NORTH ATLANTIC BLOCKADING SQUADRON.

FROM OCTOBER 29, 1861, TO MARCH 8, 1862.

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Report of Flag-Officer Goldsborough, U. S. Navy, commanding North Atlantic Blockading Squadron, of the departure from Hampton Roads of Flag-Officer Du Pont, U. S. Navy.

> U. S. FLAGSHIP MINNESOTA, Hampton Roads, October 29, 1861.

SIR: Flag-Officer Du Pont, with all the vessels that were here belonging to the southern expedition, sailed from these roads early this morning. He had fine weather for his movement, and it still—continues so.

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 North Atlantic Blockading Squadron, regarding the disposition of certain vessels of his command.

> U. S. FLAGSHIP MINNESOTA, Hampton Roads, October 29, 1861.

SIR: I have been compelled to order the Valley City to Baltimore to get her smokestack repaired. The Cambridge is to take her place off the mouth of the Rappahannock until I can make a different arrangement. The Braziliera is off Beaufort, N. C., with the Albatross. The commander of the Valley City writes me that the insurgents' vessels, Virginia and St. Nicholas, will, he has reason to believe, soon make an attempt to get out in the bay, and earnestly requests the assistance of another vessel. At this moment I have nothing to send but the Cambridge. She will start from this to-morrow morning, and on her arrival the Valley City will go to Baltimore. Her stack is in such a condition that it sets fire to the vessel every time she moves, and the engineer fears that it may fall down altogether.

Respectfully, your obedient servant,

I. M. GOLDSBOROUGH, Flag-Officer.

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

^{*}See order of the Secretary of the Navy of October 12, 1861, p. 313.

Report of Flag-Officer Goldsborough, U. S. Navy, commanding North Atlantic Blockading Squadron, suggesting means for facilitating repairs to vessels.

> U. S. FLAGSHIP MINNESOTA, Hampton Roads, October 29, 1861.

SIR: It would, I think, greatly facilitate matters and benefit the public interests if the navy agent at Baltimore were to receive a general order from the Department to have any vessels repaired forthwith that I may send there for the purpose. Referring cases to the Bureau at Washington involves considerable delay. The Young America is an instance in point. She is still at Baltimore. Her services are much in request at this time. The Stepping Stones is next to good for nothing, although quite new. It is surprising how slightly she is put together, and, withal, she is quite dull.

Respectfully, your obedient servant,

L. M. Goldsborough, Flag-Officer.

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

Order of Flag-Officer Goldsborough, U. S. Navy, commanding North Atlantic Blockading Squadron, to Lieutenant Chaplin, U. S. Navy, commanding U. S. S. Valley City, regarding repairs to that vessel.

> U. S. FLAGSHIP MINNESOTA, Hampton Roads, October 29, 1861.

SIR: On the arrival of the Cambridge you will proceed immediately to Baltimore and have the smokestack of the Valley City repaired. Get the work done without delay, and then return to the mouth of the Rappahannock and continue to blockade off there.

Respectfully, your obedient servant,

L. M. Goldsborough, Flag-Officer.

Lieutenant J. C. CHAPLIN, Commanding U. S. S. Valley City.

Order of Flag-Officer Goldsborough, U. S. Navy, commanding North Atlantic Blockading Squadron, to Commander Parker, U. S. Navy, commanding U. S. S. Cambridge, to proceed to blockade duty in the Rappahannock River.

> U. S. FLAGSHIP MINNESOTA, Hampton Roads, October 29, 1861.

SIR: Proceed to the mouth of the Rappahannock with the Cambridge under your command for the purpose of blockading that river and preventing the egress of any vessels, armed or otherwise, belonging to the insurgents or to anybody else than ourselves. Communicate with Lieutenant Commanding Chaplin, now stationed there, in command of the U. S. S. Valley City, and get from him all the information you can likely to be of service to you. He is ordered to proceed to Baltimore with his vessel on your arrival, for the purpose of getting his smokestack repaired.

I send you herewith a copy of his orders. Keep the Rescue with you until further orders. If you wish to communicate with me use her for the purpose.

Respectfully, your obedient servant,

L. M. Goldsborough, Flag-Officer.

Commander WII. A. PARKER, Commanding U. S. S. Cambridge.

Order from the Secretary of the Navy to Flag-Officer Goldsborough, U. S. Navy, commanding North Atlantic Blockading Squadron, regarding U. S. ship Release.

NAVY DEPARTMENT, October 29, 1861.

SIR: When the storeship Release shall have discharged her cargo you will be pleased to order her to Boston.

I am, respectfully,

GIDEON WELLES.

Flag-Officer L. M. GOLDSBOROUGH,

Commanding North Atlantic Blockading Squadron.

Report of Lieutenant Werden, U. S. Navy, commanding U. S. S. Stars and Stripes, of slight engagement with a Confederate steamer in Hatteras Inlet, and transmitting report of reconnoissance of Ocracoke Inlet October 29, 1861, and the impracticability of blocking it by sinking stone vessels.

U. S. S. STARS AND STRIPES, Hatteras Inlet, November 2, 1861.

SIE: I have the honor to report that since my last letters to you of the 20th ultimo the weather has been too stormy to do anything but remain at our anchorage, part of the time with both anchors down and the engine in motion to assist in holding on. On the 29th ultimo, the weather having moderated, I sent the steamers *Underwriter* and *Putnam*, under the command of Lieutenant R. B. Lowry, by sea to Ocracoke Inlet to make a reconnoissance, with the view of stopping up the inlet. I herewith enclose his report. As soon as the weather is suitable I

shall proceed to execute your orders on this subject.

I have also to report that while the steamers were absent on this duty I deemed it a suitable time to send the steam tug Ceres across the bar to sound the channel and replace an important buoy which had been carried away by the late gales. While thus employed, a suspicious sail appeared in the offing, inducing the commander of the Ceres to ascertain her character, in doing which he got beyond recall. In the meantime, at about 11:30 a. m., a rebel steamer came in sight, approached, and entered the channel leading across the bulkhead, and when within 4 miles of our anchorage opened fire upon us with heavy shell guns, which fell short about half a mile. I returned their fire with the 20-pounder Parrott gun from this vessel, but our shot not reaching within a mile of the enemy, only four were fired. Two shots were fired from the Coast Survey steamer Corwin and one from the large columbiad gun recently mounted on shore, all of which fell short.

The rebel steamer seemed to be about the size of the *Underwriter*, black, carrying heavy guns of greater range than any here. After firing seven or eight times at us she retired, and steamed off in a northwesterly direction until out of sight.

I am fully of the opinion that the enemy are advised of our force and movements here. I am informed by General Williams that they have now 5,000 troops in this neighborhood, and it is reported that they

intend to reoccupy this place.

For the past twenty-four hours a severe gale has been blowing from southeast. The landing at the fort was almost entirely washed away, and a considerable amount of army stores and clothing inundated and lost. It even commenced to wash away the foundation of the fort itself, which is now entirely surrounded by water.

I am, respectfully, your obedient servant,

R. WERDEN, Lieutenant, Commanding.

Flag-Officer L. M. GOLDSBOROUGH,

Commanding North Atlantic Squadron, Hampton Roads.

[Enclosure.]

U. S. STEAM TUG UNDERWRITER, Hatteras Inlet, North Carolina, October 29, 1861.

SIR: In obedience to your order of the 25th instant, I left this anchorage this morning, being the first favorable day for a week permitting this vessel to go to sea with safety, and made a careful reconnoissance of Ocracoke Inlet. I did not observe any signs of the enemy ashore or afloat. The fort on Beacon Island seemed to be in the same dismantled state as when the place was last visited. As I neared the inlet a large schooner made sail and stood in the sound, too far off to ascertain her character. As my pilot, Mr. Westervelt, on whose judgment and knowledge of these waters great reliance is to be placed, declined to carry the Underwriter in on account of her length and difficulty of managing her, I did not proceed farther than the edge of the breakers on the bar in 4 fathoms. I saw enough to convince me that blocking up the channel for any length of time is not practicable. It is only on the inner bulkhead that the passage can be obstructed, and then only for a limited period. It requires but a brief observation and knowledge of these inlets, with their swift and irregular currents rushing to the ocean, to convince the most skeptical that attempt to close them by sunken obstructions is warring against nature in one of her most irresistible forms, as exhibited in this sound with its vast drainage of inland waters. It may be that the sinking of a few schooners will obstruct present channels, but no earthly power can stop the rush of these waters to their destination—the ocean. Everywhere the bottom sands are alive and creeping; in a few days, or weeks at most, the current sweeps beneath the sunken hulks, and either engulfs them to a greater depth or quickly and surely washes a channel elsewhere. therefore think it is impossible to block up any of these inlets for any practicable end or definite results. With fine weather and unusually smooth sea the mere sinking of these hulks can be accomplished without the exercise of any great nautical skill.

I am, very respectfully, your obedient servant,

R. B. LOWRY, Lieutenant, U. S. Navy.

Lieutenant Commanding REED WERDEN,
Senior Officer, Hatteras Inlet, North Carolina.

Report of Flag-Officer Goldsborough, U. S. Navy, commanding North Atlantic Blockading Squadron, regarding collisions between the U. S. S. Pembina and schooner John B. Holmes and the U. S. S. Cambridge and schooner Chief.

U. S. FLAGSHIP MINNESOTA, Hampton Roads, October 30, 1861.

SIR: Two cases of collision have occurred of late between our naval and merchant vessels, and as the Government may probably be called upon for damages in both, I deem it my duty to inform the Department about them. One took place on the 23d instant, in these roads, between the gunboat *Pembina* and the schooner *John B. Holmes*, of New York, T. J. Woodley, master, and the other on the 24th instant, off Nag's Head, North Carolina, between the U.S.S. *Cambridge* and the schooner

Chief, of New York, Thomas Cropper, master.

In both instances the injuries sustained by the schooners were very serious, and in both, in my judgment, our naval vessels were decidedly at fault. Nothing but the fear of detaining Flag-Officer Du Pont's expedition prevented me from ordering a court of enquiry on the one in which the *Pembina* was concerned. I investigated the affair, however, as closely as circumstances would permit, and on arriving at the conclusion I did, I expressed it in writing to Flag-Officer Du Pont, with the view of its being communicated to the commander and executive officer of that vessel.

On the other I did order a court of enquiry, and herewith forward

its proceedings.

These collisions are occurring so frequently, and are so prejudicial to the public interests both in the way of expense and detention, that they must be checked by some formal process of censure, and I know of no other means at my command so likely to be efficacious as that of resorting, whenever practicable, to a court of enquiry.

Both schooners have been compelled to go to Baltimore for repairs.

Respectfully, your obedient servant,

L. M. GOLDSBOROUGH, Flag-Officer.

Hon. SECRETARY OF NAVY, Washington, D. C.

Order of the Secretary of the Navy to Flag-Officer Goldsborough, U.S. Navy, commanding North Atlantic Blockading Squadron, regarding a commanding officer for the U.S.S. Underwriter.

NAVY DEPARTMENT, October 30, 1861.

SIR: You are hereby authorized to appoint such officer as you deem fit, naval or volunteer, to the command of the *Underwriter*, to relieve Lieutenant Commanding R. B. Lowry, detached at his own request.

Should you not appoint a naval officer, the Department would suggest that the acting master who had command of the recent cutting out expedition from the U.S.S. Louisiana should be assigned to her, as it is intended to promote him to be an acting volunteer lieutenant as soon as the necessary information is received from you.

I am, respectfully etc.

GIDEON WELLES.

Flag-Officer L. M. GOLDSBOROUGH,

Comdg. North Atlantic Blockading Squadron, Hampton Roads.

Order of Flag-Officer Goldsborough, U.S. Navy, commanding North Atlantic Blockading Squadron, to the commanding officer of steamer Stepping Stones, to proceed with that vessel to Washington, D. C.

> U. S. FLAGSHIP MINNESOTA, Hampton Roads, October 31, 1861.

SIR: You will proceed to Washington with the Stepping Stones, and on your arrival there report yourself to the commandant of the navy yard. Report yourself on your way up to the commanding officer of the Potomac Flotilla, who will give you directions about passing the enemy's batteries. The Navy Department is very desirous to have the Stepping Stones at Washington, and it is supposed, as her draft of water is very light, she will have no difficulty in getting there by keeping close along the Maryland shore.

Respectfully, your obedient servant,

L. M. Goldsborough, Flag-Officer.

Mr. ROBERT LOMAX, Commanding Steamer Stepping Stones, Hampton Roads.

Order of Flag-Officer Goldsborough, U. S. Navy, commanding North Atlantic Blockading Squadron, to Acting Volunteer Lieutenant Goodwin, U. S. Navy, commanding U. S. bark Amanda, to proceed off Wilmington, N. C.

U. S. FLAGSHIP MINNESOTA,

Hampton Roads, October 31, 1861.

SIR: You will proceed off Wilmington, N. C., with the Amanda, and on your arrival there report to Commander Green for the blockade of that port.

Instructions in relation to the treatment of neutral vessels and the

blockade are herewith furnished you.

You will remain off Wilmington until further orders, or until it is necessary for you to return to this place for supplies.

Respectfully, your obedient servant,

L. M. Goldsborough, Flag-Officer.

Acting Volunteer Lieutenant N. Goodwin, Commanding U. S. Bark Amanda, Hampton Roads.

Report of Flag-Officer Goldsborough, U. S. Navy, commanding North Atlantic Blockading Squadron, of the return to Hampton Roads, in damaged condition, of two vessels of Flag-Officer Du Pont's command.

U. S. FLAGSHIP MINNESOTA, Hampton Roads, October 31, 1861.

SIR: Two vessels belonging to Flag Officer Du Pont's expedition have already returned to these roads in a damaged condition. One is the small tug O. M. Pettit, and the other the ferryboat Ethan Allan [Commodore Barney]. The commander of each reports that during a fresh wind and heavy sea encountered from southwest his vessel became utterly unseaworthy.

I have ordered both vessels to be carefully examined by our carpenters, and shall make them retrace their steps, if possible. But I fear their unfitness is of a serious character. On getting results of the examination I will forward them to the Department. I write now to save the mail.

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 North Atlantic Blockading Squadron, regarding U. S. steamers O. M. Pettit and Commodore Barney.

U. S. FLAGSHIP MINNESOTA, Hampton Roads, November 1, 1861.

SIR: I forward herewith reports in the case of the O. M. Pettit. It appears that she is not injured as described by her commander, and, consequently, I have ordered him to rejoin Flag-Officer Du Pont without delay.

The ferryboat Ethan Allan [Commodore Barney], however, is very seriously injured, and can not possibly go further than Baltimore until repaired. The fantail, guards, and deck, from one end all the way to the wheelhouse, are entirely started from the hull. It is almost wonderful that she did not founder.

Unless I receive instructions from you to the contrary, I shall send her to Baltimore.

Respectfully, your obedient servant,

L, M. Goldsborough, Flag-Officer.

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

[Enclosures.

U. S. S. O. M. PETTIT, October 30, 1861.

SIR: Tuesday morning, October 29, agreeable to order from Flag-Officer Du Pont, I got underway and proceeded to sea in company with the rest of the fleet, and took my position in line at 3 p. m., keeping the same until 6 p. m., when, wind blowing fresh from southwest, with a sharp chop sea, we began to drop astern of the fleet; vessel laboring very much and shipping great quantities of water and leaking badly in the wales under the guards; also the decks, fore and aft. 9:30, fired a gun to leeward, of which no notice was taken by any of the fleet. In the meantime, the wind freshening and the sea getting up, I concluded to wear ship and run for Hampton Roads, as, in my judgment, the vessel could not be kept on her course with safety, and I would furthermore respectfully ask for a survey on the vessel.

Very respectfully, your obedient servant,

A. S. GARDNER, Acting Master, Commanding.

Flag-Officer Goldsborough,
Commanding U. S. Flagship Minnesota.

U. S. FLAGSHIP MINNESOTA, October 31, 1861.

SIR: In obedience to your order, we have held a strict and careful survey on the steamer O. M. Pettit, and can not discover that she is in any way strained or otherwise damaged.

Very respectfully, your obedient servants,

EBZR. THOMPSON,
Carpenter, U. S. Navy.
H. M. GRIFFITHS,
Acting Carpenter, U. S. Navy.

L. M. Goldsborouge.

Flag-Officer.

Order of the Secretary of the Navy to Flag-Officer Goldsborough, U. S. Navy, commanding North Atlantic Blockading Squadron, regarding the vessels detained from Flag-Officer Du Pont's squadron.

NAVY DEPARTMENT, November 2, 1861.

SIE: The steam ferryboat Ethan Allen (now called the Commodore Barney), as well as the other vessels not able to go forward with the expedition, may be sent down the coast when the weather permits.

I am, respectfully, etc.,

GIDEON WELLES.

Flag-Officer L. M. Goldsborough, Comdg. North Atlantic Blockading Squadron, Hampton Roads.

Report of Acting Master Hooker, U. S. Navy, of the loss of the schooner John Wesley, while under his command en route to Hampton Roads.

HAMPTON ROADS, November 11, 1861.

SIR: In accordance with my letter of instructions from Lieutenant Commanding Murray, which is herewith enclosed, I proceeded on the afternoon of Friday, November 1, on board of schooner John Wesley, then underway. At 3:15 p.m. passed the outer buoy on Chincoteague Bar, and steered south under all sail, wind N. E. by N., fresh.

At 4 p. m. had sounding, 6 fathoms. Took in flying jib and single-reefed mainsails and gave course nothing to westward of S. S. W.; wind and weather the same. Judged I was making good S. by W. course. At 5 p. m. had soundings in 7 fathoms, took in mainsail; vessel taking considerable water on deck. Single-reefed foresail and jib; wind and weather the same; vessel carrying weather helm. At 5:30 p. m. had soundings in 8 fathoms. Went below, leaving the deck in charge of Boatswain's Mate Beeman, having charged him to call me up in any change of wind or weather.

At 7 p. m. I awoke and hailed the deck for sounding and state of the weather, and received the reply, "No bottom with 10 fathoms, and weather the same." A short time after, hearing a violent altercation on deck, sent the cook to learn the cause. He returned saying the boatswain's mate was drunk and fighting with the men. I immediately arose to go on deck to take charge myself. At that instant the vessel struck heavily and continued thumping. As I got on deck found the jib hauled down. The wind had hauled to the eastward. The land, which proved to be Hog Island, [was] close under our lee. Breakers to

windward. Got all sail on the vessel and luffed to S. S. E. After two or three heavy plunges she became stationary, the sails only pressing her farther in upon the shore. Took in all sail. On enquiry found the vessel's course had been altered from S. S. W. to S. W. and S. W. by S., and also learned that the centerboard had been hauled up, all of

which was done without my orders or knowledge.

Finding the schooner a total loss upon an enemy's coast, I deemed it my first duty to destroy her armament to prevent it from falling into the enemy's hands. This I did effectually, and then turned my attention to the landing of my crew, which was effected with safety at 4 p. m.; the wind blowing a gale from the southeast, the sea making a clean breach over the wreck. At daylight, fearing that her mast if left standing would betray us to the enemy before we could escape, and also wishing to destroy everything that would be [of] service to them, with two men I made my way to the wreck and succeeded in cutting away her mast. I also cut her boom, gaffs, etc., into several pieces, thereby rendering them useless. In doing this I was thrown with the wreck of spars amongst the breakers and received such injuries that I

am at present scarcely able to walk.

On Sunday morning I made an attempt to pass through the breakers at a distance north of the wreck, but my boat was swamped and violently thrown back upon the beach. On Sunday night I made an attempt to land upon the main, with the intention of crossing with my dispatches during the night to the Chesapeake shore and there seizing a boat to work my way to Hampton Roads, but in coming in contact with the marshes I was unable to effect a landing, and at daylight returned to the wreck. Hauled up my boat, which was leaking badly. I then calked and scraped the seams. While doing this a boat from the main discovered and came to us, but not in sufficient force to take us prisoners; they, however, persuaded ——— Nelson, one of my men, to leave with them, and I now report him a deserter from the service of the United States. I soon after saw a large body of persons coming toward us. I launched my boat to make the attempt to reach the roads through the marshes and bay. At 2 p.m. Tuesday I reached Sand Shoal, and was kindly treated by Mr. Warren Cobb. After resting for two hours, he informed me that it was not safe to remain longer, as there was a great number of rebels on the island. By his direction I was enabled to reach New Inlet, and encamped upon the beach for the night. On Wednesday I reached Ship Shoal, the wind blowing a gale from the northwest, with rain. I remained over night at the house of Mr. Elliot, the only inhabitant on the island. On Thursday afternoon I reached Smith's Island light and was again kindly treated by the light keeper. On Friday morning, with his assistance, we carried the boat across the island, and, launching her through the surf, made several unsuccessful attempts to reach vessels bound into the bay. At last the schooner Gertrude, of New Haven, received me on board and brought me up to the anchorage.

Of my men I can but speak in terms of praise. The prompt alacrity [with] which they obeyed my orders, regardless of danger, and the cheerfulness [with] which they bore their hardships, are deserving of

commendation.

I am, sir, your obedient servant,

E. HOOKER, Acting Master, U. S. Navy.

Flag-Officer L. M. GOLDSBOROUGH,
Comdg. North Atlantic Blockaking Squadron, Hampton Roads.

[Enclosure.]

U. S. S. LOUISIANA, Chincoteague Inlet, October 31, 1861.

SIR: The surgeon having acceded to your request to be put upon light duty, you will take charge of the schooler John Wesley and proceed with her to Hampton Roads, reporting to Flag-Officer Goldsborough, and deliver the dispatches with which you are intrusted.

The wood with which she is freighted is contraband and will be given

up to public service, subject to decision of the flag-officer.

You will report in person and hold yourself prepared to answer all

questions relating to our welfare and condition.

You have permission to ask for a week's leave to recruit your health, and it might be as well, in case the flag-officer assents to your absence, to return by way of Maryland.

You will take charge of the effects of the late commander of the Wesley and deliver them to the flagship, subject to the order of his

frieuds.

Very respectfully, your obedient servant,

A. MURRAY, Lieutenant, Commanding.

Acting Master Hooker, U. S. S. Louisiana.

Case of the Spanish bark Providencia.

Report of Flag-Officer Goldsborough, U. S. Navy, commanding North Atlantic Blockading Squadron, transmitting report of the commanding officer of the U. S. S. Monticello.

U. S. FLAGSHIP MINNESOTA, Hampton Roads, November 7, 1861.

SIR: The Monticello is in here from off Savannah, short of coal and with her machinery out of order. We will be able, however, I hope, to get her off again very soon, and my intention is to send her off Wilmington, N. C. I beg to enclose to the Department a letter from her commander concerning his having brought away from near Savannah the mate of a Spanish bark, together with her papers. It is an awkward affair, and as some difficulty may be attempted about it, I am impressed with the belief that the Department should be possessed of all the facts of the case, and therefore send this report. The mate has been given a free pass, meals and all, at my request, by General Wool, from here to New York, where he himself desires to go to meet his vessel. He takes with him all her papers.

Respectfully, your obedient servant,

L. M. GOLDSBOROUGH, Flag-Officer.

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

[Enclosures.]

U. S. FLAGSHIP MINNESOTA, Hampton Roads, November 4, 1861.

SIR: I will thank you to make to me a full statement in writing of all the facts and circumstances connected with the affair of your bringing away the mate and papers of the Spanish vessel which you examined recently off or about Savannah. The more I reflect upon it, the

more I feel that it is of a character likely to give rise to trouble and embarrassment at Washington, for the Spanish minister will be almost sure to demur seriously at the transaction. It is certainly a novel procedure, and needs ample explanation. A vessel left upon the seas without papers is rendered amenable to seizure by any man-of-war she may meet, and so, too, by the authorities of any port into which she may go. At the time the mate came on board of you with the papers of the vessel, under orders to do so, was there no indication to impress upon you the belief that bad weather would probably cut off all communication before the investigation could be concluded; and, after finding that intercourse was so interrupted, could you not have remained in the neighborhood of the vessel until the blow subsided, for the purpose of returning the mate and papers? I wish you to be particularly clear upon these points, for they are questions that will naturally suggest themselves to the mind of a party called upon to urge a complaint.

Respectfully, your obedient servant,

L. M. GOLDSBOROUGH, Flag-Officer.

Lieutenant Commanding D. L. BRAINE, Commanding U. S. S. Monticello.

> U. S. S. MONTICELLO, Hampton Roads, November 5, 1861.

SIR: I have to state, in reply to your letter, that on the 1st of November, at 6:30 a.m., we got underway and stood off from Savannah Bar, in obedience to a signal from the sloop-of-war Savannah, and whilst nearing her saw, at 7:30 a.m., a bark which we stood for, distant about 2 miles. At that time the wind was southeast and fresh. We boarded the Spanish bark La Corbeta Providencia, from Hayana bound to New York. I gave directions to the officer, should there be anything suspicious about her, to bring her captain with his papers on board. The papers proved correct, but the captain claimed to be in latitude 31° 43' N., longitude 72° 40' W., whereas he was in reality in latitude 31° 57' N., longitude 74° 25' W., 105 miles to the westward of where he claimed to be, and in 9½ fathoms of water, Tybee Island in sight. Deeming this a suspicious circumstance, I signalized the sloop Savannah that she was suspicious, and was ordered by signal from the Savannah to detain her. I ordered her upon the other tack, so as to fetch the Savan-About this time it began to blow hard in squalls, with heavy rain. We could not see any distance, the sea getting up fast. I had to hoist my boat to prevent her swamping. Notwithstanding this, I kept close to the bark, she tacking repeatedly and trying to fetch the sloop Savannah. In a half hour at the furthest it was blowing heavy from the southward and eastward. I kept by the bark for seven hours and a half, and strove to get her up to the Savannah, but without success, and not until 3:30 p. m. did I separate from her. She was then under double-reefed topsails, head offshore, to northward and eastward. The sloop Sarannah was under close-reefed topsails. It blew until midnight from the southward and eastward. At 1 a.m., November 2, it veered to W.S.W. I hung around the bark all night, and in the morning at 7 a.m., November 2, passed close to her. The sea was running heavy and with safety a boat could not be sent. I was anxious to place the mate on board, but could not do so. About this time the chief

engineer of this vessel reported appearances of serious defects in the machinery, which required that we should proceed to some port for

repairs.

I stood slowly for the sloop Savannah to signalize her. Not having a telegraphic dictionary, I could not let her know the state of affairs and could only signalize that it was necessary that this vessel should go into port immediately. Could I have signalized the Savannah the state of affairs she would, I presume, have directed the bark to follow me, which was feasible, as the wind was fair for the port she claimed to be bound for. I then proceeded to this port.

When the mate came on board I expected to return him in a short time to his vessel, but the heavy squall prevented my so doing, as you will see by the foregoing. I stayed by the bark until it became necessary

that we should make some port.

This, sir, is a full statement of the matter, and my action in the case was unavoidable.

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

D. L. BRAINE, Lieutenant, Commanding.

Flag-Officer L. M. GOLDSBOROUGH,

Commanding Atlantic Blockading Squadron.

Report of Flag-Officer Goldsborough, U. S. Navy, commanding North Atlantic Blockading Squadron, of the seizure off Charleston, S. C., by U. S. S. Alabama of the bark Providencia.

U. S. FLAGSHIP MINNESOTA, Hampton Roads, November 14, 1861.

SIR: The identical Spanish bark, about which I had the honor to write you on the 7th instant in my No. 50, has, I regret to say, been seized by one of our cruisers off Charleston, because she was found at sea without any papers on board. She was, it seems, turned over to Commander Sartori, who is now here, and he ordered her to be brought into Hampton Roads. She has not yet arrived, but as soon as she does get here I shall direct the officer in command to proceed to New York and there deliver her to the Spanish consul, unless her captain himself, who I presume is still on board, will agree to take her off our hands at once. Her mate, with all the papers of the vessel, went to New York as I wrote, and the vessel herself, when examined by Lieutenant Braine, was ostensibly bound there.

Respectfully, your obedient servant,

L. M. Goldsborough,
Flag-Officer.

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

Report of Commander Sartori, U. S. Navy, commanding U. S. S. Flag, transmitting report of the commanding officer of the U. S. S. Alabama regarding the seizure of the bark Providencia.

U. S. S. FLAG, Off Charleston Bar, November 5, 1861.

Sir: This morning at early daylight a vessel was discovered to the northward and eastward.

The Alabama was soon underway and has just returned (1 p. m.) with the bark *Providencia*, of Mallorca [Majorca], No. 3506, in tow. I

enclose a communication from Commander Lanier. It is all the information I can obtain relative to her. I therefore deem it my duty to send her to Hampton Roads, and have directed Commander Lanier to put on board of her a prize master and prize crew, sending in her two of her own crew. The remainder, 13 in number, including the captain, are detained on board this vessel and the Alabama. The prize master I have ordered to report to you for further instructions.

I am, respectfully, your obedient servant,

L. C. SARTORI, Senior Commander.

Flag-Officer L. M. GOLDSBOROUGH,

Hampton Roads.

Upon further consideration I have concluded to send the captain and but one of the crew.

[Enclosure.]

U. S. S. ALABAMA, Off Charleston, S. C., November 5, 1861.

SIR: I have the honor to report that this a. m., discovering two sails seaward, I gave chase and found one to be a United States war steamer steaming down the coast, with which we exchanged numbers. The other was a bark, which we boarded and found under Spanish colors without papers. She reported that she was bound from Havana to New York, but with a fair wind for the latter port, she was beating to the southward and westward in 9 fathoms water.

She states that she fell in with a United States war steamer four days since, and that her papers were taken from her. In consequence of the above improbable statement, and the circumstances under which we found her, I concluded to tow her in for your further inspection.

I am, respectfully, your obedient servant,

E. LANIER, Commander.

Commander Lewis C. Sartori, U. S. Navy, Commanding U. S. S. Flag, Off Charleston, S. C.

Order of Commander Sartori, U. S. Navy, senior officer off Charleston, S. C., to Acting Master's Mate Lee, U. S. Navy, to proceed to Hampton Roads in charge of bark Providencia.

U. S. S. ALABAMA, Off Charleston Bar, November 5 [1861].

SIR: You will report to Commander L. C. Sartori, of the steamer Flag, for orders.

I trust you will be ordered back to this ship as soon as possible. I am, respectfully, your obedient servant,

10, F

E. LANIER, Commander.

Master's Mate GEORGE P. LEE, U. S. Navy.

[Endorsement.]

Proceed with all dispatch to Hampton Roads with the prize bark Providencia, and report to Flag-Officer L. M. Goldsborough for further orders. Please deliver to him the accompanying communication and the two log books found on board.

I am, respectfully, your obedient servant,

L. C. SARTORI, Commander. Report of Prize Master Lee, U. S. Navy, of arrival at Hampton Roads, in charge of bark Providencia.

HAMPTON ROADS, November 15, 1861.

SIR: I was ordered on board of the Spanish bark *Providencia* as prize master by Commander Lanier, of the U.S.S. *Alabama*, off Charles ton, November 5, to take her to Hampton Roads, at which place she arrived after a passage of eight days. Lost on the passage one man (supposed to have jumped overboard in a crazy fit) and the following sails:

Two main topsails, 2 foresails, 1 fore-topgallant sail, and 1 jib. Having found the present crew to be entirely insufficient to work the bark, would most respectfully ask that their number may be increased by the addition of 5 seamen and 3 ordinary seamen, and also for provisions for 18 men ten days, being entirely out of the same.

Very respectfully, your obedient servant,

GEORGE P. LEE, Prize Master in Command.

Flag-Officer L. M. Goldsborough,

Commanding North Atlantic Blockading Squadron.

Order of Flag-Officer Goldsborough, U. S. Navy, commanding North Atlantic Blocksding Squadron, to Acting Master Merrill, U. S. Navy, to proceed to New York in charge of bark Providencia.

> U. S. FLAGSHIP MINNESOTA, Hampton Roads, November 16, 1861.

SIR: Proceed with the Spanish bark Providencia under your charge to the port of New York, and there deliver her to the Spanish consul

at that place.

The *Providencia* was seized by one of our cruisers off Charleston, because she had no papers on board. Of these, however, she had become accidentally deprived by another one of our cruisers off Savannah, and at the same time of her mate. The mate, though, with all her papers, was brought in here by the *Monticello*, and he was immediately sent on to New York with them in his charge, where, no doubt, he now is, and in care of his consul.

On your arrival at New York you report yourself in person to the commanding naval officer of the station, show him these instructions, and ask his direction as to the disposition of yourself and the men com-

posing your crew, until you can be got ready to return here.

After delivering the *Providencia* to the Spanish consul, and having obtained his receipt for her, you will at once return to this place, bringing with you the men under your command, unless otherwise ordered by superior authority.

Respectfully, your obedient servant,

I. M. GOLDSBOROUGH,

Flag Officer.

Acting Master J. M. MERRILL, U. S. Navy.

Letter from the Spanish vice-consul at New York to Flag-Officer Goldsborough, U. S. Navy, commanding North Atlantic Blockading Squadron, announcing the arrival of the bark Providencia at that port.

NEW YORK, November 29, 1861.

SIR: I have the honor to inform you that on the 27th of this month I have received from J. Milton Merrill, master, U. S. Navy, the Spanish bark *Providencia*, sent to this port with a United States prize crew.

Seven of the crew of said bark have arrived at this port, but the other seven of the same are still missing, and not knowing their whereabouts I have to request you to forward me said men by the first opportunity, as the vessel is unavoidably detained.

I am, sir, your obedient servant, by indisposition of the consul, ANTO. M. DE ZEA,

Her Catholic Majesty's Vice-Consul.

I. M. Goldsborough, Esq., Flag-Officer of the North Atlantic Blockading Squadron.

Report of Lieutenant Werden, U. S. Navy, commanding U. S. S. Stars and Stripes, regarding the movement of Confederate steamers in Hatteras Inlet.

U. S. S. STARS AND STRIPES, Hatteras Inlet, November 2, 1861.

SIR: I have the honor to inform you that at about 3 o'clock p. m. to-day six of the rebel steamers approached our anchorage from the sound, apparently with a view to attack us, but after one of them had fired three shots they retired and were soon out of sight. They were far beyond the range of our guns.

I am, very respectfully, your obedient servant,

R. WERDEN, Lieutenant, Commanding.

Flag-Officer L. M. GOLDSBOROUGH,
Commanding North Atlantic Squadron, Hampton Roads.

Letter from the Secretary of the Navy to the flag-officers commanding blockading squadrons, transmitting information regarding the British brig Brisk.

NAVY DEPARTMENT, November 2, 1861.

SIR: I forward herewith for your information extract from a letter of Captain Thomas Sands, of the revenue cutter *Varina*, dated October 28, enclosed to this Department by the Secretary of the Treasury, in relation to the British brig *Brisk*, which cleared from Halifax [Nova Scotia] with powder, fish, etc., supposed to be intended for the insurgents.

I am, respectfully, etc.,

GIDEON WELLES.

Flag-Officer WM. W. McKean, Commanding Gulf Squadron.

Flag-Officer L. M. GOLDSBOROUGH,

Commanding North Atlantic Blockading Squadron.

Flag-Officer S. F. DU PONT,

Commanding South Atlantic Blockading Squadron.

[Enclosure.]

U. S. REVENUE SCHOONER VARINA, Harbor of New Bedford, October 28, 1861.

SIR: I would respectfully report my return with the cutter to her anchorage off the city, in compliance with your verbal instructions to return the last of the week.

I have further to report that whilst at anchor in Holmes' Hole, received information from Captain Smith, of the schooner Chrysolite, of Camden, N. J., from Halifax for Philadelphia, that the British hermaphrodite brig Brisk, of Halifax [Nova Scotia], had loaded and sailed for some port south. He states that his cargo consisted of drums of fish, each drum containing a keg of powder. The rest of his cargo consists of cases of shoes, gunny cloth, liquors, and rolls looking like horse collars; that the captain of the Brisk enquired of him (Captain Smith) particularly in relation to the harbor and depth of water about Matanzas, which led him to believe he was bound to some port in the Gulf, although stating he had cleared for Matanzas. This information may be of importance, and lead to his seizure by the blockading squadron, if seen hovering about the Southern coast.

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

THOMAS SANDS, Captain.

LAWRENCE GRINNELL, Esq.,

Collector of the Customs, New Bedford, Mass.

Report of Commander Parker, U. S. Navy, commanding U. S. S. Cambridge, of the arrival of that vessel in Rappahannock River.

U. S. S. CAMBRIDGE, Rappahannock River, November 3, 1861.

SIR: I have the honor to report that this vessel arrived at this place on the evening of the 30th ultimo, where we found the U.S. steamers Valley City and Rescue.

I sent the Valley City to Baltimore to have her smokestack repaired,

with orders to return to this river as soon as possible.

I have this day dispatched the Rescue to Hampton Roads to fill up with coal, and have ordered her to return, unless otherwise disposed of by yourself.

I send by this conveyance several contrabands, who have taken refuge on board the different vessels employed on the blockade of this

river.

I would respectfully suggest that a rifled gun at the stern of the Rescue would much increase her efficiency.

Nothing of importance has occurred since my arrival here.

Very respectfully, your obedient servant,

WM. A. PARKER, Commander.

Flag-Officer L. M. Goldsborough, Uommanding U. S. Atlantic Blockading Squadron, Hampton Roads.

Report of Lieutenant Chaplin, U. S. Navy, commanding U. S. S. Valley City, requesting an additional rifled gun for that vessel.

U. S. S. VALLEY CITY, Baltimore, November 3, 1861.

SIR: I respectfully request that a rifled cannon may be placed on the forecastle of this vessel. She can carry it and it will make her more efficient than she is now. As we are employed in blockading the Rappahannock River, where the rebel steamers St. Nicholas and Virginia are now, can come down with guns of longer range than mine, choose their distance, and I can neither close in with them nor retreat.

All that would be required to mount the gun would be to extend the topgallant forecastle a few feet farther aft. The Department, knowing the speed of the vessel, will understand the necessity of such an addition to her armament.

Very respectfully, your obedient servant.

J. C. CHAPLIN, Lieutenant, Commanding.

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

Order of Flag-Officer Goldsborough, U. S. Navy, commanding North Atlantic Blockading Squadron, to Acting Volunteer Lieutenant Cavendy, U. S. Navy, commanding U. S. bark Gemsbok, to proceed to blockade duty off Beaufort, N. C., and referring to the steamer Fingal.

> U. S. FLAGSHIP MINNESOTA, Hampton Roads, November 3, 1861.

SIR: You will proceed off Beaufort, N. C., with the Gemsbok, and on your arrival there report to Commander Prentiss for duty in the blockade of that port.

A memorandum of vessels which have sailed or are about to sail from England and the English provinces to violate the blockade is herewith furnished you. Your attention is particularly called to the steamer Fingal, which has on board an exceedingly valuable cargo of arms and munitions of war.

It is believed that many of the vessels intending to run the blockade are armed.

You will please furnish Commander Prentiss and the commanding officer of the *Braziliera*, with a copy of the memorandum of vessels above referred to.

Respectfully, your obedient servant,

L. M. Goldsborough,

Flag-Officer.

Acting Volunteer Lieutenant EDWARD CAVENDY,

Sommanding U. S. Bark Gemsbok, Hampton Roads.

Report of Commander Green, U. S. Navy, commanding U. S. Sloop Jamestown, regarding that vessel and the U. S. S. Young Rover.

> U. S. SLOOP OF WAR JAMESTOWN, Off Wilmington, N. C., November 4, 1861.

Sin: My letter by the Gemsbok informed you of the passage of events

on this blockade up to the 23d October, ultimo.

The commander of the Young Rover informs me of his intention to go to Hampton Roads in consequence of his opinion that his vessel is so crank as to be unseaworthy, caused by the boiler being placed too high, and the expenditure of supplies. His capstan also is broken, and he is in want of winter clothing for his crew, which we were unable to supply.

I have twice supplied the Young Rover with water, in order to be enabled to carry out the spirit of your instructions to maintain a strict blockade, and have been expecting the return of the Gemsbok. As my instructions do not cover these emergencies, I do not feel called on to assume any further responsibility in the matter, and shall therefore leave Captain Humphrey to make his report to you in person, and shall do the best I can alone.

This ship has lost two anchors—one by the breaking of the shackle pin, which we were so fortunate as to recover by sweeping for it; the other, I fear, is lost, as we are unable to find the buoy. This one was lost while getting underway during the first of a southeast gale. The sea came in with the wind and the chain snapped about 3 fathoms from the anchor. The same surge broke the iron knee in the main hatch; this damage we have repaired so that it will answer a very good purpose.

During the gale the ship acted better than I expected, making 3 knots under close-reefed topsails and double-reefed courses, until we were compelled to heave to to save the canvas and spars. The next morning found us about 16 miles from the land, the wind having

hauled to the westward.

We spoke during the day two coal-loaded schooners, and saw at sun-

set eleven sail standing to the southward and westward.

The Young Rover was driven to the southward and westward during the gale and spoke the Sabine. She was enabled to be of service to one of the steamers in distress, having troops on board, by running down and giving information to the Sabine, which ship went to the assistance of the steamer. Captain Humphrey also spoke the Unadilla, in tow of the R. B. Forbes, and saw a large fleet of steamers and transports to the eastward of the shoals on the evening of Thursday, 31st October.

During the gale above mentioned our barometer was broken, and I have taken one belonging to Captain Humphrey, by his consent, and

forwarded ours by him for repairs.

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

Commander.

Flag-Officer L. M. Goldsborouge, Comdg. Atlantic Blockading Squadron, Hampton Roads, Virginia.

Report of Commander Smith, U. S. Navy, commanding U. S. ship Congress, regarding means for protection against torpedoes, etc.

U. S. FRIGATE CONGRESS, Newport News, November 4, 1861.

SIE: I have received your note about torpedoes, etc. We have been preparing some guards against fire craft, torpedoes, infernal machines, etc., but, in consequence of the bad weather, only completed them today. I suppose that any of these things with which the rebels may attack us will be towed and placed directly ahead and as near the ship as they can safely come, so that when let loose they will drift with the tide to the ship, taking the chain or cutwater; on this supposition we have acted.

We have made with spars a frame in the shape of the letter A, which is suspended by the crosspiece from the bowsprit cap; the ends reach aft to the lower booms, resting on the water, and are secured by tackles

to the ship's sides to steady them. At night the lower booms are brought nearly alongside, forming a continuation of the spars in the A stout grapnel has 2 fathoms of chain attached to it; to the end of the chain 10 or 12 fathoms of stout rope with a kedge. apparatus is put into the bow of a boat at night at the gangway ready Should any fire craft come down with the tide directly ahead of us, it must take against the frame and glance off and pass clear of the ship. Should the fire craft be on fire at any distance from the ship, the boat will be sent to it, the grapuel secured to it, and the kedge thrown overboard; it will be anchored and can burn out at leisure. These arrangements, I think, will protect us against any attack of fire craft.

Suspended from the jibboom and under the above frame is a spar athwartships, some 30 feet long, to which is attached on its whole length a strong netting 14 feet deep and kept in a vertical position by weights at the bottom. Should such a machine as the one that attacked the Minnesota approach us and come near the cable, it must be caught in the net and held there until we relieve it. Or should it pass outside the net, the tube which floats on the surface to supply the inmates with fresh air would be caught on the A spars, and the supply of fresh air be cut off, causing suffocation, and if it should pass outside of the spars it would go entirely clear of the ship, doing no harm. I think this arrangement will secure us against such torpedoes.

