having tricing lines from its corners, etc., leading forward, be rigged to advantage over a ship's bows at night?

Show this note, if you please, to Commander Livingston.

Respectfully, your obedient servant,

L. M. GOLDSBOROUGH,  
Flag-Officer.

Commander WILLIAM SMITH,  
Commanding U. S. S[hip] Congress, Newport News, Va.

*Report of Lieutenant Chaplin, U. S. Navy, commanding U. S. S. Valley City, suggesting means for a more effectual blockade.*

U. S. S. VALLEY CITY,  
Rappahannock River, October 27, 1861.

SIR: I have the honor to forward you 44 negro men and 1 negro woman belonging to Lancaster and Northumberland counties, Va., who were received on board this morning. I think if there was a larger vessel here the blockade would be much more effectual, as the enemy are continually receiving supplies through the Piankatank and north of Windmill Point, which could be prevented by having a steamer to cruise between those points at night. I have reason to believe that the *Virginia* and *St. Nicholas* will soon make an attempt to attack me and get out in the bay, and from their speed and armament I doubt whether I can prevent it. And I earnestly request that another vessel may be sent.

The water and provisions of this vessel will not last longer than eight days.

Very respectfully, your obedient servant,

J. C. CHAPLIN,  
Lieutenant, Commanding.

Flag-Officer L. M. GOLDSBOROUGH,  
Commanding North Atlantic Blockading Squadron.

[Endorsement.]

These contrabands were sent to General Wool, together with a large flatboat.

L. M. G.

*Report of Acting Master Elliott, U. S. Navy, commanding U. S. S. Ceres, regarding the incomplete outfit of that vessel.*

U. S. S. CERES,

Hatteras Inlet, October 27, 1861.

SIR: A sense of duty and regard for the interests of the service constrain me to address you in relation to the necessities of this vessel. Many of the articles I required for her outfit were not on hand at the navy yard, and I had to leave without them. When I thought I was to have only one gun, I asked for 4 able seamen, 4 ordinary seamen, and 2 first-class boys. I received 4 ordinary seamen, 4 landsmen, 1 boy, and no wardroom steward. One of the master's mates has proved worse than useless, having been on the sick list more than two-thirds of the time since he came on board, and I have had to stand his watch to relieve the other. Mr. R. M. Coleman, to whom I refer, has always proved to be attentive, diligent, and efficient. The other, Mr. William G. Ingraham, in addition to his general remissness, negligence, and inattention when on duty, has been off more than half the time, and it is a remarkable coincidence, to say the least of it, that his periodical returns of indisposition, of which he has had three, have invariably occurred when the weather was worse than the work. The boy has been sick and off duty, and should be discharged or sent to a vessel that has a surgeon, that he might have professional advice, medicine, and attendance. So much, sir, for the crew. I was sent off with only one light anchor, minus a key for the stock, and about 18 fathoms of chain. I had required two anchors and 60 fathoms of chain, but I was told they were not on hand, and would have to be made, and I had to leave without them. On my arrival in Hampton Roads, through the courtesy of Captain A. Ludlow Case, a quondam messmate, I was furnished with about 30 fathoms of light chain from a prize vessel. Last week, while unmooring an old sinking schooner, I picked up a small unattached but light anchor, which I appropriated, and the senior naval officer on this station, Lieutenant Commanding R. Werden, authorized me to take a piece of light chain from a sinking hulk that we laid on the beach for a wharf boat. My ground tackle is still manifestly inadequate to the security of the vessel, with the strong tides and winds that prevail here at this season of the year. My wheel chains and rudder blocks are old and almost worn out, the straps attaching the latter to the rudderhead sadly defective, and the former parted in several places, and only fastened with wire or spun yarn, in lieu of shackle links. I have no proper racks or sheltered place for the muskets, cutlasses, or pistols and their accouterments. The paint is worn off the hurricane deck in several places to the bare canvas, through which it leaks into the hammocks of the men, and in several jets onto my table and into my berth, whenever it rains. The vessel also leaks badly in her upper works, so that whenever we have in 20 tons of coal, or other equivalent weight, so as to submerge her copper, or make her draft more than 4½ feet forward and 5½ feet aft, and she remains over four hours without pumping, it requires a long spell at the pump to free her of water. I have not and can not get a gallon of



linseed oil to mix the paints I have, wherewith to paint the upper deck or cover the new woodwork that has never been even primed. I have no davits of any kind, but have to hoist my boat on deck by hand, where it is [in] the way of the after gun, and has to be launched overboard to exercise or fight it, and then requires at least one good ——— to prevent its being stove under the guards or getting foul of the wheel when the vessel is going astern, and as we are often employed mooring or unmooring vessels, dragging them off when aground, and towing them to or from sea, this, sir, you can understand, is a thing of frequent occurrence.