There is another plan of preparing an infernal machine or torpedo by having two tanks containing powder submerged, and each suspended to a buoy floating on the surface of the water. The tanks connected by a line and the buoys also connected by a line, the two connecting lines being of the same length. These machines are placed directly ahead of the ship and let go; they drift down, the connecting rope catching against the cable or cutwater brings the tanks under the ship's bottom, where they are made to explode by matches leading from the buoys through elastic tubes to the tanks. To guard against these we are riding by a scope of cable 20 fathoms greater than the length of the ship, and on the buoy rope close under the buoy a grapnel is secured. At the distance of 40 fathoms from the anchor, on each side, is placed a kedge with a buoy and rope with a grapnel attached, as to the anchor Should any machine of the latter description be sent to attack us, the connecting rope must be caught on one of the grapnels and hang there, the floats would swing together, taking with them the tanks ahead of the ship, and explode without doing any damage to the ship.

I think all of these arrangements will protect us against any fire

craft, torpedoes, or infernal machines.

I have not yet devised any plan to defend us against the Merrimack, unless it be with hard knocks.

Very respectfully, your obedient servant,

W. SMITH. Commanding U. S. Frigate Congress.

Flag-Officer L. M. GOLDSBOROUGH, Comdg. North Atlantic Blockading Squadron, Hampton Roads.

[Endorsement.]

I regard the arrangements as not only very ingenious, but as calculated to prove effectual. In short, I think they are admirable. L. M. Goldsborough.

Report of Flag-Officer Goldsborough, U. S. Navy, commanding North Atlantic Blockading Squadron, regarding repairs to the U.S. S. Roanoke.

> U. S. FLAGSHIP MINNESOTA, Hampton Roads, November 4, 1861.

SIR: The crank pin of the after engine of the Roanoke is broken short off at its after end, and it will, I think, require at least two

months to repair the injury.

Wherever the Department may direct the new work to be made, the ship will have to go there in season to receive it, but until that work be well advanced it will be entirely unnecessary for her to leave these roads. I propose, therefore, to retain her as long as she can remain without involving delay in her repairs, as she can still be made very useful in case of a movement on the part of the Merrimack.

By the mail of to-day the Bureau of Equipment and Construction

will be duly advised of the injury in view.

Respectfully, your obedient servant, L. M. Goldsborough, Flag-Officer.

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

Order of the Secretary of the Navy to Flag-Officer Goldsborough, U. S. Navy, commanding North Atlantic Blockading Squadron, to furnish information regarding the U.S. ship Brandywine.

NAVY DEPARTMENT, November 4, 1861.

SIR: Some days since the Department was informed by the commandant of the navy yard, New York, that the Brandywine had sailed for Hampton Roads, but as yet has no intelligence that she has reached her destination.

Will you inform the Department whether or not she has arrived. The Department also learns through the newspapers that the Koanoke has arrived at the roads in a disabled condition, but as yet has no

official information in reference to her.

I am, respectfully, etc.,

GIDEON WELLES.

Flag-Officer L. M. Goldsborough, Comdy, North Atlantic Blockading Squadron, Hampton Roads.

Letter from the Secretary of the Navy to Flag-Officer Goldsborough, U.S. Navy, commanding North Atlantic Blockading Squadron, regarding U. S. S. Connecticut.

NAVY DEPARTMENT, November 4, 1861.

SIR: The U.S.S. Connecticut will sail from New York about the 8th instant for the Gulf, and will touch at Hampton Roads to receive any communications you may wish to send southward.

Instructions will be given for the repair of the Commodore Barney

(formerly Ethan Allen) immediately on her arrival at Baltimore.

You will please have the name of Elias W. Hale stricken from the rolls.

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 the flag-officers commanding blockading squadrons, transmitting information regarding American vessels sailing under foreign protection.

NAVY DEPARTMENT, November 4, 1861.

SIR: I herewith enclose for your information a list (prepared by the U.S. consul at Tampico [Mexico]) of American vessels that have been nominally sold and have taken foreign protection since the rebellion of the Southern States, and are supposed to be trading between Tampico and the blockaded ports.

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 Saml. F. Du Pont, Commanding South Atlantic Blockading Squadron.

[Enclosure.]

CONSULATE OF THE UNITED STATES OF AMERICA, Tampico, August 31, 1861.

SIR: I have the honor to transmit herewith a tabular return of those American vessels that have been nominally sold and taken foreign protection and engaged with the trade of this port since the rebellion of the Southern States, which will serve as a check to such as have taken foreign protection at New Orleans and Galveston should they again appear with their original registers issued from our custom-houses, which I understand have not been canceled, but retained for future use.

This information comes to me from reports, but without sufficient evidence to sustain the charge. Still, I have reason to believe that in

some cases these reports are founded in truth.

The vessels in question bearing the British flag are tenaciously protected by the consul of that nation at this port, and those under the Mexican flag are much favored by the authorities of this place, the latter giving the same guarantees to Southern vessels violating the United States blockade and arriving here as to those of the most favored nations arriving direct from their respective ports.

Upon this subject I have made a full report to the honorable Secre-

tary of State, having recently had a case in point.

I have the honor to be, with great esteem and respect, sir, your most obedient servant,

FRANKLIN CHASE,
Hon. SALMON P. CHASE,
Secretary of the Treasury, Washington, U.S.A.

CONSULATE OF THE UNITED STATES OF AMERICA, Tampico, August 31, 1861.

List of American vessels nominally sold and taken foreign protection since the rebellion of the Southern States, which said vessels have arrived at and departed from this port of Tampico [Mexico] under the following dates.

Arrived.	Class.	Name.	Tons.	/ Master.	Flag.	Character of papers.	Departed.	Place of issuing papers.
1861. May 16. May 27. June 3. June 17. June 20. July 10. Aug. 16. Aug. 27.	Schoonerdo Brig Schoonerdodo	Jos. H. Toone	176 145 169	W. F. Pennington F. Haggett G. Filletti C. A. Peterson	dododododododododo	do	June 8	New Orleans. Do. Do. Do. Vera Cruz. New Orleans. Vera Cruz. Here. Not ascertained.

FRANKLIN CHASE, U. S. Consul. Report of Captain Sartori, U. S. Navy, commanding U. S. S. Flag, regarding the movements of vessels.

U. S. S. FLAG, Off Charleston Bar, November 5, 1861.

SIR: On Sunday, throughout the day, the transports Coatzacoalcos and Star of the South, also the Augusta, Vixen, and Mercury, and three

other side-wheel war vessels passed this way, bound south.

In the evening the gunboat *Unadilla* spoke the *Susquehanna*, and both vessels were soon on their way south, also. This morning another large side wheel vessel passed down. Yesterday we spoke the brig *Ellen P. Stewart*, and saw another vessel (a schooner) bound southwardly also.

I have no further information to give you, except that the weather has been beautiful for the last three days; wind light from the westward. On Friday and Saturday we had very heavy weather and were compelled to go to sea, but returned to our anchorage at noon on Saturday. This morning at 7:15 we heard heavy guns from the southward and westward, continuing for fifteen minutes.

I am, respectfully, your obedient servant,

L. C. SARTORI.

Flag-Officer L. M. GOLDSBOROUGH,

Hampton Roads.

Wreck of the French war steamer Prony, November 5, 1861.

Report of Lieutenant Werden, U. S. Navy, commanding U. S. S. Stars and Stripes, transmitting report of Lieutenant Lowry, U. S. Navy, commanding U. S. S. Underwriter.

U. S. S. STARS AND STRIPES, Hatteras Inlet, November 7, 1861.

SIR: On the morning of the 5th instant, while absent from this vessel on duty, it was reported to me that two steamers of the enemy were in sight outside the inlet, to the southward. I at once dispatched the steamers *Underwriter*, *Putnam*, *Ceres*, and ferryboat *Ellen* and tug *O. M. Pettit* (which happened in here for coal and water) to capture them. They did not discover the enemy, but instead the French side-wheel steamer of war *Cutinat* [*Prony*], ashore inside the breakers on the bar at Ocracoke.

They were not able to render any assistance, and returned to this anchorage next morning.

I herewith transmit Lieutenant Commanding R. B. Lowry's report. A terrific explosion with a vast column of smoke was seen about 3 p. m. to-day in the direction of Ocracoke, and it is supposed that the French steamer has been blown up.

I am, very respectfully, etc., your obedient servant,

R. WERDEN, Lieutenant, Commanding.

Flag-Officer L. M. Goldsborough,

Commanding North Atlantic Squadron, Hampton Roads.

[Enclosure.]

U. S. STEAM TUG UNDERWRITER, Hatteras Inlet, North Carolina, November 6, 1861.

Sir: I have to report that yesterday at 2 p. m. I got underway with the tug O. M. Pettit and ferryboat Ellen in company and stood outside

to discover the cause of the Putnam's firing, and if necessary to support her. On clearing the bar and obtaining a clear view down the beach, could see nothing. The Putnam and Ceres had a lead of some 5 miles, which she maintained [in] spite of my signals to her to join me. At this point, the engines of this vessel, always defective, gave way, and I lost an hour in repairing. I ordered the other vessels to follow the Putnam. As soon as possible I steamed on, and soon discovered the masts, pipe, etc., of a large side-wheel steamer. I dispatched the Ceres to reconnoiter, which Acting Master MacDiarmid performed in good style, bringing me information that the steamer was a French man-of-war on the south breaker off Ocracoke Inlet, about 1 mile from the beach at Portsmouth [N. C.]. She went on shore at 4 a. m. and [had] been making every effort to get off; intended to do so till all hope was over, when he would throw over his guns and ammunition and abandon her.

By this time, 5:30 p. m., night was coming, dark and threatening. - I directed the Ceres and Pettit to return to Hatteras Inlet, and if they could not reach there before dark to take every precaution for the safety of their vessels and endeavor to get in at early daylight with information to you, and to say that two rebel steamers were in sight inside of the inlet. The Ellen I ordered to keep near me, but her commander informed me that his guards were all knocked up and that he could not keep the sea. I then ordered him to look out for the safety of his vessel, and if possible join me at daylight near the Frenchman. I stood off and on through the night and till 7 a.m. in sight of the French steamer's signals, which he made every half hour. By 10 p. m the wind was blowing strong from the southward and westward and increased to half a gale by 5 a.m., with a very heavy sea. This vessel suffered severely, straining her timbers and guards badly. Having all her houses on the guards stove in, breaking the galley, etc.; she shipped several seas, which filled her deck; was obliged to knock away her bulwarks to prevent foundering. The sea dashed in between her frames and in her bows, and caused her to leak so badly that the engines could just keep her free. I state as a matter of duty that this vessel is entirely unseaworthy and unfit to be six hours from any port. I say it with regret, the lives of men and officers are at constant stake, while the value of the battery and ammunition is beyond that of the worthless hull upon which it is mounted.

It was only after the profound conviction, at 7:30 a.m. this morning, that I could do nothing to aid the stranded Frenchman, that I bore up for this harbor and abandoned him to the attention of the rebels. The sea was running too high to permit me to approach him within several miles, and the safety of my own vessel became a subject for serious consideration.

I intended, had the weather permitted, communicating with him and offering all the assistance in my power. I was impressed with the importance of such a service. If the rebels rescue the crew of the Frenchman, or save the vessel, and after treating them with interested kindness cause them to be returned to France, the event may have a most important bearing upon our political questions. This result of the insane barbarity of those in rebellion against the Government is manifested in extinguishing all the lights on our coast, rendering it the most unsafe in the world.

I think that as soon as practicable such vessels as can stand the sea should proceed to Ocracoke, assist the Frenchman, or, if they have abandoned her, destroy her to prevent her falling into the hands of the

rebels. The engineer reports to me that the boilers are in such a condition that it is absolutely necessary to extinguish the fires, that they may be repaired and cleaned.

The starboard eccentric is broken and can only be repaired at a

machine shop. I enclose his report. This vessel leaks badly.

I am, very respectfully, etc.,

R. B. LOWRY,

Lieutenant, U. S. Navy, Commanding Underwriter.

Lieutenant Commanding REED WERDEN, Senior Naval Officer, Hatteras Inlet, North Carolina.

[Endorsement.]

NOVEMBER 10, 1861.

I beg to forward to the Department this communication in order that it may understand all that I know at present concerning the loss of the French man of war steamer Catinat [Prony] off Ocracoke Bar.

Very respectfully,

L. M. GOLDSBOBOUGH, Flag-Officer.

Report of Flag-Officer Goldsborough, U. S. Navy, commanding North Atlantic Blockading Squadron.

U. S. FLAGSHIP MINNESOTA, Hampton Roads, November 11, 1861.

SIR: It was the French corvette *Prony* and not the *Catinat*, as first reported, that was lost off Ocracoke Inlet a few days since. Her captain and crew came down by a flag of truce from Norfolk to-day and went directly on to New York. He called on board this ship to see me, and informed me that his vessel was of 320 horsepower and carried six 30 pounders. He also told me that on finding it was impossible to get her off the bar and that she was breaking asunder he had destroyed her entirely. He was brought from Ocracoke to Norfolk by an armed steamer of the insurgents. I regret to say he complained to me that our vessels which had communicated with him seaward and were still not far off did not respond to his signals of distress, although repeated every half hour during the night—a gun and fireworks.

I requested him to make to me a written communication upon the subject, and he promised to do so immediately on reaching New York.

I offered him money and clothes for the use of himself and crew if he required either, but he declined both, stating that their clothes generally had been saved and that he could get what funds he needed, on reaching Baltimore, from his consul. He wished an arrangement made with the captain of the Baltimore steamboat to defer receiving his pay for transportation until after getting to that place, and this I had effected without difficulty.

Respectfully, your obedient servant,

L. M. Goldsborough, Flag-Officer.

Hon. GIDEON WELLES, Secretary of the Navy, Washington, D. C. Order of Flag Officer Goldsborough, U. S. Mavy, commanding Morth Atlantic Blockading Squadron, to Lieutenant Werden, U. S. Mavy, commanding U. S. S. Stars and Stripes, transmitting request from the Department for further information.

NAVY DEPARTMENT, November 21, 1861.

Sir: The Department transmits herewith an extract from a communication having reference to the French man-of-war which got ashore near Ocracoke Inlet, and the alleged refusal of Lieutenant Commanding Reed Werden, commanding the steamer Stars and Stripes, to render assistance.

Be pleased to investigate this transaction and report the result to the Department.

I am, respectfully, your obedient servant,

GIDEON WELLES.

Flag-Officer L. M. GOLDSBOROUGH, Commanding Atlantic Blockading Squadron, Hampton Roads.

The above is a copy of a communication received by me this day, November 22, 1861, and herewith I send the extract alluded to. Lieutenant Commanding Werden will make to me, as early as practicable, a full statement of the case in point, and accompany it by such explanations as he may desire to offer. It is well to remark that the captain of the *Prony* made to me in person grave complaints upon the omission of our vessels to afford him relief agreeably to promise, and in the course of his great distress.

Respectfully, your obedient servant,

L. M. Goldsborough, Flag-Officer.

Lieutenant Commanding R. WERDEN, Commanding U. S. S. Stars and Stripes.

Report of Lieutenant Werden, U. S. Navy, commanding U. S. S. Stars and Stripes, responding to request for information.

> U. S. S. STARS AND STRIPES, Hatteras Inlet, November 28, 1861.

SIR: I have the honor to acknowledge the receipt of your letter of the 21st instant, enclosing a communication from the honorable Secretary of the Navy requiring an explanation from me in reference to the loss of the French war steamer Prony.

It will be impossible to furnish a proper statement of facts in relation

thereto before next mail.

I am, respectfully, your obedient servant,

R. WERDEN, Lieutenant, Commanding.

Flag-Officer L. M. Goldsborough, Comdg. North Atlantic Blockading Squadron, Hampton Roads.

Detailed report of Lieutenant Werden, U. S. Navy, commanding U. S. S. Stars and Stripes, transmitting additional reports.

> U. S. S. STARS AND STRIPES. Hatteras Inlet, November 29, 1861.

SIR: I have received and read with astonishment the extract from a letter received at the Navy Department and forwarded with your communication of the 22d instant charging me with "cruelty in refusing

^{*} Not found.

assistance to the commander of the French man-of-war *Prony*, lately wrecked at Ocracoke Inlet," and in obedience to your order submit the following statement, enclosing also the reports of commanders of the steamers *Putnam* and *Ceres* and of Dr. Marshall, of this vessel, all of whom accompanied the expedition that went to the assistance of the French vessel on that occasion:

At about 10 o'clock on the morning of the 5th instant, while away from this ship on important duty, Lieutenant McCook came to me and reported that he heard firing from cannon in the direction of Ocracoke, and thought he could see two rebel steamers outside the land in that direction. I immediately returned to this vessel and sent the steam tug General Putnam to ascertain if anything was in sight, with orders not to remain longer than two hours, unless something important was discovered, in which case he was to fire a gun, otherwise to return, as I required his services at the expiration of that time to replace the buoys marking out the inlet channel, which had been washed away by the late gale, in order to enable the steamer Spaulding and this vessel to cross the bar in safety. The steamer Putnam had hardly got outside when she fired a gun, upon which I sent to her assistance the four steamers, viz, Ellen, Pettit, Ceres, and Underwriter, all under the direction of Lieutenant Commanding Lowry. The steamer Putnam, owing to some misconduct of her commander, was ordered by Lieutenant Lowry to return, and arrived here the same evening. The other vessels proceeded as far as Ocracoke, when they discovered a French steamer of war hopelessly ashore inside the bar on the south side of the inlet.

You will see by the reports of the officers in command of these vessels, herewith enclosed, that they offered every assistance possible, and two of these steamers remained there all night, although it was attended with great risk to their own safety, as the sea was then running high and the wind was blowing half a gale. During the night the wind and sea had increased to such an extent that at 7 o'clock on the morning of the 6th instant Lieutenant Lowry, considering it no longer safe to remain there, returned to this place and made his report, which was forwarded to you in my letter of 7th instant. From his statement I found it was not possible for me with this vessel to get near enough to render any assistance, even had it been possible for me to cross the bar at this inlet, which was exceedingly questionable, since the steamer Spaulding struck that morning in 8 feet of water while endeavoring to enter. The weather continued to be boisterous and, in my judgment, too rough to send the vessel again to the assistance of the French manof war up to the time of the explosion, after which I considered that no assistance was required, as several of the enemy's vessels were near by.

I have to state that I did not disapprove of the proffered assistance on the part of the commander of the Ceres, nor did I make use of the language "that I would give her no assistance," nor were any applications made to me by the different officers of the Navy for permission to go to the relief of the French steamer.

In conclusion, I would call your attention to the inability of these small steamers to remain at sea in bad weather, and to state that every possible assistance was offered to the French commander in his great distress.

I am, very respectfully, your obedient servant,

R. WERDEN, Lieutenant, Commanding.

Flag-Officer L. M. Goldsborough,

Comdg. North Atlantic Blockading Squadron, Hampton Roads.

N W B—Vol 6——26

[First endorsement.]

DECEMBER 6, 1861,

I have the honor to submit this correspondence to the Navy Department. It relates to the complaint of our vessels at Hatteras Inlet not having afforded proper assistance to the French war steamer *Prony*, lost at Ocracoke, and is intended as a reply to the communication of the Department calling for information upon the subject.

Most respectfully,

L. M. Goldsborough, Flag-Officer.

[Second endorsement.]

Will Commodore S[mith] read these papers and give his opinion whether Lieutenant Werden did all he could. The French officers complain loudly.

F[ox].

[Third endorsement.]

DECEMBER 9, 1861.

I have read the papers referred. It appears Lieutenant Werden ordered vessels out to ascertain the cause of firing heard in the direction of Ocracoke, when it was ascertained that it came from a French steamer of war ashore in the breakers inside of the bar. The vessels ordered out steered for the vessel in distress. The commanding officer of the Ceres communicated with her and offered such assistance as he could render, and to take off the officers and crew. The French officer, in the vain hope of getting his vessel affoat at high water, declined to desert her and requested the *Geres* to lie by her during the night. The commander of the Ceres reported to his superior officer near him, who ordered the Ceres to return and report to Lieutenant Commanding Werden, senior officer, what had transpired. The unfavorable weather prevented the Ceres from entering the inlet till next morning, when the commander of the Ceres entered the inlet and reported to Lieutenant Commanding Werden the facts and what had transpired. In these proceedings I do not see what more could have been done for the French vessel except that, as the Ceres had to lie outside till morning, she might with equal [propriety] have laid near the vessel in distress. I am of opinion that some effort should have been made on the 6th to go to the distressed vessel and render assistance if possible, notwithstanding some of the Confederate boats were near her; but as, in the judgment of the senior officer, Lieutenant Werden, who is considered a good officer, it was considered impracticable, the condition and capacity of the vessels under his command not being seagoing vessels and not calculated for rough weather at sea, I do not judge Lieutenant Commanding Werden as meriting censure on this occasion.

J. S[MITH].

[Enclosures.]

U. S. S. GENERAL PUTNAM, Hatteras Inlet, November 28, 1861.

SfR: In obedience to your order of the 5th instant I proceeded down the coast to ascertain the cause of the firing in the direction of Ocracoke. After leaving the inlet I saw the smoke of a steamer and two masts to the southward. I fired a gun to give notice that assistance was required. Immediately four other steamers were dispatched to render the required assistance. After being joined by the other steamers we proceeded toward Ocracoke, the *Ocrac* leading. When

within about 5 miles of the strange steamer the *Ceres* returned. I proceeded on to within about 3 miles of the stranger, when I received a signal of recall from the *Underwriter*, which was then about 5 miles astern. I returned to the *Underwriter* and reported a large side-wheel steamer ashore in the breakers on Ocracoke Bar. At the time the wind was blowing fresh from W. S. W. and rapidly increasing and gave the appearance of a storm. Lieutenant Lowry ordered me to return to Hatteras Inlet, which I did, and arrived here at sundown. The other steamers went on toward Ocracoke.

Very respectfully, your obedient servant,

WM. J. HOTCHKISS, Acting Master, Commanding.

Lieutenant R. WERDEN,
Senior Officer, Hatteras Inlet.

U. S. S. CERES, Hatteras Inlet, November 29, 1861.

SIR: In obedience to your order, I send you the following statement in regard to my proceedings on the 5th instant, when ordered by you to go outside and ascertain the cause of the firing heard in the direction of Ocracoke Inlet. When about 10 miles to the southward of Hatteras Inlet, I discovered what I took to be a steamer standing offshore. I turned round and stood for the U.S.S. Underwriter, Lieutenant Commanding Lowry. I reported what I had seen to Lieutenant Lowry: he ordered me to follow him. The Underwriter, Ellen, O. M. Pettit, and Ceres stood toward the strange steamer. The Ceres arrived at the strange vessel first. I ran close to her, found her to be a French man of war, ashore a little to the southward of Ocracoke Inlet. A boat put off from her with a lieutenant on board. The lieutenant came on board of the Ceres. He informed me that the French vessel got ashore about 2 a.m. on the morning of the 5th instant. I tendered him all the assistance that I could possibly render him, offering then to take off the officers and crew, which could have been done at the time. informed me that it was the intention of the commander of the French vessel to endeavor to get her off at high water next day. He said they had 200 tons of coal on board, and by throwing overboard the gens, ammunition, coal, and every thing that would tend to lighten the vessel, they might possibly get her off; if unable to get her off, they would then abandon her. He asked me to lay by her during the night. I told him I would report to the senior officer, Lieutenant Lowry; that I knew he would render him all the assistance he possibly could. reported to Lieutenant Lowry what the French lieutenant had communicated to me. Lieutenant Lowry ordered me to go to Hatteras Inlet and report to you. I arrived off Hatteras Inlet about 7 p. m. It was then very dark, blowing fresh from the southward, with a very heavy sea breaking over the bar. I found it impossible to go in, and, in obedience to orders received from Lieutenant Lowry, I fired a gun and stood off and on until daylight. The wind and sea increased greatly during the night, the Ceres rolling and laboring very heavily and making very bad work of it. At daylight I ran in and reported The U.S.S. Ellen was off Hatteras Inlet at daylight, but was obliged to bear away for Hatteras Cove for shelter.

The 6th instant it was blowing fresh from the southward, with a very heavy sea outside, making it unsafe for any of the small steamers to

go outside, and, in my opinion, at no time since, prior to the destruction of the French vessel, could this steamer have rendered her any assistance.

Very respectfully, your obedient servant,

JOHN MACDIARMID, Acting Master, Commanding U. S. S. Ceres.

Lieutenant Commanding R. WERDEN, U. S. S. Stars and Stripes.

> U. S. S. STARS AND STRIPES, Hatteras Inlet, November 28, 1861.

SIR: In compliance with your request, I have the honor to submit the following statement of an attempt to rescue the French steamer recently wrecked on Ocracoke Bar by the steamers under your command, as follows:

Early on the morning of the 5th November, we heard from our vessel the firing of heavy guns to the southward. Not knowing the cause, you were pleased to send outside the steamer Putnam, with orders to return in two hours, unless something should be seen worthy of notice; and if so, to fire a gun as signal of the fact. She had not much more than crossed the bar when a gun was fired, upon which all the small steamers under your command, viz, the Underwriter, the Oeres, the Ellen, and the O. M. Pettit, were immediately dispatched, supposing that the Putnam needed assistance.

I was sent as surgeon, accompanying the senior officer, Lieutenant Lowry, of the *Underwriter*. Upon arriving outside we could see nothing; but after steaming down the coast several miles, we discovered what appeared to be a large steamer, and upon a nearer approach discovered that it was a French man of-war, fast ashore in the breakers close to

Ocracoke Inlet and making signals of distress.

We also saw at the same time two Confederate steamers inside the inlet and in the sound. In the meantime the wind had commenced to blow quite fresh and the sea to roll high; but we continued on, although our own machinery had broken down twice before reaching this point. In consequence of this, the Ceres went ahead of us, spoke the steamer, and came back, reporting to us that the vessel was hopelessly ashore, and desired us to lay by all night and help them in the morning. As the weather looked very squally, and it was near night, Lieutenant Lowry ordered the other steamers to return to Hatteras Inlet for their own safety, determining himself to lay by all night with his own vessel, and take off the officers and crew the next morning. This we attempted to do, standing off and on all the time, seeing the flash of their guns every half hour. During this time we were running great risk ourselves, as the wind continued to blow fresher and the sea to run higher all the time; so much so, in fact, that our vessel was at times almost submerged.

We labored on, however, until daylight, when the engineer reported that the machinery was out of order, that the vessel was leaking badly, and that it was absolutely necessary to return to Hatteras, as she could not last much longer in such a sea as then prevailed. Thus, after running much risk, we were reluctantly forced to return to Hatteras Inlet, getting inside only after narrowly escaping striking on the bar. The condition of matters was reported to you, and I would add that we all watched with intense anxiety for an abatement of the wind and sea

sufficient to warrant you in crossing the bar with any degree of safety until the morning of the 7th instant, when we all saw and heard a tremendous explosion, and knew that the French steamer had blown up.

Very respectfully, your obedient servant,

BENJ. MARSHALL, Acting Assistant Surgeon.

Lieutenant Commanding REED WERDEN, U. S. S. Stars and Stripes.

Letter from the Secretary of State to the Secretary of the Navy, transmitting letter from the French Minister at Washington, D. C.

> DEPARTMENT OF STATE, Washington, December 10, 1861.

SIR: I have the honor to transmit to you herewith, for your information, the translation of a note of the 2d instant, addressed to this Department by the French minister accredited to this Government, relative to the wreck of the French corvette Prony, and to be,

Your obedient servant,

WILLIAM H. SEWARD.

Hon. GIDEON WELLES, Secretary of the Navy.

[Enclosure.—Translation.]

LEGATION OF FRANCE TO THE UNITED STATES, Washington, December 2, 1861.

SIR: I have received the letter you did me the honor to write to me on the 26th of last month, upon transmitting to me the explanations which your Department had voluntarily sought from that of the Navy, on the subject of the shipwreck of his Majesty's corvette *Prony*, and the want of aid on the part of some United States steamers, of which the commander of that vessel had to complain.

I can not, sir, but thank you for the initiative taken by the Government in making enquiry into this affair, and am charmed to learn that the casualties of navigation alone interfered with the kind purposes of the American commanders and prevented them from carrying succor

I seize upon this occasion, sir, to renew to you the assurance of my high consideration.

HENRI MERCIER.

Hon. WILLIAM H. SEWARD.

Letter from the Secretary of the Navy to the flag-officers commanding blockading squadrons, transmitting information regarding the steamers Fingal and Theodora.

NAVY DEPARTMENT, November 5, 1861.

SIR: I herewith enclose and invite your attention to the following papers that have been referred to this Department by the Secretary of State, viz, extract from dispatch addressed to the Secretary of State on the 17th ultimo by the U.S. minister at London, relative to the sailing of the steamer Fingal, in company with the bark Amelia, with

munitions of war for the insurgents, and extract from a dispatch addressed to the Secretary of State on the 25th ultimo by the U.S. consul at Nassau, New Providence, reporting the continued arrival there of vessels from the blockaded ports and giving some information concerning the rebel steamer *Theodora*.

I am, respectfully, etc.,

GIDEON WELLES.

Flag-Officer L. M. Goldsborough, Commanding North Atlantic Blockading Squadron.

Flag-Officer WM. W. MCKEAN,

Commanding Gulf Blockading Squadron.

Flag-Officer Saml. F. Du Pont, Commanding South Atlantic Blockading Squadron.

[Enclosures.—Extracts.]

LEGATION OF THE UNITED STATES, London, October 17, 1861.

the second experiment of the kind, has sailed in company with a smaller vessel, the bark Amelia, containing cartridges and gunpowder. They are cleared for Honduras, but it is stated by Mr. Cook, lately the vice-consul at Glasgow, in a letter to me, that the captain expressed in private his intention to try the mouth of the Mississippi, and, failing in that, to beach the vessel on the coast, trusting to the means he had to unload her cargo in a very few hours. It appears by the newspapers that the Fingal came into collision on Monday night with a Sardinian bark, and sunk her, but there is no account whether she herself received any damage or not.

I have the honor to be, sir, your obedient servant, CHARLES FRANCIS ADAMS.

Hon. Wm. H. SEWARD, Secretary of State.

> Consulate of the United States of America, Nassau, New Providence, Bahamas, October 25, 1861.

SIR: * * * Vessels continue to arrive from the blockaded ports, and on the 14th ultimo an armed steamer, called the *Theodora*, direct from Charleston, chased the New York Underwriter's schooner, the *H. W. Johnson*, into the very mouth of this harbor.

The steamer was boarded by a secession merchant of this place and he brought ashore the report that the steamer was en route to Havana

with a large number of passengers on their way to England.

It is certain that she was well armed, and that her passengers were

also well provided with small arms.

The opinion here is that, having heard that the armed schooner $H.\ W.\ Johnson$ was cruising about the banks, they thought she would be a most desirable prize for their piratical expeditions.

I have the honor to be, sir, very respectfully, your obedient servant, SAML. WHITING,
U. S. Consul.

Hon. WILLIAM H. SEWARD, Secretary of State, Washington, D. C. CONSULATE OF THE UNITED STATES, Nassau, New Providence, October 26, 1861.

SIR: Since writing dispatch No. 32 I have learned from good authority that the so-called steamer Theodora is the Charleston packet Gordon, lately plying between that port and Fernandina, and the captain, Robert Lockwood, who was pilot of the steamer Columbia, which I commanded, sent his respects to me. He commanded the Gordon when I was last in Charleston, and the Theodora and Gordon are undoubtedly one and the same.

I have the honor to subscribe myself, sir, your obedient servant, SAML. WHITING, Consul.

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

Report of Commander Parker, U. S. Navy, commanding U. S. S. Cambridge, regarding expedition to Corrotoman Creek, Rappahannock River, transmitting report of Lieutenant Gwin, U. S. Navy.

U. S. S. CAMBRIDGE, Rappahannock River, November 9, 1861.

SIR: I have the honor to report that on the 6th instant I ordered a detachment of thirty men from this vessel, under the command of Lieutenant Gwin, assisted by Acting Masters Eldridge and Strong and Midshipman Cushing, to proceed in the U.S. S. Rescue to the Corrotoman Creek and capture a schooner reported to me to be loaded with firewood, and, in the event of not succeeding in this, to burn her.

The schooner was found to be hard and fast ashore, and as it was impossible to move her, she was burned in obedience to my orders to this effect, together with a large quantity of firewood piled up on shore.

No resistance was met with till the *Rescue* began to return, when a body of rebel troops, armed with rifles on both sides of the creek, supposed to be about 130 men in number, with a rifled cannon in a masked battery, attacked her, but without effecting much damage to our party. The rebels were concealed by thick underbrush and a house from which they fired.

Acting Master Strong was struck with a spent rifle ball, but not seri-

ously hurt, and no other person was wounded.

The expedition was perfectly successful and the duty performed in a spirited and brilliant manner.

The detachment returned to this vessel about 5 p.m., having been

absent on this duty a little more than four hours.

I herewith forward Lieutenant Gwin's report of the affair.

I have also to report that, having been informed by a contraband that there were three companies of rebel treops encamped at the town of Urbana near a large magazine of powder, I proceeded on the 8th instant to that place and endeavored to dislodge them and blow up the magazine with our battery, assisted by the Rescue.

After bombarding the encampment for an hour and a half the magazine was perforated several times with our shot and shell, but we were unable to destroy it, the depth of the water not allowing us to approach

the enemy nearer than 1½ miles.

The rebels did not reply, except by musketry when a boat from the Rescue attempted to approach the shore. There were no casualties in this action on our side.

Since our arrival in this river this vessel has been actively engaged in maintaining the blockade.

Respectfully, your obedient servant,

WM. A. PARKER, Commander.

Flag-Officer L. M. GOLDSBOBOUGH,

Commanding Atlantic Blockading Squadron, Hampton Roads.

[Enclosure.]

U. S. S. CAMBRIDGE, Rappahannock River, Virginia, November 6, 1861.

SIR: I have the honor to inform you that the expedition under my command, consisting of Acting Masters R. D. Eldridge, F. W. Strong, and Midshipman W. B. Cushing, with thirty men, armed with Sharps rifles, which left this vessel in the U. S. S. Rescue for the purpose of bringing out or destroying a schooner some 5 miles up Corrotoman

Creek, has returned, having been entirely successful.

Finding it impossible to bring the schooner out, she being hard and fast ashore, I burned her, having previously removed her mainsail, jib, and running rigging, together with some other articles, to the Resoue. She proved to be the Ada (120 tons), of Baltimore, loaded with wood. We burned also a large quantity of corded wood lying near the schooner, all the property of Captain Pritchard, a notorious rebel. We met with no opposition going up, but on our return, when opposite Mary's Point, the rebels opened fire upon us from a masked battery, one rifled cannon, and with rifles from the bushes on both sides of the creek, and from a large house near the battery. We returned the fire, I think with some effect, with the 32-pounder of the Rescue and our Sharps rifles, one of our shells exploding in and nearly destroying the house. Another of our shells exploding in front of the battery, the firing ceased. rejoined the ship without further molestation. Acting Master Strong was struck by a spent ball, and the canoe on the hurricane deck of the Rescue was destroyed by a shot from the battery, being all the damage sustained on our side. Our officers and men behaved gallantly, as also the officers and men of the Rescue. Much praise is due Pilot Seward for his management of the vessel during the afternoon, the channel being very narrow and tortuous at the place where we were attacked, not over 5 feet wide.

Very respectfully, your obedient servant,

WM. GWIN, Lieutenant, U. S. Navy.

Commander W. A. PARKER, U. S. S. Cambridge, Rappahannock River.

Report of Flag-Officer Goldsborough, U. S. Navy, commanding North Atlantic Blockading Squadron, regarding the movements of vessels.

U. S. FLAGSHIP MINNESOTA, Hampton Roads, November 6, 1861.

SIR: I have the honor to inform the Department that the *Brandywine* arrived here on the 29th ultimo, and that the *Roanoke* arrived here on the 1st instant in a disabled condition.

If notices from me to the Department of the arrival of these vessels at this place have not reached there, the fault must be with the mail.

The Ellen and Whitehall both put in here from Philadelphia to report to Flag-Officer Du Pont. The former, after repairing some slight damages and procuring a few necessary articles, put to sea again for the south, with the O. M. Pettit in company. The latter, the Whitehall, put to sea yesterday, but back again to day, owing to a heavy wind and sea which she experienced, and which still prevails. Her commander reports that she leaks badly and is otherwise in an unsafe condition to go farther. I shall order a survey immediately, and, if practicable, make her proceed to her destination. Ferryboats, I fear, are not likely to get along well on our coast, either at this or any other season of the year. They suffer severely from the seas, even when comparatively moderate in force.

The Commodore Barney (formerly Ethan Allan) is ordered to Baltimore, with directions to her commander to communicate immediately with Carpenter James McDonnell, No. 68 North Broadway, and corner of Mullikin street, who will have received instructions from Washing-

ton concerning her repairs.

Respectfully, your obedient servant,

L. M. GOLDSBOROUGH, Flag-Officer.

Hon. Gideon Welles, Secretary of the Navy, Was' ngton, D. C.

Letter from the Secretary of the Navy to Flag-Officer Goldsborough, U.S. Navy, commanding North Atlantic Blockading Squadron, regarding the U.S. S. Roanoke.

NAVY DEPARTMENT, November 6, 1861.

SIR: The Department approves the recommendation contained in your No. 51, of the 4th instant, to retain the Roanoke at Hampton Roads until her crank pin shall be ready for her.

I am, respectfully, etc.,

GIDEON WELLES.

Flag-Officer L. M. GOLDSBOROUGH, Commanding North Atlantic Blockading Squadron.

Order of Flag-Officer Goldsborough, U. S. Navy, commanding North Atlantic Blockading Squadron, to Commander Parker, U. S. Navy, commanding U. S. S. Cambridge, regarding contrabands.

> U. S. FLAGSHIP MINNESOTA, Hampton Roads, November 6, 1861.

SIR: You are to be very careful that none of the contrabands received on board the blockading vessels in the Rappahannock come from the State of Maryland or any other State not in rebellion.

Respectfully, your obedient servant,

L. M. Goldsborough,
Flag-Officer.

Commander WM. A. PARKER, Commanding U. S. S. Cambridge, off Rappahannock River. Letter from Flag-Officer Goldsborough, U. S. Navy, commanding North Atlantic Blockading Squadron, to Lieutenant Werden, U. S. Navy, commanding U. S. S. Stars and Stripes, regarding the blocking of inlets with vessels loaded with stone.

> U. S. FLAGSHIP MINNESOTA, Hampton Roads, November 6, 1861.

SIR: If you will refer to my instructions of the 12th ultimo, you will perceive that the inlets mentioned were to be blocked up by placing obstructions over the inner bulkheads—not on the bars, but at the line of meeting of the waters of the sea and of the sound inside the headlands.

Opinions upon the subject had been gathered at Washington before the Department issued its orders, and the result of them was, that where the waters actually met it was not likely that any material change of soundings occurred. Whether this be true or not, it is not my province to determine, nor that of any other officer subordinate to me, simply because we are not required to do so, or, in other words, because our opinions are not asked. What the Department wishes is to have its orders executed, if possible, and nothing more.

I attach, myself, but little consequence to the opinions of pilots, or any other persons who have not had ample opportunities to make minute observations precisely at the line of meeting of the waters above mentioned; for, according to the information furnished by the Coast Survey there, the soundings are not materially interrupted or altered by washings. On the outer bar, of course, it is otherwise, and also on all the other bars where the line of meeting of the waters does not occur. If you can block up at Ocracoke in the way stated, I wish you to do so.

Respectfully, your obedient servant,

L. M. Goldsborough, Flag-Officer.

Lieutenant REED WERDEN,
Commanding Stars and Stripes, Hatteras Inlet.

Order of Flag-Officer Goldsborough, U. S. Navy, commanding North Atlantic Blockading Squadron, to the commanding officer of U. S. S. Commodore Barney to proceed with that vessel to Baltimore for repairs.

U. S. FLAGSHIP MINNESOTA, Hampton Roads, November 6, 1861.

SIR: You will proceed with the vessel under your command to Baltimore, and on your arrival communicate immediately with Mr. James McDonnell, carpenter, U.S. Navy, residing at No. 68 North Broadway, corner of Mullikin street, who will have received instructions from Washington concerning her repairs. Report to me when you are ready to start, as I wish you to touch in at the Rappahannock, to deliver an important letter to the commanding naval officer stationed off its mouth.

Respectfully, your obedient servant,

L. M. Goldsborough, Flag-Officer.

Commanding Officer U. S. S. Ethan Allen [Commodore Bar-NEY]. Letter from the Secretary of the Navy to flag-officers commanding blockading squadrons, transmitting information regarding steamer Fingal.

NAVY DEPARTMENT, November 6, 1861.

SIR: I enclose herewith extracts from dispatch No. 44 of the vice-consul at Liverpool to the Department of State respecting the sailing of the *Fingal* and the movements of other vessels, to which I would call your particular attention.

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.]

U. S. CONSULATE, Liverpool, October 18, 1861.

SIR: You will have been apprised by consul at Glasgow of the sailing on the 10th of the steamer Fingal from the Clyde, laden with munitions of war for the rebels and having a number of Southern men on board as passengers.

Captain J. D. Bulloch left here on the 8th and has not been here since. Whether he went in her or not I do not know. I think he went

in her from the Olyde, but would leave her at a port in Ireland.

I do hope she will be taken despite her English flag. I heard two Southerners on 'change the other day chuckling at the escape of the Bermuda. It appears that Fraser, Trenholm & Co. were apprised of her arrival by telegram and letter by way of Quebec.

On Wednesday a cotton statement, purporting to be from New Orleans, on the 14th of September, was published on change, and I

learn that it also came by way of Quebec.

One of the firm of W. Watson & Co., who have houses in New York and Philadelphia, yesterday reported a conversation to me which he had heard on an omnibus concerning the blockade, to the effect that the steamers Malacca and Rangoon were to be laden for the South very shortly; that the Government cruisers were not fast vessels, and by getting inshore, out of range, a fast vessel was sure to get into a port or ashore, and in the latter event the cargo would be saved. I myself know Mr. Sobel, who has the management of these vessels, to have stated that he could get full cargoes for them for Southern ports, and that if but one should succeed in getting in she would pay well for the two. He also stated that he could get them insured at 10 guineas per hundredweight. I know also that he is in communication with the Southern commissioners. I understand he intends shortly to go to the United States to try and sell these steamers and others to the Government, and that he intends going South.

In my last I informed you of the sailing of the Elfin, cleared for Lima, with a cargo mostly composed of munitions of war. Since then the John Peil has cleared for the same place, having a large quantity of shells, cannon, cartridges, etc. She is 360 tons, ship-rigged, black hull, with yellow strip. Entries were made at the custom house on the 14th of 160 cases lead shot, 67½ tons shells, 278 cases, 2 kegs, hand-spikes, rammers, etc., 1 case percussion caps, 264 casks cartridges, 204

barrels gunpowder, 1 case fuzes, 15½ tons cannon and accessories, 4 cases sabers, 2 cases copper wire for Lima, and 32 cases, 5 bundles guns, cannon and accessories, and 119 cases shells for Callao. All, I believe, were by the two ships mentioned. The Peruvian consul informs me that the Peruvian Government are buying rifled cannon in England, but believes they are to be shipped from London. The John Peil was also dispatched by a South American house.

Thirty barrels gunpowder have been shipped for Jamaica.

Mr. C. Hill, who dispatched the *Cheshire*, mentioned in my last, has entered the ship *Consul* (referred to in my No. 24) to load for Halifax. There is no doubt whatever of her real destination being a Southern

port.

William Rose, a native of Maine, who left the United States as ordinary seaman of an American vessel twelve years ago and has been eleven years serving in the British army in India, has applied to me for a passage home. Being satisfied of the truth of his statement, and also that, being a gunner of such experience, he must be a most valuable man and will be willing to enter the Army at home, I shall send him by the steamer City of New York for New York on the 23d, at an expense of \$40 instead of the usual \$10, giving the usual order on the Treasury. I shall give him a letter to deliver to the collector. I enclose his military discharge. He was discharged on the change in the India Government on refusing to reenlist in the Queen's service. He is about 30 years of age, 5 feet 10, and quite healthy.

I am informed that large orders for blankets for the South are being executed in Yorkshire. You would observe by the manifest of the Cheshire and Eliza Bonsall that bales of blankets formed part of both

cargoes.

With high respect, I have the honor to be, your obedient servant,
H. WILDING,
Vice-Oonsul.

Hon. F. W. SEWARD.

Report of Flag-Officer Goldsborough, U.S. Navy, commanding North Atlantic Blockading Squadron, regarding the effects of a gale in Hatteras Inlet.

> U. S. FLAGSHIP MINNESOTA, Hampton Roads, November 7, 1861.

SIR: I have reports from Hatteras Inlet to the 3d instant, stating that a terrible gale of wind has just occurred there, occasioning the loss of a number of the schooners loaded with stone, and great injury to Forts Hatteras and Clark, which are now washing away. They also add that the whole of the coast between the inlet and forts is under water in many places to the depth of 12 feet, and that the troops were preparing to move farther up the coast. Lieutenant Commanding Werden, of the Stars and Stripes, who makes these reports, also informs me that at about 3 p.m. of the 2d instant six of the rebel steamers approached the anchorage at Hatteras Inlet from the sound, apparently with the view of attacking our vessels, but after one of them had fired three shots they all retired and were soon out of sight. He adds: "They were far beyond the range of our guns." A succession of bad weather had prevented him from closing up Ocracoke Inlet as directed, but he was to proceed to execute the service as soon as it should prove suitable.

He further adds that General Williams had informed him that the enemy now had a force of 5,000 troops in the neighborhood, and that his intention, as reported, was to reoccupy the inlet.

I get nothing from the commander of the Underwriter, Lieutenant Lowry, but the most doleful accounts of her condition, and this has

been going on pretty much ever since he joined my command.

I enclose herewith the last received from him through Lieutenant Werden, by which the Department will be able to judge of the state of things concerning her.

Respectfully, your obedient servant,

L. M. GOLDSBOROUGH, Flag-Officer.

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

Report of Captain Purviance, U. S. Navy, commanding U. S. ship St. Lawrence, of the capture by that vessel of the English schooner Fanny Lee.

U. S. FRIGATE ST. LAWRENCE, Off St. Simon's Island, November 7, 1861.

SIR: I have sent to Philadelphia the English schooner Fanny Lee, commanded by J. G. Fritszinger, under charge of Acting Master J. W. Bogert, captured after a few hours out from Darien, Ga., with a cargo of rice and tobacco, bound to Nassau, New Providence.

I herewith transmit to you a list of vessels boarded, spoken, and

captured by this ship.

Very respectfully, your obedient servant,

H. Y. PURVIANCE, Captain.

Flag-Officer L. M. Goldsborough,

Hampton Roads.

Report of Flag-Officer Goldsborough, U. S. Navy, commanding North Atlantic Blockading Squadron, transmitting report of board of survey on U. S. S. Whitehall.

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U. S. FLAGSHIP MINNESOTA, Hampton Roads, November 7, 1861.

SIR: I have the honor to enclose to you herewith the report of a board of officers in the case of the Whitehall, about which vessel I wrote you yesterday, and I beg to ask if, notwithstanding its import, I shall send the vessel south? Her commander, Francis P. Allen, is an old and respectable shipmaster out of New York, and he declares to me that she is utterly unfit to contend with even a moderate gale at sea, and that neither himself nor anyone else on board ever expected to be called upon to go beyond this place in her. In coming from New York here she had, it seems, to put into Philadelphia for some repairs, and so, too, with the Ellen, of similar character, which vessel I fear, judging from the weather that has prevailed since her departure, has not yet got much beyond Hatteras Inlet.

Respectfully, your obedient servant,

L. M. GOLDSBOROUGH,
Flag-Officer.

Hon. GIDEON WELLES, Secretary of the Nany, Washington, D. C. [Enclosure.]

U. S. FLAGSHIP MINNESOTA, Hampton Roads, November 7, 1861.

SIR: In compliance with your order of the 6th instant, we have examined the steam ferryboat Whitehall, and do not find that she has sustained any perceptible injury in her passage from New York. But we do not consider her seaworthy, particularly at this season of the year. The guards which form part of the deck have no security except the ordinary guard-beam knees outside, there being only four knees inside, two under each wheel beam. Any considerable swell, which she is liable to encounter at any time, will inevitably tear it away and endanger the lives of all on board.

We have the honor to be, very respectfully, your obedient servants,

G. J. VAN BRUNT,
Captain U. S. S. Minnesota.
S. F. HAZARD,
Commander, U. S. Navy.
A. LUDLOW CASE,
Commander, U. S. Navy.
EBZR. THOMPSON,
Carpenter, U. S. Navy.
H. M. GRIFFITHS,
Acting Carpenter, U. S. Navy.

Flag-Officer L. M. Goldsborough,

Commanding North Atlantic Squadron.

Order of the Secretary of the Navy to Flag-Officer Goldsborough, U. S. Navy, commanding North Atlantic Blockading Squadron, regarding the U. S. S. Whitehall.

NAVY, DEPARTMENT, November 9, 1861.

SIR: I have received your dispatch, No. 59, enclosing report of survey on the Whitehall.

If it meets your judgment the Connecticut might be directed to tow

the Whitehall to Flag-Officer Du Pont.

These small vessels are of the utmost importance in the South Carolina internal waters, and all of them might be towed down if thought best.

I am, respectfully, etc.,

GIDEON WELLES.

Flag-Officer L. M. Golpsborough, Comdg. North Atlantic Blockading Squadron, Hampton Roads.

Report of Lieutenant Werden, U. S. Navy, commanding U. S. S. Stars and Stripes, regarding the blocking of Ocracoke Inlet with vessels loaded with stone.

U. S. S. STARS AND STRIPES, Hatteras Inlet, November 8, 1861.

SIR: I have received your communication of the 6th instant, in which I am referred to your orders of the 12th ultimo in reference to the blocking up of the inlet.

I have been doing my best to accomplish the duty you have assigned to me, but as yet it has not been possible to accomplish anything.

I am, very respectfully, your obedient servant,
R. WERDEN,

R. WERDEN, Lieutenant, Commanding.

Flag-Officer L. M. Goldsborough, Comdg. North Atlantic Blockading Squadron, Hampton Roads.

Report of Flag-Officer Goldsborough, U. S. Navy, commanding North Atlantic Blockading Squadron, regarding the loyal inhabitants of Chincoteague Island.

U. S. FLAGSHIP MINNESOTA, Hampton Roads, November 9, 1861.

SIR: I had the honor of addressing you some time since concerning the inhabitants of the island of Chincoteague. They are all thoroughly

loyal, and of this there can be no doubt.

A number of them volunteered recently to serve under Lieutenant Murray, of the *Louisiana*, as a part of his expedition to destroy three vessels in Accomac, and they did so serve. These poor people, 800 in number, have to depend mainly upon supplying Philadelphia and New

York with oysters for their subsistence.

They pray to be allowed to continue this occupation under any restrictions the Government may impose, and they tell me that unless they can secure this privilege they must either abandon their homes or starve. May I extend it to them? I feel confident that I can manage the matter so as not to prove detrimental to the public interests and at the same time be beneficial in a high degree to the indigent supplicants. They have all taken the oath of allegiance. It was administered to them by Lieutenant Commanding Murray.

Respectfully, your obedient servant,

L. M. Goldsborough,

Flag-Officer.

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

Order of the Secretary of the Navy to Flay-Officer Goldsborough, U. S. Navy, commanding North Atlantic Blockading Squadron, to extend protection to the inhabitants of Chincoteague Island.

NAVY DEPARTMENT, November 12, 1861.

SIR: Your No. 61, in relation to the inhabitants of Chincoteague, has been received.

The Secretary of the Treasury informs me that he extends the privilege of traffic, etc., to these people, and encouragement and protection may be given to the loyal inhabitants, as indicated in your dispatch.

I am, respectfully, etc.,

GIDEON WELLES.

Flag-Officer L. M. GOLDSBOROUGH,

Comdg. North Atlantic Blockading Squadron, Hampton Roads.

Report of Commander Prentiss, U.S. Navy, commanding U.S. S. Albatross, regarding a wrecked steamer on Bogue Island, and the condition of the blockade.

U. S. S. ALBATROSS, Hampton Roads, November 9, 1861.

SIR: I have the honor to report that on the 6th instant, while on my way to examine Bogue Inlet, I discovered a steamer on shore on Bogue Island [banks], about 20 miles west of Beaufort. Flags of truce were raised by people on shore, but the surf was so heavy I found it impossible to land. I could see, however, she was an iron side wheel steamer, painted black, broken entirely in two. On the 7th, the sea being smooth, I sent a boat on shore, which was met by a captain and lieutenant of the Confederate Army. They stated the vessel was either the Star of the Union or Star of the South (they did not know which), loaded with horses, provisions, and hay; that there were eighty men on board, who escaped, were taken prisoners, and sent to Beaufort and Raleigh; that the vessel was leaking badly and was run on shore purposely by the captain on the night of the 1st of November. The vessel was a perfect wreck, her boiler and main shaft under water, and the beach near her strewed with pressed hay, barrels, and dead horses. They also informed me that the Winfield Scott was in company with her, was leaking badly, and had probably foundered; that they had received information of two steamers ashore below Cape Hatteras and two off Charleston, S. C., and that thirty vessels of the expedition had arrived off Georgetown, S. C. Several hundred Confederate troops are encamped near the wreck, behind the bank.

On the 5th I chased and brought to, off Cape Lookout Shoals, the steamer Belvedere. The captain informed me that he sailed with the expedition, the only order he received being to keep south; that he had proceeded as far as 33°, had parted company, was in a leaky state, and was making his way to Hatteras Inlet. I offered assistance; he replied he needed none. I then gave him the bearings and distance to Hatteras Inlet. He was running at this time at the rate of about 8 knots. The weather was pleasant and he could have made Charles.

ton Bar in about twenty-four hours.

No vessel has left or entered Beaufort since I have been on the station, but there is not force enough to insure a perfect blockade.

I am, very respectfully, your obedient servant,

GEO. A. PRENTISS, Commander.

Flag-Officer L. M. GOLDSBOROUGH,

Commanding Atlantic Blockading Squadron.

Report of Flag-Officer Goldsborough, U. S. Navy, commanding North Atlantic Blockading Squadron, of the return to Hampton Roads, in distress, of U. S. S. Commodore Perry.

U. S. FLAGSHIP MINNESOTA, Hampton Roads, November 9, 1861.

SIR: Another one of the ferryboats, the Commodore Perry, has put back here in distress, with her deck all started up, guards started, wheelhouse stove in, loss of boats, davits, rails, etc.

The disaster occurred between Cape Hatteras and Bull's Bay [S. C.] during a heavy gale of wind from S. E. to W. S. W., on last Friday and

Saturday, the 1st and 2d instant. On the 1st she parted with the May-flower, which vessel then had her colors union down. The captain of the Commodore Perry thinks that the Mayflower must have gone down, or else on shore on the coast of North Carolina. The Commodore Perry, on proceeding here, put into Hatteras Inlet, and there remained for three days. She left there yesterday, and states that neither the Ellen nor the O. M. Pettit had got beyond that place, for both were there at anchor, weather bound. Shall I send the Commodore Perry to Baltimore to be repaired?

Respectfully, your obedient servant,

L. M. Goldsborough, Flag-Officer.

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

Order of Flag-Officer Goldsborough, U. S. Navy, commanding North Atlantic Blockading Squadron, to Lieutenant Braine; U. S. Navy, commanding U. S. S. Monticello, to proceed to duty off Wilmington, N. C.

> U. S. FLAGSHIP MINNESOTA, Hampton Roads, November 9, 1861.

SIR: You will proceed off Wilmington, N. C., with the *Monticello*, and, on your arrival there, report yourself to Commander Charles Green for duty in the blockade of that port.

A memorandam of vessels which have sailed, or are about sailing, from England and the British provinces with the intention of violating the blockade is herewith furnished you. You will please give a copy of it to the cruisers you may meet.

Respectfully, your obedient servant,

L. M. Goldsborough,
Flag-Officer.

Lieutenant Commanding D. L. BRAINE, Commanding U. S. S. Monticello, Hampton Roads.

Report of Commander Livingston, U. S. Navy, commanding U. S. ship Cumberland, regarding two pungies discovered in James River.

> U. S. SHIP CUMBERLAND, Newport News, November 10, 1861.

SIR: At daylight this morning my guard boat discovered two pungies coming down James River, about 2 miles above this anchorage, a white flag flying in their rigging. Our boat took them in tow and brought them alongside. I found they were in possession of four white men, who stated that they were last from Warwick, a few miles up the river; that they had been fishing for months past in various places on the river, supplying Norfolk and Richmond. The latter place they were at a few days since, and they now wish to go to Baltimore. They have passes from Confederate officers, which I herewith enclose.

I send them in charge of an officer, to await your further orders.

I am, sir, respectfully, your obedient servant,

J. W. LIVINGSTON, Commander.

Flag-Officer L. M. Goldsborough,
Commanding Atlantic Blockading Squadron, Hampton Roads.

N W R—Vol. 6——27

Report of Flag-Officer Goldsborough, U. S. Navy, commanding North Atlantic Blockading Squadron, regarding the inefficient condition of the blockade.

> U. S. FLAGSHIP MINNESOTA, Hampton Roads, November 10, 1861.

SIR: The Young Rover and Albatross both arrived here in the course of yesterday, in want of supplies and repairs, the former from off Wil-

mington and the latter from off Beaufort, N. C.

At this moment there are but two sailing vessels off each of those ports, but I hope to get the *Monticello* away in the course of the day for Wilmington. I am sadly off for efficient steamers to maintain the blockade of the various places within the limits of my command, especially such as can go outside and keep the sea at this season of the year. Sailing vessels, to exclude steamers like the *Fingal*, are not reliable.

The Cambridge I was compelled to send temporarily off the Rappahannock. I want her to go off Beaufort as soon as she can be relieved. Her condition, however, is anything but good—bowsprit gone, leaking

badly, and decidedly tender of hull throughout.

The Louisiana and Daylight, the former now off Chincoteague and the latter now off the entrance of the Chesapeake, are both almost entirely done up, and greatly need extensive repairs. Neither of these stations can be left unoccupied with impunity. The tug Lockwood's boiler is in such a state as to render her next to useless. I can now only use her on guard service at night. As soon as the Young America returns, I shall have to send the Lockwood to Baltimore.

I had hoped ere this to have had the Quaker City, De Soto, and some of the new gunboats for outside work, and the Hetzel, Dawn, and

Mount Vernon for inside service, but none have yet appeared.

Should the Department conclude not to send the ferryboats far away from the Chesapeake, I could, I think, turn them to account by sending one to Chincoteague to relieve the *Louisiana*, and the rest to Hatteras Inlet. If the *Dawn* is not to be forthcoming, I might, perhaps, occupy one of them to advantage at the mouth of York River.

Respectfully, your obedient servant,

L. M. GOLDSBOROUGH, Flag-Officer.

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

P. S.-Another report received to-day from Hatteras Inlet represents the Underwriter's condition to be as bad as possible for her to float. It is dated the 7th instant; Lieutenant Werden informs [me] that on the morning of the 5th it was reported to him that two steamers of the enemy were in sight outside of the inlet to the southward, but on dispatching the steamers Underwriter, Putnam, Ceres, ferryboat Ellen, and tug O. M. Pettit to capture them, they did not discover the enemy, but instead the French side-wheel steamer-of-war Catinat [Prony] ashore inside the breakers on the bar at Ocracoke.* They could not, it seems render her any assistance. A terrific explosion with a vast column of, smoke was heard and seen about 3 p. m. of the 7th, in the direction of Ocracoke, and Lieutenant Werden supposes that it was occasioned by the blowing up of the French steamer, done, doubtless, intentionally. As he says nothing further about the two steamers of the enemy being outside, I take it that the report he received was a mistake.

L. M. G.

Order of Flag-Officer Goldsborough, U. S. Navy, commanding North Atlantic Blockading Squadron, to Commander Parker, U. S. Navy, commanding U. S. S. Cambridge, regarding movements of vessels.

U. S. FLAGSHIP MINNESOTA,

Hampton Roads, November 10, 1861.

SIR: On the arrival of the *Mount Vernon*, off the Rappahannock, I will thank you to inform Commander Glisson that I wish him to proceed here with her without a moment's delay; and on the arrival of the *Valley City* thereat, I wish the *Rescue* to come here.

Respectfully, your obedient servant,

L. M. GOLDSBOROUGH, Flag-Officer.

Commander WM. A. PARKER, Commanding U. S. S. Cambridge, off the River Rappahannock.

General instructions issued by Flag-Officer Goldsborough, U. S. Navy, commanding North Atlantic Blockading Squadron.

U. S. FLAGSHIP MINNESOTA, Hampton Roads, November 10, 1861.

The following general instructions are to be strictly observed by all

concerned under my command:

1st. Every commanding officer is to keep his vessel at all times in the most perfect condition for service that may be practicable, employing for the purpose the artificers and other men belonging to her, who, if deemed necessary, will be aided by others detailed under competent authority.

2d. When practicable, the vessels of the squadron will be inspected by me once a quarter, or oftener, if necessary, with the view of ascertaining that all proper attention is paid to order, discipline, efficiency, and cleanliness, and that the laws and instructions in force are properly carried out. In these particulars it is expected that the flagship will

be maintained by her captain as an example to the rest.

3d. Every commanding officer is to take the greatest care of the stores on board of his vessel, and to practice the utmost economy in their expenditure. He is not to apply for survey upon articles until they are properly reported unfit for use. Those which may be found unfit for one purpose are to be applied to any other for which they will answer.

4th. Unless a vessel of the squadron be separated from the flagship, all requisitions for her supplies must receive my approval before the articles called for can be furnished; and when so separated, they must be approved by the senior officer present before the articles can be obtained, and copies of them are to be transmitted to me by the earliest opportunity. In all cases, the approving officer is to satisfy himself that the articles and quantities required are necessary for the public service, and conformable to established allowances. A copy of every bill for purchases made abroad is to be forwarded by the first opportunity to the proper bureau, with a statement of the reasons which rendered the purchase necessary.

5th. All reports, returns, and requisitions from vessels belonging to the squadron must first be submitted to their respective commanding officers, and receive their official written notice before being sent to me,

or, in my absence, to a senior officer present.

6th. Quarterly reports are to be made to me from each vessel of the squadron of the number and rates of her officers and crew, also of all articles received, expended, and remaining on hand in charge of the yeoman or forward officers; and of all money received, expended, and remaining on hand, in charge of the paymaster.

7th. All bimensal and other returns required by the Navy Department are to be made as prescribed, and submitted to me for examina-

tion and transmission.

8th. No alteration in any vessel under my command is to be made without first referring the subject to me for approval, except in a case of pressing emergency, and then I am to be given the earliest information with regard to it.

9th. The vessels of the squadron will be exercised by my orders, when circumstances will admit, in performing the various evolutions essential to order and safety, and particularly those necessary or use-

ful in presence of an enemy.

10th. When practicable, the boats of every vessel of the squadron are to be frequently exercised in the evolutions of landing and embarking men and in those of attacking and boarding the vessels of an enemy. The boats of all vessels present will be assembled, manned and armed, and inspected, by my orders, from time to time.

11th. Until further instructions be given, no officer or man is to

absent himself from the vessel to which he belongs after sunset.

12th. A vessel about leaving her station to return to one of our own ports is to transfer to any other vessel or vessels present that may be in want of them all provisions and stores not necessary for her passage to the place she is bound, and take proper receipts in triplicate for the same.

13th. The captain or commanding officer of the flagship is to be particularly careful to conform strictly to all orders he may receive from me respecting the management of his vessel, the sail to be carried when at sea, and all matters which may either regulate or influence the movements of the other vessels of the squadron. All my orders which may relate to the flagship will be communicated immediately to her commanding officer, unless the emergency of the case should require an order to be given directly to the officer of the deck, in which event the commanding officer of the vessel is to be immediately notified by him.

14th. In port, with any other vessel or vessels of the Navy present, no evolution is to be performed on board the flagship likely to lead to a following of motions without my authority, nor is any general signal

to be made except by authority from me.

15th. All signals made by any vessels of the squadron, whether communicative, interrogative, permissive, or in reply to interrogatories, are to be immediately made known to me, and my directions are to be received with regard to them.

16th. The arrival and departure of all public vessels are to be promptly reported to me; and also the arrival and departure of all mer-

chant vessels pending the existing blockade.

17th. Commanding officers are enjoined to guard against collisions, both at sea and in port. On being off Fort Monroe, they are, until further orders, to keep their vessels constantly ready to move at short notice. With this view the fires of steamers remaining at anchor are to be kept banked day and night, and they are not to be drawn, unless absolutely necessary, without my permission. All will be on the alert to detect movements of the enemy and to prevent all merchant vessels

from going farther in the direction of Norfolk than a quarter of a mile above the anchorage; no merchant vessel is to be allowed to remain at

anchor materially above the other vessels in the roads.

18th. All merchant vessels arriving at Hampton Roads are to be interrogated by the flagship, if present; if not, by the vessel of the senior officer present, and made to bring their papers on board for examination and retention until ready to depart.

19th. Commanders of vessels of the squadron are to discharge from their ships invalids unfit for further service, upon survey by their medical officers, whenever an opportunity offers by the supply vessels for transporting them to the north of this place. This authority, however, will

be exercised only in the absence of vessels from the flagship.

20th. Commanders of vessels of the squadron are to furnish me with a tabular statement (weekly) of each and every vessel spoken and boarded, with date, name, name of captain, nationality, position, cargo, where from, where bound, and such other remarks as may be deemed necessary. They will take care to examine the character of every vessel within reach.

21st. Vessels seized are not to be sent to Hampton Roads, but to either Philadelphia, New York, or Boston. I must be informed as early as practicable of all seizures made and of the circumstances attending them. All letters, papers, and documents found on board a vessel at the time of seizure must be carefully done up and sent to the district judge of the United States for the port to which she is ordered, or to the prize commissioners thereat by her prize master, who is to verify them as having been taken from such vessel, in the form of an affidavit; and the master, mate, supercargo (if there be one), and two or more of the seamen attached to the captured vessel, must be produced to the prize commissioners as the only witnesses required or even allowed in the case.

22d. Until further orders be given, requisitions for money are to be

made upon the paymaster of this ship.

I. M. Goldsborough, Flag-Officer.

[Endorsement.]

I beg to transmit a copy of these general instructions to the Navy Department, as cases may arise when it would be convenient to consult them without delay.

Most respectfully,

L. M. GOLDSBOROUGH, Flag-Officer.

NOVEMBER 10, 1861.

Report of Flag-Officer Goldsborough, U. S. Navy, commanding North Atlantic Blockading Squadron, suggesting means to secure command of the sounds of North Carolina and capture Roanoke Island.

U. S. FLAGSHIP MINNESOTA,

Hampton Roads, November 11, 1861.

SIR: It strikes me that we should command the waters of Pamlico Sound, and this may, I think, be easily accomplished if I can be given a few suitable vessels in addition to those already at Hatteras Inlet. The enemy now have seven or eight small but well armed steamers on those waters, and these I propose to attack and subdue, or at any rate

to drive into such a position that they can no longer threaten or annoy us at Hatteras Inlet. This done, something further may be attempted in the way of driving the enemy away from Roanoke Island by a combined attack on the part of the Army and Navy, ascending Albemarle Sound, destroying the lock or locks thereabouts of the canal between it and Norfolk, and thus effectually cutting off all inland communication by vessels between the two places. But with only the waters of Pamlico Sound in our full and undisputed possession, the enemy would then scarcely again venture to send troops from Roanoke Island over to the seacoast about Cape Hatteras or the inlet, more especially if a small battery were erected at the cape with a few men to hold it, supported by a suitable vessel lying at all times on its outside under protection of the shoals from weather, which I am assured by the very best authority is perfectly practicable. Then the light-house could be kept in play without fear of interruption. Besides the Stars and Stripes, which is too large for work in the sound, I have now only the Underwriter, Putnam, and Oeres at Hatteras Inlet, and the first of these three, I fear, draws rather too much water to get over the bulkhead. The Coast Survey steamer Corwin, armed and well commanded, is also there, and she, I suppose, might be put under my orders. With half a dozen more suitable vessels we could make sure work of the operation.

Respectfully, your obedient servant,

L. M. Goldsborough, Flag-Officer.

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

Letter from the Secretary of the Navy to Flag-Officer Goldsborough, U.S. Navy, commanding North Atlantic Blockading Squadron, approving suggestions.

NAVY DEPARTMENT, November 18, 1861.

SIR: I have received your No. 67 of the 11th instant on the subject of holding command of the waters of Pamlico Sound.

Your suggestions meet with my cordial approval, and I am desirous that they should be carried into effect.

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 North Atlantic Blockading Squadron, regarding reported burning of a schooner in the Rappahannock River.

> U. S. FLAGSHIP MINNESOTA, Hampton Roads, November 11, 1861.

SIR: As the medical officer of the *Albatross* has had his resignation accepted and is to leave the vessel immediately, I have the honor to request that another one may be sent to her in his stead. She can not possibly be got ready to leave here before next Thursday or Friday, if, indeed, by that time.

The Dawn, with the sloop from Washington in tow, arrived here this

afternoon. I shall send her off the Rappahannock to-morrow.

I have received no official accounts of the burning of a large schooner in the Rappahannock by the Rescue, although I observe a notice of the kind in the newspapers of to-day. It was only yesterday that the Philadelphia took Lieutenant Miller from this to the Rappahannock and put him on board the Rescue to go up the river some 30 or 40 miles to join the Cambridge. She returned last night, but brought me no tidings whatever of the event in view. Still it is possible that the story may be true.

Respectfully, your obedient servant,

L. M. GOLDSBOROUGH, Flag-Officer.

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

Letter from the Secretary of the Navy to Flag-Officer Goldsborough, U.S. Navy, commanding North Atlantic Blockading Squadron, regarding the lack of information relative to the burning of schooner in the Rappahannock River.

NAVY DEPARTMENT, November 15, 1861.

SIR: Your No. 68, dated the 11th instant, has been received.

Referring to that part of it relating to the burning of a schooner* in the Rappahannock by the *Rescue*, the Department has received no report of the occurrence. If the circumstance is true, as published, the officer should be censured for affording information to the public press instead of his commanding officer.

I am, respectfully, etc.,

GIDEON WELLES.

Flag-Officer L. M. Goldsborough,

Comdy. North Atlantic Blockading Squadron, Hampton Roads.

Letter from the Assistant Secretary of the Navy to Flag-Officer Goldsborough, U.S. Navy, commanding North Atlantic Blockading Squadron, regarding the affairs of his command.

NAVY DEPARTMENT, November 11, 1861.

DEAR SIR: I have your two notest of the 9th. What do you think of getting one of the transports like the Baltic to tow down the ferryboats! I do not feel like giving it up; they are indispensable in the creeks around Port Royal. Send any that want repairs to Baltimore. The Department has given no orders about the Valley City, Daylight, or Mount Vernon, and, of course, would not, except on an emergency, of which you would be immediately notified. Please make a memorandum in pencil when your letters are mailed, as they are two and three days reaching you. This goes in to-day and should reach you Tuesday morning; if it does not, please send me the envelope.

I will ask you to come up so soon as our model is all ready, which will be in two or three days. In regard to dispatch 61, the Government, I know, would be glad to have you doing all in your power for

^{*}See pp. 407, 408.

those Chincoteague people, and if it ever becomes a national remon. strance from any power we can apologize for you.

Yours, respectfully,

G. V. Fox.

Flag-Officer L. M. Goldsborough.

Order of the Secretary of the Navy to Flag-Officer Goldsborough, U. S. Navy, commanding North Atlantic Blockading Squadron, regarding the tugs for the South Atlantic Blockading Squadron.

NAVY DEPARTMENT, November 12, 1861.

SIR: Arrangements will be made to tow the tugs down the coast to the southern squadron, and, with their guns and stores on board the towing vessel, it is hoped they can be made to reach where their presence is indispensable.

Whatever is necessary to increase the facilities of the shop for repairs

at Old Point will be furnished you.

Two or more of those ferryboats belonging to Flag-Officer Du Pont's

squadron are not coppered; send them to Baltimore to be coppered.

The Quaker City at New York and the State of Georgia at Philadelphia are preparing for your squadron.

I am, respectfully, etc.,

GIDEON WELLES.

Flag-Officer L. M. Goldsborough, Comdg. North Atlantic Squadron, Hampton Roads, Virginia.

Report of Commander Parker, U. S. Navy, commanding U. S. S. Cambridge, giving his reasons for the return to Hampton Roads of the U. S. S. Rescue.

> U. S. S. CAMBRIDGE, Rappahannock River, November 12, 1861.

SIR: I have directed the steam tug Rescue to return to Hampton Roads without waiting longer the arrival of the Valley City, for the

following reasons, viz:

1st. There is a large number of contrabands on board, who are rapidly consuming the provisions of this vessel, and it is very inconvenient to keep them here any longer, most of them being dirty, ragged, and

lousy.

2d. Since the arrival of Lieutenant Miller, the number of officers has been increased beyond the complement allowed for this vessel and the quarters have become too crowded. I therefore think it necessary to send Lieutenant Gwin to report to you, as he has received notice from the Bureau of Detail that he has been detached and ordered to the

3d. The contrabands who have come on board have reported to me that the enemy are engaged in erecting batteries at various points on the river. I have occasionally thrown a few shells at the points indicated, but have obtained no response thus far. I would be happy to learn from you whether the policy which I have followed, of harassing and distressing the enemy by all the legitimate means in my power, meets with your approbation.

Since the arrival of this vessel, the trade and navigation of this river have been entirely broken up and suppressed for at least 30 miles up from the mouth.

I have also to report that while bombarding an encampment of rebel soldiers near the town of Urbana the Schenkle rifled gun was split for the distance of 10 inches from the muzzle. The caliber of this gun is $4\frac{9}{16}$ inches; weight of projectile, 19 pounds. The crack is so slight that the gun can still be used on an emergency. I am unable to account for the cause of this fracture.

The Rescue has proved a very useful and efficient vessel in assisting to maintain the blockade, and I beg leave to recommend to your favorable notice the commanding officer, Haines.

Respectfully, your obedient servant,

WM. A. PARKER, Commander.

Flag-Officer L. M. Goldsborough,
Comdg. U. S. Atlantic Blockading Squadron, Hampton Roads.

Report of Flag-Officer Goldsborough, U. S. Navy, commanding North Atlantic Blockading Squadron, of the departure of vessels for the South Atlantic Squadron.

U. S. FLAGSHIP MINNESOTA,

Hampton Roads, November 12, 1861.

SIR: The Connecticut arrived here yesterday and left again early this morning for the south. She took the Whitehall in tow and the Shawsheen in company, with directions to get them to Flag-Officer Du Pont's squadron if possible. I hope she may be successful, but I fear otherwise. If, however, either has to put back, Hatteras Inlet may afford a refuge; and even if either has to be abandoned while with the Connecticut, she can receive the crew on board. Fortunately, to-day the weather is very propitious.

Respectfully, your obedient servant,

L. M. Goldsborough,
Flag-Officer.

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

Order of Flag-Officer Goldsborough, U. S. Navy, commanding North Atlantic Blockading Squadron, to Lieutenant Clary, U. S. Navy, commanding U. S. S. Dawn, to proceed to blockade duty off the Rappahannock River.

> U. S. FLAGSHIP MINNESOTA, Hampton Roads, November 12, 1861.

SIR: You will proceed off the Rappahannock with the U. S. S. Dawn under your command, for the purpose of blockading that river. On your arrival there you will report yourself to Commander W. A. Parker, commanding U. S. S. Cambridge, and receive his instructions. Inform Commander Parker that on the arrival of the Valley City from Baltimore off the Rappahannock I wish him to return here immediately with the Cambridge, giving to you previously all the unexecuted orders he may have received and all the information in his power about blockading thereat.

To -

A copy of my general instructions, with copies of orders in relation

to contrabands, etc., are herewith furnished you.

I still wish the Mount Vernon to proceed here without delay, and, should she appear off the Rappahannock, I will thank you to inform her commander accordingly. I also want the Rescue sent here as soon as the Valley City reaches the Rappahannock. Respectfully, your obedient servant,

L. M. Goldsborough,

Flag-Officer.

Lieutenant Commanding Albert G. CLARY, Commanding U. S. S. Dawn, Hampton Roads.

Town of letter of instructions to make masters

Form of tetter of instructions to prize musters.
off———————————————————————————————————
Off ———————————————————————————————————
SIR: Proceed with the ——, under your charge, to the port of——, and there deliver her, together with the accompanying papers (which are all that were found on board), and the persons retained as wit nesses, to the judge of the U. S. district court or to the U. S. prize commissioners at that place, taking his or their receipt for the same You will not deliver either her, the papers, or the witnesses to the order of any other person or parties unless directed to act otherwise by the Navy Department or the flag-officer commanding the squadron.
The —— was seized by this vessel, under my command, on the ——
day of, 186_, off this port, for violating the rules governing the
blockade at present instituted by the United States; and of the cir
cumstances attending the case you are sufficiently aware, and will communicate them when required to do so by competent authority. On your arrival at ————, and immediately after you have visited
the judge or prize commissioners, you will call upon the U.S. district
attorney thereat, show him these instructions, and give him any information concerning the seizure he may solicit. Then you will next report
yourself in person to the commanding officer of the navy yard thereat show him also these instructions, and ask his direction, when needed
as to the disposition of yourself and the rest constituting the prize crew. Finally, when duly notified by the judge, prize commissioners
or district attorney that your services are no longer wanted by the court, you will at once return to this ship, via Hampton Roads, bring
ing with you the men under your command and the receipt above
alluded to, unless otherwise ordered by superior authority. You will receive herewith a communication for the flag-officer, giv
ing him a detailed account of the seizure. This you will mail imme
diately on your arrival at ———.
Very respectfully, your obedient servant,

[Endorsement.]

I have found it indispensable to frame the within form of a letter of instructions to prize masters, with several copies of which each commander of a cruiser is to be furnished. As it may be well for the

Commanding U.S.S. -

Department to have a copy at hand for reference, I have the honor to forward this one.

Most respectfully,

L. M. Goldsborough, Flag-Officer.

NOVEMBER 12, 1861.

Report of Commander Green, U. S. Navy, commanding U. S. ship Jamestown, of the arrival off Wilmington, N. C., of the U. S. bark Amanda.

U. S. SHIP JAMESTOWN, Off Wilmington, N. C., November 13, 1861.

SIR: I have to inform you of the arrival of the U.S. bark Amanda, [Acting Volunteer] Lieutenant Goodwin in command, on the 8th instant. I have but little to communicate. Some pieces of the wreck of a steamer have been met by this ship and the Amanda. A portion of a wheelhouse and a door painted white, also part of an upper cabin, a piece of which I send by the Rhode Island. Some barrels and the body of a cow were likewise seen. The officers and crew are in good health. The departure of Lieutenant Harrison leaves this ship short of her full complement 1 lieutenant, 1 acting master, and 2 mates.

I have the honor to be, very respectfully, etc.,

CHARLES GREEN, Commander.

Flag Officer L. M. Goldsborough, Commanding North Atlantic Blockading Squadron.

Report of Flag-Officer Goldsborough, U.S. Navy, commanding North Atlantic Blockading Squadron, of the return to Hampton Roads, in a disabled condition, of U.S. steamers Whitehall and Shawsheen.

U. S. FLAGSHIP MINNESOTA, Hampton Roads, November 13, 1861.

SIR: Since informing you yesterday of the departure of the White-hall and Shawsheen under charge of the Connecticut, both have put back in a disabled condition, the Whitehall with her guards started adrift from the clamps fore and aft, the iron braces under guards drawn completely through the deck, and the braces in engine room, together with the blower and fan, all started away from their original position; and the Shawsheen with her guards also adrift from the clamps, fore and aft, and a portion of her deck forward started from the beams. These reports of their condition are the result of a survey of naval carpenters. Neither vessel can now be properly repaired here. I await your orders concerning them. It is very clear to my mind that craft of the sort can not keep the sea.

Respectfully, your obedient servant,

L. M. Goldsborough, Flag-Officer.

Hon. GIDEON WELLES, Secretary of the Navy, Washington, D. C. Order of Flag-Officer Goldsborough, U. S. Navy, commanding North Atlantic Blockading Squadron, to Acting Master Allen, U. S. Navy, commanding U. S. S. Whitehall, to proceed with that vessel to Baltimore for repairs.

> U. S. FLAGSHIP MINNESOTA, Hampton Roads, November 13, 1861.

SIR: You will proceed immediately to Baltimore with the vessel under your command, and on your arrival there inform Carpenter James McDonnell, U. S. Navy, residing at 68 North Broadway street, that the vessel has been sent there to be repaired, and coppered if necessary. Respectfully, your obedient servant,

L. M. Goldsborough, Flag-Officer.

Acting Master F. P. ALLEN,

Commanding U. S. S. Whitehall.

(Similar letter to commanding officer U. S. S. Commodore Perry.)

Report of Lieutenant Werden, U. S. Navy, commanding U. S. S. Stars and Stripes, regarding preparations for blocking Ocracoke Inlet with vessels loaded with stone.

U. S. S. STARS AND STRIPES, Hatteras Inlet, November 13, 1861.

SIR: Since my last communication of the 8th instant I have been occupied buoying out the main channel to the inlet made by the late gale, collecting the scattered schooners, and preparing to start to Ocracoke Inlet.

The rebel steamer Curlew, Captain T. T. Hunter commanding, was off here last evening.

I am, respectfully, your obedient servant,

R. WERDEN.

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, transmitting reports regarding the blocking of Ocracoke Inlet with vessels loaded with stone, November 14, 1861.

U. S. S. STARS AND STRIPES, Hatteras Inlet, November 17, 1861.

SIR: I have the honor to report to you that on the 14th instant I proceeded with this vessel, the *Underwriter*, General Putnam, and Ceres, and all the schooners at my command, and blocked up the inlet at Ocracoke at the point designated in your instructions. In my attempts to cross the bar I struck twice heavily and was unable to enter the inlet.

I enclose the report of Lieutenant Commanding Jeffers, who executed this service in obedience to my orders; also a letter addressed to me by Lieutenant Commanding T. S. Phelps, commanding U. S. Coast Survey steamer Corwin.

I am, respectfully, your obedient servant,

R. WERDEN,
Lieutenant, Commanding.

Flag-Officer L. M. GOLDSBOROUGH,
Commanding North Atlantic Blockading Squadron.

[Enclosures.]

U. S. S. UNDERWRITER, Hatteras Inlet, November 15, 1861.

SIR: In obedience to your instructions I yesterday entered Ocracoke Inlet, accompanied by the towboats Ceres and Putnam, and at slack water sunk the three schooners athwart the channel in 9 feet water at the precise spot indicated by you. The vessels are chained together, bow and stern, and for the present seriously impede navigation. But, from my knowledge of this and similar sounds, I am satisfied that in a short time another channel will be found. All experience shows that, on the interior bulkhead, although the channels frequently change, yet the depth remains constant, varied only by a great storm, after which the channel fills up or cuts out to the normal depth.

At this time there are 14 feet on the outer bar, and little difficulty is experienced by large vessels in entering, and, after lightening a portion

of their cargoes, in passing the bulkhead.

The fort built by the rebels on Beacon Island remains uninjured, except in the destruction of the magazine and gun platforms burned by ourselves. It is an important point for us to occupy, and can be held by 250 men, assisted by a small steamer, against any force that can be brought against it. The water being very shallow in its vicinity and the island too distant from the land to be bombarded, it can only be taken by a direct assault from boats.

Very respectfully, your obedient servant,

WILLIAM N. JEFFERS, Lieutenant, Commanding.

Lieutenant Commanding REED WERDEN, Senior Officer.

> U. S. S. CORWIN, Hatteras Inlet, November 10, 1861.

DEAR SIR: In regard to blocking up the harbor of Ocracoke, N. C., with the schooners at your disposal, I will state that, in my judgment (after carefully studying the chart), the only way to accomplish the object in view is to sink the vessels between the two points forming the inlet. By shutting up this passage you effectually close the harbor and prevent the ingress or egress of privateers and rebel vessels generally, whereas by closing the channel above Beacon Island you merely do it temporarily, for in a few days the waters will force a passage elsewhere, and at the same time the harbor is open for vessels running the blockade, where they can secure a safe anchorage and land their wares at Portsmouth to find a safe transit into the interior. I would recommend that previous to sinking the schooners their masts be cut away.

New and Loggerhead inlets I believe to be effectually closed.

Oregon Inlet can be closed either from the in or out side and to accomplish which you will require your entire force, as there are five rebel steamers on the sound, and some of them carrying much heavier guns than any in your flotilla. If the attempt is made from the outside both steamers and schooners will require to draw less than 7 feet of water, as I understand from good authority that there is not over 7 feet on the bar. The remarks in regard to Oregon Inlet are based on the

supposition that there are no guns mounted on the large fort on the south side of the inlet.

I am, respectfully, etc.,

T. S. PHELPS.

Lieut., U. S. Navy, Comdg. Coast Survey Steamer Corwin.

Lieutenant Commanding REED WERDEN, U. S. Navy, Commanding U. S. Naval Forces at Hatterns Inlet, N. C.

[Endorsement.]

I beg to transmit these letters to the Department. They refer to the blocking up of Ocracoke Inlet, which work, I am happy to say, has at length been accomplished.

Most respectfully,

L. M. Goldsborough, Flag-Officer.

NOVEMBER 20, 1861.

Letter from the Secretary of the Treasury to the Secretary of the Navy, transmitting report of an attack in Hatteras Inlet by the C. S. S. Curlew upon the U. S. S. Corwin, November 14, 1861.

TREASURY DEPARTMENT, November 22, 1861.

SIR: I have the honor to transmit herewith a copy of a letter forwarded to this Department by the Superintendent of the Coast Survey, received by him from Lieutenant Commanding T. S. Phelps, U. S. Navy, commanding Coast Survey steamer Corwin, employed in surveying Hatteras Inlet, giving an account of an attack by the rebel steamer Curlew and of her repulse.

I am, very respectfully, your obedient servant,

S. P. CHASE, Secretary of the Treasury.

Hon. GIDEON WELLES, Secretary of the Navy.

[Enclosure.]

U. S. COAST SURVEY STEAMER CORWIN, Hatteras Inlet, November 14, 1861.

DEAR SIR: I have to report that about 1 o'clock p. m. this instant, suring the absence of the naval force stationed here, the rebel steamer Curlew, Captain T. T. Hunter (or a steamer of the same appearance), stood in around the outer bulkhead buoy and opened fire on this vessel with a heavy rifled gun, to which we replied with both of our 6-pounders. Our second shot struck within a few yards of her, when she steamed to the westward about ten minutes and then returned and commenced firing a second time, which was warmly responded to on our part, but on three of our shots either passing into or over her she started ahead, steaming out of range and up the sound.

The rebels' shot fell short, though their range was good; and the greatest distance reached with our projectiles was about 4 nautical miles, made with the last shot, while the enemy were in full retreat. This desirable result was obtained by raising the forward trucks, giving

about 250 elevation.

This apparently was the same steamer that appeared off this place on the 28th ultimo, then supposed to be the Winslow, but now known to have been the Curlew.