My men, sir, are sadly destitute of sufficient or suitable clothing (not a bar of soap on board to wash the little they have), and can not appear as tidy in person or apparel as I desire they should do. They have no tobacco or other small stores. I can find no paymaster who has their accounts, or who will take them onto his books. If, sir, I were authorized to receive and receipt for the articles they so much need, I would open an account with the men, issue the clothing, and become personally responsible for the value of the same. The work is not only hard and exhausting to my short-handed and ill-clad crew, but is disheartening also, as they daily see the *Putnam*, our consort, a vessel of the same size, engaged on similar duty, with a complement of 34 officers and men, while we have only 20 all told, or 14 men less than she has. The *Putnam* has proper fitted iron davits for both of her boats, while we have none of any kind, not even a single shifting one forward, wherewith to cat and fish the anchor. We have three old compasses, no one of which is true in point of fact, and no two coincident with each other; one placed on the after part of the upper deck varies three points from the one in the wheelhouse, and we have to shape a course from a mean between them. In doing this, while we were coming here from Cape Henry to Cape Hatteras, without a log line, reel, or 14-second glass, coast chart, or sextant, the pilot I then had ran the vessel more than 40 miles out of the way, and so we failed to have a chase, if not a capture, of a secession steamer that had come down the sound to reconnoiter, and the *Putnam* found too fast for her, and so escaped. The idea, sir, of light and fast boats for this place is in a degree negatived in relation to this vessel, for she is not so fast, by 2 knots per hour, as when in the Potomac, for the salt water causes a thick incrustation on the inner surface of the boiler. The salt water requires to be more frequently blown off, when, for a time, the steam becomes lower by the gauge, and of course the speed is less. And, as I stated above, when, by more than 20 tons of coal, or other heavy freight, we are made to draw over 5 feet water forward and more than 6 [aft], it can scarcely be called a light draft in relation to a slough or swash channel, through which we must pass into the sound, and in which there is scant 7 feet water at any time of tide, and you know, sir, that all steamers steer wild in shoal water, and we have to slow them in order to command them, when the keel is within a few inches of the bottom. In making this statement, sir (and more might be said of the imperfections of our outfit), I do not mean to complain or censure anyone, for I can readily imagine that others believed, as I certainly did, that we were to be employed in the Potomac River, and that we would occasionally visit the navy yard, where our deficiencies would be supplied as they became apparent and the needed articles were on hand, but to explain to you, sir, as a gentleman, a seaman, and a judge in the premises, why this vessel may have been less efficient than you might expect, or than I certainly desire she should be. But if, sir, you will

be pleased to supply me with another active, competent, efficient master's mate in lieu of Mr. Ingraham (of whose conduct you will doubtless hear from the commanding officer of this station), let me have five or six good men who can pull an oar, steer a trick, or splice a rope, and order some suitable and sufficient ground tackle and clothing, etc., for my men, I will yet, sir, use all my energies of body and mind to render a good account of the little *Ceres*. If I know my own heart, sir, I have no desire but for the honor and best interests of the naval service and our common country, and I am ready to make any proper sacrifice for the promotion of both, and I feel assured, sir, that you, as a considerate gentleman, will not expect or require more at my hands; and the pilot preacher will try not to disappoint your expectations.

Very respectfully, your obedient servant,

J. L. ELLIOTT,

*Master, Commanding U. S. S. Ceres.*

GUSTAVUS V. FOX, Esq.,

*Assistant Secretary, U. S. Navy.*

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*Report of Lieutenant Murray, U. S. Navy, commanding U. S. S. Louisiana, of expedition into Swans Gut Creek, Virginia.*

U. S. S. LOUISIANA,

*Ohincoteague Inlet, October 28, 1861.*

SIR: I have the honor to report that in consequence of a rumor reaching me that a steam sawmill at the mouth of Swans Oug [Gut] Creek was getting out lumber for the construction of a battery to resist the advance of the Federal troops, and also a floating battery to attack the *Louisiana*, I resolved to fit out an expedition, and, if a closer view of the mill justified the rumor, to destroy it.