I am pleased to inform you that this is the second time our guns have driven away an enemy of superior force, who had it in his power to choose his position (which we were unable to do) from a long range to an easy shooting distance, and it is with peculiar pleasure that I inform you of the gallant bearing and enthusiasm of the officers and crew when-ordered to prepare for battle and during the presence of the enemy, who they were conscious possessed a much superior armament, and by his bold approach seemed disposed to close where it would be entirely effective on this vessel and still be beyond the reach of the guns of the forts.

I am, respectfully, your obedient servant,

THOS. S. PHELPS,

Lieutenant, Commanding, U. S. Navy, Assistant Coast Survey.

Professor A. D. BACHE, LL.D.,

Superintendent U. S. Coast Survey.

Letter from the Secretary of the Navy to the Secretary of the Treasury, complimenting the commanding officer of the U.S.S. Corwin on the successful repulse of the C.S.S. Öurlew.

NAVY DEPARTMENT, November 25, 1861.

SIR: I have the honor to acknowledge the receipt of your letter of the 22d instant, enclosing a copy of a letter addressed to Professor Bache, Superintendent of Coast Survey, by Lieutenant T. S. Phelps, commanding the Coast Survey steamer *Corwin*, employed in surveying Hatteras Inlet.

The Department compliments Lieutenant Phelps and those under his command on their gallant bearing on the occasion of the attack on the *Corwin* by the rebel steamer *Curlew* and on their success in repulsing the enemy under disadvantageous circumstances.

I am, respectfully, etc.,

GIDEON WELLES.

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

Letter from Major-General Dix, U.S. Army, commanding Department of Pennsylvania, to Flag-Officer Goldsborough, U.S. Navy, commanding North Atlantic Blockading Squadron, requesting assistance of a small steamer.

Confidential.

NOVEMBER 14, 1861.

COMMODORE: Our military forces will enter Accomac County from

Newtown, Worcester County, on Monday.

Can you send a small steamer to lie off Cherrystone Inlet for a week or ten days? We know that a sloop has gone over to Virginia for a rifled cannon.

I am, respectfully and truly, yours,

John A. Dix, Major-General.

Commodore L. M. Goldsborough, Commanding Squadron, Fort Monroe. Letter from Major-General Wool, U. S. Army, commanding Department of Virginia, to Flag-Officer Goldsborough, U. S. Navy, commanding North Atlantic Blockading Squadron, regarding the rumored presence of the enemy on Windmill Point.

> HEADQUARTERS DEPARTMENT OF VIRGINIA, Fort Monroe, Va., November 14, 1861.

MY DEAR SIR: It is reported to me that there are at the north point of York River, at the entrance to the Chesapeake Bay, 5,000 or 6,000 men. The point on some of the maps is called Windmill Point. I have no confidence in the report, although I believe the point is occupied by perhaps 1,000. If convenient, I would be much obliged if you would send one of your small vessels to ascertain if the point is occupied, and if practicable to ascertain if any defensive works have been erected on the point. It is also reported to me that about 100 small boats came down York River as far as the point on the night before last.

I am, very respectfully, your obedient servant,

JOHN E. WOOL, Major-General.

L. M. GOLDSBOROUGH, Flag-Officer.

Order of the Secretary of the Navy to Commander Glisson, U. S. Navy, regarding U. S. S. Mount Vernon.

NAVY DEPARTMENT, November 14, 1861.

Sir: Return with the Mount Vernon to Hampton Roads. I am, respectfully, etc.,

GIDEON WELLES.

Commander O. S. GLISSON, Commanding U. S. S. Mount Vernon, Baltimore, Md.

Report of Flag-Officer Goldsborough, U. S. Navy, commanding North Atlantic Blockading Squadron, regarding vessels sent to Baltimore for repairs.

> U. S. FLAGSHIP MINNESOTA, Hampton Roads, November 14, 1861.

SIR: I sent the ferryboats Whitehall and Commodore Perry to Baltimore yesterday, both to be repaired, and the latter to be coppered, with directions to inform Carpenter McDonnell of their arrival, who doubtless would have received instructions from Washington concern-

ing them.

There are now three of these ferryboats at Baltimore, to wit, the Commodore Barney and the two just mentioned. The Ellen, I believe, after being detained at Hatteras Inlet for some time, has started to get South, and the O. M. Pettit also. The Shawsheen, although seriously damaged, as already reported to you, I have sent up York River, at the urgent request of General Wool, who received intelligence about the enemy requiring the movement without delay. She will be back probably to-morrow. She, in my judgment, never can get South;

utterly unfit for the task. Her guards are almost awash, and in other respects she is very unfit for the sea.

Respectfully, your obedient servant,

L. M. GOLDSBOROUGH, Flag-Officer.

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

Order of Flag-Officer Goldsborough, U. S. Navy, commanding North Atlantic Blockading Squadron, to Acting Volunteer Lieutenant Humphrey, U. S. Navy, commanding U. S. S. Young Rover, to proceed to blockade duty off York River.

> U. S. FLAGSHIP MINNESOTA, Hampton Roads, November 14, 1861.

SIR: You will proceed off York River with the Young Rover and closely blockade it until further orders. It is believed communication is kept up between the towns on the river and the eastern shore of Virginia by small sloops and boats, in which arms, passengers, and mails are conveyed. Your attention is particularly called to this, and you will use every endeavor to prevent it; but you are not to enter the river with a view of attacking any batteries or sending in boat expeditions.

You will inform me at the earliest moment possible of any congregation of troops and boats on the shore, or anything looking like a move-

ment of them across the bay.

We have intelligence of a sloop having gone for a load of rifled guns, which it is hoped you will intercept.

Respectfully, your obedient servant,

L. M. Goldsborough, Flag-Officer.

Acting Volunteer Lieutenant John Humphrey, Commanding U. S. S. Young Rover.

Order of the Secretary of the Navy to Flag-Officer Goldsborough, U.S. Navy, commanding North Atlantic Blockading Squadron, regarding vessels.

NAVY DEPARTMENT, November 15, 1861.

SIR: Your No. 71, in relation to the steamers Shawsheen and White-hall, has been received. Send those vessels to Baltimore.

I am, respectfully, etc., .

GIDEON WELLES.

Flag Officer L. M. GOLDSBOROUGH,
Comdy. North Atlantic Blockading Squadron, Hampton Roads.

Report of Acting Lieutenant Colhoun, U. S. Navy, commanding U. S. S. Shawsheen, of a reconnoissance in York River.

U. S. S. SHAWSHEEN, Hampton Roads, November 15, 1861.

SIR: In obedience to your order, I arrived off the northern point of York River (New Point Comfort) yesterday at dark, too late to make any discoveries.

I anchored so as to command the entrance to York River and Mobjack Bay, and kept a bright lookout during the night, but saw nothing of the enemy. At daylight I stood close in to the land and along it to the northern point of York River, rounded it, and stood up far enough to be satisfied that there were no forces of the enemy there. I saw no boats nor the sloop you ordered me to keep a lookout for.

I am, very respectfully, your obedient servant,

EDMUND R. COLHOUN, Acting Lieutenant, Commanding.

Flag-Officer L. M. GOLDSBOROUGH, Comdg. North Atlantic Blockading Squadron, Hampton Roads.

Report of Flag-Officer Goldsborough, U. S. Navy, commanding North Atlantic Blockading Squadron, of the seizure of two fishing boats in the James River.

> U. S. FLAGSHIP MINNESOTA, Hampton Roads, November 15, 1861.

SIR: Two pungies, or boats, descended the James River in company a few days since. One had a white flag flying. On being boarded by a boat from the Cumberland four white men were found as their crews, and all, I suppose, were fishermen. Two of them were provided with passes from the insurgent authorities permitting them to supply Rich mond, etc., with fish out of the James River, and in this business, it seems, they had been engaged for some time past. They wanted, they said, to get back to their homes in Maryland, and seemed to think. from what I gather, that they had been engaged in an innocent business.

One had quite a large sum of money about him-some 500 and odd dollars—and another had a smaller sum, all of which is in charge of the paymaster of the Cumberland. The men are retained on board that ship by my orders as prisoners, and I beg to ask if I may send them to Boston in the Release.

Respectfully, your obedient servant,

L. M. GOLDSBOROUGH, Flag-Officer.

Hon. Gideon Welles, Secretary of the Navy, Washington, D. C.

Letter from Major-General Wool, U. S. Army, commanding Department of Virginia, to Flag-Officer Goldsborough, U. S. Navy, commanding North Atlantic Blockading Squadron, regarding battery at Pocomoke River.

> HEADQUARTERS, Fort Monroe, November 15, 1861.

DEAR SIR: It is reported to me this morning that cannon are being transported to the eastern shore of Maryland. It is thought these cannon are transported from Lynn Haven Bay, and it is said that a battery has been established at Pocomoke River. Very respectfully, your obedient servant,

JOHN E. WOOL,

Major General.

L. M. Goldsborough, Flag-Officer. Letter from Major-General Wool, U. S. Army, commanding Department of Virginia, to Flag-Officer Goldsborough, U. S. Navy, commanding North Atlantic Blockading Squadron, regarding the intended departure from Norfolk of steamer prepared for the Confederates.

HEADQUARTERS DEPARTMENT OF VIRGINIA, Fort Monroe, Va., November 15, 1861.

SIR: I have reliable information that Poole, formerly employed in the ordnance department at this post, has been preparing a tug steamer which, it is said, is intended to leave from Norfolk this night for Richmond, for the purpose of procuring a crew, not only to man the tug, but for the Jamestown and Yorktown. If they succeed, they intend to make an attempt to get to sea.

In haste, very respectfully, your obedient servant,

John E. Wool, Major-General.

Flag-Officer L. M. GOLDSBOROUGH.

Letter from Flag-Officer Goldsborough, U. S. Navy, commanding North Atlantic Blockading Squadron, to Major-General Wool, U. S. Army, commanding Department of Virginia, regarding the efficiency of the blockade in Chesapeake Bay.

> U. S. FLAGSHIP MINNESOTA, Hampton Roads, November 15, 1861.

SIR: In answer to your communication of yesterday, I send you herewith a copy of a report* just received from an officer whom I dispatched immediately on getting your communication to make a reconnoissance in and about York River.

In reply to your note of to-day, I have to say that I have ordered a vessel to go off York River and guard it carefully until further orders,

and another to do the same thing off Cherrystone Inlet.

With two vessels off the Rappahannock, one off York River, the lower Potomac well supplied, and Cherrystone Inlet guarded, it is hardly probable that the enemy can get either men or arms over from the western to the eastern shore of Virginia. Besides the above vessels, I have a steamer guarding the Chesapeake, lying generally between Lynn Haven Bay and the eastern shore of Virginia, but keeping a good lookout in all directions. I can make no better disposition of the force available under my control. I have a letter from General Dix, informing me that a sloop had left the eastern for the western shore of Virginia to procure rifled guns. Every necessary order has been given with regard to her.

Respectfully, your obedient servant,

L. M. Goldsborough, Flag-Officer.

Major-General John E. Wool, Commanding Department of Virginia, Fort Monroe. Order of Flag-Officer Goldsborough, U. S. Navy, commanding North Atlantic Blockading Squadron, to Commander Lockwood, U. S. Navy, commanding U. S. S. Daylight, urging vigilance against the shipment of men and arms to the eastern shore of Virginia.

> U. S. FLAGSHIP MINNESOTA, Hampton Roads, November 15, 1861.

SIR: Information has just been imparted to me by General Wool that it is probable the enemy are now engaged in sending men and arms over to the eastern shore of Virginia from Lynn Haven Bay. I have therefore to call upon you to exercise every possible vigilance and prevent these doings, if they are going on, by every means in your power.

Respectfully, your obedient servant,

L. M. Goldsborough, Flag-Officer.

Commander Lockwood, Commanding U. S. S. Daylight.

Letter from Flag-Officer Goldsborough, U. S. Navy, commanding North Atlantic Blockading Squadron, to Major-General Dix, U. S. Army, commanding Deparatment of Pennsylvania, regarding the efficiency of the blockade in the Chesapeake Bay.

> U. S. FLAGSHIP MINNESOTA, Hampton Roads, November 15, 1861.

General: I have two vessels off the mouth of the Rappahannock and another is already directed to proceed forthwith off the mouth of York River. The lower Potomac is abundantly supplied with them. To-day I dispatched a small steamer, commanded by a very active and reliable officer, off Cherrystone Inlet. His vessel, I fear, draws rather too much water for the shallow banks thereabouts, but unfortunately I have none at hand more suitable. Nothing, however, of any consequence will be likely to escape his vigilance. Every sloop, particularly, will be thoroughly well watched by him and all captured that are not really innocent. Of one thing you may rest pretty well assured, no insurgents in boats or vessels will be likely to get safely over from the western to the eastern shore of Virginia. May I add that if I could have received earlier intelligence of the contemplated movement of your troops, I should perhaps have been better prepared at this moment to second them. As it is, I shall do my best, and upon this you may depend.

With great respect, yours, most truly,

L. M. GOLDSBOROUGH, Flag-Officer.

Major-General John A. Dix, Commanding Department of Pennsylvania, etc., Baltimore, Md

Order of Flag-Officer Goldsborough, U. S. Navy, commanding North Atlantic Blockading Squadron, to Commander Glisson, U. S. Navy, commanding U. S. S. Mount Vernon, to proceed to duty off Beaufort, N. C.

U. S. FLAGSHEP MINNESOTA,
Hampton Roads, November 15, 1861.

SIR: You will proceed off Beaufort, N.C., with the Mount Vernon 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. Particular instructions in regard to the blockade, with general orders to be observed by the vessels of the North Atlantic Blockading Squadron, and memorandum of vessels which have sailed or are about sailing from England and the English colonies to violate the blockade, are herewith furnished you.

You will find the Gemsbok and Braziliera off Beaufort.

Respectfully, your obedient servant,

L. M. GOLDSBOROUGH, Flag-Officer.

Commander O. S. GLISSON,
Commanding U. S. S. Mount Vernon, Hampton Roads, Virginia.

Report of Flag-Officer Goldsborough, U. S. Navy, commanding North Atlantic Blockading Squadron, of the probable attack, by the Confederates, upon the U. S. ships Congress and Cumberland.

> U. S. FLAGSHIP MINNESOTA, Hampton Roads, November 16, 1861.

Sir: I have undoubted information of a determination on the part of the insurgents to attack the Congress and Cumberland at Newport News, with the two steamers they have up the James River, aided by seven tugs, two side-wheel boats, and some fire craft. Accordingly, I have placed the Cambridge, Lockwood, and Shawsheen at the disposition of Commander Smith, of the Congress, to assist in crushing the enemy, for he will need the services of vessels of their light draft. I have no doubt whatever of the result, but, instead of sending the Shawsheen immediately to Baltimore, I wish to retain her here for a while. The attempt in view may not be made for several days to come, and it may be delayed a fortnight or more; but that it is to come off soon, both General Wool and myself have every reason to believe. I have sent the Albatross off Cherrystone Inlet at the urgent request of General Dix, and I have also sent the Young Rover off York River.

The Mount Vernon, which arrived here to-day, will leave to-morrow

to go off Beaufort.

The San Jacinto left to day for New York. Respectfully, your obedient servant,

L. M. Goldsborough, Flag-Officer.

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

Order of the Secretary of the Navy to Acting Volunteer Lieutenant Browne, U.S. Navy, commanding U.S. bark Fernandina, to proceed to duty in the North Atlantic Blockading Squadron.

NAVY DEPARTMENT, November 16, 1861.

SIR: Proceed to Hampton Roads with the U. S. bark Fernandina under your command and report to Flag-Officer L. M. Goldsborough for duty as a part of the North Atlantic Blockading Squadron.

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

I am, respectfully,

GIDEON WELLES.

Acting Volunteer Lieutenant G. W. BROWNE, Commanding U. S. Bark Fernandina, New York.

Report of Flag-Officer Goldsborough, U. S. Navy, commanding North Atlantic Blockading Squadron, regarding the U. S. steamers Dawn and Baltimore.

> U. S. FLAGSHIP MINNESOTA, Hampton Roads, November 17, 1861.

MY DEAR SIR: The Dawn ought to go to New York for a new boiler at the earliest moment she can be spared. At present I have her in the Rappahannock, where I propose to keep her until I can find a relief. She is, no doubt, in a sad way, and so, too, are the Daylight, Louisiana, Cambridge, and Lockwood.

The Baltimore is not here, nor has she been since I dispatched her to the lower Potomac with provisions, water, etc., for our vessels there, which is now, I think, a fortnight or more. I know nothing in the world, therefore, about the permission given her pilot and engineer to visit Washington.

I will give the ferryboats repairing at Baltimore orders to remain there until ordered to do otherwise by the Department.

Despectfully your chedient convert

Respectfully, your obedient servant,

L. M. GOLDSBOROUGH, Flag-Officer.

Hon. G. V. Fox,
Assistant Secretary of Navy.

Instructions from Flag-Officer Goldsborough, U. S. Navy, commanding North Atlantic Blockading Squadron, to Commander Smith, U. S. Navy, commanding U. S. ship Congress, in view of a probable attack by the enemy.

U. S. FLAGSHIP MINNESOTA, Hampton Roads, November 17, 1861.

SIR: I take it that Commanders (Hisson and Parker communicated last evening all that I wished them to say to you, the substance of which was that the enemy intend an attack very soon upon the Congress and Cumberland with their two armed steamers, two side-wheel steamers of small size, six tugs, and some fire craft. I will keep you as well supplied with small vessels as I possibly can, for these you will want particularly and for obvious reasons.

None of the enemy's tugs, I am informed, are even as large as our

Young America. I need not ask you to be especially vigilant.

A tug now at Norfolk is very anxious to run the gantlet by keeping close over toward Pig Point and join the other six now in James River. Prevent it by all means.

If you are in want of anything whatever let me know promptly.

You are aware, I suppose, that a telegraph of an electric kind, as well as by signals, exists between Newport News and Fort Monroe. The general in command would no doubt allow you to use it.

Respectfully, your obedient servant,

L. M. GOLDSBOROUGH, Flag-Officer.

Commander Wm. Smith, Commanding U. S. S[hip] Congress.

Instructions from Flag Officer Goldsborough, U. S. Navy, commanding North Atlantic Blockading Squadron, to Commander Smith, U. S. Navy, commanding U. S. ship Congress, regarding use of night signals.

U. S. FLAGSHIP MINNESOTA, Hampton Roads, November 18, 1861.

SIR: You are aware that the regular signals of our Navy are not allowed on board any of the vessels of the squadron except the regular men of war.

The threatened attack, if made at all, will, in all probability, be made upon you at night, and a few night signals may be necessary. I therefore wish to suggest to you that it would be well to give in manuscript a few of the numbers, with their meaning, out of the book (such only as will be likely to be wanted at night) to the *Lockwood* and *Shawsheen*; to furnish both vessels with Coston's signals, and then to exercise all the vessels once or twice, to be sure that everything will be understood, giving to the general on shore notice of your intention, so as not to create unnecessary disturbance in his camp.

There are several sets of Coston's signals on board the Congress; some of long duration and some of short. The latter will answer well for a distance not exceeding 4 or 5 miles; the former can be distinctly made out at a distance of even 10 miles.

Respectfully, your obedient servant,

I. M. Goldsborough, Flag-Officer.

Commander WM. SMITH, Commanding U. S. S[hip) Congress.

N. B.—Inform me, if you please, if William Yates, quarter gunner on board the Congress, is, or is not, over 30 years of age.

Instructions of Flag-Officer Goldsborough, U. S. Navy, commanding North Atlantic Blockading Squadron, to Commander Smith, U. S. Navy, commanding U. S. ship Congress, regarding the preparation of the vessels under his command for the threatened attack of the enemy.

U. S. Flagship Minnesota, Hampton Roads, November 18, 1861.

Sin: I send you the *Hetzel* to-day to assist against the enemy whenever he may venture to carry into effect his threatened attack. Like almost every other small steamer that comes to my orders, she needs some slight repairs, such as calking of sponsons, adjustment of parts

of engine, etc. Have these things done, if you please, without delay, and let your carpenters and other mechanics assist in doing the work, They are not, however, of a character to prevent the vessel from performing fighting service at Newport News at any moment, and the repairs must be carried on in such a way as not to disqualify her for prompt service of the sort. I will thank you to inform me when they are all as well completed as they can be. As a matter of course, all the vessels now at, or that may be sent to Newport News are to act under your orders, and you will make all your arrangements accordingly. in your judgment necessary, have mechanics detailed from the Cumberland, or any other vessel composing your force, to assist in doing the repairs of the *Hetzel*, for I wish them, I repeat, to be finished as early as practicable. Let me know in time when coal will be wanted, and I will send a schooner load of it up to you. If you think it best, I will do so at once. As for provisions, you can supply the steamers with them from either your ship or the Cumberland, or from both; and as for water, each vessel surely can get it for herself at or about the landing. Should there be a deficiency of men on board any of the steamers, make it good, temporarily, with the supernumeraries you have at hand on board the Congress and Cumberland, or rather by using them in such numbers as you may judge expedient. In short, make the best arrangement you can in any way to secure the most successful results, to capture every vessel of the enemy that may present herself, if possible. I beg that every precaution may be taken to guard against effects of incendiary vessels, for these, I am assured, the enemy intend to use. Your idea of a length made up of chain and rope, with a grapnel at the chain end and a kedge at the rope one, strikes me very favorably, and each vessel should be provided with the apparatus and prepared to use it promptly. Grapnels, if needed, can readily be made by your armorers in a very simple way. We have none to spare hereabouts. I will endeavor to visit you before long, but at present I am hourly expecting to be called to Washington on important public business.

Respectfully, your obedient servant,

L. M. Goldsborough,
Flag-Officer.

Commander WM. SMITH, Commanding U. S. S[hip] Congress, Newport News.

Report of Lieutenant Braine, U. S. Navy, commanding U. S. S. Monticello, of a slight engagement with a masked battery near New Inlet, North Carolina, November 18, 1861.

U. S. S. MONTICELLO, Hampton Roads, December 8, 1861.

SIR: I have the honor to inform you that on the morning of the 18th November, while reconnoitering near New Inlet, North Carolina, a masked battery opened fire upon us, which we promptly returned. After firing three shots the battery ceased firing. Knowing it was not the object of the blockading vessels to engage land batteries, I also ceased firing and drew off. A few days after some contrabands came off to the ship. From them I learned that we dismounted one of their guns.

Respectfully, your obedient servant,

D. L. BRAINE, Licutenant, Commanding.

Flag-Officer L. M. GOLDSBOROUGH,

Commanding Atlantic Blockading Squadron.

Order of the Secretary of the Navy to Flag-Officer Goldsborough, U.S. Navy, commanding North Atlantic Blockading Squadron, to forward certain persons to Fort Warren.

NAVY DEPARTMENT, November 18, 1861.

SIR: The Department has received your No. 79 and also the communications* of Captain Marston and Lieutenant Fillebrown, forwarded therewith.

You are authorized, as suggested, to send the persons to whom these papers refer to Boston in the *Release*, to be delivered on their arrival there to Colonel Dimick, commanding at Fort Warren, with the history of them.

I am, respectfully, etc.,

GIDEON WELLES.

Flag-Officer L. M. GOLDSBOROUGH,

Comdy. North Atlantic Blockading Squadron, Hampton Roads.

Report of Flag-Officer Goldsborough, U.S. Navy, commanding North Atlantic Blockading Squadron, of the arrival at Hampton Roads of the U.S. steamers Hetzel and Rhode Island and the Spanish bark Providencia.

U. S. FLAGSHIP MINNESOTA,

Hampton Roads, November 18, 1861.

SIR: The Hetzel arrived here yesterday afternoon and, as usual with all the small steamers that come here, with a long list of complaints about condition. I have ordered her to be fixed up immediately by our own mechanics.

The Rhode Island arrived here last night from the south, and left

again this morning for New York.

The Spanish bark Providencia reached here a few days ago, and sailed this morning for New York, to be given up to the Spanish consulthere. This is the vessel about which I have already written to the Department—the one whose mate and papers were brought here by the Monticello and which was subsequently seized by the Alabama because she had not those papers on board.

Commander Sartori, unfortunately, ordered her to be brought in here, instead of sending her at once to New York, where she professed to be

bound.

I have already called the attention of the commander of the Cambridge to the manner he is said to have treated English subjects taken out of vessels seized for violating our blockade, and so soon as I get his written statement upon the subject I will forward it to the Department.

Respectfully, your obedient servant,

L. M. Goldsborough, Flag-Officer.

Hon, Gideon Welles, Secretary of the Navy.

Report of Commander Smith, U. S. Navy, commanding U. S. ship Congress, regarding the inefficiency of the armament of that vessel.

U. S. Frigate Congress, Newport News, November 18, 1861.

Sir: I sent our carpenters to the *Hetzel*, but the water was so rough that the boats could not get under the sponsons to calk them. While

at anchor the leak is very little, and when the water shall be smooth

enough, we will do the job in two or three hours.

A few days since a shot was thrown from Pig Point which fell within a few hundred yards of this ship. I think the rebels there may have received a new gun and were trying its range for the purpose of attacking this ship at the same [time] that the steamers shall come down James River, and I intend to move up near the Cumberland to morrow when the tide serves.

I am told that there is an 80-pounder rifle similar to the Lockwood's on board a storeship off Fort Monroe. Could we get it? We could mount it on the forecastle by cutting away the rail over the forward gun and bill ports, which I do not think will be any injury to the ship. I have no doubt that before she makes another cruise she will be altered to carry pivot guns. With our present armament, should the enemy's steamers stand off at long shot, we should only be a good target for them, as none of our guns could throw a shot to them.

We can muster six rifled cannon among the shipping, and there are

two at camp. The enemy's steamers I think will muster twelve.

Will you please inform me what disposition is to be made of the three books sent this evening, the Drill of Pivot XI-[inch] Gun?

Very respectfully, your obedient servant,

W. SMITH, Commanding U. S. Frigate Congress.

Flag Officer L.-M. GOLDSBOROUGH, Comdy. North Atlantic Blockading Squadron, Hampton Roads.

Letter of Flag-Officer Goldsborough, U. S. Navy, commanding North Atlantic Blockading Squadron, to Lieutenant Murray, U. S. Navy, commanding U. S. S. Louisiana, regarding the loyal inhabitants of the island of Chincoteague.

> U. S. FLAGSHIP MINNESOTA, Hampton Roads, November 18, 1861.

SIR: I send you by the sloop Granite the provisions you required, and as soon as you have taken them on board I wish you to send her

back to me, as I need her services here particularly.

I will send you at an early day authority to allow some of the inhabitants of the island of Chincoteague, under prescribed conditions, to carry their oysters to Philadelphia and New York and to bring back in return articles necessary for support and comfort. Printed forms will be given to you concerning the matter, and these you will be directed to use at your discretion.

It is my intention to send a steamer to your relief in the course of a short time, or rather as soon as I can avail of one suitable for the purpose. Can one drawing 11 or 12 feet answer? Inform me what draft

of water there is around and about the inlet.

There is a man by the name of Francis Johnson living at a place called Nashville, Accomac County, mouth of Swan's Gut Creek, with whom you can, perhaps, put yourself in communication to advantage. He can and will afford valuable information about everything in Accomac. Although he talks secession sentiments, yet he is in reality a thorough Union man. He is a German by birth, is very intelligent, speaks several languages (but English only indifferently) well. He has been already directed to present himself on board of you whenever you may require him to do so.

He is about 5 feet 10 inches high, slim, grayish eyes, brown hair, and perhaps 30 years of age.

I am satisfied that you can trust him. Accomac is to be invaded

to-day by several thousand of our troops—some 4,000 or 5,000. Let me know if you are again in want of coal.

Respectfully, your obedient servant,

L. M. GOLDSBOROUGH, Flag-Officer.

Lieutenant Commanding A. MURRAY, Commanding U. S. S. Louisiana.

Order of Flag-Officer Goldsborough, U. S. Navy, commanding North Atlantic Blockading Squadron, to Acting Master's Mate Sanborn, U. S. Navy, commanding U. S. sloop Granite, regarding delivery of provisions.

> U. S. FLAGSHIP MINNESOTA, Hampton Roads, November 18, 1861.

SIR: You will proceed to Chincoteague Inlet, Virginia, with the sloop *Granite*, and on your arrival there deliver the provisions you have on board for the *Louisiana* to Lieutenant Commanding Murray.

After discharging the provisions you will return to this place.

Respectfully, your obedient servant,

L. M. Goldsborough, Flag-Officer.

Master's Mate F. W. Sanborn, Commanding U. S. Sloop Granite.

Letter from the Secretary of the Navy to the flag-officers commanding blockading squadrons, transmitting information regarding the loading of the steamer Gladiator with munitions of war for the Confederates.

NAVY DEPARTMENT, November 18, 1861.

STR: I herewith enclose copy of communications dated the 1st and 2d instant, addressed to the Department of State by the U.S. consul at London, giving information concerning the screw steamer *Gladiator*, which has been purchased by the rebel agents in England and loaded with arms, etc., with the design of attempting to run the blockade.

The Department urges upon you the utmost vigilance to prevent the entrance of the Gladiator into any port within the limits of your

command.

I am, respectfully, etc.,

GIDEON WELLES.

Flag-Officer L. M. Goldsborough,

Commanding North Atlantic Blockading Squadron.

Flag-Officer SAML. F. DU PONT,

Commanding South Atlantic Blockading Squadron.

Flag-Officer Wm. W. McKean,

Commanding Gulf Blockading Squadron.

[Enclosures.]

CONSULATE OF THE UNITED STATES OF AMERICA, London, November 1, 1861.

Sin: The iron screw steamer *Gladiator* has been purchased by the Confederates and is now in the Thames loading with arms and ammunition, and those who control her here say she can and will run the

blockade. She is about 700 tons, a good, fast vessel, and will take out a very valuable cargo, mostly real Enfield rifles, powder, cartridges, caps, shells, etc. She will be full, and yet not be able to take out one-half the cargo they have prepared for her. She will be followed by a

clipper bark with the balance.

The Gladiator will sail by the middle of next week, perhaps earlier. She is entered outward for Nassau, and will sail under British papers and colors. But this is for her protection only, as she has been sold to the Confederates, and their purpose is to get her into one of the Southern ports. On this you may rely. As she will be on the American coast by the time the several blockading forces can be warned of her approach, not a moment is to be lost in preparing to receive her.

I can have all the particulars of her cargo, but not in time for this week's steamer. But it will be larger and more valuable than that of the Fingal. I will try to see her and send a description by mail, via

Queenstown, to morrow evening.

She is iron, like the Bermuda and Fingal, but neither is iron plated. The ship Alexander, Captain Brown, of Portsmouth, Va., of about 600 tons, is loading at Bristol with salt, etc., and she will be got into a Southern port if possible.

I have the honor to be, your obedient servant,

F. H. Morse, Consul

Hon. WM. H. SEWARD, Secretary of State.

> CONSULATE OF THE UNITED STATES OF AMERICA, London, November 2, 1861.

SIR: I have just returned from a short trip down the river to see the Confederate steamer Gladiator. She is an iron screw boat, with a round stern, flush deck, upright stem, no figure or billet head, bottom painted copper colored, black from water to rail. She has three masts, with three yards on the foremast; smoke pipe between the fore and main masts. She is a fine looking vessel and is taking in cargo rapidly, and will sail about next Tuesday. She will take out a large quantity of Enfield rifles, besides ammunition, clothing, etc.

As she has been purchased and is without any question, notwithstanding her British papers, a rebel ship, I wish we had a vessel here

to send out for her.

I send a description more in detail. I judge she will draw about 12 feet of water when loaded.

I have the honor to be, your obedient servant,

F. H. Morse, Consul.

Hon. WM. H. SEWARD, Secretary of State.

Order of Flag-Officer Goldsborough, U. S. Navy, commanding North Atlantic Blockading Squadron, to Commander Smith, U. S. Navy, commanding U. S. ship Congress, regarding guns.

> U. S. FLAGSHIP MINNESOTA, Hampton Roads, November 19, 1861.

Sir: I beg you will say to Messrs. Stevens and Sharp that I regret I can not, consistently with my duty, grant their requests.

Information is intended to be imparted by the books sent you yester-

day with regard to the drill of pivot XI-inch guns.

They were sent to you to be distributed about your ship as you might think fit. The 80-pounder rifled gun of which you speak is not available. Orders were received long since to send it to Philadelphia, and I only await an opportunity to do so. We attach, I fear, entirely too much confidence to rifled guns.

Respectfully, your obedient servant,

L. M. GOLDSBOROUGH, Flag-Officer.

Commander Wm. SMITH, Commanding U. S. S[hip] Congress, Newport News.

Report of Flag-Officer Goldsborough, U. S. Navy, commanding North Atlantic Blockading Squadron, of the arrival at Hampton Roads, from New York, of the U. S. vessels Whitehead, Isaac N. Seymour, and Morse.

> U.S. FLAGSHIP MINNESOTA, Hampton Roads, Virginia, November 20, 1861.

SIR: The propeller Whitehead, tug Isaac N. Seymour, and ferryboat Morse have all reached here in safety from New York. No appointments were given to their engineers there, nor, indeed, were any permanent arrangements made with them. They were told, it seems, that everything of this sort would be fixed here. As they are all represented to me as good, sober, and capable men, I shall take the liberty of conferring upon them acting appointments as second and third assistants, subject to the approval of the Department.

The captain of the ferryboat is very strongly recommended to me as a first-rate man for the situation, an excellent coast pilot, and long accustomed to the management of vessels of this kind. His looks certainly confirm in a striking degree the praises lavished upon him. I propose to appoint him an acting master, subject to the approval of the Department. He has a young man with him also well recommended for his sobriety, intelligence, and skill in running ferryboats, and his services on board of her I propose to secure by appointing him a master's mate, subject, likewise, to the approval of the Department.

Neither of these vessels is armed. I intend, however, to put two 9 inch guns on board the ferryboat, and for the present, one 32-pounder on board each of the others, as soon as I can have them suitably prepared for the purpose.

I have detailed Masters Wells and French, of this ship, to command

the Isaac N. Seymour and Whitchead, respectively.

The firemen and coal heavers who came around in these vessels, and who are disposed to remain by them, I intend to enlist regularly.

In all our public vessels, however small or transiently employed, it is, I find, absolutely indispensable to good order and discipline to have a suitable naval organization. Otherwise confusion and trouble are constantly occurring.

As early as possible I will advise the Department of the appoint-

ments mentioned.

Very respectfully, your obedient servant,

L. M. Goldsborough,

Flag-Officer.

Hon. GIDEON WELLES, Secretary of the Navy, Washington, D. C. Report of Acting Volunteer Lieutenant Humphrey, U. S. Navy, commanding U. S. S. Young Rover, of affairs in York River, Virginia.

U. S. STEAM BARK YOUNG ROVER, Chesapeake Bay, off York River, November 20, 1861.

SIR: I have the honor to report that in accordance with your order the Young Rover left Hampton Roads on Friday, the 15th instant, at 11:30 a. m., for the mouth of York River. During the afternoon of that day, the wind being strong from the north and the tide running ebb, made but little headway, and at 11 p. m. came to anchor, Old Point bearing S. W. by S.

On Saturday, 16th, blew with violence from N. N. W., so much so,

did not get underway.

On Sunday, the 17th, at 7 a.m., commenced getting underway, wind fresh from N. W. At 11 a.m. stood in to the northward of York Spit, intending to anchor so as to command the mouth of York River and Mobjack Bay, but afterwards decided to stand off up the bay and return and anchor after dark. At 2:30 p. m., while standing inshore, heading W. S. W. by the wind toward a schooner at anchor close under the land, struck the bottom. Laid the topsails to the mast, reversed engine, and came off without damage. The pilot at the time was standing by the leadsman, who had just called 5 fathoms. Soon after getting off, the schooner got underway and stood on up the bay. Bore up and ran down and at 6:30 came to anchor, New Point Comfort light-

house bearing N. N. W., distant 21 miles.

Monday, the 18th.—Wind fresh from N. W.; continued at anchor. The boiler having sprung a leak over the furnace, was compelled to draw the fire to stop the leak. At 11:30 p.m. a boat came alongside containing a white man calling himself William Hudgins, and having a pass to that effect purporting to be signed by William W. Lamb, mayor of Norfolk, dated November 15. He states that he was born near New Point Comfort light house; has a family; has been employed in the Gosport [Norfolk] navy yard nine years as a carpenter; that he was suspected of being a Union man; that he had been trying to get away some time; that yesterday, when crossing Mobjack Bay from Severn River, he saw the ship lying at anchor, and after dark he stole a boat and came off. He says his wife has a son on board the Cumberland, William, Oakley. I questioned him in regard to the Merrimack. He thinks she will not be ready this winter; that they are just putting iron gratings over the roof. At Gloucester Point, he says, there are a great many troops, but he did not hear of any movement to be made across the bay. He saw eight or ten boats there of 35 or 40 tons burden. The York Spit light boat and a sloop are fitting out as privateers. He also heard some talk of a mail boat running twice a week across the

Tuesday, the 19th.—Wind fresh from N. W. to N.; continued at anchor. Saw several small sloops and schooners in Mobjack Bay and York River.

Wednesday, 20th.—9 a. m. got underway and steamed up Mobjack Bay to the mouth of Severn River. Saw one schooner and one sloop run across from Severn River to East River. Fired one shot at the schooner, but the water being so shoal could not get near enough to reach her. At 4:30 anchored, New Point light-house bearing N. by W., distant 3½ miles.

Thursday, the 21st.—The steam tug Young America has just come alongside, bound to Hampton Roads, and I avail myself of the opportunity to send the deserter from Norfolk.

Very respectfully, your obedient servant,

JOHN HUMPHREY,

Acting Volunteer Lieutenant, Commanding.

Flag-Officer L. M. Goldsborough,
North Atlantic Blockading Squadron.

Order of the Secretary of the Navy to Commander Armstrong, U. S. Navy, commanding U. S. S. State of Georgia, to proceed to duty in the North Atlantic Squadron.

NAVY DEPARTMENT, November 20, 1861.

SIR: Proceed with the U.S. S. State of Georgia under your command to Hampton Roads, Virginia, and report to Flag-Officer L. M. Goldsborough for duty as a part of the North Atlantic Blockading Squadron.

Transmit to the Department before sailing from Philadelphia a muster roll of the crew and a separate list of the officers of the State of Georgia.

I am, respectfully, etc.,

GIDEON WELLES.

Commander Jas. F. Armstrong, Commanding U. S. S. State of Georgia, Philadelphia.

Letter from the Secretary of the Navy to the flag-officers commanding Blockading Squadrons, forwarding a list of suspicious vessels in the port of Liverpool.

NAVY DEPARTMENT, November 20, 1861.

SIR: In recent dispatches received by the Department of State from the U.S. consul at Liverpool the following vessels are referred to as receiving and having on board such cargoes as lead to a suspicion that they are destined for the rebellious States, viz:

Poltena, 317 tons; cleared from Liverpool, October 18, 1861, for

Havana.

Jane Oampbell, 131 tons; cleared from Liverpool, October 17, 1861, for Havana.

Princess Royal, 959 tons; cleared from Liverpool, October 23, 1861, for Havana.

Victoria, 242 tons; cleared from Liverpool, October 22, 1861, for Havana.

The steamer Talisman, 540 tons; Mathilda; Amphitrite, 101 tons; Fone, 172 tons; Favorite, 272 tons; Beautiful Star, 130 tons, and Essex, 843 tons.

The English bark Pernana, with 50 tons gunpowder, cleared from Liverpool for Valparaiso, October 22, 1861.

I am, respectfully, etc.,

GIDEON WELLES.

Flag-Officer Wm. W. McKean,

Commanding Gulf Blockading Squadron.

Flag-Officer Saml. F. Du Pont,

Commanding South Atlantic Blockading Squadron.

Flag-Officer L. M. GOLDSBOROUGH,

Commanding North Atlantic Blockading Squadron.

Letter from the Secretary of the Navy to the flag-officers commanding Blockading Squadrons, transmitting information regarding the ship ment from London of munitions of war for the Confederate States.

NAVY DEPARTMENT, November 21, 1861.

SIR: I inclose herewith for your information the copy of a letter addressed to the Secretary of State relative to the shipment of a large quantity of rifles and munitions of war for the rebel States from London under the British flag.

I am, respectfully, etc.,

GIDEON WELLES.

Flag-Officer L. M. GOLDSBOROUGH,

Commanding North Atlantic Blockading Squadron.

Flag-Officer SAML. F. DU PONT,

Commanding South Atlantic Blockading Squadron.

Flag-Officer WM. W. McKEAN,

Commanding Gulf Blockading Squadron.

[Enclosure.]

CONSULATE OF THE UNITED STATES OF AMERICA, London, October 26, 1861.

SIR: I regard it my duty to report to you that the Confederates continue very active in this country and are collecting material of war at various points for shipment. Of Enfield rifles they have thousands now ready for shipment, and have all the armories here at work for them. With these and what they are getting at Birmingham they must be receiving not far from 1,500 per week. We can not, with the means at our disposal, get on the track and follow to vessels all their shipments, for they adopt every possible expedient to deceive us. A direct shipment is rarely made. All their goods move about the country from point to point, and are generally transshipped even before they leave the country But you may rely on the fact that large quantities of all kinds frequently leave this country for the rebel States, and every measure that promises the least hope of success will be resorted to to get them in.

I learned last evening that the same house that negotiated the conditional sale of the *Victoria* and *Adelaide* are in treaty for war steamers belonging to the East India Company. It is said they are intended for the Confederates. The steamers *Victoria* and *Adelaide* are still

undergoing repairs here.

I had the honor of receiving your dispatch informing me that orders sufficiently extensive had been sent to this country to absorb all the Enfield rifles that can be made in this country for the coming two years, except such as are made for the English Government. Permit me to say, with all becoming respect and deference, that this liberality will not secure what we desire unless conducted differently. When I came to this country, realizing what our wants must soon be for arms, I lost no time in making myself pretty thoroughly acquainted with the gun trade of this country—the capacity of the several armories, the quality of the arms turned out by each, their prices, mode of inspection when sold to others besides the British Government, etc. I had unusual facilities for acquainting myself with [the] question and thought it my duty to improve it.

After the battle of Bull Run I felt so thoroughly impressed with the idea that the Enfield rifle would be largely called for that I very

quietly, through Mr. McFarland, the Massachusetts agent for the purchase of arms here, an engineer and practical gunmaker, and without being known in the transaction myself, obtained the best offer I could from all the armories here, and from the directors of the gun trade at Birmingham, for all the thoroughly inspected guns they could dispose of for the then coming four or six months.

When Mr. Shyler first came here we had everything ready and held the written offers from all the responsible and best makers in this country at 65s. (sterling) each. Mr. S. did [not] feel authorized to take charge of the matter and close the contracts, and consequently the supply from this city has gone into Southern hands, the agents of

the Confederates then standing ready to take them at 66s.

At Birmingham several persons, all pretending to be purchasing for the U. S. Government, are bidding against each other, and have run up the price of rifles, which receive only a nominal inspection and some none at all, from 60 up to 75 and 80s. (sterling) each, and not as many guns are made there now as when they were sold at 60s. each, and of far better quality then than now, owing to more frequent strikes of workmen, and there being much inferior quality of materials now used there. The Confederates are getting the same guns at Birmingham, but not enough to disturb the market. The price has been run up entirely by those claiming to be the agents of Government and by parties from New York, buying on speculation. The only remedy for this bad state of things is for the Government to refuse to have anything to do with speculators and put its own business all into the hands of one competent man, and then we should get more guns than now, of far better quality, and for at least 10s. less on each gun. Could our Government do this, and have each gun thoroughly inspected here, guns would fall in one week to 60s. and be of better quality and more of them made.

In making this statement I trust I have not gone beyond the nature of my duties. I see the evil so plainly, and it is working so disastrously for us, that I considered it my duty to direct your attention to

the question.

I have the honor to be, very sincerely, your obedient servant, F. H. Morse,

Consul.

Hon. WM. H. SEWARD, Secretary of State.

Letter from the Secretary of the Navy to the flag-officers commanding blockading squadrons, transmitting information of the clearing from Liverpool of a suspicious vessel called the Essex.

NAVY DEPARTMENT, November 21, 1861.

SIR: The Department calls your attention to the enclosed extract from a dispatch of the U.S. consulat Liverpool, in relation to the English ship Essex, which he thinks is destined for the insurrectionary States.

I am, respectfully, etc.,

GIDEON WELLES.

Flag-Officer L. M. Goldsborough,

Commanding North Atlantic Blockading Squadron.

Flag-Officer S. F. Du Pont,

Commanding South Atlantic Blockading Squadron.

Flag Officer WM. W. MCKEAN,

Commanding Gulf Blockading Squadron.

N W R-VOL 6-29

[Euclosuro.-Extract.]

U. S. CONSULATE, Liverpool, November 1, 1861.

SIR: The Margaret Ridley, which cleared for Harbor Grace, Newfoundland, and sailed on the 28th, had 150 quarter barrels gunpowder,

7 hundredweight lead, and 5 casks lead shot.

An English ship called the *Essex* is reported to-day cleared for Vera Cruz, and, from her large tonnage, and that being an unusual trade for the house dispatching her, I don't think she is going there. She is a ship of 850 tons register. I can not get particulars of her cargo to-day.

From what I learn I believe that Mr. Anderson and Captain Bulloch went in the *Fingal*. She ran into Holyhead outer harbor on the night of the 14th, sent a boat ashore, and received two persons on board, one

of whom answered Anderson's description.

In going out again she ran a brig (Italian) down, the master of which

reported her name.

I understand her plan will be to get close inshore and run into the first harbor, and failing that, to run ashore. I mention that only for what it is worth. * * *

With high respect, I have the honor to be, your obedient servant, H. WILDING.

Hon. F. W. SEWARD,
Assistant Secretary of State.

Order of Commander Smith, U.S. Navy, commanding U.S. ship Congress, to Lieutenant Davenport, U.S. Navy, commanding U.S. S. Hetzel, regarding positions of the vessels at night.

U. S. FRIGATE CONGRESS, Newport News, November 22, 1861.

SIE: Until further orders the steamers will be anchored at night between the Sand Island and the eastern shore of the river, at the same distances from each other as at present, and have a good lookout kept for the enemy's steamers or fire rafts. Should any of the latter be seen coming down, you will tow them to the western side of the channel and let them go, so that they may drift clear of the ships.

Very respectfully, your obedient servant.

W. SMITH, Commanding U. S. Frigate Congress.

Lieutenant H. K. DAVENPORT, Commanding U. S. S. Hetzel, Newport News, Va.

Report of Commander Smith, U.S. Navy, commanding U.S. ship Congress, of the shelling by the U.S. steamers Shawsheen and J.L. Lockwood of a Confederate encampment above Newport News, Va.

U. S. FRIGATE CONGRESS, Newport News, November 23, 1861.

SIR: Yesterday afternoon General Phelps sent Captain [Francis A.] Silva to inform me that a regiment of Virginia infantry had, within a

few days past, encamped on the Yorktown road, a few miles above Camp Butler, and about three-quarters of a mile from the river bank; that they had no artillery, and that there were no batteries alongshore between the encampment and our anchorage, and requested me to send some of the small steamers up the river as near as possible to them and shell them for the purpose of driving them from their present encampment.

I put Captain Silva and the pilot of the Cumberland on board the Shawsheen (as guide and pilot) and ordered her and the Lockwood to proceed up the river and shell the enemy. They left here about dusk, but before reaching their destination got aground and were detained some time. Between 12 and 1 o'clock they reached the place, which was recognized by Captain Silva, who knew it from having been there occasionally in performing his duties of patrol, and they saw two of the enemy's fires, one a signal and the other a picket fire. They opened on the fires and the space between them where the camp was supposed to be, and gave them a dozen rounds from each steamer.

As I knew from Captain Silva before they left that they would not be able to see the enemy, and would have to fire pretty much at random, I had ordered them not to expend many shells on the enemy, supposing that a few would have the effect desired by the general, to let them know that they were in a dangerous locality and that it

would be advisable for them to shift their quarters.

The boats were back at their anchorage at half past 2 o'clock this

morning.

The navigation above this point is so intricate and our pilots are so little acquainted with the channel that if the general again desires a similar expedition I shall have to decline it, though anxious to help him whenever it can be prudently done.

Very respectfully, your obedient servant,

W. SMITH, Commanding U. S. Frigate Congress.

Flag-Officer L. M. GOLDSBOROUGH,

Comdy. North Atlantic Blockading Squadron, Hampton Roads.

Order of Flag-Officer Goldsborough, U. S. Navy, commanding North Atlantic Blockading Squadron, to Acting Master Graves, U. S. Navy, commanding U. S. S. John L. Lockwood, to proceed with that vessel to Baltimore for repairs.

> U. S. FLAGSHIP MINNESOTA, Hampton Roads, November 23, 1861.

SIR: Proceed to Baltimore with the Lockwood under your command and, on your arrival there, communicate immediately with Carpenter James McDonnell, U. S. Navy, No. 68 Broadway, corner of Mullikin street, and say to him that I wish the Lockwood repaired forthwith, and without waiting orders from any other quarter, for efficient service. Among the other things to be done to her, concerning all of which you will inform Mr. McDonnell, I wish a supply pump fitted for her boiler. I expect you to return to this place in a very few days. Consult sound economy in all your demands.

On your way to Baltimore, stop off Cherrystone Inlet and inform Commander Prentiss that if the services of the Albatross are no longer

required there he can return here with her.

Our troops, I am informed, are already virtually in possession of the eastern shore of Virginia, and if this is the fact, of which there seems to be little or no doubt, his vessel need not remain absent from this any longer. Show Commander Prentiss these instructions.

Respectfully, your obedient servant,

L. M. Goldsborough, Flag-Officer.

Acting Master G. W. GRAVES,
Commanding U. S. S. Lockwood, Hampton Roads.

Order of Flag-Officer Goldsborough, U. S. Navy, commanding North Atlantic Blockading Squadron, to Commander Smith, U. S. Navy, commanding U. S. ship Congress, regarding the U. S. S. Isaac N. Seymour.

U. S. FLAGSHIP MINNESOTA,

Hampton Roads, November 23, 1861.

Sir: I send you to day the I. N. Seymour to take the place of the

Lockwood, which vessel I have ordered to Baltimore for repairs.

Some ironwork is needed for the guns of the *I. N. Seymour*, and this I wish you would have done at once by the armorers of the *Congress* and *Cumberland*. In a little while from this we shall have a regular machine shop of our own at Fort Monroe to do the work of our squadron, but in the meantime we must depend upon the means we possess at present to get along with such jobs as our vessels can do for themselves and for each other.

The Seymour requires the use of a few powder tanks. Let her have some of your empty ones. She wants also some small arms. She can take the Lockwood's or, if this vessel has none, loan her a few until I can replace them by some of a large number I have at Annapolis. Her armament is two 32-pounders of different weights, and therefore requiring different charges. Let your gunner arrange these for her according to the ordnance instructions. In a word, fix the Seymour up so as to make her as efficient as possible.

Would it not be well for you to station a couple of the small and active vessels every night at a suitable distance above the rest, with orders to communicate by signal any discovery they may make of the enemy's movements? A couple of vedette or lookout vessels is what I

mean.

Respectfully, your obedient servant,

L. M. Goldsborough, Flag-Officer.

Commander WM. SMITH,

Commanding U. S. S[hip] Congress, Newport News, Va.

Letter from Major-General Dix, U. S. Army, commanding Department of Pennsylvania, to Major-General Wool, U. S. Army, commanding Department of Virginia, regarding the preparation by the Confederates of heavy ordnance for Willoughby's Point.

BALTIMORE, November 23, 1861.

DEAR GENERAL: I have it from unquestionable authority that the Confederates are preparing some very heavy ordnance for Willoughby's

Point, a sand spit, to shell you out. You may have this information, and I do not suppose the attempt will amount to anything; but I make it a rule to communicate what I hear from authentic sources, whether it is likely to be of any importance or not. I think the Confederates call the position Post No. 1.

I am, very truly, yours,

John A. Dix, Major-General.

Major-General John E. Wool.

Report of Commander Prentiss, U. S. Navy, commanding U. S. S. Albatross, requesting instructions.

U. S. S. Albatross, Cherrystone Inlet, November 25, 1861.

SIR: I understand that the troops in eastern Virginia have laid down their arms, and that General Lockwood is at Eastville with a small force. He gives permits to small vessels to trade between this and Baltimore. How far shall I respect them? Have you any orders to give in this changed condition of things?

Very respectfully, your obedient servant,

GEO. A. PRENTISS, Commander.

Flag-Officer L. M. Goldsborough, Commanding Atlantic Blockading Squadron, Hampton Roads.

P. S.—Officers and men are said to cross nightly in rowboats from Fisherman's Island to Cape Henry.

Report of Lieutenant Murray, U. S. Navy, commanding U. S. S. Louisiana, regarding the depth of water in Chincoteague Inlet.

U. S. S. LOUISIANA, Chincoteague Inlet, November 25, 1861.

FLAG-OFFICER: I respectfully acknowledge the receipt of your communication of the 18th instant by the sloop *Granite*, which arrived on the 22d with stores.

She received some damage whilst crossing the bar (the wrenching off of rudder braces), which will account for the delay in returning to Hampton Roads.

In answer to your enquiries about the depth of water, I would respectfully state that 8 feet is the most that can be depended on, and after easterly winds it is less; 5 feet can navigate the whole sound.

I have found Mr. Francis Johnson all you represent him to be.

I have the honor to be, your obedient servant,

A. MURRAY, Lieutenant, Commanding.

Flag-Officer L. M. GOLDSBOROUGH,

Commanding in Chief, North Atlantic Blockading Squadron.

Instructions from the Secretary of the Navy to Flag-Officer Goldsborough, U.S. Navy, commanding North Atlantic Blockading Squadron, regarding commanding officers.

Confidential.]

NAVY DEPARTMENT, Washington, November 25, 1861.

Sin: Since the efficiency of the blockade depends in a great measure upon the professional skill of each individual commander, the Department enjoins upon the flag-officers a vigilant supervision of the movements of each vessel under their command. A large number of most efficient steamers are being pressed to completion, and the Department desires to assign these, as far as the public service will admit, to those officers who have performed at sea most faithfully the duties of the blockade. You will therefore keep the Department advised of the relative merit of each and every commander attached to your squadron, and take care that no case of individual merit, or the reverse, occurs without a full investigation and report to the Department.

The Department also desires a particular report relative to the officers formerly in the Navy, and now serving under acting appointments, and those now attached to seagoing vessels who are on the retired list. As full authority is given to the flag-officers to send home the inefficient and apathetic, and make any changes in the commanding officers that the public service demands, the Government will hold them responsible for the efficiency of each single ship. Rank has its merits, but no consideration will be given to it unless accompanied with enthusiastic devotion to the suppression of this rebellion and professional fidelity to the duties imposed.

Very 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-officers commanding blockading squadrons, transmitting information regarding the sailing from London of the steamer Gladiator.

NAVY DEPARTMENT, November 25, 1861.

SIR: I forward herewith an extract from dispatch No. 69 of the U.S. minister at London to the Department of State concerning the steamer *Gladiator*, which cleared from London with arms, etc., destined for the Southern States.

I am, respectfully, etc.,

GIDEON WELLES.

Flag-Officer L. M. Goldsborough,
Commanding North Atlantic Blockading Squadron.
Flag-Officer Saml. F. Du Pont,
Commanding South Atlantic Blockading Squadron.

[Enclosure.]

CONSULATE OF THE UNITED STATES OF AMERICA, London, November 6, 1861.

SIR: The Confederate screw steamer Gladiator, concerning which I have given you information in two dispatches, will drop down near to Gravesend this day noon, where she may remain until to morrow. She has in her cargo 1,112 cases of Enfield rifles, containing 20 rifles each

(22,240). She is about 1 year old and a very fine vessel. Captain Bird, of the steamer Adelaide, is to command her on leaving, and she will be cleared in his name; but another man (perhaps Semmes, of the Sumter) is to take charge when she gets to sea. She will no doubt go the Southern route. She draws about 10 feet of water forward and 14 aft, or perhaps 13½ aft.

The U.S. S. James Adger, Commander Marchand, I heard on Sunday, was at Falmouth coaling on Friday, but has not been in commu-

nication with anyone here.

I have good reasons for believing that the Gladiator is in reality Confederate property, or will be on her arrival in some Southern port. But she leaves here under the protection of the English flag and English papers. Her speed, I learn, will be, with her cargo in, about 10½

miles per hour.

I have the satisfaction of informing you that one of the gun manufacturers here, who had a contract with the rebels running to March, has had a difficulty with them, broken the contract, and will hereafter send his guns, Enfield rifles, to New York on his own account. His name is Barnott, and his rifles stand very well here.

Your obedient servant,

F. H. Morse, Consul.

Hon. WM. H. SEWARD, Secretary of State.

Order of Flag-Officer Goldsborough, U. S. Navy, commanding North Atlantic Blockading Squadron, to Commander Armstrong, U. S. Navy, commanding U. S. S. State of Georgia, to proceed to duty off Beaufort, N. C.

U. S. FLAGSHIP MINNESOTA, Hampton Roads, November 26, 1861.

SIR: You will proceed off Beaufort, N. C., with the State of Georgia and, on your arrival there, report to Commander O. S. Glisson for duty

in the blockade of that port.

Instructions for commanders of vessels, regulations for conducting the blockade, information concerning rifled guns, and memorandum of vessels which have sailed or about sailing from England and the English colonies to violate the blockade, together with blanks for instruction of prize masters, are herewith furnished you.

By order of flag-officer North Atlantic Blockading Squadron: G. J. VAN BRUNT,

Captain, Commanding U. S. Flagship Minnesota.

[Commander James F. Armstrong, Commanding U. S. S. State of Georgia.]

Report of Lieutenant Murray, U.S. Navy, commanding U.S. S. Louisiana, regarding the reestablishment of the lights at Hog Island and Cape Charles.

U. S. S. LOUISIANA, Chincoteague Inlet, November 26, 1861.

FLAG-OFFICER: I have reliable, though not official, information that the quelling of the insurrection on the peninsula has been accomplished. Pending further orders, I shall endeavor to reestablish the lights at Hog Island and Cape Charles.

Trusting this will meet your approval, I am, very respectfully, your obedient servant,

A. MURRAY, Lieutenant, Commanding.

Flag-Officer L. M. Goldsborough,
Comdg. North Atlantic Blockading Squadron, Hampton Roads.

Report of Acting Master Graves, U. S. Navy, commanding U. S. S. John L. Lockwood, regarding the cruise of that vessel to Baltimore and the progress of repairs.

U. S. S. LOCKWOOD, Baltimore, November 27, 1861.

Sim: In pursuance of your orders of the 23d I left Hampton Roads at 3 p. m. on the 24th, and proceeded direct to Cherrystone Inlet, where I arrived at sunset. Not finding the Albatross at that place, I ran to the northward alongshore about 20 miles; fired two guns and showed lights. Not finding her, and the weather having a threatening appearance to the westward, I judged it prudent to haul off and proceed on the passage to Baltimore. The repairs on the vessel are progressing rapidly, and hope to leave this on Saturday night or Sunday morning; we are working night and day.

Hoping that these arrangements will meet your approbation, I

remain, yours, very respectfully,

G. W. GRAVES, Acting Master, in Command.

[Flag-Officer L. M. GOLDSBOROUGH, U. S. Navy, Comdg. North Atlantic Blockading Squadron, Hampton Roads.]

Report of Flag-Officer Goldsborough, U. S. Navy, commanding North Atlantic Blockading Squadron, regarding the U. S. S. State of Georgia.

> U. S. FLAGSHIP MINNESOTA, Hampton Roads, Virginia, November 27, 1861.

SIR: I have the honor to report that the U. S. S. State of Georgia, Commander James F. Armstrong, arrived at Hampton Roads yesterday afternoon, and will proceed to Beaufort, N. C., to-day.

By order of flag-officer North Atlantic Blockading Squadron: G. J. VAN BRUNT,

Captain, Commanding U.S. Flagship Minnesota.

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

Order of the Assistant Secretary of the Navy to Lieutenant Quackenbush, U.S. Navy, commanding U.S.S. Delaware, to proceed to duty in the North Atlantic Blockading Squadron.

NAVY DEPARTMENT, November 27, 1861.

SIR: Proceed with the Delaware to Hampton Roads and report to Flag-Officer Goldsborough.

I am, respectfully, etc.,

G. V. Fox, Assistant Secretary.

Lieutenant S. P. QUACKENBUSH, U. S. Navy, Commanding U. S. S. Delaware, Philadelphia. Order of the Secretary of the Navy to Lieutenant Arnold, U. S. Navy, commanding U. S. S. Mystic, to proceed to duty in the North Atlantic Squadron.

NAVY DEPARTMENT, November 29, 1861.

SIR: When the U.S. S. Mystic, under your command, shall be in all respects ready for sea, you will proceed with her to Hampton Roads and report to Flag-Officer Goldsborough as a part of the squadron under his command.

Transmit to the Department, before sailing from Philadelphia, a complete muster roll of the crew and a separate list of the officers of the Mystic.

I am, respectfully, etc.,

GIDEON WELLES.

Lieutenant H. N. T. ARNOLD, U. S. Navy, Commanding U. S. S. Mystic, Philadelphia.

Order of the Secretary of the Navy to Lieutenant Bryson, U. S. Navy, commanding U. S. S. Chippewa, to proceed to duty in the North Atlantic Squadron.

NAVY DEPARTMENT November 29, 1861.

SIR: When the U.S. gunboat *Chippewa*, under your command, shall be in all respects ready for sea, you will proceed with her to Hampton Roads and report to Flag-Officer Goldsborough for duty as a part of the squadron under his command.

Transmit to the Department, before sailing from New York, a muster roll of the crew and a separate list of the officers of the Chippewa.

I am, respectfully,

GIDEON WELLES.

Lieutenant Andrew Bryson, Commanding U. S. Gunboat Chippewa, New York.

Order of the Secretary of the Navy to Acting Master Allen, U. S. Navy, commanding U. S. S. Whitehall, to proceed to duty in the North Atlantic Blockading Squadron.

NAVY DEPARTMENT, November 29, 1861.

SIR: You will proceed with the U.S.S. Whitehall under your command to Hampton Roads and report to Flag-Officer Louis M. Goldsborough.

I am, respectfully, etc.,

GIDEON WELLES.

Acting Master Francis P. Allen, Commanding U. S. S. Whitehall, Baltimore.

Engagement between the Federal vessels and the C. S. S. Patrick Henry, in James River, Virginia, December 2, 1861.

Report of Commander Smith, U. S. Navy, commanding U. S. ship Congress.

U. S. FRIGATE CONGRESS, Newport News, December 2, 1861.

SIR: This morning about 6 o'clock a rebel steamer (supposed to be the Yorktown) came down James River and opened fire on our steamers, which were anchored (as they have been at night for some time past) across the channel about a mile and a half above this anchorage. The fire was returned by all of our steamers, which got underway, and was kept up for about an hour, all the vessels drifting up with the flood tide, when the rebel retired and our steamers returned to this anchorage.

Three or four of the rebel shells fell near our vessels without doing any damage. It is not certain that any of our shells reached the enemy. Lieutenant Commanding Colhoun, of the *Shawsheen*, thinks that two of his shells struck, or went beyond the rebel, as he did not see them explode or fall into the water, and he had seen all of the others fall or explode.

I think the object of the rebel commander was to ascertain the range

of our guns; only two of them could have reached him.

I do not think the rebel was any time nearer than 4 miles to either of our ships.

Very respectfully, your obedient servant,

W. Smith, Commanding U. S. Frigate Congress.

Flag-Officer L. M. Goldsborough, Comdg. North Atlantic Blockading Squadron, Hampton Roads.

Letter from Commander Smith, U. S. Navy, commanding U. S. ship Congress, to Flag-Officer Goldsborough, U. S. Navy, commanding North Atlantic Blockading Squadron.

U. S. FRIGATE CONGRESS, Newport News, December 7, 1861.

SIR: I return you the slip from the Richmond Dispatch which you kindly sent me to day, with my thanks for the same. I don't think Commander Tucker's report does him any great credit. It took him two weeks to make up his mind to come down to "surprise and attack" our steamers, and when he did come, the first shell that struck his vessel took all the starch out of him, and he returned to his anchorage, "the enemy evincing no disposition to follow him." He forgot to tell his Secretary that the floodtide was drifting all of the steamers up the river, and that when he retired from the contest, they were 2 miles farther up than when it began. If they did not get near enough to him, he should have held on till they drifted up.

I had a Boston paper which I wished to send you, but it has been mislaid, containing a paragraph from the Richmond Dispatch, stating that in the attack made by the steamers Hetzel and Lockwood on the rebel camp above this place some nights since, the rebel loss was fifteen killed, wounded, and missing. This was not so bad, considering that the place was hunted up in the night and fired on, at a guessed distance of about a mile and a half. Captain Silva, who was the guide on the occasion, informed me to day that the rebels had broken up their camp, where they were preparing for winter quarters, and had

moved off.

Very respectfully and truly,

W. SMITH.

Flag-Officer L. M. Goldsborough, Comdg. North Atlantic Blockading Squadron, Hampton Roads.



CONFEDERATE STATES STEAMER PATRICK HENRY.

Drawn from photograph and drawing.

Report* of Commander Tucker, C. S. Navy, commanding C. S. S. Patrick Henry.

C. S. S. PATRICK HENRY,

Off Mulberry Island, James River, Va., December 2, 1861.

SIR: Since the 18th of November the enemy have accumulated at Newport News several small gunboats and armed tugs. Learning that they were in the habit of sending several of these gunboats up the river at night and withdrawing them in the morning, induced me to take the first favorable opportunity to surprise and attack them.

This morning being dark and suitable for the enterprise, I left our anchorage off Mulberry Island at 4 o'clock a. m. and proceeded cau-

tionsly down the river, all lights carefully concealed.

I regret, however, to say that I was disappointed in not finding the

steamers as high up the river as I expected.

At early daylight we discovered four steamers anchored in line, this side of the frigates, but in supporting distance of them and the battery

at Newport News.

We rounded to at a supposed distance of a mile and commenced the attack with our port battery and pivot guns, which was returned by the steamers and the battery on shore from rifled and other guns. Many of the rifled shells came near and over us, and one struck us, going through the pilot house and exploding in the starboard hammock nettings, producing slight injury and wounding one of the pilots and a seaman very slightly by the splinters.

The engagement lasted two hours, when we returned to our anchorage, the enemy evincing no disposition to advance, either during the engagement or afterwards. We expended 28 shells and 13 solid shot, some of which must have struck, but with what injury to the enemy

we are unable to say.

Very respectfully, your obedient servant,

JOHN R. TUCKER,

OHN R. TUCKER, Commander, C. S. Navy.

Hon. S. R. MALLORY, Secretary Navy, Richmond.

Report of Acting Volunteer Lieutenant Browne, U. S. Navy, commanding U. S. bark Fernandina, of arrival in Hampton Roads.

U. S. BARK FERNANDINA, Hampton Roads, December 2, 1861.

SIR: Herewith I beg to report for duty the U. S. bark Fernandina, from New York, November 28, since which time have experienced a succession of strong gales from the south to southwest, with thick weather and frequent squalls of rain, accompanied by high seas, causing the vessel to labor and ship considerable water, large quantities coming in through the side or deadlights, they being imperfect and altogether unsafe in their present state.

Most respectfully, your obedient servant,

GEO. W. BROWNE,

Acting Volunteer Lieutenant, in Command.

Flag-Officer L. M. GOLDSBOROUGH.

Commanding North Atlantic Blockading Squadron.

^{*} From the Richmond Dispatch, December 6, 1861.

Order of Flag-Officer Goldsborough, U. S. Navy, commanding North Atlantic Blockading Squadron, to Commander Lockwood, U. S. Navy, commanding U. S. S. Daylight, to proceed with that vessel to Baltimore for repairs.

FLAGSHIP MINNESOTA, Hampton Roads, December 2, 1861.

SIE: Proceed to Baltimore with the Daylight under your command, and, on your arrival there, immediately communicate with Carpenter James McDonnell, U. S. Navy, No. 68 Broadway, corner of Mullikin street, and inform him that I wish the Daylight repaired forthwith, and without waiting orders from any other quarter, for efficient service. Consult sound economy and dispatch in all your demands, and return to this place as early as practicable.

On your way to Baltimore, stop off Cherrystone Inlet and inform Commander Prentiss that I wish him to return to this place with the

Albatross forth with.

Respectfully your obedient servant,

L. M. GOLDSBOROUGH, Flag-Officer.

Commander S. LOCKWOOD, Commanding U. S. S. Daylight.

Letter from the Secretary of the Navy to the flag-officers commanding blockading squadrons, transmitting information regarding the movement of vessels from London carrying stores and munitions of war.

NAVY DEPARTMENT, December 3, 1861.

SIR: I enclose for your information a copy of a dispatch, No. 55,* from the consul at London, dated 15th vltimo, relating to the steamer Gladiator, to the schooner Stephen Hart, to the steamer Sidney Hall, and to the steamer Labuan, all of which had either sailed or were preparing to sail with munitions of war for the Southern States. Also a copy of a dispatch from the same consul dated the 16th instant, referring to the sailing of the Sidney Hall, and giving a description of her cargo.

And an extract from a dispatch from the U.S. consul at Liverpool, dated November 15, relating to the ship *Consul*, which was to clear for Halifax, but has on board munitions of war destined for the South. These several dispatches were addressed to the honorable Secretary of

State.

I am, respectfully, etc.,

GIDEON WELLES.

Flag-Officer L. M. Goldsborough, Commanding North Atlantic Blockading Squadron.

Flag-Officer SAML. F. Du PONT,

Commanding South Atlantic Blockading Squadron.

Flag-Officer WM. W. MCKEAN,

Commanding Gulf Blockading Squadron.

[Enclosures.]

CONSULATE OF THE UNITED STATES OF AMERICA, London, November 16, 1861.

SIR: I sent a dispatch per bag yesterday notifying you that the iron screw steamer Sidney Hall was below, loading with material of war for

the rebel States. My informant was mistaken in the time of sailing. She left the mouth of the Thames on Tuesday last and passed Deal on Wednesday. She was hurried off with great dispatch and took the balance of the cargo left by the Gladiator, which was to have gone by a sailing vessel. She has a large quantity of blankets, army cloths, saltpeter, etc. She has one complete set of nautical instruments, with charts, for some vessel fitting out probably. This steamer, with the Gladiator, will have to be looked after by vessels on the coast and Gulf. The James Adger will not be likely to trouble them.

I send a description of topsail schooner, Stephen Hart, also loading

in the Thames for some Southern port.

Very sincerely, your obedient servant,

F. H. Morse.

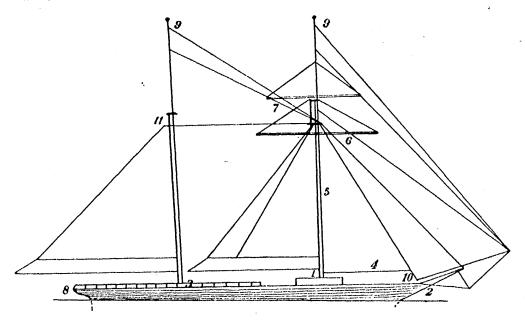
Hon. WILLIAM H. SEWARD.

[Subenclosure.]

Description of schooner Stephen Hart, of -----

LONDON, November 15, 1861.

It is a fore-and-aft schooner, with a square fore-topsail. She is [has a] full poop, which runs forward nearly to the foremast, and on the rail are stanchions and rail, but no bulwarks on the poop. She has much shear, and the masts rake considerably. I should judge her Baltimore build.



1. A forward house for men. 2. A long billet-head, gilt. 3. A rail along the poop. 4. A boom on the foot of fore-staysail. 5. Are three iron bands around the mast, which look as if it had been fished. 6. The foresail hauls out and in on the yard, and furls from deck up and does not furl on the yard. 7. Is maintop-staysail. 8. A square stern. 9. Brass balls on the mastheads. 10. Forestay sets up at the knightheads. 11. Main gaff-topsail.

EDWIN G. EASTMAN.

[Telegram.]

LONDON, November 16, 1861, Via Queenstown 16th, via Halifax [Nova Scotia], 27th. (Received November 27.)

The iron screw steamer Sidney Hall, with munitions of war, left London the 12th instant for the Confederate States.

> F. H. Morse. Consul.

W. H. SEWARD, Secretary of State.

[Extracts.]

U. S. CONSULATE, Liverpool, November 15, 1861.

SIR: I have to inform you that the ship Consul, mentioned in a former dispatch, has nearly completed her lading of salt and blankets and will sail in a few days. She will clear for Halifax, but is certainly going south. She is a ship, 1,030 tons, and has a black hull.

I understand that two steamers have left London within the last fortnight with arms and munitions of war for the South, and that

another has been bought, the Antelope, now in London.

I understand also that Mr. Sobel is in London trying to sell, if he has not already sold, the Malacca and Rangoon to the Southern com-Some time since Mr.'S. told me these steamers were on their way to Liverpool, but must have been deceiving me, as I find they arrived at London soon after.

Great anxiety is felt here for the results of the naval expedition, of the sailing of which we were advised by last steamer.

With high respect, I have the honor to be, your obedient servant, H. WILDING.

Hon. WM. H. SEWARD, Secretary of State, Washington.

Letter from the Assistant Secretary of the Navy to Flag-Officer Goldsborough, U. S. Navy, commanding North Atlantic Blockading Squadron, regarding light-draft steamers.

Unofficial. NAVY DEPARTMENT, December 3, 1861.

MY DEAR SIR: The long propeller I spoke to you about is being used and can not be obtained. I have written to New York to see if there is anything with 6-feet draft not already purchased. The arrival of the Nashville at Southampton has set everybody upon us again to know who blockaded Charleston on the 12th of October. We are going to send the Vermont to Port Royal as receiving ship. I am very much obliged to Case for late Southern papers.

We can get plenty of light-draft steamers, such as run from Baltimore to eastern shore. Will they be of any use? I trust very soon to

hear that you have dealt a blow second to none yet delivered.

Yours, truly, etc.,

G. V. Fox.

Order of the Secretary of the Navy to Commander Frailey, U. S. Navy, commanding U. S. S. Quaker City, to proceed to duty in the North Atlantic Blockading Squadron.

NAVY DEPARTMENT, December 4, 1861.

SIR: As soon as the U.S.S. Quaker City, under your command, is ready for sea, proceed with her to Hampton Roads and report to Flag-Officer Goldsborough for duty as a part of the North Atlantic Blockading Squadron.

Transmit to the Department before sailing from New York a muster roll of the crew of the Quaker City and a separate list of her officers.

I am, respectfully, etc.,

GIDEON WELLES.

Commander J. M. FRAILEY, Commanding U. S. S. Quaker City, New York.

Order of Flag-Officer Goldsborough, U. S. Navy, commanding North Atlantic Blockading Squadron, to Acting Volunteer Lieutenant Browne, U. S. Navy, commanding U. S. bark Fernandina, to proceed to duty off Wilmington, N. C.

U. S. FLAGSHIP MINNESOTA, Hampton Roads, December 4, 1861.

SIR: You will proceed off Wilmington with the Fernandina, and on your arrival there report to Commander Charles Green for duty in the blockade of that place.

A memorandum of vessels which have sailed, or are about sailing, from England and the English colonies to violate the blockade is herewith furnished you.

Respectfully, your obedient servant,

L. M. Goldsborough, Flag-Officer.

Acting [Volunteer] Lieutenant GEO. W. BROWNE, Commanding U. S. Bark Fernandina, Hampton Roads.

Report of Flag-Officer Goldsborough, U. S. Navy, commanding North Atlantic Blockading Squadron, regarding the U. S. bark Fernandina.

> U. S. FLAGSHIP MINNESOTA, Hampton Roads, Virginia, December 5, 1861.

SIR: I have the honor to report that the U.S.S. [bark] Fernandina, Acting Volunteer Lieutenant George W. Browne commanding, arrived at Hampton Roads on the 3d instant and left this morning to take her position in the blockade off Wilmington, N.C.

I am, very respectfully, your obedient servant,

L. M. GOLDSBOROUGH, Flag-Officer, North Atlantic Blockading Squadron.

Hon. GIDEON WELLES, Secretary of the Navy. Report of Lieutenant Werden, U. S. Navy, commanding U. S. S. Stars and Stripes, of the exchange of shots by that vessel with two Confederate steamers.

U. S. S. STARS AND STRIFFS, Hatteras Inlet, December 5, 1861.

SIR: I have the honor to inform you that at daylight this morning two rebel steamers were discovered in the sound to the westward, about 5 miles distant, and when within 3½ miles of our anchorage we exchanged several shots with them, but without effect. One of their shells exploded near the shipping in the inlet.

I am, respectfully, your obedient servant,

R. WERDEN, Lieutenant, Commanding.

Flag-Officer L. M. GOLDSBOROUGH,
Comdg. North Atlantic Blockading Squadron, Hampton Roads.

Order of Flag-Officer Goldsborough, U. S. Navy, commanding North Atlantic Blockading Squadron, to Acting Master Baulsir, U. S. Navy, commanding U. S. S. Whitehall, regarding transportation of stores.

> FLAGSHIP MINNESOTA, Hampton Roads, December 6, 1861.

SIR: You will proceed to Annapolis with the Whitehall, and on your arrival there inform Mr. Leslie, carpenter, U. S. Navy, in charge of stores, etc., at the Naval Academy, that you have come for the arms, stores, etc., for the North Atlantic Blockading Squadron. Take the stores on board and return here with as little delay as possible.

Respectfully, your obedient servant,

L. M. Goldsborough, Flag-Officer.

Acting Master W. J. BAULSIR, Commanding U. S. S. Whitehall.

Report of Commander Glisson, U. S. Navy, commanding U. S. S. Mount Vernon, of assistance rendered to the American schooner Allen Middleton.

> U. S. S. MOUNT VERNON, Off Cape Lookout, North Carolina, December 7, 1861.

SIR: I have to inform you that this morning at 10 o'clock I discovered a schooner close in to the shore to the northward of Cape Lookout. I immediately weighed and proceeded in chase of her, and, on overhauling her, discovered her to be the American schooner Allen Middleton, of East Greenwich, R. I., from Providence, R. I., for Matanzas, Cuba, with a cargo of hoops.

The schooner was leaking badly, she having sprung a leak in the N. E. gale of the 2d instant. Her crew was completely exhausted and the captain applied to me for assistance to take his vessel to Hampton Roads, Virginia. This request I considered it to be my duty to accede to. I therefore ordered James Daley, ordinary seaman, and Charles Johnson, ordinary seaman, of this vessel, to proceed in her to that port and to render such assistance as might be required. On the arrival of the schooner at Hampton Roads I have instructed the captain to take the two men on board of your vessel.

The vessels at this point are all well, and we are maintaining a rigid blockade of this port.

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 Flag-Officer Goldsborough, U. S. Navy, commanding North Atlantic Blockading Squadron, to Commander Glisson, U. S. Navy, commanding U. S. S. Mount Vernon, to proceed to duty off Wilming. ton, N. C.

> U. S. FLAGSHIP MINNESOTA, Hampton Roads, December 7, 1861.

SIR: When relieved by Commander Prentiss in the blockade of Beaufort, you will proceed off Wilmington, N. C., with the Mount Vernon and closely blockade that place until further orders, or until it is absolutely necessary for you to return to this place for fuel and supplies.

A memorandum of vessels expected on the coast to violate the block-

ade is herewith enclosed.

Respectfully, your obedient servant,

L. M. GOLDSBOROUGH.

Flag. Officer.

Commander O. S. GLISSON, Commanding U. S. S. Mount Vernon, off Beaufort, N. C.

Order of Flag-Officer Goldsborough, U. S. Navy, commanding North Atlantic Blockading Squadron, to Commander Prentiss, U. S. Navy, commanding U. S. S. Albatross, to proceed to duty off Beaufort, N. O.

> U. S. FLAGSHIP MINNESOTA, Hampton Roads, December 7, 1861.

SIR: You will proceed off Beaufort, N. C., with the Albatross and relieve Commander O. S. Glisson in the blockade of that port. Herewith enclosed are Commander Glisson's orders to proceed off Wilmington, N. C., which you will please have delivered to him. Respectfully, your obedient servant,

L. M. Goldsborough,

Flag-Officer.

Commander G. A. PRENTISS. Commanding U. S. S. Albatross,

Report of Flag-Officer Goldsborough, U. S. Navy, commanding North Atlantic Blockading Squadron, regarding the movements of vessels.

> U. S. FLAGSHIP MINNESOTA, Hampton Roads, Virginia, December 8, 1861.

Sir: The Rhode Island left here yesterday for the south. The Albatross also left here last night to go off Beaufort, N. C., carry. ing orders with her for the Mount Vernon, now off that port, to go off Wilmington, N. C.

N W R-VOL 6-30

The Monticello came in here yesterday from off Wilmington for fuel, etc. My intention is to send her back on blockading service the moment she replenishes her supplies.

I am, very respectfully, your obedient servant,

L. M. GOLDSBOROUGH, Flag-Officer, etc.

Hon. GIDEON WELLES, Secretary of the Navy.

Order of Flag-Officer Goldsborough, U. S. Navy, commanding North Atlantic Blockading Squadron, to Lieutenant Murray, U. S. Navy, commanding U. S. S. Louisiana, regarding the distribution of permits.

> U. S. FLAGSHIP MINNESOTA, Hampton Roads, December 8, 1861.

Sir: I send you herewith, by the sloop *Granite*, twenty-four of the printed permits, about which I wrote to you recently, signed by me and dated to-day. Each one is to be filled up by you and countersigned when delivered, and immediately under your name I wish you to place the date of delivery.

You will use these permits at your own sound discretion, being careful in their distribution not to give them to any persons of doubtful

loyalty or character.

If, in your judgment, the state of things at Chincoteague, and in Northampton and Accomac counties, is such that you can leave your present station with propriety and return to this place, I wish you to do so immediately after you have distributed as many of the above permits as you may deem expedient. Indeed, if consistent with the existing state of things thereabouts, I desire that you will distribute the permits at once and then return here with the Louisiana as early as possible.

Respectfully, your obedient servant,

L. M. Goldsborough, Flag-Officer.

Lieutenant Commanding ALEX. MURRAY,
Commanding U. S. S. Louisiana.

Report of Lieutenant Trenchard, U. S. Navy, commanding U. S. S. Rhode Island, regarding the detention of the British schooner Phantom.

U. S. S. RHODE ISLAND, Off Cape Fear, December 9, 1861.

SIR: I have to report that last night, when 15 miles southeast of Cape Lookout, falling in with the British schooner *Phantom*, thirteen days from St. John's, island of Antigua, West Indies, upon the examination of her papers found that she had been boarded the day before by the U. S. S. *Mount Vernon*, informed of the blockade, and warned off, the vessel's cargo consisting of sugar and molasses, and she had cleared for New York. As the schooner was some 3 miles nearer shore than when boarded the day before by the *Mount Vernon*, is clipper built, and is evidently a fast sailing vessel, I deemed it to be my duty to take

her in tow, proceed with her off Beaufort (which was near by) and confer with Captain Glisson, the senior blockading officer there, as to her disposition. After our arrival at Beaufort this morning, Captain Glisson and myself proceeded on board the Phantom, and upon arriving there were met by her captain, who protested against the seizure of the vessel upon the ground of its having been calm from the time he had been warned off by the Mouni Vernon up to the moment that the schooner had been boarded by the Rhode Island, and upon a critical examination of her log book it confirmed the captain's statement. Commander Glisson then decided in consequence of its being calm, the vessel had only changed her position by drifting during the interval that she had been boarded by the two vessels. He directed me then to permit her to continue her voyage to New York. After supplying the vessels off Beaufort, the Rhode Island towed the Phantom out to nearly the position where boarded and permitted her to continue her voyage, the steamer proceeding on her course southward.

I am, very respectfully, your obedient servant,

STEPHEN D. TRENCHARD, Lieutenant, Commanding.

Flag-Officer L. M. GOLDSBOROUGH,

Commanding North Atlantic Blockading Squadron.

Letter from the Secretary of State to the Secretary of the Navy, transmitting enclosures regarding the ineffectual blockade of Wilmington, N. C.

DEPARTMENT OF STATE, Washington, December 9, 1861.

SIR: I enclose a copy of a letter to me of the 7th from General Dix, and the communication to which it refers, relative to the blockade of Wilmington, N. C.

I have the honor to be, your obedient servant,

WILLIAM H. SEWARD.

Hon. Gideon Welles, Secretary of the Navy.

[Enclosure.]

HEADQUARTERS, Baltimore, December 7, 1861.

SIR: I have the honor to enclose a letter and a draft taken from a female passenger in the steamer from Fort Monroe. They were quilted in her petticoat, but she protested that she knew nothing about the matter. The draft is for \$564.41, drawn by Joseph Creighton on Messrs. Maclean, Maris & Co., in favor of Messrs. J. and D. MacRae & Co., and sent by the latter for collection.

The letter discloses some important facts in regard to the blockade

at Wilmington, N. C., where the draft was drawn.

I also enclose a newspaper (the Richmond [sic] of November 29), containing a list of armed vessels in the service of the insurgents, with the names of the officers and a list of the house of delegates of Virginia.

An intercepted letter of the 11th November shows that a mail communication has been established from Tampico to Matamoras, thence to Cuba and to the United States. This letter was sent from Virginia by that route.

I am, very respectfully, your obedient servant,

JOHN A. DIX, Major-General, [Subenclosure.]

WILMINGTON, N. C., November 21, 1861.

DEAR SIR: The Bruce arrived September 21, and, after much opposition and delay, as detailed in our letters, by the vessel and via Tampico, we have at last got her loaded, as per bill of lading and invoice enclosed. The manufacturing and making of naval stores having been entirely stopped by the war, we were obliged, being unable to get anything but com[mercial] rosin at any reasonable rates, to put on board a cargo of our own, bought for a vessel to arrive, which we place at cost to us and propose to have you sell for our joint account and risk, placing the freight at \$4,000 for the voyage, which is [the] rate at which we were offered, and others chartered a vessel of same capacity at the same time. The cargo was all repacked and delivered in first-rate order. The pale rosin was the only lot here and is equal to any ever shipped hence. We regard this as better than taking a freight, and the best arrangement possible under the circumstances, and trust, as we doubt not, you will also view it. We leave you to effect insurance, and have filled up our invoice and bill of lading as your property, so that in case of capture you can treat it as such. We have drawn against this on you at three days, favor of Alex. McRae, payable in London, for £1,250 sterling, being about onehalf the cost, and bill disbursements, which latter goes by vessel, with samples rosin, etc. Captain Muir thinks he will have a chance to get safely to sea in a few days, as the blockade is very irregular and inef-A vessel came in safely this week. Captain M. has protested, and we think can recover damages for detention. We are so advised by the British consul.

Yours, very respectfully,

J. AND D. MACRAE & Co.

Mr. WILLIAM GOUGH,
Bristol, England.

Salt, \$5 per bushel, \$15 per sack; blankets, shoes, gray cloths and cassimeres, pig and hoop iron, kerseys and military stores, block tin, etc., all very scarce and command extreme prices. We would like a joint interest in a shipment including any of the above articles.

Please forward enclosed letter. If you should not hear from us meantime, when sales are closed, please place any balance to our credit with

Baring Bros. & Co., London.