Lieutenant A. Hopkins, the executive officer of this vessel, was selected to command the party, and was also directed, in case he found the way clear and appearances not justifying the destruction of the mill, to proceed up the creek and destroy any vessel that might be secreted there by the enemy.

It was a night expedition, and, besides Mr. Hopkins, was composed of Master's Mate Hollis, Third Assistant Engineer Daniels, 25 men from this vessel, and 5 volunteers from the island. It was creditably executed. The mill was closely inspected, and nothing appearing confirmatory of the report, it was spared. The party then proceeded up the creek a mile or more, when they found and destroyed by fire one schooner and two sloops.

The party left the ship in three boats at 10 p. m. last night, and returned at 3 o'clock this morning, all well.

The whole thing appears to have been conducted with so much system and discretion that the enemy, said to be 300 strong in and about Horntown, was unconscious of our presence.

In connection with this report, I will add that I am fully persuaded of the fidelity of these islanders, and would recommend their being armed and organized to assist in suppressing the insurrection on this peninsula. The activity of my little command is much impaired by the necessity of my close protection to Ohincoteague.

I am, very respectfully, your obedient servant,

A. MURRAY,

*Lieutenant, Commanding.*

Flag-Officer L. M. GOLDSBOROUGH,

*Commander in Chief North Atlantic Blockading Squadron.*

*Order of the Secretary of the Navy to Flag-Officer Goldsborough, U. S. Navy, commanding Atlantic Blockading Squadron, regarding additional vessels for his command.*

NAVY DEPARTMENT, October 28, 1861.

SIR: The *Narragansett* (now called the *Cohasset*), screw tug, was bought to be delivered at Washington, but not having been able to come up the Potomac, is probably in Hampton Roads; if so, retain her for your squadron. The iron low-pressure tug *Rescue*, armed, is in the mouth of the Rappahannock River with the *Valley City*. Both of these vessels are part of your force and have been detached from the Potomac Flotilla.

I have also directed the river boat *Philadelphia* to report to you. A paymaster and assistant paymaster have been ordered to the store-ship *Brandywine*. One will take the ship's accounts and stores; the other the miscellaneous accounts of your squadron.

Direct the paymaster of your ship to require for all the moneys for the different paymasters under your command, and let the latter be supplied by requisition upon him.

The Potomac being closed, Lieutenant Commanding Harrell, the senior officer below the batteries, has under his command the steamer *Baltimore*, with which he can communicate with you should he be in want of supplies.

I am, respectfully, etc.,

GIDEON WELLES.

Flag-Officer L. M. GOLDSBOROUGH,  
*Comdg. North Atlantic Blockading Squadron, Hampton Roads.*

*Order of the Secretary of the Navy to Flag-Officer Goldsborough, U. S. Navy, commanding Atlantic Blockading Squadron, regarding U. S. steamers Stepping Stones and Narragansett.*

NAVY DEPARTMENT, October 28, 1861.

SIR: Your No. 34 has been received. You will send the *Stepping Stones* to Washington. The Department has written to Mr. Morgan concerning the firemen and engineers of the *Narragansett*, the name of which vessel has been changed to *Cohasset*.

I am, respectfully,

GIDEON WELLES.

Flag-Officer L. M. GOLDSBOROUGH,  
*Comdg. North Atlantic Blockading Squadron, Hampton Roads.*

*Letter from the Secretary of the Navy to Flag-Officer Goldsborough, U. S. Navy, commanding Atlantic Blockading Squadron, regarding the steamer Fingal.*

NAVY DEPARTMENT, October 28, 1861.

SIR: The Department has received information that the *Fingal* left Greenock, Scotland, on the morning of the 10th instant, apparently for Cuba and other West India ports. It is to be hoped that she may not succeed, as did the *Bermuda*, in running the blockade.

I am, respectfully, your obedient servant,

GIDEON WELLES.

Flag-Officer L. M. GOLDSBOROUGH,  
*Comdg. North Atlantic Blockading Squadron, Hampton Roads.*

*Letter from the Secretary of State to the Secretary of the Navy transmitting information regarding the steamer Fingal.*

DEPARTMENT OF STATE,  
Washington, October 28, 1861.

SIR: I have the honor to transmit herewith for your information a copy of a dispatch, No. 27, received from the U. S. consul at London, with three enclosures (original) accompanying it, all relating to the steamer *Fingal* and other vessels sailing, as it is supposed, for the blockaded ports with munitions of war.

It is to be hoped that the *Fingal* may not succeed, as did the *Bermuda*, in passing the blockade.