Letter from Brigadier-General Burnside, U. S. Army, to Flag-Officer Goldsborough, U. S. Navy, commanding North Atlantic Blockading Squadron, regarding preparations for the expedition to Roanoke Island, North Carolina.

NEW YORK, December 9, 1861.

COMMODORE: By the direction of General Burnside I have the honor to say that since his letter to you was given to Captain D'Wolf, that while he leaves the direction of the *Peabody* entirely to you, he has become more of the opinion that the secrecy of the expedition will be better preserved by landing her stores at Old Point, instead of Hatteras Inlet. You will remember that it was the original plan of General McClellan to have the depot at Old Point. Should it seem to you also to be advisable, and you do not want the ship at present, she can return here at once for another load.

There are supplies at Annapolis, and the general will send down immediately to Hatteras Inlet several transports with stores, and of light draft, which will anchor inside of the inlet without its being known that they are attached to this expedition.

There are now ten regiments at Annapolis. The other five can be concentrated there without delay, and the transports are all expected to leave here for Annapolis this week, so that, in all probability, by the

middle of the next the force can be embarked.

This note will be handed you by Lieutenant Fearing, aid to the general. He will communicate with you and you may place in him the most implicit confidence. Should there be any instructions which you would prefer to give him verbally, have no hesitation in trusting him fully. As soon as convenient he will return to New York.

I am, very respectfully, your obedient servant, LEWIS RICHMOND,

LEWIS RICHMOND,
Assistant Adjutant-General.

[Commodore Goldsborough, Old Point Comfort.]

DEAR COMMODORE: Since writing the above I have received your note. We have ten propellers of light draft, each carrying one 30-pounder Parrott gun and two 12-pounder Wiard rifled guns; also there are five floating batteries, with from two to three 12-pounder rifled guns each, and two small howitzers each for shells. The names I will send by mail to-day. I will make arrangements for gunners to take the places of those I expected from you.

As to transports, the *Peabody*, of course, is at your service, and, if you will send word by my aid what additional means you will want, I will furnish it at once. Your message about signals I will give to

Hazard.

The Department has made the arrangements for coal. We shall find it at the inlet.

The work here is going on with all possible dispatch, but should you think it better to start at once with, say, 5,000 or 6,000 men and let the others follow soon after, send word by my aid and we can go this week.

I omitted to say that I have seven sailing vessels with one rifled gun

each, but I should hardly be able to use them in action.

The propellers will draw from 6 to 8 feet each; the sailing vessels, 7 to 9; the floating batteries, 2 feet.

Yours, truly,

A. E. BURNSIDE.

Commodore Goldsborough, Old Point Comfort.

Report of Acting Master Studley, U. S. Navy, commanding U. S. S. Young Rover, regarding affairs in York River.

> U. S. S. YOUNG ROVER, York River, December 10, 1861.

SIR: I have the honor to report that I let go my anchor on the evening of November 7, Too's Point bearing S. S. E., distant 1 mile.

Friday morning saw eight schooners just inside of us, distant about 3 miles, under the protection of the guns on Gloucester Point.

Troops are constantly seen moving about on shore, and the noise of drums and the firing of cannon is distinctly heard at all hours of the day and occasionally during the night. The shot from the guns at Yorktown and Gloucester Point strike about 2 miles from us.

We have as yet seen no indications of the building of batteries on

shore on either side of us.

Judging by the collection of small vessels at Yorktown, it is not improbable that an attack upon us may be in preparation by the

enemy.

Mr. Bunker, commanding the supply boat General J. E. Wool, is here destitute of a compass, his own having been broken since he left. Hampton Roads. I have supplied him with one, to be returned to you upon his arrival at Hampton Roads.

The engineer reports a leakage in the boiler, which he doubts his ability to stop for want of the proper tools and materials; otherwise

the ship is in good working order.

Very respectfully, your obedient servant,

I. B. STUDLEY, Acting Master, Commanding.

[Commodore Goldsborough, Hampton Roads.]

Order of Flag-Officer Goldsborough, U. S. Navy, commanding North Atlantic Blockading Squadron, to Lieutenant Murray, U. S. Navy, commanding U. S. S. Louisiana, to proceed with that vessel to Baltimore for repairs.

> U. S. FLAGSHIP MINNESOTA, Hampton Roads, December 10, 1861.

SIR: Proceed with the Louisiana, under your command, to Baltimore, and on your arrival there put yourself in communication with Carpenter James McDonnell, U.S. Navy, and say to him that I wish your vessel repaired and made ready for service without delay. Consult economy and expedition in all your requisitions and have nothing done that can be safely delayed for a while.

Very respectfully, your obedient servant,

L. M. GOLDSBOROUGH, Flag-Officer.

Lieutenant Commanding A. MURRAY, Commanding U. S. S. Louisiana.

Report of Lieutenant Arnold, U. S. Navy, commanding U. S. S. Mystic, of preparations for departure to Hampton Roads.

U. S. S. MYSTIC,

Off Naval Magazine, Hog Island, Pa., December 11, 1861.

SIR: I have the honor to inform the Navy Department that I left the navy yard, Philadelphia, this morning and that I am now taking in powder and shell. When I have received the same on board I shall, in obedience to the order of the Navy Department of November 29, proceed without delay to Hampton Roads.

I transmit a complete muster roll of the officers and crew of this vessel.

I am, respectfully, your obedient servant,

H. N. T. ARNOLD, Lieutenant, Commanding U. S. S. Mystic.

Hon. GIDEON WELLES, Secretary of the Navy.

Report of Lieutenant Murray, U.S. Navy, commanding U.S.S. Louisiana, of the arrival of that vessel in Hampton Roads.

> U. S. S. LOUISIANA, Baltimore, Md., December 12, 1861.

SIR: I have the honor to report the arrival from Hampton Roads of this vessel. She is here by order of Flag-Officer I. M. Goldsborough for repairs.

She will be ready for service by Thursday next.

Very respectfully, your obedient servant,

A. MURRAY, Lieutenant, Commanding.

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

Report of Lieutenant Murray, U.S. Navy, commanding U.S. S. Louisiana, of the reestablishment of the Cape Charles light-house.

> U. S. S. LOUISIANA, Baltimore, Md., December 12, 1861.

SIR: I have the honor to report that on the 9th instant, with the aid of this vessel and under my orders, the light-house at Cape Charles (Smith's Island), was put in full operation.

Very respectfully, your obedient servant,

A. MURRAY, Lieutenant, Commanding.

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

Order of the Secretary of the Navy to Flag-Officer Goldsborough, U. S. Navy, commanding North Atlantic Blockading Squadron, regarding vessels.

NAVY DEPARTMENT, December 12, 1861.

SIR: You will please send the Commodore Perry and Commodore Barney to Port Royal without their armament.

I am, respectfully, etc.,

GIDEON WELLES.

Flag-Officer L. M. GOLDSBOROUGH, Comdy. North Atlantic Blockading Squadron, Hampton Roads. Letter from Brigadier-General Burnside, U. S. Army, to Flay Officer Goldsborough, U. S. Navy, commanding North Atlantic Blockading Squadron, transmitting a list of the vessels of his fleet.

NEW YORK, December 12, 1861.

MY DEAR COMMODORE: Enclosed I hand you list of my armed vessels, with a statement of their tonnage and armament. Everything connected [with] the expedition here is moving on rapidly, and I am satisfied that the vessels will all be off by the last of the week, so that by the first of the next I shall have transportation at Annapolis sufficient for my whole command, from 12,000 to 15,000 men. You can judge better than myself as to the time it will require to embark them.

The information you ask in reference to signals, etc., I give in Cap-

tain Hazard's own words.

In addition to Blunt's Maritime Signals, which all of my vessels have, each armed vessel of my expedition (fourteen in number) will be furnished here by Blunt with a set of naval signals as you wished. Therefore, will you have the kindness to arrange signals for them in a little book as you proposed?

I shall leave here on Saturday night for Washington and hope to

meet you soon after.

Yours, very truly,

A. E. BURNSIDE.

Commodore Goldsborough, U. S. Navy.

[Enclosures.]

Armament and tonnage of General Burnside's fleet.

Steamers (propellers).	Ton- nage.	A PMOMANT.		
Chasseur Zouave Vidette Pioneer Sentinel Picket Ranger Lancer	275 338 312 a 200 348	2 12-pounder rified guns. 1 30-pounder Parrott gun; 2 12-pounder fieldpieces, rified. 1 30-pounder Parrott gun; 2 12-pounder fieldpieces, rified. 1 30-pounder Parrott gun; 2 mountain howitzers, 12-pounders. 1 30-pounder Parrott gun; 2 fieldpieces, rified 12-pounders. 1 30-pounder Parrott gun and 2 other light guns. 1 30-pounder Parrott gun; 2 fieldpieces, rified 6-pounders. 1 30-pounder Parrott gun; 2 fieldpieces, rified 6-pounders. 1 30-pounder Parrott gun; 2 fieldpieces, rified 6-pounders.		

a About.

Floating bat- teries.	Length.	Armament.		
Bombshell Grapeshot Grenade Rocket Shrapnel	do do	 2 Dahlgren rified boat guns, 12-pounders; 2 mountain howitzers, 12-pounders. Do. Do. 3 rified Dahlgren boat guns, 12-pounders; 1 fieldpiece, rified 6-pounder. Do. 		

And one steamer of light draft of water to transport these batteries. The seven sailing vessels marked on printed list with a cross are armed, but the guns are to be taken from them in case of an anticipated action and put on the floating batteries, thus arming the batteries as above.

Signal letters for the vessels attached to General Burnside's fleet.

	New names.	Old names.
	·	
I. S. D. C	. Bombahell	None.
I.S.K.R	. Cadet	Do.
K. R. P	. Chasseur	St. Nicholas.
i. S. K. Q		Eastern City.
Г. В. К. W		Remington.+
S.D.F		None.
H. L. W. V.		Do.
(S,D,B)		Mary J. Kimball.+
r. S. C. W.		Admiral.
K, B, Q, R	Highlander	Clairmont.+
K B O P		
K.T.O.W.		Duchess.
L. S. D. O		
$(\mathbf{x}, \mathbf{S}, \mathbf{D}, \mathbf{P})$		Sherman.
M. B. T. W		
A.B.V.O.		Stampede.+
A.B.V.D.		None.
M.J. F. K		Geo. Davis.+
И. J. F. H		
M. J. F. N.		None.
4. J. F. L		Mary C. Hopkins.
I. T. S. G.		Reliance.
1. T. S. H		Jacob Merrill.+
V. G. F. W	Zouave	Marshal Ney.

Letter from the Secretary of the Navy to Flag-Officer Goldsborough, U.S. Navy, commanding North Atlantic Blockading Squadron, giving information regarding the blockade runner Bruce.

NAVY DEPARTMENT, December 13, 1861.

SIR: I submit for your information the following extract from a letter from a female passenger in the steamer from Fort Monroe to Baltimore:

The Bruce arrived 21st September, and after much opposition and delay, as detailed in our letters, by the vessel and via Tampico, we have at last got her loaded. * * * Captain Muir thinks he will have a chance to get safely to sea in a few days, as the blockade is very irregular and ineffectual. A vessel came in safely this week * * *

The letter is dated at Wilmington, 21st November, 1861, and enclosed a draft for parties in England.

I am, respectfully, etc.,

GIDEON WELLES.

Flag Officer L. M. GOLDSBOROUGH,

Comdg. North Atlantic Blockading Squadron, Hampton Roads.

Report of Acting Volunteer Lieutenant Browne, U. S. Navy, commanding U. S. bark Fernandina, transmitting report of a slight affair in Little River Inlet, North Carolina, December 13, 1861.

U. S. BARK FERNANDINA, Off Wilmington, December 14, 1861.

SIR: I have to report that a succession of calms since leaving Hampton Roads protracted my passage to this place. On the 11th instant I took a heavy gale from N. N. E., which lasted thirty-six hours. The side lights leak much worse than before they were fixed.

Enclosed please find a tabular statement of vessels spoken and boarded as per your instructions, and also an official report of an affair

which took place on the 13th instant off Little River Inlet.

Very respectfully, your obedient servant,

GEO. W. BROWNE,

Acting Volunteer Lieutenant, in Command.

Flag-Officer L. M. Goldsborough,

U. S. S. Minnesota, Hampton Roads.

[Enclosure.]

U. S. BARK FERNANDINA, Off Wilmington, December 14, 1861.

SIR: I have to report that on the evening of the 13th instant, off Little River Inlet, North Carolina, I observed numerous fires. Some forty were counted in one place, and several others in scattered positions of from 1 to 2 miles apart along the coast.

At 7 p.m. I tacked and stood in to reconnoiter. On nearing the shore I observed several bodies of men, which caused me to believe there was an encampment of Confederate troops and the distant fires

were their picket guard.

After having burned a preparatory signal and receiving no answer, I opened fire with my starboard battery on the men and fired, several of the shots being heard to strike some hard substance very distinctly.

At this time the vessel was within 700 yards of the beach in 4 fathoms of water; could see the men on shore running plainly. firing three rounds with the starboard battery, tacked ship and fired one round of shot and one shell from port battery. By this time the fires were mostly extinguished. Secured the batteries and proceeded on our course.

From the appearance of things I am now led to believe the fires were

signals for some vessel endeavoring to run a cargo.

Having stood close in during the morning, and seen several men on the beach, they perhaps supposed I was the vessel expected, or one wishing to run the blockade.

Very respectfully, your obedient servant,

GEO. W. BROWNE,

Acting Volunteer Lieutenant, in Command.

Flag-Officer L. M. GOLDSBOROUGH, Commanding North Atlantic Blockading Squadron.

Report of Flag-Officer Goldsborough, U. S. Navy, commanding North Atlantic Blockading Squadron, regarding U. S. steamers Delaware and Mystic.

> U. S. FLAGSHIP MINNESOTA, Hampton Roads, Virginia, December 14, 1861.

SIR: I have the honor to report that the U.S. steamers Delaware and Mystic both arrived here yesterday. The latter vessel I have ordered off the Rappahannock River to relieve the Valley City, whose services, after preparing her properly, I shall need in the forthcoming expedition.

I am, very respectfully, your obedient servant,

L. M. GOLDSBOROUGH.

Flag-Officer, Commanding North Atlantic Blockading Squadron.

Hon. GIDEON WELLES, Secretary of the Navy.

Since writing the above the propeller Henry Brinker has also arrived here.

Very respectfully,

L. M. Goldsborough, Flag-Officer. Report of Commander Parker, U. S. Navy, commanding U. S. S. Cambridge, of relief extended to the American ship A. M. Lawrence.

U. S. S. CAMBRIDGE, Off Cape Henry, Virginia, December 14, 1861.

SIR: I have the honor to report that at daylight on the morning of Thursday, the 12th instant, the American ship A. M. Lawrence, from Amsterdam to Baltimore, in ballast, was discovered in close proximity to the breakers in Lynn Haven Bay. We relieved her by towing, procured a pilot for her, and she left for her destination.

I am, sir, respectfully, your obedient servant,

WM. A. PARKER, Commander.

Flag-Officer L. M. Goldsborough,
Commanding North Atlantic Blockading Squadron.

Report of Commander Smith, U.S. Navy, commanding U.S. ship Congress, regarding a request for cooperation with the Army against an anticipated attack from the enemy.

U. S. FRIGATE CONGRESS, Newport News, December 14, 1861.

SIR: General Mansfield paid me a visit to day and informed me that he anticipated an attack on his camp from ten or more thousand of the enemy. His plan is to meet them at the outermost picket and take with him from the camp all of his disposable troops. To enable him to muster as large a force as possible, he wishes assistance from the ships of sailors to man seven guns on the upper and rear sides of his barricades, our field howitzers to operate with his field artillery, and our marines as regular troops, to show an example of military discipline to the militia infantry.

He thinks the attack will be made on the camp alone. I think if an attack is made it will be a combined one of the enemy's steamers and land forces on our shipping and camp. I told the general so, and also that in such case we should have to take care of ourselves and could render him no assistance. He has no idea of when the attack, if any,

will be made; it is all surmise with him.

Very respectfully, your obedient servant,

W. SMITH, Commanding U. S. Frigate Congress.

Flag-Officer L. M. Goldsborough,
Comdy. North Atlantic Blockading Squadron, Hampton Roads.

Order of Flag-Officer Goldsborough, U. S. Navy, commanding North Atlantic Blockading Squadron, to Lieutenant Arnold, U. S. Navy, commading U. S. S. Mystic, to proceed to duty off Rappahannock River.

> U. S. FLAGSHIP MINNESOTA, Hampton Roads, December 14, 1861.

SIR: Proceed with the U.S.S. Mystic, off the Rappahannock River, and report yourself to Lieutenant Commanding Albert G. Clary for

blockading service thereat. You are to remain on this duty until further orders, unless it should become absolutely necessary for you to do otherwise.

Herewith you will receive various printed papers, embracing general instructions, to be strictly observed by all under my command; general directions for commanding officers on blockading service, etc.

On reaching the Rappahannock, I wish you to say to Lieutenant Commanding Clary that I want him to send the Valley City to this place forthwith. With that vessel you can exchange pilots.

Respectfully, your obedient servant,

L. M. Goldsborough, Flag-Officer.

Lieutenant Commanding H. N. T. ARNOLD, Commanding U. S. S. Mystic.

Letter from the Assistant Secretary of the Navy to Flag-Officer Goldsborough, U.S. Navy, commanding North Atlantic Blockading Squadron, regarding the withdrawal from his command of the U.S.S. Quaker City

Unofficial.] NAVY DEPARTMENT, December 14, 1861.

MY DEAR COMMODORE: I am sorry we must divert the Quaker City from you. It seems Palmer was blockading the Sumter at Martinique and she gave him the slip. The Secretary feels so deeply in the matter that he has directed a relief to be sent at once, and Palmer is to come out, and the Quaker City and Iroquois must keep at it. If you wish the Barney and the Perry, keep them for your blow, though Du Pont will growl.

Yours, truly,

G. V. Fox, Assistant Secretary.

Flag-Officer L. M. GOLDSBOROUGH,
Commanding Atlantic Blockading Squadron, Hampton Roads.

Report of Commander Green, U. S. Navy, commanding U. S. ship Jamestown, of the capture by that vessel of the sloop Havelock.

U. S. SLOOP OF WAR JAMESTOWN, Lat. —, Long. —, December 15, 1861.

SIR: On the 12th instant Commander Glisson, in the Mount Vernon, arrived off Cape Fear, and communicated with me and at the same time with the bark Amanda.

After directing the Amanda to proceed to New Inlet, to ascertain what vessel was blockading that entrance, he ran in to anchor near the bar on the west side of the shoals.

I stood out with this ship toward the end of the shoal. A heavy gale came on, compelling me to heave the ship to. She drifted during the gale, which lasted two days and a half, to the southward and westward off Cape Romain. This morning, while standing on our course toward Cape Fear, overhauled and captured the sloop *Havelock*, with a British register. The vessel was formerly the *Noank*, built in Connecticut. She shipped her crew on the 6th of October in Charleston, S. C., and ran the blockade without any clearance. She is now cleared from Matanzas for Philadelphia. The master remarked that he was starving,

and had to do something for a living. She has a cargo of cigars and coffee, but had no manifest filled. When asked for it, he replied that

it was not necessary to fill it until within 3 leagues of the land.

The Amanda is almost out of water and must be supplied to enable her to go north. This ship's allowance will be reduced so far as to compel me to start on my return to Hampton Roads by the 25th, unless the Mount Vernon can give the supply, in which case I can remain a few days longer.

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

Commander.

Flag-Officer L. M. GOLDSBOROUGH,

Comdg. North Atlantic Blockading Squadron, Hampton Roads.

A clearance was afterwards found stowed away, signed by the collector and naval officer. It is a regular Confederate States paper.

C. Green.

Report of Commander Glisson, U. S. Navy, commanding U. S. S. Mount Vernon, regarding the blockade of Wilmington, N. C.

U. S. S. MOUNT VERNON, Off Wilmington, N. C., December 15, 1861.

SIR: I have to report to you that I arrived off this port on the 11th instant and have been since that time actively engaged in blockading

this place.

The water on board of the bark Amanda being nearly exhausted, I have ordered her to proceed to Hampton Roads to fill up with everything that she may require. The Jamestown has but twenty-five days' water on board, and the coal on board of this vessel will be out about the 1st of January, 1862.

I have ordered the commander of the Amanda to use every exertion to return as soon as possible. The bark Fernandina arrived here yesterday, and I have directed her to cruise off New Inlet, to the north-

ward of the Erying Pan Shoals.

There are two armed steamers in the river, viz, the North Carolina and the Uncle Ben. They show themselves near the fort occasionally. I shall keep a good lookout for them.

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

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.

Report of Acting Lieutenant Cavendy, U. S. Navy, commanding U. S. bark Gemsbok, of the cruise of that vessel from Boston, and the capture of the schooner Mary E. Pindar.

U. S. BARK GEMSBOK, Off Beaufort, N. C., December 15, 1861.

SIR: In compliance with instructions, I herewith send you at the earliest opportunity a list of the officers and crew of this vessel from the date of leaving Boston, the time of her going in commission, August

30, 1861, to December 15, 1861, inclusive. Also I would make mention that on September 22 I captured the schooner Mary E. Pindar, of Edenton, N. C., and placed a prize master (Burke) and crew on board of her and dispatched her to Hampton Roads, where I learned, on my arrival there, through the pilot, she had arrived. Since then I have heard nothing from her.

On the 12th November, when running down the shore toward Bogue Inlet, fell in with the wreck of the steamer Union, one of the Port Royal expedition. A great number of people were collected on and around her, engaged in removing what remained valuable in her. I opened a brisk fire on them, which effected their immediate dispersal. No doubt

several of them were killed, as the shells fell amidst them.

On the 18th of November the U.S. propeller Mount Vernon, Commander Glisson, arrived here. I reported to him, after which I ran down to Bogue Inlet, where I saw several schooners, large and small, inside of the inlet, which I communicated to the commander, who directed me to proceed there. Being 8 feet of water on the bar, no doubt it has been heretofore a thoroughfare for vessels transporting their cargoes through Bogue Sound to Beaufort.

Two large ships are lying in Beaufort harbor; to all appearances from this vessel, [they] are discharging their cargoes and fitting them-

selves out for war purposes.

I have the honor to remain, very respectfully, your obedient servant, EDW. CAVENDY,

Acting Lieutenant, Commanding.

L. M. Goldsborough, Flag-Officer, North Atlantic Blockading Squadron, Hampton Roads.

[Telegram.]

WASHINGTON, December 16, 1861.

Proceed immediately to Washington and report at the Department. GIDEON WELLES, Secretary Navy.

Flag-Officer L. M. GOLDSBOROUGH, Commanding Atlantic Blockading Squadron, Hampton Roads.

Order of Flag-Officer Goldsborough, U. S. Navy, commanding North Atlantic Blockading Squadron, to Lieutenant Braine, U.S. Navy, commanding U. S. S. Monticello, to proceed to duty off Wilmington, N. C.

U. S. FLAGSHIP MINNESOTA,

Hampton Roads, December 16, 1861.

Sin: Proceed with the U.S.S. Monticello under your command of Wilmington, N. C., and report yourself to the senior U. S. naval officer now there for blockading service.

Herewith you will receive one copy of Upton's Maritime Warfare and Prize for the Monticello's library, another copy for that of the Mount Vernon, and a third for that of the Jamestown.

Respectfully, your obedient servant,

L. M. GOLDSBOROUGH, Flag-Officer.

Lieutenant Commanding D. L. BRAINE, Commanding U. S. S. Monticello. Letter from the Secretary of the Navy to the flag-officers commanding blockading squadrons, forwarding information regarding the British bark Neptune.

NAVY DEPARTMENT, December 16, 1861.

SIR: The following information has been communicated to the Secretary of State by the United States consul at Bermuda under date November 23, 1861:

The brig A. B. Cook arrived there the previous day, the master of which vessel says he fell in, on the 19th of November, with the British bark Neptune, of Falmouth, England, in latitude 30° 40′, longitude 73° 50′.

The master of the *Neptune* enquired about the blockade, stated that he had a cargo of 300 tons of coal, 200 tons of hardware in case, and 40 rifled cannon; that they had been in that vicinity about a week, and were expecting a vessel from Charleston to take this hardware and cannon, and then they were going to a Northern port to sell their coal.

The master of the A. B. Cook was disposed, from the appearance of things, to place more confidence in the statement of the seamen than in that of the master of the Neptune.

I am, respectfully, etc.,

GIDEON WELLES.

Flag-Officer W. W. McKEAN,

Commanding Gulf Blockading Squadron.

Flag-Officer SAML. F. DU PONT,

Commanding South Atlantic Blockading Squadron.

Flag-Officer L. M. GOLDSBOROUGH,

Commanding North Atlantic Blockading Squadron.

Letter from the Secretary of the Navy to the flag-officers commanding blockading squadrons, transmitting information regarding the arrival of vessels at Nassau carrying produce from Southern ports.

NAVY DEPARTMENT, December 16, 1861.

Siz: I submit herewith an extract from a dispatch dated 21st November, 1861, received by the Secretary of State from the consul-general at Havana, in relation to the arrival of vessels at Nassau with produce from Southern ports.

I am, respectfully, etc.,

GIDEON WELLES.

Flag-Officer SAML, F. DU PONT,

Commanding South Atlantic Blockading Squadron.

Flag-Officer WM. W. McKEAN,

Commanding Gulf Blockading Squadron.

Flag-Officer L. M. Goldsborough,

Commanding North Atlantic Blockading Squadron.

[Enclosure.]

CONSULATE-GENERAL OF THE UNITED STATES OF AMERICA,

Havana, November 21, 1861.

SIR: I have the honor to acknowledge the receipt of your dispatches of the 5th and 6th instant, the latter to Mr. Savage, who begs me to express his gratification at your kind expression of approval of his services.

I am highly pleased that the U.S.S. Santiago de Cuba, Commander Ridgely, has been ordered to these waters. She arrived on the 17th and again left the harbor on the morning of the 19th. She came at the right time, as many vessels were here loading for Southern ports, and others arriving daily for the same purpose. Commander Ridgely will

therefore have opportunities for carrying out his instructions.

I learned yesterday from a reliable source from Key West, that fourteen small vessels went into Nassau last week with produce from Charleston, Savannah, etc., and changed their flags to the English. The arrivals of such vessels to take cargoes for the blockaded ports have been so numerous of late that it is becoming difficult to keep the run of them. It is expected, however, that the presence of an efficient armed steamer will check the business very effectually. With great respect, your obedient servant,
R. W. SHUFELDT,

Consul-General.

Hon. F. W. SEWARD, Assistant Secretary of State of the United States.

Report of Captain Van Brunt, U. S. Navy, commanding U. S. flagship Minnesota, transmitting documents in the case of the schooner Charity.

> U. S. FLAGSHIP MINNESOTA, Hampton Roads, Virginia, December 18, 1861.

SIE: I have the honor herewith to enclose for your information copies of a report by Lieutenant Commanding Werden of the U.S. S. Stars and Stripes, with accompanying documents, marked, respectively, A and B, concerning the seizing of the schooner Charity, of Providence, R. I.

By order of flag-officer commanding North Atlantic Blockading

Squadron:

Very respectfully,

G. J. VAN BRUNT, Captain, Commanding Flagship.

Hon. GIDEON WELLES, Secretary of the Navy.

[Enclosure.]

U. S. S. STARS AND STRIPES, Hatteras Inlet, December 17, 1861.

SIR: On Sunday, the 15th instant, the schooner Charity, of Providence, R.I., Captain A. F. White, arrived here with a general cargo on board, a list of which is herewith enclosed, marked A. By the papers on board it appears that she cleared from Providence on November 13, for Alexandria, Va., but instead of proceeding to that port went to Baltimore. From Baltimore she again sailed under a license (a copy of which is enclosed marked B) which expressly forbids her proceeding to any port south of Maryland, under penalty of confiscation. For these reasons, the nature of the cargo, the deliberate violation of the license, and the evident intention of trading with the enemy, I have seized her and sent her to New York in charge of a prize crew for adjudication.

I am, very respectfully, your obedient servant,

R. WERDEN, Lieutenant, Commanding.

Flag-Officer L. M. GOLDSBOROUGH, Commanding North Atlantic Blockading Squadron.

[Subenclosures.]

A.

Manifest of the whole cargo on the schooner Charity, Arthur Fenner White, master; burden, 1274 tons, bound from the port of Providence for Alexandria, Va.

[Shipper, James F. Simmons;		

Not of entry.	Packages and contents.	No. of entry.	Packages and contents.
23	1,000 bushels salt. 100 sacks salt, 5,000 bags salt. 21 cases and bales of merchandise. 37 barrels and hogsheads sugar. 20 bags coffee. 171 coils rope. 100 kegs nails.	11 12 13 14	26 bales gunny cloth. 46 cases boots and shoes. 175 wool sacks. 60 pair pants. 8 barrels cider. 20 barrels potatoes. 1 barrel apples.

I, A. F. White, master of the schooner *Charity*, of Providence, do solemnly swear to the truth of the within manifest, and that to my best knowledge and belief the duties on such articles therein as by the laws of the United States are subject to duty, have been paid or legally secured, so help me God.

ARTHUR F. WHITE.

DISTRICT AND PORT OF PROVIDENCE, November 13, 1861.

A. F. White, master of the schooner *Charity*, of Providence, having sworn as the law directs to the truth of the within manifest, consisting of fifteen articles of entry and delivered a duplicate thereof, permission is hereby granted to the said schooner to proceed to the port of Alexandria, in the State of Virginia.

Given under our hands at Providence the day and year above men-

tioned.

ALEXANDER EDDY,

Deputy Collector.

J. M. FISHER,

Naval Officer.

В.

Custom-House, Baltimore, December 7, 1861.

The schooner Charity, whereof A. F. White is master, is hereby permitted [to proceed] to Alexandria, Va., but at no time or place, 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 vessel without a special permit from the customhouse, under the penalty of the confiscation of said vessel, per act of Congress approved July 13, 1861.

This permit to be good until the 31st day of December.

WM. THOMAS VALIANT,

Deputy Collector.

Letter from the assistant U.S. attorney of Massachusetts to the Secretary of the Navy, transmitting information regarding the Confederate schooner Kate Hale.

OFFICE OF UNITED STATES ATTORNEY, District of Massachusetts, Boston, December 18, 1861.

SIR: I have the honor to enclose to you a copy of a letter which I have received to-day from St. John, New Brunswick, from a correspond ent whom I know to be reliable.

I am, very respectfully, your obedient servant, THORNTON K. LOTHROP,

THORNTON K. LOTHROP,
Assistant U. S. Attorney.

Hon. GIDEON WELLES,

Secretary of the Navy.

[Enclosure.]

St. John [New Brunswick], December 14, 1861.

DEAR SIR: The Confederate schooner Kate Hale, Captain Benton, arrived here yesterday with a full cargo of naval stores, ten days from

Georgetown, S. C.

She has hauled in and no doubt intends to discharge here, being consigned to W. and R. Wright, the parties who assisted the Alliance while here. It would be well to have a cruiser on the lookout for her when she leaves. She could easily be discovered before getting out of the bay.

Description.—A fore-and-aft schooner of about 90 tons, clean built, with gaff-topsails, jib, and flying jib; white, clean-looking sails, well stayed, with cloths running diagonally. The flying jib has a small

square patch in the center of it.

Respectfully,

ANDRE CUSHING.

T. K. LOTHROP, Esq., Boston.

Letter from W. H. Lyons, esq., to the Secretary of the Navy, regarding the preparations of the Confederates at the Norfolk navy yard and vicinity.

PORTSMOUTH, VA., December 18, 1861.

DEAR SIR: Permit me to lay before you a few facts connected with

the Gosport [Norfolk] navy yard and the neighboring vicinity.

First. The steamer Merrimack is now in the dry dock. She has been cut down 2 feet below the water line and a roof or covering of wood 28 inches thick at an angle of 30 degrees. There is 10 feet of the top flat, with a heavy grating of wrought iron, and the balance is covered with plates of iron 3 inches thick. The bow has a casting made in the shape of wedge and weighing 2 tons for the purpose [of] sinking ships. She is to carry eight guns of large caliber, three on a side and one on the bow, to command three portholes. The one on the stern commands only one. These guns were made in Richmond and rifled in this yard, and they calculate to have her finished by the 1st of February.

Second. There are three Englishmen now in the yard who have been imported to manufacture Armstrong guns. They have got the furnaces up and are putting up a heavy trip hammer and I think they will be

ready to commence work by the 1st of January.

Third. They are now raising the two old 74s which were sunk and are going to sink them in the channel at Craney Island, where they have driven spiles and fastened anchor chains from one to the other to keep the ships from coming up. They are very badly frightened since the taking of Port Royal and threaten to burn the yard and the two cities, provided the Yankees come to take the place, but it is all balderdash. They are frightened almost to death and will make a good run.

Fourth. They have thrown up an entrenchment around Portsmouth, commencing a little below the naval hospital and running in a south-westerly direction and terminating about 1 mile above the navy yard. Where it crosses the railroad they have a North Carolina regiment stationed and three 32 pound guns mounted and some seven or eight

others at different points along the line.

Fifth. The whole available force in and around Portsmouth and Norfolk and up as far as Suffolk does not exceed 15,000 troops and there is one-third of them that will not fire a gun at the glorious Star-Spangled Banner and there is over one-half of the citizens of Portsmouth and Norfolk that are waiting patiently for the time to come when the stars and stripes will wave again triumphantly from the same flagstaff where

it floated for many years.

Sixth. Although I do not wish or intend to dictate to the Government, I think that this yard ought to be taken as soon as possible before they get to manufacturing those Armstrong guns; and not only that, this yard is the mainstay of the bogus Confederacy. They are manufacturing at the rate of 150 shot and shell per day and are now building three gunboats to be propelled by steam and the machinery to be built in the yard, also all the boats in North Carolina have their repairs done here and they are rifling all the guns that were left in the yard.

There is a great deal of dissatisfaction existing amongst the people,

and the Union men are beginning to breathe more free.

The bearer of this letter you will please to allow to return and bring such little trinkets she may want for her own family, for I can vouch for her that no secessionist will ever be benefited by her.

It is now midnight, and I hope you will excuse any mistakes, and may the Almighty God, the Ruler of the Universe, give you health and strength to see our country happy and prosperous.

With respect, I remain, your most obedient,

W. H. Lyons.

Hon. GIDEON WELLES, Secretary of the Navy.

P. S.—If you will refer to your files in the clerk's office you will know who I am. I was an applicant for the post of master machinist in the Gosport [Norfolk] navy yard in April last, and you will find my name also in the list of those who voted against the ordinance of secession.

Report of Commander Glisson, U. S. Navy, commanding U. S. S. Mount Vernon, of the chase of a steamer supposed to be the Mariner.

> U. S. S. MOUNT VERNON, Off Wilmington, N. C., December 20, 1861.

SIR: I have to report to you that this morning at half past 8 o'clock a haze, which had been over the land all the morning, having lifted,

we discovered a steamer close to the shore at a distance of about 3 miles from Fort Caswell and 4 miles from this vessel.

We immediately slipped our cable and stood inshore, making all necessary sail and a full head of steam to endeavor to cut off her retreat.

We opened fire from our bow gun, the shot from which fell short by over half a mile.

We chased as far as we could with safety to this vessel, and until she had taken shelter at a wharf just above the fort.

The chase was a small side wheel steamer, supposed to be the Mariner, and is, I imagine, a steamer that we saw laying at the wharf near the

fort about sunset last night.

Lieutenant Commanding Braine, of the U.S. S. Monticello, came to our assistance directly that he heard the report of our guns, but he arrived too late to render us any help with his rifled gun. I feel no hesitation in stating that I am convinced that had this vessel carried guns of a greater range we should have crippled the steamer, and probably have driven her on shore, so that we could have destroyed her.

I would state to the flag-officer that one steamer is quite insufficient, in my opinion, to effectually blockade the two entrances on this side of the shoal, as the sailing vessels are liable to be blown off the coast by a northeast gale, as has been the case with the U.S. sloop Jamestown

and the other sailing vessels of the blockade.

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

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

Flag-Officer L. M. GOLDSBOROUGH, Commanding the Atlantic Blockading Squadron.

Letter from George D. Morgan, esq., to Flag-Officer Goldsborough, U.S. Navy, commanding North Atlantic Blockading Squadron, regarding purchased vessels.

NEW YORK, December 20, 1861.

SIR: Under instructions from the Assistant Secretary of Navy, I send to you steam ferryboat *Hunchback*, steam ferryboat *Southfield*, propeller *Zouave*, propeller *Dragon*.

Captain Woodhull is requested to deliver them to you at the earliest

possible moment.

I am, respectfully, yours,

GEO. D. MORGAN.

Flag-Officer Goldsborough,

Hampton Roads.

Report of Acting Master Studley, U. S. Navy, commanding U. S. S. Young Rover, regarding batteries on the York and Poquosin rivers, and the crossing by small boats of the York River.

U. S. S. YOUNG ROVER, York River, December 22, 1861.

SIR: I have the honor to report that on the morning of the 18th, saw a body of men at work on the shore about 2 miles to the westward

of us, and on the north side of the river; also saw a gun mounted so as to command the entrance to the river. Have seen these small bodies of men several times since. At one time saw four horsemen, three dressed in gray and one in dark blue uniform. They rode along the beach about 2 miles, and disappeared in the woods which skirt the

shore at this point.

A camp is visible about halfway from the mouth of the river to Yorktown, the drums of which we can distinctly hear morning and evening. There is also a battery of at least two guns at the mouth of the Poquosin River. We have seen the smoke of its guns several times, also a volume of smoke arising constantly for two days, evidently the burning of undergrowth to make more room. At 1 o'clock p. m. on the 16th saw a large volume of smoke at Yorktown, which continued to arise until after nightfall.

Small boats are constantly crossing the river above us, and a sloop

visits the battery first spoken of every morning.

I would also report that we have but eight days' wood, and twenty days' water, and twenty-five days' coal. Being obliged to haul out into the bay to draw the fires and repair the boiler slightly, I deem it advisable to send the paymaster with this and to ask for instructions with regard to the batteries and the permitting of communications by the sloop and small boats above mentioned.

Very respectfully, your obedient servant,

IRA B. STUDLEY, Acting Master, Commanding.

Flag-Officer L. M. GOLDSBOROUGH,

Commanding Blockading Squadron, Hampton Roads.

Order of Flag-Officer Goldsborough, U. S. Navy, commanding North Atlantic Blockading Squadron, to Acting Master Wells, U. S. Navy, commanding U. S. S. Isaac N. Seymour, to proceed to Baltimore with that vessel for repairs.

U. S. FLAGSHIP MINNESOTA, Hampton Roads, December 22, 1861.

SIR: Proceed to Baltimore with the U. S. S. I. N. Seymour under your command and, on your arrival there, communicate the fact to the superintendent of repairs, Carpenter James McDonnell, U. S. Navy, residing at No. 68 Broadway, corner of Mullikin street, and inform him that it is my order the boiler of your vessel be patched immediately and without a moment's unnecessary delay.

The chief engineer of this ship states that the work can be done in thirty six hours by working day and night, and as the vessel is wanted for immediate service, it is highly important that it should be done in that time if possible. When the repairs are completed you will return

here with all dispatch.

Respectfully, your obedient servant,

L. M. GOLDSBOROUGH,
Flag-Officer.

Acting Master F. S. WELLS, Commanding U. S. S. I. N. Seymour. Order of Commander Smith, U. S. Navy, commanding U. S. ship Congress, to Lieutenant Davenport, U. S. Navy, commanding U. S. S. Hetzel.

U. S. FRIGATE CONGRESS,

Newport News, December 23, 1861.

SIR: You will proceed early to-morrow morning to Hampton Roads, and report to the flag-officer.

Very respectfully, your obedient servant,

W. SMITH.

Commanding U. S. Frigate Congress.

Lieutenant Commanding H. K. DAVENPORT, U. S. S. Hetzel.

Should it be your day for the lookout, direct the next one to take your place.

Letter from the Secretary of the Navy to Flag-Officer Goldsborough, U.S. Navy, commanding North Atlantic Blockading Squadron, transmitting information regarding plans of the Confederates for an attack upon Fort Hatteras.

NAVY DEPARTMENT, December 23, 1861.

SIR: I enclose herewith a copy of a letter from General Wool to General McClellan.

Very respectfully, etc.,

GIDEON WELLES.

Flag-Officer L. M. Goldsborough, Comdg. North Atlantic Blockading Squadron, Hampton Roads.

[Enclosure.]

HEADQUARTERS DEPARTMENT OF VIRGINIA, Fort Monroe, December 20, 1861.

GENERAL: I have reliable information that the Confederates are preparing at Norfolk a fleet of eleven gunboats with which to attack Hatteras. They will leave about the 30th instant and proceed through the canal and then down the sound. A number of gunboats of light draft of water ought to be sent immediately to Hatteras.

I am, respectfully, etc.,

JNO. E. WOOL, Major-General.

Major-General GEO. B. McClellan, Commanding the Army.

Report of Commander Prentiss, U.S. Navy, commanding U.S. S. Albatross, giving information regarding Fort Macon, Beaufort Harbor, North Carolina.

U. S. S. ALBATROSS, Off Beaufort, December 24, 1861.

SIR: I send the Braziliera to Hampton Roads for water, and in her the supercargo and crew of the Herndon or Jane Campbell.

Three contrabands came off on the 20th instant. One, a quite intelligent boy, employed as a servant in the fort, answers my questions in this way:

The fort is commanded by Colonel White, formerly of our Army. There are about 400 men within the walls. There are casemates (describing them) with a curtain in front, but no guns mounted; they are used as quarters for men and officers, there being no others. There is a battery of four guns on Harker's Island. The Confederate flag was at half-mast yesterday for a surgeon and two soldiers, who cut their own throats rather than serve. I saw the bodies.

In all he counts up about 2,000 regulars at six different points near the fort, and the militia of the neighborhood in training. You can judge better than I what this is worth. He could not tell the number of guns. With 500 men and six guns, with entrenching tools, I will be answerable for taking and holding against all comers the harbor on Shackleford Bank, if it should be desirable as a rendezvous. It is an excellent shelter, except from S. W. winds, which are not common at this season.

All is quiet here; nothing enters or gets out.

I send a communication from Commander Armstrong.
I am, sir, very respectfully, your obedient servant,

GEO. A. PRENTISS,

Commander, U.S. Navy.

Flag-Officer L. M. Goldsborough, Comdg. North Atlantic Blockading Squadron, Humpton Roads.

Order of Flag-Officer Goldsborough, U. S. Navy, commanding North Atlantic Blockading Squadron, to Acting Master Giddings, U. S. Navy, commanding U. S. S. Henry Brinker, to proceed to Baltimore for repairs.

> U. S. FLAGSHIP MINNESOTA, Hampton Roads, December 24, 1861.

SIR: Proceed to Baltimore with the U. S. S. H. Brinker under your command, and on your arrival there communicate the fact to the superintendent of repairs, Carpenter James McDonnell, U. S. Navy, No. 68 Broadway, corner of Mullikin street, and inform him that it is my order the vessel be immediately taken on the ways and the leaks stopped.

The vessel is wanted for service and it is highly important the repairs should be made with all dispatch. When they are completed you will return to this place.

Respectfully, your obedient servant,

L. M. GOLDSBOROUGH,

Flag-Officer.

Acting Master John E. Giddings, Commanding U. S. S. Henry Brinker.

Report of Acting Volunteer Lieutenant Browne, U. S. Navy, commanding U. S. bark Fernandina, of the capture of the schooner William H. Northrup.

> U. S. BARK FERNANDINA, Off Wilmington, December 25, 1861.