I have the honor to be, sir, your obedient servant,  
WILLIAM H. SEWARD.

HON. GIDEON WELLES,  
*Secretary of the Navy.*

[Enclosure.]

CONSULATE OF THE UNITED STATES OF AMERICA,  
London, October 11, 1861.

SIR: I herewith send the final report of our man at Greenock in the case of the steamer *Fingal*, with a sketch of her as she appeared when she left the port. If this could be photographed or copied and sent to such vessels as may be instructed to look after her and her cargo, it may aid in her recognition and detection and in the prevention of her cargo from getting into the rebel States. Her cargo is no doubt far more valuable than appears from the invoice of ammunition I sent you, and consists of such articles as are now greatly needed by the Confederates, so say their agents here.

From the source of information noticed in my dispatch of Saturday last, I am informed that they (the Confederates) have another cargo of munitions of war nearly ready for shipment, and are looking about for a large steamer to carry it out. I saw one order for over 2,000,000 percussion caps, which were required to be shipped by the 20th instant, at which time they say the steamer must sail. She will be a larger vessel than the *Fingal*, and, my informant says, will take out a much more valuable cargo, in it a large number of rifled guns, of which they have, he says, 40,000 of different kinds now ready for shipment, a part of them being the short Brunswick rifle with sword bayonets.

By next week's mail I hope to be able to give full particulars of this second steamer and cargo.

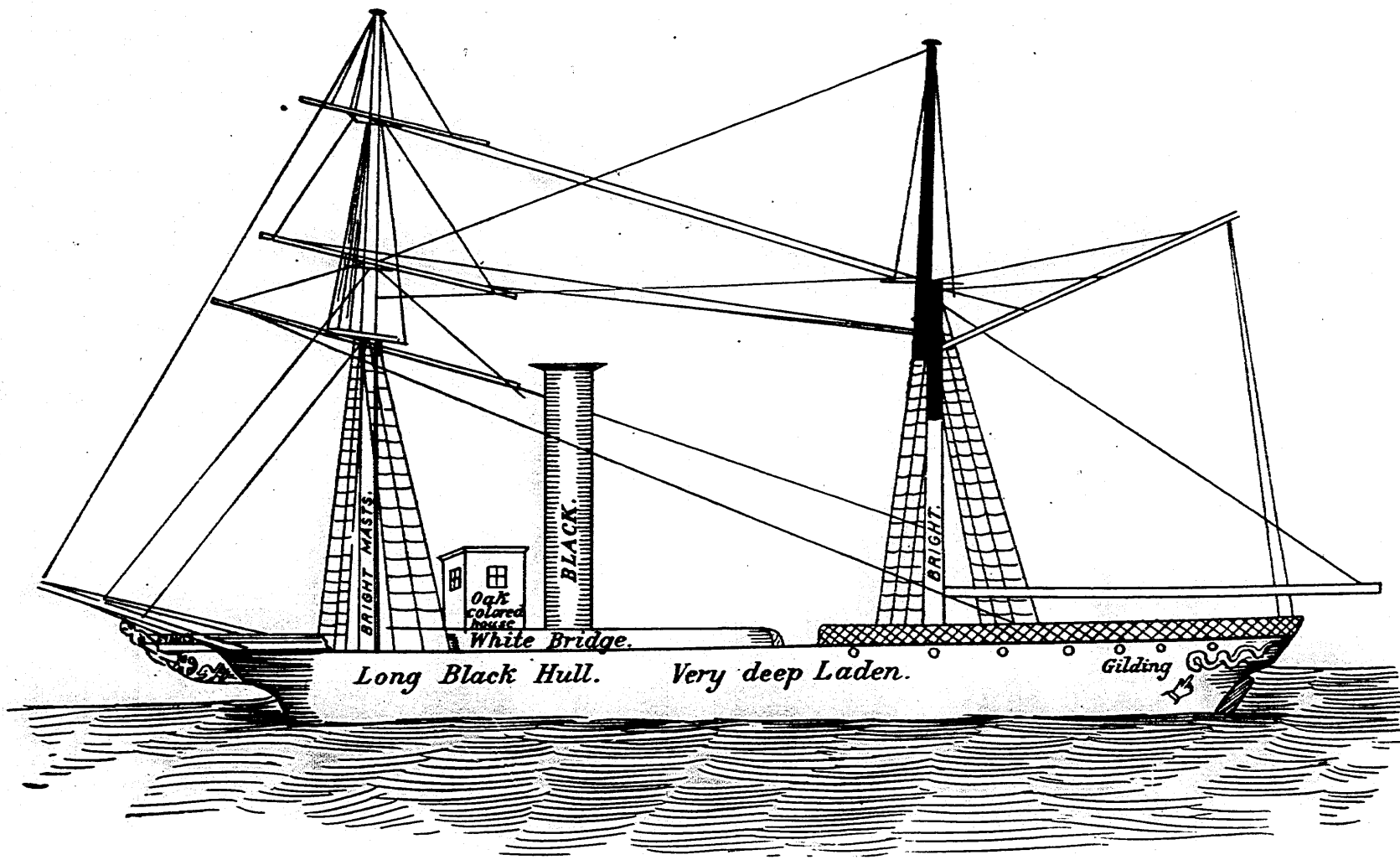
The brigantine *Byron* sailed from this port on the 6th instant for Nassau and Matamoros. She had on board 190 tons of salt, with other articles, all, it is supposed, for the Confederates.

The schooner *Sheet Anchor* was sold to an Englishman, or said to be so sold. She is now called the *Trader*, sails under the English flag, and is said to be loading with muskets, etc., for Charleston. Her old American captain, the same who sailed her before the sale, continues in her, and says he can get her into Charleston.

The ship *Oeshire* left Liverpool yesterday, the 10th instant, ostensibly for Nassau. She is owned by Fraser Trenholm & Co., partly Charleston owners, and probably has a cargo for the rebels.

I have the honor to be, very sincerely, your obedient servant,  
F. H. MORSE,  
*Consul.*

HON. WM. H. SEWARD,  
*Secretary of State.*



[Subenclosure.]

GREENOCK, October 10<sup>th</sup>-2 p. m.

In re B. &amp; Co.

SIR: The *Fingal* left here at 8 a. m. this day. I have not seen B. or friends here and doubt if they have gone in her unless they boarded her at dead of night; they have not been stopping at any hotel here.

I send herewith a rough sketch of the *F[ingal]*. She did not display any flag while here or on leaving, but being a thorough British looking craft, she would be recognized as such under any flag. She drew, at starting, 10 feet forward and 11 feet aft; she is very deep laden; her gunwales are not more than 9 feet or so above her present water line. As I reported in my last, her mate informed me that she is bound to Cuba and other West India ports. Some of the wives of the crew, to whom I spoke when I was seeing her off, also stated that their husbands then in her were bound to Cuba, Jamaica, and other ports in the West Indies. I overheard a Mr. Henry on the wharf chaffing a Mr. Borland about loading the *F[ingal]* for the Confederates, and jocularly threatening to write to Mr. Seward on the subject. The *Ouban* sailed yesterday for Trinidad. She had nothing suspicious, and is a regular trader to that port. There are other ships destined to the West Indies which I am looking to. I have not heard from T. at Liverpool, so I presume you have recalled him. The *F[ingal]* is a very fast boat, and has on board cargo of several thousand pounds value.

I am, sir, yours, respectfully,

ED. BRENNAN.

J. POLLAKY, Esq.

*Report of cruise of the U. S. bark Gemsbok, Acting Volunteer Lieutenant Cavendy, U. S. Navy, commanding, from October 3 to 29, 1861.*

U. S. BARK GEMSBOK, October 29, 1861.

October 3.—At 1 o'clock p. m. three sails in sight, viz, a large ship, apparently a man-of-war, on the lee bow, the *Young Rover*, and a steamer, which proved to be a French man-of-war. Latitude 33° 27' N., longitude 78° 12' W.

October 4.—In latitude 33° 28' N., longitude 77° 31' W. At 10 o'clock saw a large man-of-war on lee bow; could not make her out from royal yard; also saw a sail on weather bow. A strange sail on the lee bow, which proved to be a steam frigate.

October 5.—At 7:30 p. m. the French man-of-war steamer before reported passed us. Latitude 33° 34' N., longitude 77° 31' W.

October 7.—Cruising off New Inlet, blockading the port; saw two vessels inside of the bar.

October 9.—Cruising off Bald Head light in company with U. S. S. *Young Rover*.

October 11.—Cruising around Frying Pan Shoals. Spoke U. S. sloop of war *Jamestown*, Commander Green, she being one of the blockade off Wilmington.