Sir: I have to report that on the morning of the 25th instant, Cape Fear, bearing N. W. 4 W., 25 miles, I took as a prize the schooner William H. Northrup, Joseph A. Silliman, master, purporting to be bound for New York.

On overhauling her papers I found she ran the blockade from Wilmington on the 31st of October last, loaded with rice, etc., which she disposed of at Havana, taking in coffee, drugs, etc., in return (please see invoice of cargo). She left Havana about the 30th of November with Spanish clearance of that date, British consulate certificate of that date also.

She is $22\frac{74}{100}$ tons, was built at Wilmington in 1859, and her British certificate of register dates August 12, 1861, purported to be owned by

Joseph Roberts, of Nassau, New Providence.

She has run the blockade twice since, being under British colors, and was attempting it the third time. In fact, she is a regular trader. There is abundance of evidence among her papers to condemn her. Her captain has been in her since she was built, and acknowledged to be the owner of her at first, but afterwards denied it. He is a Wilmington man; plenty of evidence to that effect. Her crew numbers four, all told, the last of which shipped at Wilmington, October 31, 1861.

I found large quantities of arsenic and strychnine in his writing desk, which he could give no account of, further than he had been

accustomed to carry it always with him.

The last British consul's certificate at Wilmington was dated September 29, 1861, the schooner having laid from that date up to 31st of October, 1861, waiting to run by the blockade.

There was no chart or log book to be found on board, and the captain

says he is such an old coaster he did not require them.

He judged correctly in respect to the position of the vessel. He says it will ruin him to take his vessel; did not wish to be sent north, because his sails were in such bad condition, forgetting he was bound

to New York, according to consul's certificate.

You will see, sir, that circumstances justified me in taking her as a prize. She was undoubtedly awaiting a chance to run into Wilmington. The last three days have been very stormy, the wind blowing a gale from S. E. to S. W. He says he got so close in to get into better weather. He also informed me that he had called at the Bahamas since leaving Havana. His crew states they shipped at Havana, but I can find no account of such shipment among his papers.

Very respectfully, your obedient servant,

GEO. W. BROWNE,

Acting Volunteer Lieutenant, in command of U.S. bark Fernandina.

Flag-Officer L. M. Goldsborough,

U. S. S. Minnesota, Hampton Roads, Virginia.

P. S.—Enclosed please find a true copy of invoice* of cargo, and also copy of her last clearance from Wilmington, and manifest of the last cargo she ran into Wilmington.

Very respectfully,

G. W. B.

[Enclosures.]

HEADQUARTERS DISTRICT OF THE CAPE FEAR, Washington, October 28, 1861.

The schooner William H. Northrup, Silliman, master, laden with lumber and rice, bound for Cuba, has permission to proceed to sea.

By order Brigadier-General Anderson:

ROSCOE B. HEATH,
Assistant Adjutant General.

Report and manifest of the cargo laden on board of the schooner William H. Northrup, whereof Joseph A. Silliman is master; burden, 22.74 British tons, owned by Joseph Roberts, residing at Nassau, New Providence, as per register granted at Nassau, New Providence, the 12th day of August, 1861, which was taken on board at the Bahamas and bound for ———.

ELEUTHERA, BAHAMAS, August 24, 1861.

Order of Flag-Officer Goldsborough, U. S. Navy, commanding North Atlantic Blockading Squadron, to Lieutenant Chaplin, U. S. Navy, commanding U. S. S. Valley City, to proceed to duty in Hatteras Inlet.

> U. S. FLAGSHIP MINNESOTA, Hampton Roads, December 25, 1861.

SIR: Proceed with the U.S.S. Valley City under your command to Hatteras Inlet and report yourself to the senior naval officer thereat. Respectfully, your obedient servant,

L. M. GOLDSBOROUGH, Flag-Officer.

Lieutenant Commanding J. C. CHAPLIN,

Commanding U. S. S. Valley City, Hampton Roads.

Letter from the Assistant Secretary of the Navy to Flag-Officer Goldsborough, U. S. Navy, commanding North Atlantic Blockading Squadron, referring to the expedition to the sounds of North Carolina.

WASHINGTON, D. C., December 27, 1861.

MY DEAR COMMODORE: I have your note and will send it to Mr. Seward. The President was over to see me yesterday and said that General McClellan told him that Burnside reported himself absolutely ready. Of course the President feels most anxious to hear of the departure of the expedition as sure for the cause of the Union in its results.

General McClellan has been threatened with a fever, but is now up, but confined to his house.

We shall have no war with England on this question, but it is of the utmost political importance that we should have as many seaports of the enemy as soon [as] possible; it will stop foreign complications.

Will Huger release some of our sailors for those persons paroled by

Smith in the Gulf?

I see the accounts of the Congress have gone down, and you will have to make the best arrangements you can about getting rid of them. Have the Perry and Barney and their armament gone to Du Pont?

General Ord, of your State, gave the rebels quite a thrashing in front

a few days since. Yours, truly,

G. V. Fox.

Flag-Officer L. M. GOLDSBOROUGH,

Commanding North Atlantic Blockading Squadron.

Order of Flag Officer Goldsborough, U. S. Navy, commanding North Atlantic Blockading Squadron, to Acting Volunteer Lieutenant Goodwin, U. S. Navy, commanding U. S. bark Amanda, to proceed to duty off Wilmington, N. C.

> U. S. FLAGSHIP MINNESOTA, Hampton Roads, December 27, 1861.

SIR: Proceed with the U.S.S. [bark] Amanda under your command off Wilmington, N. C., and report yourself to the senior naval officer thereat for blockading service.

Respectfully, your obedient servant,

L. M. GOLDSBOROUGH, Flag-Officer.

Acting Volunteer Lieutenant N. Goodwin, Commanding U. S. S. [bark] Amanda.

Report of Flag-Officer Goldsborough, U. S. Navy, commanding North Atlantic Blockading Squadron, regarding changes of command.

> U. S. FLAGSHIP MINNESOTA. Hampton Roads, Virginia, December 28, 1861.

SIR: I have the honor to report that the pressing exigencies of the service have rendered it necessary for me to transfer Acting Lieutenant Commanding Edmund R. Colhoun from the command of the Shawsheen to that of the Hunchback, leaving Acting Master Thos. J. Woodward in command of the former vessel; also, to appoint Richard Pasquell, formerly acting master's mate on board the Congress, an acting master in the naval service of the United States, subject to the approval of the Navy Department, with orders to report to Acting Lieutenant Commanding Colhoun for duty on board the *Hunchback*.

I have the honor to inform the Department that the U.S. gunboat

Chippewa arrived here yesterday afternoon from New York. Finding her draft of water to be 11 feet, I shall dispatch her to day to cruise

off Wilmington, N. C.

I am, very respectfully, your obedient servant,

L. M. GOLDSBOROUGH,

Flag Officer, Commanding North Atlantic Blockading Squadron.

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

Order of Flag-Officer Goldsborough, U. S. Navy, commanding North Atlantic Blockading Squadron, to Lieutenant Bryson, U. S. Navy, commanding U. S. S. Chippewa, to proceed to duty off Wilmington, N. C.

> U. S. FLAGSHIP MINNESOTA, Hampton Roads, December 28, 1861.

SIE: Proceed with the U.S.S. Chippewa, under your command off Wilmington, N. C., and report yourself to the senior naval officer Respectfully, your obedient servant,

L. M. GOLDSBOROUGH, there to assist in blockading the place.

Flag-Officer.

Lieutenant Commanding Andrew Bryson, Commanding U. S. S. Chippewa, Hampton Roads. Order of Flag-Officer Goldsborough, U. S. Navy, commanding North Atlantic Blockading Squadron, to Acting Master French, U. S. Navy, commanding U. S. S. Whitehead, to proceed to duty at Hatteras Inlet, North Carolina.

> U. S. FLAGSHIP MINNESOTA, Hampton Roads, December 28, 1861.

SIR: Proceed with the U. S. S. Whitehead under your command to Hatteras Inlet, N. C., and report to the senior naval officer thereat.

Respectfully, your obedient servant,

L. M. Goldsborough, Flag-Officer.

Acting Master Chas. A. French, Commanding U. S. S. Whitehead, Hampton Roads.

Capture of a water tank in Hampton Roads, Virginia, by Flag-Officer Lynch, C. S. Navy, December 29, 1861.

Report of Flag-Officer Goldsborough, U. S. Navy, commanding North Atlantic Blockading Squadron.

U. S. FLAGSHIP MINNESOTA, Hampton Roads, Virginia, December 29, 1861.

SIR: Very early this morning a small steamer of the enemy, which may have come out of Nansemond River, was discovered just at daylight, apparently moving from Norfolk thitherward, with a square flag flying on her signal pole forward, which, in the gray of the morning, could not be distinguished, and was at first supposed to be white, indicating a flag of truce. She put after the army transport steamer Express, on her way from Newport News to Fortress Monroe, this steamer having in tow our water tank, at the instance of the contractor, for water. The movement, doubtless, was a concerted one to capture the Express, which is an unarmed vessel, running regularly, as a passage boat, between Newport News and this place, starting at early daylight every morning from the former point. The Express, in order to save herself, let go the tank (an old prize schooner, fitted up for the purpose), whereupon the enemy ran on and took the tank in tow. The moment a hostile intention was detected, all our small vessels at command, eight in number, were put in requisition to capture the enemy, if possible, and recover the tank; but, unfortunately, he was too far off, and his neels too swift to enable them to succeed. He ran, with the tank up toward Norfolk, and was chased by all our small vessels until the forts on Sewell's Point and Craney Island opened on them, both of which they engaged until recalled by my order. An express boat has been running daily, uninterruptedly, between this place and Newport News for several months past; indeed, I believe, ever since hostilities commenced in this quarter.

I am, very respectfully, your obedient servant,

L. M. Goldsborough,

Flag-Officer, Commanding North Atlantic Blockading Squadron.

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

Report of Acting Master Hays, U. S. Navy, commanding U. S. S. Morse.

U. S. S. Morse, Newport News, December 29, 1861.

SIR: While lying at anchor off Newport News I received orders from Captain Smith, commanding U.S. frigate Congress, to proceed immediately down the river and attempt the capture of a rebel steamer which had been lying off Sewell's Point and had steamed out and taken a water schooner which the U.S.S. Express was towing down to Hampton Roads.

At 8 o'clock this morning I started in pursuit and at half past 8 commenced firing shells at her, one of which struck the vessel just forward of her paddle box, on the starboard side, and another burst directly

over her.

At this time the steamer had got under cover of the three batteries on Sewell's Point, which, with the batteries from Pig Point and Craney

Island, immediately opened fire on us.

We exchanged several shots with the batteries, when the steamer Lockwood arrived from her picket station and six others from Hampton Roads, which commenced a brisk firing and lasted about half an hour, when they returned to Hampton Roads, leaving us with the steamer Whitehall still firing.

We threw four shells directly inside the battery opposite Craney Island and then returned to Newport News to report to Captain Smith,

of the Congress.

The officers and men acted very bravely through the whole engagement, the officers giving their orders with perfect coolness.

Very respectfully, your obedient servant,

PETER HAYS, Acting Master, Commanding.

L. M. Goldsborough,
Commanding North Atlantic Blockading Squadron.

Extract from the report* of Flag-Officer Lynch, C. S. Navy.

[DECEMBER 29, 1861.]

The water being too low in the Chesapeake and Albemarle Canal for this vessel (the Sea Bird) to proceed to Roanoke Island, we last evening steamed down and anchored in the bight of Craney Island. morning a little before daylight we weighed anchor and stood across to Newport News. About 7:30 a. m. an enemy's steamer passed out of the James River with a schooner in tow and steered for Fortress Mon-We immediately gave chase, when she cut the schooner adrift and carried a heavy head of steam, in order to get under the cover of numerous men-of war lying off the fortress. We were fast closing in with her, however, when the explosion of our second shell set her on fire. Believing her destruction was certain, knowing that her crew could be rescued by boats from the vessels not far distant from her, and it being unusual [unsafe] for this vessel to approach her, we steered for and took the abandoned schooner in tow. In the meantime one large steamer from Newport News and ten others from Hampton Roads and the fortress were making their way toward us, when an exciting scene took place. We endeavoring to carry the prize into port, and they making every effort to intercept and by constant firing disable us. Many shells

^{*} From Richmond Dispatch, January 3, 1862.

from the ships and the fortress exploded quite near us and four or five passed immediately over the deck. We succeeded in fighting our way through with the prize in tow without the slightest injury to either, and gratefully attribute our escape to something more than chance or human agency. We know that a large steamer was struck once and a smaller one twice by our shot; the former was reported to be seriously injured. The prize is a large schooner, her hull coated with zinc and filled with water for Fortress Monroe.

[WM. F. LYNCH.]

[Telegram.]

Annapolis, December 30, 1861.

Commodore Goldsborough is here. Come on the 3 o'clock train and I will [send] extra engine to meet you.

A. E. BURNSIDE, General.

Captain Fox,
Assistant Secretary Navy.

Report of Commander Glisson, U. S. Navy, commanding U. S. S. Mount Vernon, regarding an expedition from that vessel for the destruction of a light-ship off Wilmington, N. C.

> U. S. S. MOUNT VERNON, Off Wilmington, N. C., December 31, 1861.

SIR: I have to report to you that, having observed that the rebels made use of a light-ship (which was formerly on the Frying Pan Shoals) as a beacon for guiding vessels in and out of the harbor, and for the purpose of annoying us by hoisting lights at night, I determined to take advantage of a hazy night, with the wind offshore, to effect her destruction. I therefore sent the cutter and gig last night at midnight to destroy her if possible.

The cutter I placed under the command of Acting Master Alick Allen, with Mr. John P. Foote, coast pilot, and a crew of five men, who were all well armed. This boat was also well supplied with combustible materials for the purpose of firing the vessel. The gig was under the command of Acting Master Henry L. Sturges, and had a crew of six men, who were also well armed. In going in, this boat took the lead, and, while the cutter was alongside of the light vessel, she laid off on her oars, ready to support her in the event of an attack being made.

From the officers in command of the boats I gather the following particulars: The boats pulled in together until they got within a short distance of the light vessel, on the off side of her from Fort Caswell. The cutter then pulled under the starboard quarter of the vessel, and, by the assistance of a rope found hanging there, the two officers, a boatswain's mate, and a quartermaster climbed on board. They found that she was quite deserted and that carpenters had recently been at work on her, putting up additional berths and cutting gun ports. She was pierced for eight guns—six broadside and two after guns—and had the fighting bolts in the deck, and everything nearly ready for mounting the guns. It was evidently intended to arm her for harbor defense.

They found large quantities of wood lying about, and with the assistance of the combustibles taken in the boat a heap of combustible matter

was soon collected, which, when well saturated with turpentine, was set fire to. The fire was discovered from the fort (which was so near that the voices of the men giving the alarm were distinctly heard by those on board of the light vessel), but no effort was made to molest the boats until they were out of sight. The fort then opened fire from her great guns in the direction of the boats, but they were far removed from harm's way, and we had the pleasure of seeing the vessel burned to the water's edge, and at this time there is not a vestige of her to be seen above the water.

It gives me pleasure to state in this communication that every officer

and man in this ship was a volunteer for this expedition.

Much credit is due to the officers and men on this expedition for the able manner in which they discharged this hazardous duty.

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

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

Flag-Officer L. M. GOLDSBOROUGH,

Commanding the [North] Atlantic Blockading Squadron.

Report of Flag-Officer Goldsborough, U. S. Navy, commanding North Atlantic Blockading Squadron, of the arrival and departure of the U. S. S. Brooklyn.

U. S. FLAGSHIP MINNESOTA, Hampton Roads, Virginia, January 1, 1862.

SIR: I have the honor to state that the U.S. S. Brooklyn arrived in these roads in the afternoon of the 29th ultimo, and, having coaled and taken on board an 80-pounder rifled gun, left to join the Gulf Squadron yesterday afternoon.

I am, very respectfully, your obedient servant,

L. M. Goldsborough,

Flag-Officer, Commanding North Atlantic Blockading Squadron.
Hon. Gideon Welles,
Secretary of the Navy.

[Telegram.]

McClellan's Hfadquarters, Washington, January 2, 1862-5:30 p.m.

If possible, send *Peabody* up. When shall I start my first brigade!

A. E. BURNSIDE.

Commodore Goldsborough,
Old Point Comfort, via Baltimore and Fortress Monroe Boat.

Instructions of Flag-Officer Goldsborough, U. S. Navy, commanding North Atlantic Blockading Squadron, to Commander Smith, U. S. Navy, commanding U. S. ship Congress, regarding the crews of that vessel and the U. S. ship Cumberland.

> U. S. FLAGSHIP MINNESOTA, Hampton Roads, January 1, 1862.

SIE: In reply to your letter of the 28th ultimo I beg to say that the funds for paying off the Congress's crew will doubtless be placed in the hands of your paymaster in the course of a very few days, and as soon

as they are so placed those men who are entitled to a discharge are to receive it.

I wish you to direct Commander Livingston to transfer from the Cumberland to the Congress all the supernumeraries he has on board on a day to be appointed by yourself. I wish to keep your ship as fully manned as possible, but at the present moment there is a great scarcity of men, owing to the demands for the service being so unusually large. After discharging all entitled to a discharge, how many, including the number to be taken from the Cumberland, will you have on board; or, rather, by how many will you still be deficient? Inform me, if you please, as early as you can, accurately, upon this point. I will endeavor

to send you some from this quarter, at least 100 if possible.

General Burnside has a large number of vessels under his control at Annapolis, and they are about to be moved on a highly important fighting expedition. He is very anxious to secure the services, for say from one to three months, of 100 or more of the men about to be discharged from the Congress, and is authorized to pay as high as \$25 per month for good seamen and \$40 per month for petty officers. I wish, therefore, that you would, in a quiet way, endeavor to induce the proposed number of the right sort to join the general's vessels at Annapolis immediately upon their discharge. Their country really demands their services, and I sincerely trust that the call will be responded to promptly and cheerfully. In a few weeks the men thus volunteering will be at full liberty to seek their pleasure and enjoy the society of their friends. In times like these, duty to one's country should be paramount to every other consideration, and I trust this feeling will animate those upon whom I call.

/ Respectfully, your obedient servant,

L. M. GOLDSBOROUGH, Flag-Officer.

Commander WM. SMITH, Commanding U. S. S[hip] Congress, Newport News, Va.

Order of Flag-Officer Goldsborough, U. S. Navy, commanding North Atlantic Blockading Squadron, to the commanding officers of five of the vessels of his command, to proceed to Hatterns Inlet.

> U. S. FLAGSHIP MINNESOTA, Hampton Roads, January 2, 1862.

SIR: Proceed to Hatteras Inlet with the vessel under your command, using a sound discretion in time of departing. On your arrival there report to the senior naval officer thereat.

Respectfully, your obedient servant,
L. M. Goldsborough, Flag-Officer.

Lieutenant Commanding A. MURRAY, Louisiana.

Acting Lieutenant R. [T.] RENSHAW, Whitehall.

Acting Master G. W. GRAVES, Lockwood.

Acting Master F. S. WELLS, I. N. Seymour.

Acting Master Thos. J. WOODWARD, Shawsheen. Report of Flag-Officer Goldsborough, U. S. Navy, commanding North Atlantic Blockading Squadron, regarding the crew of the U.S. ship Congress.

U. S. FLAGSHIP MINNESOTA, Hampton Roads, Virginia, January 3, 1862.

SIR: I am happy to say that I shall be able to man the Congress. after her present crew is discharged, as follows:

From the Cumberland (of supernumeraries now on board)	45
From the Braziliera	44
From the Brandywine	49
From the Young Rover	30
From the Minnesota	7
From the naval brigade	100
and the contract of the contra	

This, however, will still leave a deficiency of 35 men to complete her crew to the full number allowed. This number, I am satisfied, can be

made up hereafter without difficulty.

In order to accomplish this purpose I shall be compelled to let the Braziliera lie here with comparatively only a few hands on board until men can be sent from the North to make good the number of 44, which she is to transfer to the Congress. Her services from blockading off Beaufort can, in my judgment, be spared for this object, as I have now two good steamers there, viz, the Albatross and State of Georgia, and also the sailing vessel Gemsbok.

I have, furthermore, to accomplish the same purpose, been obliged to resort again to General Wool for a company of the naval brigade to serve temporarily on board the Congress, these men to be returned to him as soon as men from the North can be procured to take their places, and he has, with great cheerfulness, acceded to my request. The company in view is in addition to the one with which he is to furnish me for an expedition. I beg to say that the general has been very prompt and exceedingly kind in responding to every demand I have made upon him.

The Commodore Perry reached here to day. Five more vessels were placed under orders yesterday to proceed to Hatters Inlet, and only await weather to be off. When they arrive there, twelve of this squadron will have been assembled in that quarter. With the rest we are driving on as fast as possible.

The Keystone State is now, as reported to me, sufficiently free from disease to be employed on any service the Department may wish.

this moment she is coaling.

I am, very respectfully, your obedient servant,

L. M. GOLDSBOROUGH,

Flag-Officer, Commanding North Atlantic Blockading Squadron.

Hon. GIDEON WELLES,

Secretary of the Navy, Washington, D. C.

Letter from the Secretary of the Navy to Flag-Officer Goldsborough, U.S. Navy, commanding North Atlantic Blockading Squadron, regarding the crew of the U.S. ship Congress.

NAVY DEPARTMENT, January 6, 1862.

SIR: Your dispatch No. 116, dated the 3d instant, has been received. The Department approves your course with reference to manning the Congress, and the additional men needed will be sent as early as possible.

Very 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 North Atlantic Blockading Squadron, of the arrival of the U. S. S. Southfield at Hampton Roads, Virginia.

> U. S. FLAGSHIP MINNESOTA, Hampton Roads, Virginia, January 4, 1862.

SIR: I have the honor to state that the steam ferryboat Southfield arrived here safely late yesterday afternoon.

I am, very respectfully, your obedient servant,

L. M. GOLDSBOROUGH, Flag-Officer, North Atlantic Blockading Squadron.

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

Report of Lieutenant Werden, U. S. Navy, commanding U. S. S. Stars and Stripes, of the arrival of the U. S. steamers Hetzel, Valley Oity, and Whitehead at Hatteras Inlet, North Carolina.

U. S. S. STARS AND STRIPES, Hatteras Inlet; January 4, 1862.

SIR: I have the honor to report the arrival of the steamers Hetzel, Valley City, and Whitehead at this place; also three schooners from Philadelphia with coal and one from Hampton Roads with guns, boats, and ammunition.

Very respectfully, your obedient servant,

R. WERDEN, Lieutenant, Commanding.

Flag-Officer L. M. Goldsborough, Comdg. North Atlantic Blockading Squadron, Hampton Roads.

Report of Acting Lieutenant Cavendy, U. S. Navy, commanding U. S. bark Gemsbok, regarding the qualities of that vessel.

Off Beaufort, N. C., January 4, 1862.

SIR: After four months' experience as commander of this ship, I would respectfully report the qualifications of her as regards a man-of-war. She is stanch, well built, and thoroughly fastened, and, in my opinion, would make as an efficient sloop-of-war as we have in the Navy.

Her sailing qualities are excellent, and stands well up under her canvas, and carries her battery remarkably well, considering its weight,

N W R-VOL 6-32

consisting of four 8-inch shell guns, weighing 63 hundredweight each,

and two 32-pounders, weighing 33 hundredweight each.

She has a long quarter or half deck from the mainmast, which, if taken off as far aft as the mizzenmast, would remove a great weight, and would enable her to carry two more guns on each side. It could be done with very little expense, and when thus altered would make an excellent ship to cruise off the English Channel to look for the rebel vessels and other crafts that have been fitting out in those parts.

As this ship, from her appearance, would be taken by them for a merchantman (as she has been on the Carolina coast), [she] would be of much benefit. And, as I am well acquainted with those waters, I would respectfully offer my services, if it be agreeable to you, sir, for recom-

mendation to the Department.

The ship is deficient of a good many necessary articles mentioned in the requisition left and approved of by the flag-officer at Hampton Roads on board the Minnesota, on my departure two months since, as these articles could not be obtained there.

It is my opinion that it is necessary for this ship to be refitted, as her spars and rigging have not been overhauled since she has been

built, which is now over six years.

You will perceive, sir, by the enclosed survey held on board this ship as to the condition of her spars and rigging, the mainmast in particular.

And as we have to procure a fresh supply of provisions, water, firewood, etc., I leave this to your own consideration.

I am, respectfully, your obedient servant,

EDWD. CAVENDY, Acting Lieutenant, Commanding.

Flag-Officer L. M. Goldsborough, Comdg. North Atlantic Blockading Squadron, Hampton Roads.

Instructions from the Secretary of the Navy to Flag-Officer Goldsborough, U. S. Navy, commanding North Atlantic Blockading Squadron, regarding persons found on board of blockade runners.

NAVY DEPARTMENT, January 4, 1862.

SIR: The British schooner Adeline was recently captured by one of our steamers for a breach of the blockade, and three of her crew, who claimed to be British subjects, released, after entering into an engagement not to be again employed in a similar proceeding.

The honorable Secretary of State, in referring to the circumstance, says that the requirement in question is not warranted by public law, and no such condition should be exacted by commanders of vessels in It may be lawful to detain as witnesses such persons as may be found on board of vessels charged with a breach of the blockade, when their testimony may be indispensable to the administration of justice; but when captured in a neutral vessel, they can not be considered, and ought not to be treated, as prisoners of war.

The three persons, therefore, who were conditionally released, are to

be regarded as absolved from the obligation required of them.

You will please communicate to the commanding officers in your squadron the principle herein stated, for their guidance.

I am, respectfully, your obedient servant,

GIDEON WELLES.

Flag-Officer L. M. Goldsborough, Comdg. North Atlantic Blockading Squadron, Hampton Roads. Report of Lieutenant Braine, U.S. Navy, commanding U.S. S. Monticello, giving information regarding affairs off Wilmington, N. C., and the sinking of obstructions by Confederates in New Inlet, North Carolina.

U. S. S. MONTICELLO, Off Wilmington, N. C., January 5, 1862.

SIR: On December 30, 1861, two contrabands came off from the batteries at New Inlet, and they gave me the following information as regards the state of affairs here and up at Wilmington, N.C.: At New Inlet, in and about the fortifications (which consist of one battery of 12 guns, one earth casemate of 6 guns, one small battery of 3 guns, and one battery on Zeek's Island of 4 guns), there are stationed about one regiment and a half (1,400 men), also four fieldpieces horse artillery. All the guns in these batteries are short 32-pounders. One of these contrabands, named Kent Newton, has worked for several years on the ferry beats that cross the river at Wilmington. He says that on Friday, the 27th day of December, 1861, the steamer Gordon, or Theodora, arrived at Wilmington from Cuba with a cargo of coffee and fruit, and that she was partially disabled, having been struck by a shot passing through the wheelhouse. The crew of the Gordon, or Theodora, left on the 28th instant for Charleston, S. C., by land; he, Kent Newton, ferried them across the river. While crossing they told him that they left their guns at Charleston, S. C., before going to the West Indies, and that they sailed under the English flag. There are very few soldiers at Wilmington. About the 25th of December, 1861, three regiments arrived from Manassas Junction and went south per railroad. He also states about the middle of December the rebels towed down by steamer Uncle Ben four large, heavy wooden cribs, diamond shape, about 40 or 50 feet wide and 12 feet deep, which they moored on the shoal and in the channel way close together at the northwestern end of Zeek's Island, and filling three of them, as he saw, with rocks, sunk them and completely blocked the channel of New Inlet at that point, and the fourth one they said was to be sunk alongside. This man's statement appears to be very correct. I have questioned him closely, given him the map to look at, and had him mark exactly where these cribs were sunk; and admitting his statement is true (and he appears to be a very intelligent, active nigger), New Inlet is at least for the present effectively blockaded, as you will see by referring to a harbor chart of that place.

During the month of November that we blockaded the place we frequently saw a small steam tug come past Zeek's Island, out in the channel way to the eastward toward the outer bar, where she would lay under the cover of the batteries. During this period of our blockade in the months of December and January, covering a period of over three weeks, although we have seen the same steamer repeatedly in Wilmington [Cape Fear] River and on the western side of Zeek's Island, she has never come to the eastward of Zeek's Island or in the outer channel way as she did during the month of November. This fact has been the subject of comment among the officers, and now that we are aware of the fact that these cribs have been sunk in the channel at Zeek's Island, I know that it is an impossibility for her to pass, or any other vessel drawing 9 feet of water. I make this statement for your information.

I am, respectfully, your obedient servant,

D. L. BRAINE, Lieutenant, Commanding U. S. S. Monticello.

Commander OLIVER S. GLISSON, Senior Officer of Wilmington Blockade, U.S. S. Mount Vernon. Report of Commander Green, U. S. Navy, commanding U. S. ship Jamestown, regarding the deficiencies of that vessel.

U. S. SLOOP OF WAR JAMESTOWN, Hampton Roads, January 5, 1862.

SIR: I have respectfully to report that the supplies of water and other articles having become exhausted, I have, in obedience to your order, returned with the *Jamestown* to this place.

I enclose requisitions for the articles needed to supply deficiencies in the ship's stores and outfits, also request for survey on the condition of

the rudder, upper half-ports, and stern.

The ship has been considerably strained by carrying sail to get offshore on several occasions, and in rough weather makes about 22

inches of water in twenty-four hours.

Both our bower anchors have been lost, one while getting underway during the commencement of a southeast gale by the parting of a cable, the other by the breaking of the shackle while lying at anchor during a sou'wester off Wilmington. The latter was recovered after the gale by sweeping for it.

I am, very respectfully, your obedient servant,

OHARLES GREEN, Commander.

Flag-Officer L. M. GOLDSBOROUGH, Comdg. North Atlantic Blockading Squadron, Hampton Roads.

Report of Flag-Officer Goldsborough, U. S. Navy, commanding North Atlantic Blockading Squadron, of the arrival of the U. S. S. Commodore Barney at Hampton Roads, Virginia.

> U. S. FLAGSHIP MINNESOTA, Hampton Roads, Virginia, January 5, 1862.

SIR: I have the honor to announce the arrival of the Commodore Barney this afternoon in these roads.

I am, very respectfully, your obedient servant,

I. M. Goldsborough, Flag-Officer, North Atlantic Blockading Squadron.

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

Letter from Flag-Officer Goldsborough, U. S. Navy, commanding North Atlantic Blockading Squadron, to Brigadier-General Burnside, U. S. Army, regarding the transportation of stores.

> U. S. FLAGSHIP MINNESOTA, Hampton Roads, January 5, 1862.

GENERAL: Your telegram dated the 2d instant has but just come to hand. The mail is a quicker means of resort in communicating with me.

I will send the *Peabody* to you immediately, but in placing any of your stores on board of her be good enough to direct that they be kept by themselves and not mixed up with ours. We now have on board of her some 60,000 rations, small stores, etc.

In my judgment, as I said to you at Annapolis, the sooner you start your first brigade the better, and so, too, with regard to all vessels you have which are to be towed or which require choice weather in order to arrive safely.

Respectfully, your obedient servant,

L. M. GOLDSBOROUGH, Flag-Officer.

General A. E. BURNSIDE,
Annapolis, Md.

Report of Flag-Officer Goldsborough, U. S. Navy, commanding North Atlantic Blockading Squadron, of the arrival at Hampton Roads of the U. S. ship Jamestown.

> U. S. FLAGSHIP MINNESOTA, Hampton Roads, Virginia, January 6, 1862.

SIR: I have the honor to report to you that the U. S. sloop Jamestown arrived here yesterday afternoon from off Wilmington, N. C. She has come here for water and supplies generally. From what I gather it may be necessary to renew her rudder pintles and some of her upper half-ports. A survey, however, is ordered to ascertain the precise nature of the defects complained of. Should it become necessary to send her away from this place for repairs, she can, I think, go to Baltimore.

I am, very respectfully, your obedient servant,

L. M. GOLDSBOROUGH,

Flag-Officer, Commanding North Atlantic Blockading Squadron.

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

Letter from Major-General Wool, U. S. Army, commanding Department of Virginia, to Flag-Officer Goldsborough, U. S. Navy, commanding North Atlantic Blockading Squadron, advising dispatch in intended operations.

> HEADQUARTERS DEPARTMENT OF VIRGINIA, Fort Monroe, Va., January 7, 1862.

SIR: I have much information to communicate to you which I have not time to put on paper. Your intended operations are well known to the rebels, and they are preparing to meet you. If you do not get off soon, you will meet with a strong force to repel before you can accomplish your object.

I am, very respectfully, your obedient servant,

JOHN E. WOOL, Major-General.

Flag-Officer L. M. Goldsborough.

Visit of the French war steamer Catinat to Norfolk, Va.

Order of the Secretary of the Navy to Flag-Officer Goldsborough, U. S. Navy, commanding North Atlantic Blockading Squadron.

NAVY DEPARTMENT, January 7, 1862.

SIR: The Department learns from the Secretary of State that the French war steamer Catinat, Commander Fabre, proposes visiting

Norfolk to communicate with the French consul there, and hence no obstruction will be interposed by the squadron under your command.

I am, respectfully, your obedient servant,

GIDEON WELLES.

Flag-Officer L. M. GOLDSBOROUGH,

Commanding North Atlantic Blockading Squadron.

Letter from the Secretary of the Navy to the Secretary of State, transmitting correspondence.

NAVY DEPARTMENT, January 11, 1862.

SIR: I have the honor to submit herewith dispatch No. 129, of Flag-Officer Goldsborough, commanding North Atlantic Blockading Squadron, with copy of the correspondence between him and the commander of the French corvette Catinat.

When you return the dispatch and enclosures the Department would be pleased to receive with them a memorandum of the arrangement entered into by the Department of State and the French and British ministers on the subject referred to.

Flag-Officer Goldsborough does not appear to have received, when his dispatch was written, the notice sent to him by this Department on the 7th instant of the proposed visit of the Catinat to Norfolk.

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

GIDEON WELLES.

Hon. WM. H. SEWARD, Secretary of State.

[Enclosure.]

U. S. FLAGSHIP MINNESOTA,
Hampton Roads, Virginia, January 9, 1862.

SIR: I have the honor to enclose herewith a correspondence between the commanding officer of the French man-of-war steamer Catinat, which arrived in this port yesterday, and myself, concerning an arrangement said to have been agreed upon by the French and English ministers in Washington and the honorable Secretary of State, making Norfolk, instead of Charleston, as heretofore, the port by means of which communications are to be transmitted by the French and English authorities to their respective consuls accredited in the Southern States. On receiving my letter the French captain signified to me, through one of his officers, that he would act upon my advice with regard to letting his vessel remain in these roads and proceeding himself to Norfolk in the way suggested. May I be informed by the Department whether it approves of my course throughout in this matter?

I am, very respectfully, your obedient servant,

L. M. GOLDSBOROUGH,

Flag-Officer, Commanding North Atlantic Blockading Squadron. Hon. Gideon Welles,

Secretary of the Navy, Washington, D. C.

[Subenclosures.]

Translation.]

STEAM CORVETTE LA CATINAT, Anchorage off Fort Monroe, January 8, 1862.

COMMODORE: I have the honor to inform you that I left New York yesterday morning with the French and English official mail addressed to the consuls of those two powers accredited to the ports and towns of the Confederate States.

Up to the present moment these communications have passed through the port of Charleston, but the ships that the Federal Government has sent into the channels of that port have rendered the designation of another point of the blockaded coast almost indispensable and Norfolk has been chosen as the new center of this service.

The change has been agreed upon between the Baron Mercier, Lord Lyons, and Mr. Seward, and I do not suppose, for a moment, commo-

dore, that you will raise any obstacle.

According to the orders which I have received from Admiral Reynaud my intention is to bring the *Catinat* to anchor at the entrance of the Elizabeth River, some distance from Norfolk, to transmit and

receive the official correspondence of France and England.

The right of foreign ships of war to enter blockaded ports has been expressly recognized by the Government at Washington and should not, consequently, be a subject of the least doubt. However, I shall always be disposed, commodore, to receive and consider any serious observations which you may wish to make to me.

I have the honor to be, commodore, your very respectful servant, C. FABRE,

Le Capitaine de Frégate, Commanding the Catinat.

COMMODORE COMDG. AMERICAN NAVAL DIVISION,

Fort Monroe.

U. S. FLAGSHIP MINNESOTA, Hampton Roads, Virginia, January 8, 1862.

Sir: I have the honor to inform you that I am this moment in receipt of your communication of to-day. Although as yet no official advices have reached me from Washington with regard to the arrangement of which you speak as having been made between Baron Mercier, Lord Lyons, and Mr. Seward, still, upon your assurance of the fact, as I understand you, that the letters you have to deliver are purely of an official character, I beg to say to you that I have no objections whatever to offer to your going to the anchorage at the entrance of Elizabeth River, with the vessel under your command, if you like; but I would take the liberty of suggesting that perhaps it might suit your convenience better for your vessel to remain in these roads and for me to furnish you with a steamer, as a flag of truce, to convey either yourself or anyone of your officers, and the letters in question, to the usual point of intercourse between us and Norfolk, which I will do with great pleasure. Should this idea be agreeable to you the steamer will be at your disposition to morrow morning at 10 o'clock.

With sentiments of the most profound respect, I am, your very obe-

dient humble servant,

L. M. Goldsborough,

Flag-Officer, Commanding North Atlantic Blockading Squadron.

Captain C. FABRE,

Commanding H. I. M. S. Catinat, Hampton Roads, Virginia.

Letter from Flag-Officer Goldsborough, U. S. Navy, commanding North Atlantic Blockading Squadron, to Major-General Huger, C. S. Army, commanding Department of Norfolk.

U. S. FLAGSHIP MINNESOTA, Hampton Roads, January 9, 1862.

GENERAL: The captain of the French man-of-war steamer Catinat, with three of his officers, at most, wishes to visit Norfolk in order to

communicate with the consul of his nation at Richmond, and in this way to forward official letters to the consuls of France and England residing at the South. I have furnished him with a steamer bearing a flag of truce, to facilitate his object, and beg to commend him to your kind consideration. He is sent here by his admiral expressly for the purpose in view.

I am, very respectfully, your obedient servant,

L. M. GOLDSBOROUGH,

Flag-Officer.

Major-General BENJ. HUGER, Commanding Department, etc., Norfolk, Va.

Letter from Flag-Officer Goldsborough, U. S. Navy, commanding North Atlantic Blockading Squadron, to Major-General Wool, U. S. Army, commanding Department of Virginia.

U. S. FLAGSHIP MINNESOTA,

Hampton Roads, January 9, 1862.

GENERAL: I have received orders from the Navy Department at Washington not to interfere in any way with the Catinat's going to Norfolk, should her captain wish to do so. She is a French man-of-war steamer and now lies near this ship. Will you be kind enough to guard against any contretemps on the part of those under your control con-

cerning this matter.

Hereafter, Norfolk, instead of Charleston, is to be the point for dispatching official letters to and from foreign consuls residing at the South, and, as I understand, an English and French man of war will visit here at intervals, alternately, for the purpose of both bringing and receiving those communications. The Catinat is the first vessel to carry out this purpose and I believe she, in a few weeks, is to be followed by an English man of war. This arrangement, as I believe, has been made by the French and English ministers on one side and our Secretary of State on the other.

I am thus particular in writing to you for fear that you may not have received, as yet, anything from Washington on the subject, and with the view of guarding in season against every possible difficulty in

relation to it.

With every sentiment of respect, your most obedient servant, L. M. Goldsborough, Flag-Officer.

Major-General John E. Wool, Commanding Department of Virginia, Fort Monroe, Va.

Letter from the Secretary of State to the Secretary of the Navy, transmitting correspondence between the State Department and the British minister to the United States.

DEPARTMENT OF STATE, Washington, January 13, 1862.

SIR: I have the honor to acknowledge the receipt of your letter of the 11th instant, enclosing for my perusal a dispatch of the 9th instant from Flag-Officer Goldsborough and the accompanying copy of correspondence between that officer and Captain Fabre, of the French steam corvette Catinat, in relation to the arrangements for the communication by foreign governments with their consular agents in ports under blockade.

In returning the papers which accompanied your letter I transmit, pursuant to your request, a copy of a circular of the 4th of October last to the diplomatic representatives of foreign powers accredited to this Government, together with a copy of subsequent correspondence between the British minister and this Department, and of a note to the minister of France of the 8th instant. These papers embrace all the information on the subject in this Department, except that contained in my letter to you of the 4th instant.

I am, sir, your obedient servant,

WILLIAM H. SEWARD.

Hon. GIDEON WELLES,

Secretary of the Navy.

[Enclosures.]

DEPARTMENT OF STATE, Washington, October 4, 1861.

My Lord: I regret to inforn you that information has reached this Department that foreign vessels of war which have entered ports of States in insurrection against the Government of the United States under blockade, have in some instances carried passengers, and in others private correspondence. It is presumed that such proceedings could not have taken place with the knowledge or approval of the Governments of foreign countries. With a view, however, to prevent any misunderstanding in future, it is distinctly to be understood that no foreign vessel of war which may enter or depart from a blockaded port of the United States will carry any person as a passenger or any correspondence other than that between the Government of the country to which the vessel may belong and the diplomatic and consular agents of such country at the ports adverted to.

I avail myself of this occasion to offer to your Lordship a renewed assurance of high consideration.

WILLIAM H. SEWARD.

Right Hon. Lord Lyons.

(Same, mutatis mutandis, to all the ministers of foreign powers accredited to the United States.)

BRITISH LEGATION, Washington, D. C., October 12, 1861.

SIR: I have the honor to acknowledge the receipt of your note of the 4th instant, relative to communications between ships of war and the

ports in the Southern States now under blockade.

You have apprised me in that note that information has reached the Department of State that foreign vessels of war, which have entered these ports since they were blockaded, have, in some instances, carried passengers, and in others private correspondence. You were so good as to assure me verbally yesterday that no British ship of war was included among those to which your note thus referred.

Indeed, I have every reason to believe that, with a single exception, no British ship of war has communicated with any of the ports under blockade. The ship which I except is the Steady. Of my intention to request the commander of this ship to leave official dispatches at Charleston, I had the honor to inform you on the 18th of last month. The Steady accordingly sailed for Charleston a few days afterwards.

She carried no letters except official dispatches from me or other authorities of foreign Governments in the United States, and no passenger excepting Mr. Fullerton, her Majesty's acting consul at Savannah, who

was landed at Charleston on his way back to his port.

As several of my colleagues have expressed to me their desire to send official dispatches to the consuls of their respective Governments by any of her Majesty's ships which may hereafter convey dispatches for me to the ports under blockade, I shall be much obliged if you will inform me whether you see any objection to my forwarding to those ports, by her Majesty's ships, dispatches addressed by official authorities of foreign countries to other official authorities of their own countries.

I have the honor to be, with high consideration, sir, your most obedient, humble servant,

LYONS.

Hon. WILLIAM H. SEWARD.

DEPARTMENT OF STATE, Washington, October 14, 1861.

MY LORD: I have had the honor to receive your note of the 12th instant in answer to mine of the 4th, relative to the carriage of passengers and private letters in vessels of war of foreign powers to and from ports of the United States under blockade. In reply I have the honor to acquaint you that no complaint had been made to this Department that any British vessel had indulged in this practice, but insomuch as such a proceeding, if acquiesced in at all by this Government, would defeat the objects of the blockade, it was deemed advisable to address a circular upon the subject to the representatives here of the principal maritime powers.

No objection is entertained to the transmission through the channel of vessels of war of friendly powers of any official correspondence with

the agents of those powers in blockaded ports.

I avail myself of this occasion to offer to your lordship a renewed assurance of my high consideration.

WILLIAM H. SEWARD.

Right Hon. LORD LYONS.