October 12.—Cruising off the southwestern side of shoals. At noon two vessels in sight to windward; one of the vessels proved to be the French war steamer *Surcouf*, propeller, showing four guns. At 3:30

exchanged communications with *Young Rover*; received his dispatches to go on the other side of the shoals.

October 14.—At anchor off the bar. Got underway at 6 o'clock a. m. and soon after fell in with a boat containing three negroes, deserters from their masters at Smithville.

October 18.—Cruising off Bald Head light. At 10 o'clock a. m. made out a sail bearing south, 6 miles distant; gave chase to her and reached her at 12 p. m., when she hove to, after I had fired a gun across her bows. The first officer went on board, who sent her captain on this vessel. She was the brig *Ariel*, Captain Templeton, from Liverpool, bound to Baltimore, loaded with salt. He acknowledged he was endeavoring to run the blockade, if possible; that he had made two trips before to Southern ports during the year. His papers showed that he had been ordered off by the U. S. frigate *Sabine*, but allowed to get clear. Deeming her a lawful prize, I placed a prize master and crew on board and dispatched her to Hampton Roads.

October 20.—Off Bald Head light. The weather clearing up, made out ships *Jamestown* and *Young Rover*, standing down for us. The weather looking bad, the three of us then stood offshore, light bearing W.  $\frac{3}{4}$  N.

October 21.—Spoke the *Jamestown*, Commander Green, who desired me to keep off around the shoals and he would follow.

October 22.—The *Jamestown* in sight on the edge of Frying Pan Shoals.

October 23.—Beating around the shoals. The *Jamestown* and *Young Rover* in sight. At 8:30 anchored; gave the *Young Rover* all the spare water I could. Commander Green, of the *Jamestown*, upon learning the condition of my ship, the want of officers and men, and many other indispensable articles, ordered [me] to proceed to Hampton Roads. At 4 o'clock got underway.

October 26.—A sail in sight on our weather beam. Latitude  $35^{\circ}$  N., longitude  $75^{\circ} 40'$  W.

October 28.—A brig in sight on the same tack as we are, under close-reefed topsails and reefed foresail. Latitude  $36^{\circ} 02'$  N., longitude  $74^{\circ} 35'$  W.

October 29.—Latitude  $35^{\circ} 46'$  N., longitude  $75^{\circ} 10'$  [W.]. At 6 o'clock in the morning a large fleet reported from aloft, which proved to be a United States expedition under convoy of U. S. sloop of war *Vandalia*, who hailed us and enquired our destination, which I told him. Three sails in sight ahead at 4 o'clock p. m.; continued to heave in sight; counted fifty-two steamers and ships in tow; they were standing south. Land reported from aloft on our weather beam and two points on our weather bow. At 11:30 anchored near lightboat inside of Cape Henry.

EDW. CAVENDY,

Acting Lieutenant, Commanding.

Report of Flag-Officer Goldsborough, U. S. Navy, commanding Atlantic Blockading Squadron, transmitting report of commanding officer of U. S. bark *Amanda*.

U. S. FLAGSHIP MINNESOTA,

Hampton Roads, October 29, 1861.

SIR: I beg to forward herewith a copy of a letter just received from the commander of the *Amanda*, announcing his arrival in these roads,

She certainly was sent away from New York in a remarkable condition, and without many things absolutely indispensable to render her fit for service.

May I request that a paymaster and medical officer be ordered to her forthwith? There are no clothes on board of her, and a number of the crew are destitute of a shift of them; nor is she provided with any paymaster's small stores.

The other things alluded to in the commander's communication I will order from Baltimore, such as a log line, a binnacle light, a pair of signal halyards, etc., none of which, he says, were put on board of him. He had, he says, to buy a binnacle light, to serve him from New York here, out of his own pocket.

Respectfully, your obedient servant,

L. M. GOLDSBOROUGH,  
*Flag-Officer.*

Hon. GIDEON WELLES,  
*Secretary of the Navy, Washington, D. C.*

[Enclosure.]

U. S. BARK AMANDA,  
*Hampton Roads, October 29, 1861.*

SIR: I have to report the arrival of U. S. bark *Amanda*, under my command, in a very inefficient condition for service, not having on board a paymaster or surgeon, with their respective stewards, no paymaster's stores, and short of many articles, a list of which I hereby annex,

Respectfully, your obedient servant,

N. GOODWIN,  
*Acting Volunteer Lieutenant, U. S. Navy, Comdg. Bark Amanda.*

Flag-Officer L. M. GOLDSBOROUGH,  
*Commanding North Atlantic Blockading Squadron.*