WASHINGTON, October 17, 1861.

SIR: I beg to offer you my thanks for the note dated the 14th instant, which you have done me the honor to write to me in answer to that dated the 12th instant, which I addressed to you on the subject of transmitting official correspondence by her Majesty's ships of war to

the blockaded ports.

It is with reluctance that I importune you further in this matter; but as I am very anxious to avoid all risk of misapprehending your wishes, I venture to ask you whether I am right in understanding that you have no objection to my sending to the blockade ports, by her Majesty's ships of war, not only British official correspondence with British authorities, but also the official correspondence of other powers, friendly to the United States, with the agents of the same powers in the Southern States.

I have the honor to be, with high consideration, sir, your most obedient, humble servant,

LYONS.

DEPARTMENT OF STATE, Washington, October 18, 1861.

My LORD: I have the honor to acknowledge the receipt of your note of yesterday, and to state in reply that it was intended in my previous communication, to which it refers, to say that official correspondence of other powers with the agents of those powers in blockaded ports, as well as that of British authorities with their agents, might be sent by British vessels of war.

I avail myself of this opportunity to renew to your lordship the assur-

ance of my high consideration.

WILLIAM H. SEWARD.

Right Hon. LORD LYONS.

DEPARTMENT OF STATE, Washington, January 8, 1862.

SIR: Referring to your informal intimation concerning the proposed visit of the French war steamers Catinat and Bellone to Norfolk and Port Royal, I now have the honor to communicate to you for your information the copy of a letter of yesterday, addressed to this Department by the Secretary of the Navy on the subject.

I avail myself of this opportunity to renew to you, sir, the assurance

of my high consideration.

WILLIAM H. SEWARD.

Mr. HENRI MERCIER.

Letter from the Secretary of the Navy to Flag-Officer Goldsborough, U. S. Navy, commanding North Atlantic Blockading Squadron, transmitting enclosures.

NAVY DEPARTMENT, January 17, 1862,

SIR: Your No. 129 was received, enclosing copy of your correspondence with the commander of the French corvette *Catinat*. The Department advised you on the 7th January of the proposed visit of that vessel to Norfolk, which advice had not been received when your dispatch was written.

For your better information of the object of the visit of the Catinat, and of the privileges to be allowed, I transmit herewith extracts* from a circular sent by the Department of State to the representatives of foreign governments in Washington, and from a correspondence* between that Department and Lord Lyons.

Your course, as indicated in your dispatch, meets with the approval

of the Department.

I am, respectfully, your obodient servant,

GIDEON WELLES.

Flag-Officer L. M. Goldsborough,
Comdg. North Atlantic Blockading Squadron, Hampton Roads.

Instructions from Major-General McClellan, U.S. Army, to Brigadier-General Burnside, U.S. Army, regarding operations against the defenses of North Carolina in cooperation with the Navy.

HEADQUARTERS OF THE ARMY, Washington, January 7, 1862.

GENERAL: In accordance with verbal instructions heretofore given you, you will, after uniting with Flag-Officer Goldsborough, at Fort

^{*} See corr pondence immediately preceding.

Monroe, proceed under his convoy to Hatteras Inlet, when you will, in connection with him, take the most prompt measures for crossing the fleet into the bulkhead into the waters of the sound. Under the accompanying general order, constituting the Department of North Carolina, you will assume command of the garrison at Hatteras Inlet and make such dispositions in regard to that place as your ulterior operations may render necessary, always being careful to provide for the safety of that very important station in any contingency.

Your first point of attack will be Roanoke Island and its depend-

Your first point of attack will be Roanoke Island and its dependencies. It is presumed that the Navy can reduce the batteries on the marshes and cover the landing of your troops on the main island, by which, in connection with a rapid movement of the gunboats to the northern extremity as soon as the marsh battery is reduced, it may be

hoped to capture the entire garrison of the place.

Having occupied the island and its dependencies, you will at once proceed to the erection of the batteries and defenses necessary to hold the position with a small force. Should the flag-officer require any assistance in seizing or holding the debouches of the canals from Nor-

folk, you will please afford it to him.

The commodore and yourself having completed your arrangements in regard to Roanoke Island and the waters north of it, you will please at once make a descent upon New Berne, having gained possession of which and the railroad passing through it, you will at once throw a sufficient force upon Beaufort, and take the steps necessary to reduce Fort Macon and open that port. When you seize New Berne you will endeavor to seize the railroad as far west as Goldsboro, should circumstances favor such a movement. The temper of the people, the rebel force at hand, etc., will go far toward determining the question as to how far west the railroad can be safely occupied and held. Should circumstances render it advisable to seize and hold Raleigh, the main north and south line of railroad passing through Goldsboro should be so effectually destroyed for a considerable distance north and south of that a point as to render it impossible for the rebels to use it to your disadvantage. A great point would be gained in any event by the effectual destruction of the Wilmington and Weldon Railroad.

I would advise great caution in moving so far into the interior as upon Raleigh. Having accomplished the objects mentioned, the next point of interest would probably be Wilmington, the reduction of which may require that additional means shall be afforded you. I would urge great caution in regard to proclamation. In no case would I go beyond a moderate joint proclamation with the naval commander, which should say as little as possible about politics or the negro. Merely state that the true issue for which we are fighting is the preservation of the Union and upholding the laws of the General Government, and stating that all who conduct themselves properly will, as far

as possible, be protected in their persons and property.

You will please report your operations as often as an opportunity offers itself.

With my best wishes for your success, I am, etc.,

GEO. B. MCCLELLAN, Major General, Commanding in Uhief.

Brigadier-General Ambrose E. Burnside, Commanding Expedition.

P. S.—Any prisoners you take should be sent to the most convenient Northern post. You can, however, exchange any of them for any of your own men who may be taken.

Letter from the Secretary of the Navy to Flag-Officer Goldsborough, U.S. Navy, commanding North Atlantic Blockading Squadron, transmitting information regarding blockade runners R.D. Shepherd, Albert, and Helen.

NAVY DEPARTMENT, January 8, 1862.

SIR: Your attention is invited to the accompanying extract of a dispatch addressed to the Secretary of State, under date of December 20, 1861, by the U.S. consul at Liverpool, relative to the ship R. D. Shepherd, the schooner Albert, and the bark Helen, which are suspected of being destined for ports in the rebellious States.

I am, respectfully, your obedient servant,

GIDEON WELLES.

Flag-Officer L. M. GOLDSBOROUGH,
Comdg. North Atlantic Blockading Squadron, Hampton Roads.

[Enclosure,—Extract.]

The R. D. Shepherd, loading for New Orleans and New York, has taken on board 500 tons salt in bags, 50 tons coal, 61 bales blankets, and 200 bales canvas, apparently for cotton bagging. She is still taking salt on board. The agents state that she is to go to Havana and there lay until she can legally enter New Orleans, and if that does not occur within six months, she is then to go to New York and discharge. She is now English; was an American, owned in New Orleans; is commanded by Captain Gale, I believe a New Orleans man; is 930 tons, white ports, lower masts white, yards black, full figurehead.

Fraser, Trenholm & Co. (the Charleston house so often mentioned)

Fraser, Trenholm & Co. (the Charleston house so often mentioned) have entered the schooner Albert to load for Nassau. She has taken nothing on board yet. She is under the English flag, formerly belonged to Charleston, and ran the blockade. She is a three-masted schooner

of about 350 tons.

The Helen, also belonging to Fraser, Trenholm & Co., which ran the blockade with the Bermuda on the 2d of November, is preparing to load, and I have no doubt will go south. She is under the rebel flag yet; is a bark of 340 tons, black hull, coppered, scroll figurehead.

Letter from the Secretary of the Navy to Flag-Officer Goldsborough, U.S. Navy, commanding North Atlantic Blockading Squadron, transmitting information regarding the steamers Prince Albert and Consul.

NAVY DEPARTMENT, January 9, 1862.

SIR: I enclose herewith for your information an extract from a dispatch, dated December 6, 1861, received by the Secretary of State from the U.S. consul at Liverpool, in relation to the steamers *Prince Albert* and the *Consul*.

1 am, respectfully, your obedient servant,

GIDEON WELLES.

Flag-Officer L. M. Goldsborough, Comdg. U. S. North Atlantic Blockading Squadron, Hampton Roads. [Enclosure.]

DEPARTMENT OF STATE, Washington, December 26, 1861.

SIR: I have the honor to transmit herewith, for your information, a copy of a dispatch, No. 57, received from the U.S. consul at Liverpool, respecting the steamers *Prince Albert* and the *Consul*.

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

WILLIAM H. SEWARD.

Hon. GIDEON WELLES, Secretary of the Navy.

[Subenclosure.]

U. S. CONSULATE, Liverpool, December 6, 1861.

SIR: A screw steamer called the *Prince Albert* cleared hence for Cadiz on the 4th, in ballast. She was formerly of the Galway line and has been lying up here for some time under the control of a Mr. Klingender, the advertised agent of Fraser, Trenholm & Co.'s line of Charleston steamers.

She lately changed hands, and, it was said, was bought by a Spanish company to run between Cadiz and a port in the United States, but I can not find anyone who knows who the purchasers really are. My man got it from the steward, an Englishman, that she was going to Cadiz to load for Savannah, which seems to tally with what I have heard from other sources about the steamer *Pacific*, lying at Southampton. She sailed with nothing but coal on board, and an ordinary crew composed of foreigners. She is brig-rigged, 1,400 tons register, and mounted with two guns, about 14-pounders.

I have written to the consul at Cadiz about her. The Danish or Swedish brig Carl Emil, 172 tons, sailed on the 28th of November for St. Thomas, West Indies, having as part of her cargo 20 bales blankets, 50 crates, and 100 boxes, contents unknown. Two days after she sailed 80 bags and 16 cases gunpowder were entered at the custom-house for St. Thomas, and were most likely for her. She has a black hull with a white streak and a fiddle head.

The Consul, so often mentioned before, will sail to morrow or next day. She has taken on board 5 cases labeled cotton twist and 37 bales marked & This being the same mark that was on the bales ship.

ped per *Cheshire* and *Eliza Bonsall*, and a portmanteau sent on board marked E. C. A., initials, I believe, of Mr. Anderson, who left on the *Fingal*, seem to indicate clearly the destination of the vessel.

I have reported to me on good authority a statement made by Mr. Prioleau that he had made a fortune by the *Bermuda* venture and should send her again. You have no doubt seen the report of her arrival at Havre from Charleston.

The excitement here has somewhat abated, but every man seems to have made it up in his own mind that the opinion of the English law officers must be right, and sustained at all hazards. There is a growing desire, however, observable that the matter may be referred to arbitration and settled amicably.

With high respect, I am your obedient servant,

THOMAS H. DUDLEY, U. S. Consul.

Hon. Wm. H. SEWARD, Secretary of State, Washington. Report of Commander Glisson, U. S. Navy, commanding U. S. S. Mount Vernon, giving information regarding movements of blockade runners.

> U. S. S. MOUNT VERNON, Off Wilmington, N. C., January 10, 1862.

SIR: I have to report to you that I have received five contrabands on board of this vessel while off Wilmington. They came off in two parties. The boat that the last party came off in was old and worthless and I broke her up for fuel. The first one I have retained, subject to your order. The contrabands have all been shipped and I herewith

enclose you a list of their names, etc.

From these contrabands I gain the following information, viz, that the steamer Gordon or Theodora was the vessel that I chased in on the 20th of December last, as reported to you in my letter of that date. further learn that one of the shots from this vessel passed through her wheelhouse. If such is the case, the shot must have ricochetted, as we distinctly saw it strike the water some distance this side of the steamer. She had in part of a cargo of coffee and sugar and West India fruits. She was quite light, and only drew about 7 feet of water. The North Carolina is said to be nearly loaded with cotton and turpentine. She is an iron steamer, schooner-rigged, with fore-topsail. There is also a large schooner in port in part loaded with lumber, ready for sea.

Two English brigs, the Bruce and another, the name of which I have

not learned, sailed on the 1st December, 1861.

These men confirm the report about the sinking of vessels in the channel at New Inlet, and state that it is impossible for any vessel to get in by that channel at this time.

Enclosed I send you a letter* from Lieutenant Commanding D. L. Braine, of the U.S.S. Monticello, giving information on that subject.

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.

Order of Flag-Officer Goldsborough, U. S. Navy, commanding North Atlantic Blockading Squadron, to Acting Master Giddings, U. S. Navy, commanding U.S.S. Henry Brinker, to proceed to duty at Hatteras Inlet.

> U. S. FLAGSHIP MINNESOTA, Hampton Roads, January 10, 1862.

SIR: Proceed with the Brinker under your command to Hatteras Inlet, using your sound discretion with regard to the time of departure. On your arrival report to the senior naval officer thereat.

Respectfully, your obedient servant,
L. M. GOLDSBOROUGH, Flag-Officer.

Acting Master John E. Giddings, Commanding U. S. S. Henry Brinker. Order of Flag-Officer Goldsborough, U. S. Navy, commanding North Atlantic Blockading Squadron, to Commander Smith, U. S. Navy, commanding U. S. ship Congress; regarding the attendance of tugs Zouave and Dragon upon the U.S. ships Congress and Cumberland.

> U. S. FLAGSHIP MINNESOTA, Hampton Roads, January 10, 1862.

SIR Before leaving here I desire to say to you that the tugs Dragon and Zouave are to attend expressly upon, the Congress and Cumberland at Newport News, so as to tow them into an advantageous position in case of an attack from the Merrimack or any other quarter. Both tugs are now here, and the senior naval officer remaining here will be instructed with regard to my wishes concerning the duty to which they are to be applied, viz, I repeat, to attend exclusively upon the Congress and Cumberland. I request that you will arrange which one is to attend the Congress and which one the Cumberland.

In case all the fitments of magazines, etc., for both or either of these vessels should not be completed before they get to you, be good enough

to have them finished by the mechanics of the two ships.

You are at liberty to fix these tugs in any way you may think Respectfully, your obedient servant,

L. M. Goldsborough, best for the purpose they are intended to subserve.

Flag-Officer.

Commander WM. SMITH, Commanding U. S. S[hip] Congress, Newport News.

P. S.—I omitted to mention, in the hurry of writing the above, that the Dragon is to be armed with a 20 pounder rifled Parrott forward and a 24-pounder brass smoothbore aft, and the Zouave with a 30-pounder rifled Parrott forward and a 12-pounder brass smoothbore aft. The guns are all here and are being put on board as fast as the arrangements can be made.

It may be that until the Dragon can be completed the Young America will have to take her place with you. Should you find fitments in any particular incomplete, I wish you would finish them with your own mechanics and resources.

Of course you will use the tugs on guard or any other service you may like.

L. M. G.

Letter from the Secretary of the Navy to Flag-Officer Goldsborough, U.S. Navy, commanding North Atlantic Blockading Squadron, transmitting information regarding the steamer Bermuda.

NAVY DEPARTMENT, January 10, 1862.

SIR: I herewith enclose for your information a copy of a dispatch dated December 13, 1861, addressed to the Department of State by the U.S. consul at Havre, concerning the location of the secret cocks of the steamer Bermuda, by which an attempt may be made to sink her in case of her capture.

I am, respectfully, your obedient servant,

GIDEON WELLES.

Flag-Officer L. M. Goldsborough, Comdg. North Atlantic Blockading Squadron, Hampton Roads. [Enclosure.]

U. S. Consulate, Havre, December 13, 1861.

SIR: I beg respectfully to state that the secret cocks in the steamer Bermuda, alluded to in my dispatch No. 40, are in the captain's state-room in the cabin, starboard side of the vessel.

By raising mattress at foot of the berth will be seen a false bottom to

a locker. On raising the lid the cocks will be exposed.

If overtaken she would claim to be in a distressed and leaking condition; if captured, the effort would be to sink her by putting on the cocks in full force.

I have no doubt from what I learn that she will again attempt to run the blockade, loading in some small English port and clearing for Nassau. I have thought the importance of the facts acquired from time to time would appear to the Department to justify these several communications.

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

JAMES O. PUTNAM.

Hon. WILLIAM H. SEWARD, Secretary of State.

P. S.—Since the writing of the above, and just as the mail is about to close, I have this additional report from the source of all my information on this subject:

Mr. Tessier, master of the *Bermuda*, has stated to my informant that he is to take the command of a new steamer, just built at Stockton; that he shall run the blockade with her if he can; that he holds a commission from the rebel authorities as privateer. The present first officer of the *Bermuda* expects to be promoted to its command in chief.

J. O. PUTNAM.

Orders of Flag-Officer Goldsborough, U. S. Navy, commanding North Atlantic Blockading Squadron, to officers commanding U. S. steamers Delaware, Morse, Hunchback, Southfield, Commodore Barney, and Commodore Perry to proceed to duty at Hatteras Inlet.

> U. S. FLAGSHIP MINNESOTA, Hampton Roads, January 11, 1862.

SIR: Proceed with the U.S.S. Delaware under your command to Hatteras Inlet, using a sound discretion with regard to time of departure. On your arrival at the inlet report to the senior naval officer there.

Respectfully, your obedient servant,

L. M. GOLDSBOROUGH, Flag-Officer.

Lieutenant Commanding S. P. QUACKENBUSH, Commanding U. S. S. Delaware.

(Similar orders addressed, same date, to the commanding officers of U. S. steamers Morse, Hunchback, Southfield, Commodore Barney, Commodore Perry.)

N W R-VOL 6-33

Order of Flag-Officer Goldsborough, U. S. Navy, commanding North Atlantic Blockading Squadron, to the master of the schooner Howard, to proceed to duty at Hatteras Inlet.

> U. S. FLAGSHIP MINNESOTA, Hampton Roads, January 11, 1862.

SIR: You will proceed without any unnecessary delay with the schooner *Howard* under your command to Hatteras Inlet, and when arrived there will report to the senior naval officer at the inlet.

Very respectfully, your obedient servant,

L. M. GOLDSBOROUGH, Flag-Officer.

Mr. THOS. CLARK,

Master of the schooner Howard, Hampton Roads, Virginia.

Order of Flag-Officer Goldsborough, U. S. Navy, commanding North Atlantic Blockading Squadron, to Acting Master Reynolds, U. S. Navy, commanding U. S. S. Philadelphia, to proceed to duty in Hatteras Inlet.

> U. S. FLAGSHIP MINNESOTA, Hampton Roads, January 11, 1862.

SIR: Proceed with the U.S.S. Philadelphia under your command to Hatteras Inlet, using a sound discretion as regards time of departure. On your arrival at the inlet report to the senior naval officer there.

Respectfully, your obedient servant,

L. M. GOLDSBOROUGH, Flag-Officer.

Acting Master S. REYNOLDS, Commanding U. S. S. Philadelphia.

Letter from Flag-Officer Goldsborough, U. S. Navy, commanding North Atlantic Blockading Squadron, to Major General Wool, U. S. Army, commanding Department of Virginia, requesting assistance of the naval brigade.

> U. S. FLAGSHIP MINNESOTA, Hampton Roads, January 11, 1862.

GENERAL: Will you be kind enough to let me have the promised company of men of the naval brigade to go to Hatteras Inlet. One-half of them will be accommodated on board the *Hunchback* and the other on board the *Southfield*. As I desire to be off at the earliest possible moment, I should like to have the men, if practicable, at once. Captain Case will give you any further information upon the subject you may wish.

With every sentiment of respect, I am, general, your most obedient

servant,

L. M. Goldsborough, Flag-Officer.

Major-General John E. Wool, Commanding Department of Virginia, Fort Monroe. Letter from Commodore Smith, U. S. Navy, Chief of Bureau Yards and Docks, to Licutenant Worden, U. S. Navy, regarding the command of the U. S. S. Monitor, under construction.

Private.

JANUARY 11, 1862.

MY DEAR SIR: I have only time to say I have named you for the command of the battery under contract with Captain Ericsson, now nearly ready at New York.

This vessel is an experiment. I believe you are the right sort of

officer to put in command of her.

Yours, truly, in haste,

Jos. SMITH.

Lieutenant J. L. WORDEN,

U. S. Navy, Naval Rendezvous, New York, N. Y.

Letter from Major-General Wool, U. S. Army, commanding Department of Virginia, to Flag-Officer Goldsborough, U. S. Navy, commanding North Atlantic Blockading Squadron, responding to request for the assistance of naval brigade.

HEADQUARTERS DEPARTMENT OF VIRGINIA, Fort Monroe, January 12, 1862.

SIR: Agreeably to your request on Friday I ordered one company of the coast guard to be in readiness to join your expedition at the time you fixed, 12 o'clock m., on Monday. Also one for the Congress at Newport News.

It is understood that as soon as you have accomplished your object

at Roanoke Island, they will be returned.

I am, very respectfully, your obedient servant,

JOHN E. WOOL, Major-General.

Flag-Officer L. M. GOLDSBOROUGH.

Order of Flag-Officer Goldsborough, U. S. Navy, to Acting Master Studley, U. S. Navy, commanding U. S. S. Young Rover.

U. S. FLAGSHIP MINNESOTA, Hampton Roads, January 12, 1862.

SIR: Resume your station in blockading off York River at the earliest practicable moment.

Respectfully, your obedient servant,

L. M. GOLDSBOROUGH,

Flag-Officer.

Acting Master I. B. STUDLEY, Commanding U. S. S. Young Rover, Hampton Roads, Virginia.

Memorandum left by Flag-Officer Goldsborough for the senior naval officer remaining in Hampton Roads upon his departure for the sounds of North Carolina.

JANUARY 12, 1862.

Five tugs will be left hereabouts, viz, the Zouave, Dragon, Cohasset, Young America, and Rescue. The Zouave and Dragon are to be sent to

Newport News and kept there expressly to attend upon the Congress and Cumberland and to tow them as may be needed in case of an attack from the Merrimack or any other quarter. The other three are to be kept about Fort Monroe to attend upon our vessels and to perform

picket service at night.

The Daylight is ordered from Baltimore here as soon as repaired. On her arrival send her off York River to blockade, and then the Young Rover off the Rappahannock, and the Dawn, now off the Rappahannock, to New York to get her new boiler on board. By this arrangement there will be two vessels off the Rappahannock, viz, the Mystic and the Young Rover, and one off the York River, viz, the Daylight, which is my intention.

Vessels coming in from off Beaufort or Wilmington, N. C., must be furnished with the supplies needed and sent back to their stations with

as little delay as possible.

Open all public letters addressed to me and act upon them as far as possible. If there be a doubt whether the letter be public or private, Many come to me from other quarters than the Departments of Government.

The Whitehall being disabled, she can also be stationed at Newport News, and while there the mechanics of the Congress and Cumberland must repair her.

Order of the Secretary of the Navy to Flag-Officer Goldsborough, U. S. Navy, commanding North Atlantic Blockading Squadron, regarding the U. S. vessels Savannah and Cumberland.

NAVY DEPARTMENT, January 13, 1862.

SIR: The crew of the U.S. sloop of war Savannah are said to be suffering to some extent from scurvy, and the Department, for the purpose of giving them a change of climate and to afford them an opportunity of recruiting, has ordered Flag-Officer Du Pont to send the Savannah to Hampton Roads to report for duty in your squadron. The Cumberland will proceed to Port Royal as soon as the Savannah arrives, to supply the place of the latter in the South Atlantic Blockading Squadron.

I am, respectfully, your obedient servant,

GIDEON WELLES.

Flag-Officer L. M. GOLDSBOROUGH, Comdg. North Atlantic Blockading Squadron, Hampton Roads.

Letter from Lieutenant Worden, U. S. Navy, to Commodore Smith, U. S. Navy, Chief Bureau of Yards and Docks, regarding the command of the U.S. S. Monitor.

NEW YORK, January 13, 1862.

DEAR SIR: I received your letter of the 11th instant yesterday and thank you for the feeling which prompted you to name me for the command of the Ericsson battery. I went immediately to see her, and, after a hasty examination of her, am induced to believe that she may prove a success. At all events, I am quite willing to be an agent in testing her capabilities, and will readily devote whatever of capacity and energy I have to that object.

If the Department decides that I am to have the command, I would like to be ordered to her as soon as possible, so that I may acquaint myself with all her points and peculiarities.

Very truly, yours,

JOHN L. WORDEN, Lieutenant.

Commodore Joseph Smith, Bureau of Yards and Docks, Navy Department, Washington, D. C.

Order of the Secretary of the Navy to Lieutenant Worden, U. S. Navy, to assume command of the U. S. S. Monitor.

NAVY DEPARTMENT, January 13, 1862.

SIR: You are hereby detached from the rendezvous, New York, and you will report to Commodore Paulding for the command of the United States ironclad steamer building by Captain Ericsson.

I am, respectfully, your obedient servant,

GIDEON WELLES.

Lieutenant John L. Worden, U. S. Navy, New York.

[Endorsement.]

Reported January 16, 1862.

H. PAULDING, Commandant.

[Note by J. L. W.]

January 30, Monitor (the above) launched. February 25, Monitor put in commission.

Letter from the Secretary of the Navy to Flag-Officer Goldsborough, U.S. Navy, commanding North Atlantic Blockading Squadron, transmitting statement of Master's Mate Abbott, U.S. Navy, regarding information obtained while a prisoner in the Confederate States.

NAVY DEPARTMENT, January 14, 1862.

SIR: I enclose for your information Master's Mate William A. Abbott's statement of facts relative to the enemy learned while a prisoner at Norfolk and Richmond.

Very respectfully,

GIDEON WELLES.

Flag-Officer L. M. Goldsborough,
Comdg. North Atlantic Blockading Squadron, Hampton Roads.

[Enclosure.]

ANDOVER, MASS., January 9, 1862.

Sir: In obedience to the wishes of the Department, I have the honor of reporting the following facts concerning the enemy, which I learned during my imprisonment. At a late hour of the day on which I was released at Richmond, a gentleman called upon me, named Osgood, stating who and what he was, and gave me an account of a set of infernal machines, or torpedoes, then being manufactured at the Tredegar Iron Works, in Richmond, the invention of a Northern man. Mr. Osgood is an engineer by profession, well known in New York, was a

long time in the employ of the Collins Line of steamers, and more recently in the steam line from Charleston to Havana. He is, or was, at the head of a Union club in Richmond, and has in various ways added much to the comfort of our prisoners. The rebels watch him sharply, knowing the ability of the man, and, though he spurns very great offers from them, they are determined he shall not aid us. He is a native of Haverhill, in this county. He stated that the machines were very complicated affairs, and so arranged that the destruction of a part of it does not prevent the operation of the machine or affect the intended result. They are to be taken down the James River in the night, and to be sunk; at the same time a feigned attack is to be made upon our vessels by two steamers and a revenue cutter. There is not necessarily a connection between the machines and the shore, as the explosion may be produced by the mere striking of a vessel against it. While I was confined at Norfolk, a soldier, who was a carpenter by trade, and had worked considerable time on the Merrimack battery, was brought in and confined near me. He was a Northern man, and the day before I was sent to Richmond he sent me a file and wrench. having previously informed me that he would desert to one of our vessels with me. He told me that the ends of the Merrimack are sharp, both fitted with rudders and protected, her sides and top angling sufficiently to glance off shot. Each port has a door which shuts down as the guns are run in. On her top, over each gun, is a small barred scuttle, and these are the only means of obtaining fresh air. it was the opinion of most of the workmen that the men could not fight long in so confined a place. Her wheel is in the forward part, the helmsman looking through bull's eyes, and she has two engines of great power, and is pierced for twenty guns. The enemy seem to rely more on her power to run down an opposing vessel than on the effect of her guns. She is also fitted with a number of pipes for throwing hot water. While on my way to the prison at Richmond I saw a number of carloads of iron plates marked for the Merrimack; the longest were from 10 to 15 feet long and about an inch and three-quarters thick, the small ones for bends from 2 to 2½ inches in thickness. Although I had a pretty fair view of the navy yard, I saw only the frigate United States, the Merrimack, and one or two small schooners. The greater part of the carriages for the large columbiads which I saw were of pine. I conversed at different times with hundreds of their officers and men, and they all wished they were at home, and blamed their leaders very much. Some of the guard at Richmond were men who had been paroled at [in] western Virginia. There are said to be 1,000 stands of arms in the hands of Union men at Richmond, mostly Northern men. During the short time I was at Richmond, at liberty, I visited a number of the prominent hotels, and frequently heard expressions of regret at the existence of this rebellion. At Norfolk I had several short interviews with Union men, who assured me that there were Union men enough in Norfolk and vicinity, but that the great number of Southern troops prevented their speaking or acting out their true sentiments. Between Craney Island and Fort Norfolk a strong obstruction of piles is placed. From what I could learn there are in and about Norfolk 15,000 troops, and I think my information was obtained from good authority.

I remain, very respectfully, your obedient servant,
WILLIAM A. ABBOTT,

Master's Mate, U.S. Navy.

Hon. GIDEON WELLES, Secretary of the Navy. Report of Captain Marston, U. S. Navy, commanding U. S. S. Roanoke, of the arrival of the U. S. S. Mount Vernon at Hampton Roads.

U. S. STEAM FRIGATE ROANOKE, Hampton Roads, Virginia, January 15, 1862.

SIR: I have the honor to inform you that the steamer Mount Vernon arrived this day from off Wilmington, and herewith enclose important reports* from Commander Glisson, as well as a report from Lieutenant Commanding Braine to Commander G.

Very respectfully, your obedient servant,

JOHN MARSTON, Captain and Senior Officer.

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

Letter from the Secretary of the Navy to flag-officers commanding blockading squadrons, transmitting information regarding the sailing of the steamer Rechid from London.

NAVY DEPARTMENT, January 15, 1862.

SIR: I transmit herewith extract of a dispatch, dated December 27, 1861, received by the Secretary of State from the U.S. consul at London, in reference to the sailing from that port of the English iron screw steamer *Rechid* under suspicious circumstances.

I am, respectfully, your obedient servant,

GIDEON WELLES.

Flag-Officer L. M. GOLDSBOROUGH,

Comdg. North Atlantic Bluckading Squadron, Hampton Roads.

Flag-Officer SAML. F. DU PONT,

Comdg. South Atlantic Blockading Squadron, Port Royal, S. C.

Flag-Officer WM. W. MCKEAN,

Commanding Gulf Blockading Squadron.

[Enclosure.]

CONSULATE OF THE UNITED STATES OF AMERICA, London, December 27, 1861.

SIR: I had the honor to inform you last week that the English iron screw steamer *Rechid* would leave immediately, as I had reason to believe, for one of our Southern ports. Permit me now to report more in detail such circumstances as have come to my knowledge concerning

the fitting out of this vessel.

A partner in quite a noted house here, and one doing a large share of American business, had at various times volunteered his advice and services for the benefit of the Federal Government, and had put me on my guard against certain movements, or pretended movements, of Confederate agents here. On Friday of last week I ascertained that this very gentleman was interested in a cargo, consisting of salt, army clothes, medicines, tea, coffee, etc., which was destined for a Confederate port. He had reason to suspect that I had knowledge of his movements in the transaction and his interest in it, and therefore called, as he said, to tell me that it was a purely legitimate transaction; that the vessel and cargo were bound to Baltimore, unless, before her

arrival, hostilities should be commenced between England and the United States, which he said he regarded as certain, in which event she would go to a Southern port. I asked him, as the steamer would at once [leave], how the captain was to learn whether the two countries were in a state of war or not; and as his port of destination was to depend on this fact, how would he know what port to sail for? He replied that all necessary information could be learned on reaching Bermuda.

I told him, as the shipment was composed of dutiable articles, he must bring in his invoice and have the consular certificate attached. He replied in substance that all required forms should be complied with; but the invoices were not brought to the consulate for authenti-

cation of signatures, etc.

The steamer sailed on Tuesday last, and I have no doubt, from all the facts, but that she and her cargo are destined for a Southern port. She was fitted out and loaded by a strong company of London merchants, and I learn another steamer with a similar cargo will follow her without delay. * * *

Your obedient servant,

F. H. MORSE, Consul.

Hon. WM. H. SEWARD, Secretary of State.

Destruction of British ship York, January 16, 1862.

Report of Commander Prentiss, U. S. Navy, commanding U. S. S. Albatross.

U. S. S. ALBATROSS, Hampton Roads, January 24, 1862.

SIR: I have the honor to report my arrival here from off Beaufort, N. C., for supplies. No vessel has entered or left the ports or the station, but on the 16th instant I found the ship York, of Dublin, of about 800 tons burden, had been run on shore near Bogue Inlet, and was discharging her cargo under the protection of Confederate troops, who on my arrival retreated behind the sand hills. I anchored this steamer and the Gemsbok near her, and under cover of our guns boarded and burned her. The captain, I understand, has since arrived here, reporting his having been wrecked, etc. He was bound, he says, to capes of the Delaware. It is not possible she could have been wrecked there except by design. For many days previous southerly winds had prevailed, and he must have reached that point with difficulty. All the indications were that the vessel had been run ashore purposely, the anchor having been dropped about 150 yards from the shore, and the vessel hauled to the steep beach broadside on.

I send you the report of the engineer, surgeon, etc., simply adding that men and officers have suffered great hardship, and the steamer is so racked by these winter cruises that she will not, in my opinion, bear

another.

I respectfully ask for a survey.

I am, sir, respectfully, your obedient servant,

GEO. A. PRENTISS, Commander, U. S. Navy.

Captain John Marston, Senior Officer U. S. Forces, Hampton Roads, Virginia. Report of Brigadier-General Anderson, C. S. Army, commanding at Wilmington, N. C., transmitting report of Captain Ward, C. S. Army, commanding at Swansboro, N. C.

HEADQUARTERS DISTRICT OF THE CAPE FEAR, Wilmington, N. C., January 24, 1862.

SIR: I have the honor to enclose extract from the report of Captain Ward, in command of the coast guard in the northeastern part of this district.

You have already been advised of the stranding of the British ship York on our coast near Bogue Inlet. It now appears that she has been burned by the enemy's blockading squadron.

I have the honor to be, your obedient servant,

J. R. ANDERSON, Brigadier-General, Commanding.

Hon. J. P. BENJAMIN, Secretary of War, Richmond.

[Enclosure.]

HEADQUARTERS GATLIN DRAGOONS, Swansboro, N. C., January 17, 1862.

DEAR SIR: On yesterday morning about 9 o'clock my pickets reported two blockaders off this place—one a steamer, supposed to be the Albatross, the other a bark. After reconnoitering off and on until about 2 o'clock, they came to anchor about one-fourth of a mile from the wreck of ship York (before reported), lowered six boats, containing each about fifteen men. Three of the boats came close alongside of the wreck and threw over into it some combustible matter, which soon had the wreck in flames.

This morning early I took a detachment of 20 men and went over to the wreck and found it still burning; no vessel in sight. The enemy did not land at all. We had succeeded in securing only one flat load of rigging; the balance was ready on deck to be taken off as soon as the weather would permit the wreckers to go alongside. The captain of the wrecked ship, before leaving here, made an assignment of everything pertaining or belonging to the wreck by power of attorney to parties here for the benefit of the underwriters.

There [are] a great many tons of wrought iron about her, but will now be hard to save, if at all. I am now [convinced], and have been ever since seeing the crew and papers, that the wrecked ship York was a genuine British ship.

Very respectfully,

EDWD. W. WARD, Captain, Commanding.

ROSCOE B. HEATH,
Assistant Adjutant-General.

Official.

WM. NORWOOD, Aid-de-Camp.

Report of Captain Marston, U. S. Navy, commanding U. S. S. Roanoke, of the arrival in Hampton Roads of the French frigate Pomone.

U. S. STEAM FRIGATE ROANOKE, Hampton Roads, January 16, 1862.

SIR: I beg leave to inform you that the French frigate Pomone arrived this day from New York, on her way to the West Indies. The

usual courtesies were immediately offered to her by me. The Pomone is commanded by Commodore Le Marquis de Montaignac, who within an hour after his arrival paid me a visit, and on his departure from the ship I saluted the French flag with thirteen guns, which was at once returned by the Pomone. The commodore informed me that prior to leaving New York he had taken the liberty of directing his letters for this place to be put under cover to you, and I assured him every attention should be paid them. Le marquis regretted extremely not seeing you, but hoped to do so at some future time. The Catinat is still here, and it appears she is on a different mission from the Pomone. The latter vessel is the flagship of the Newfoundland station. Both vessels are to send flags to Norfolk.

Very respectfully, your obedient servant,

JOHN MARSTON, Captain.

Flag-Officer L. M. Goldsborough, Commanding North Atlantic Blockading Squadron.

Report of Commander Livingston, U. S. Navy, commanding U. S. ship Cumberland, acknowledging Department's orders.

U. S. SHIP CUMBERLAND, Newport News, January 16, 1862.

SIR: I have the honor to acknowledge the receipt of your order of the 13th instant, to proceed with this ship to Port Royal, S. C., on the arrival of the U. S. slcop Savannah at Hampton Roads, and report to Flag-Officer Saml. F. Du Pont for duty as a part of the South Atlantic Blockading Squadron.

I have the honor to be, sir, very respectfully, your obedient servant, J. W. LIVINGSTON,

Commanding U.S. Ship Cumberland.

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

Report of Lieutenant Worden, U. S. Navy, appointed to the command of the U. S. S. Monitor.

NEW YORK, January 16, 1862.

SIR: I have the honor to report that I have this day reported for duty for the command of the U.S. ironclad steamer building by Captain Ericsson.

Respectfully, your obedient servant,

JOHN L. WORDEN,
Lieutenant.

Hon. GIDEON WELLES.

Report of Acting Volunteer Lieutenant Behm, U. S. Navy, commanding U. S. S. Southfield, regarding a schooner carrying troops.

U. S. S. Southfield, January 17, 1862.

SIR: I left Hampton Roads last night at 6 o'clock and had a fine run. I passed a schooner outside, who requested me to report him to

you as short of water. He has troops on board, and seemed to be very anxious to be towed in.

Most respectfully, your obedient servant,

CHAS. F. W. BEHM,

Acting Volunteer Lieutenant, Commanding U. S. S. Southfield.

Commodore L. M. GOLDSBOROUGH,

Flag-Officer.

Order of Flag-Officer Goldsborough, U. S. Navy, commanding North Atlantic Blockading Squadron, to Commander Rowan, U. S. Navy, in connection with his command of the second division of expedition in Pamlico Sound.

> U. S. FLAG-STEAMER PHILADELPHIA, Hatteras Inlet, January 18, 1862.

SIR: On examining the signal book somewhat attentively since I last saw you, I find that in dividing a division of vessels the parts had better be called columns instead of sections. I have to direct, therefore, that you will govern yourself accordingly with regard to the division of vessels placed under your immediate command.

I have also to direct you to have our six launches disposed of as follows, and in season for a movement to the northward: Two of them to be placed on board the Southfield, 2 of them on board the Hunchback, 1 on board the Perry, and 1 on board the Barney. They are to be kept on board of those vessels out of the way of the guns, and are to be accompanied in each instance by the arms and implements of every description belonging to them.

I invite your attention to the paragraph numbered 3, under the head of "Directions," in the signal book, and if enough "division pendants" for your "particular division" are not on hand, I will thank you to have the deficiency made good forthwith.

Respectfully, your obedient servant,

L. M. GOLDSBOROUGH, Flag-Officer.

Commander S. C. Rowan, Comdy. Second Division of U.S. Expedition in Pamlico Sound.

Instructions from Flag-Officer Goldsborough, U. S. Navy, commanding North Atlantic Blockading Squadron, to Commander Rowan, U. S. Navy, regarding the succession of command in case of accident.

> U. S. FLAG-STEAMER PHILADELPHIA, Hatteras Inlet, January 20, 1862.

SIR: I wish it to be distinctly understood that in case of an accident happening to me, you will assume the command of all the naval forces concerned in the expedition in these waters; and in case of an accident to both of us, then Commander Case will take command of those forces, and so on down in the order of seniority through all the naval officers at present placed and acting under my directions.

Commander Hazard, although now here attached to General Burnside's branch of the expedition, has not been placed under my command by the Navy Department, and therefore under no circumstances is he to assume the direction of the naval forces in view, unless expressly ordered so to do by higher naval authority than myself.

Respectfully, your obedient servant,

L. M. Goldsborough, Flag-Officer.

Commander S. C. ROWAN,
Commanding Second Division, U. S. Expedition, Pamlico Sound.

Order of Flag Officer Goldsborough, U. S. Navy, commanding North Atlantic Blockading Squadron, to Commander Rowan, U. S. Navy, commanding second division of expedition, Pamlico Sound, regarding the Bormann fuze.

> U. S. FLAG-STEAMER PHILADELPHIA, Hatteras Inlet, January 20, 1862.

SIR: All of our 9-inch shrapnel, I am assured, have the Bormann fuze, and as they are to be distributed among all the vessels carrying 9-inch guns, I will thank you to cause every care to be taken that the use of this kind of fuze is fully understood on board of each one of them, and also that each is properly provided with the little implement (or a suitable substitute) for cutting the time marks. I know positively, from my own experience, that even some of our best regular officers are to this day wholly unacquainted with the peculiarity of the Bormann fuze, and that many have never seen one. Hence my anxiety upon the subject to which this communication alludes.

The ordnance stores that were at Annapolis when we left Hampton Roads, and of which we had received advices, are all here and on board this vessel. Some of them you may need for immediate distribution, such as time fuzes, 80-pounder projectiles, fixed ammunition for the 12-pounder, etc. If so, they are at your disposal.

Respectfully, your obedient servant,

L. M. Goldsborough,

Flag-Officer.

Commander Stephen C. Rowan, U. S. Navy, Commanding Second Division, U. S. Expedition, Pamlico Sound.

Report of Commander Smith, U. S. Navy, commanding U. S. ship Congress, regarding the insufficient complement of that vessel.

U. S. FRIGATE CONGRESS, Newport News, Va., January 21, 1862.

SIR: The old crew of this ship were discharged on the 13th instant. A few men received at Boston on [in] August last remained, and we have received from different vessels here men enough to make our number 267. To fill our complement we still need the following, viz:

•	07
Seamen	 40
Ordinary seamen	
Landsmen	
Boys	
One carpenter's mate, one cooper Nurses	
Nurses	
Musicians, or instead ordinary seamen	
•	
	137
On board	
Making ship's complement	

We have 82 noncommissioned officers and privates of the coast guard, loaned to us by General Wool, but as this is only a temporary arrangement, and they may be taken from us any day, we can not rely much on their services.

The present position of this ship (threatened daily with attacks from Norfolk by the Merrimack and other steamers, and from the James River by the Patrick Henry, Thomas Jefferson, and other steamers, submarine batteries, torpedoes, fire rafts) makes it very important that we should have our full crew. I therefore very respectfully request that our deficiencies may be made up as soon as possible.

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

Commanding U. S. Frigate Congress.

Hon. GIDEON WELLES, Secretary of the Navy.

Letter from the Secretary of the Navy to Captain Marston, U. S. Navy, senior officer in Hampton Roads, regarding the complement of the U. S. ship Congress.

NAVY DEPARTMENT, January 31, 1862.

SIR: In reference to Commander Smith's letter of the 21st instant, asking for more men, I regret to say that it is impossible to assist him, as men do not enlist as fast as required. If this frigate is not capable of defending herself at Newport News, the Department suggests whether one of the steam frigates should not relieve her. In the absence of Flag-Officer Goldsborough, the Department relies upon your skill and judgment to defeat any attempts of the enemy.

Very respectfully, etc.,

GIDEON WELLES.

Captain John Marston, Senior Officer, Commanding.

Report of Lieutenant Worden, U. S. Navy, regarding the allowance of officers and men for the U. S. S. Monitor.

NAVY YARD, NEW YORK, January 22, 1862.

SIR: I have the honor to acknowledge the receipt this day of a copy of the contract with Captain Ericsson for an ironelad battery, and the accompanying communication, dated the 15th instant.

I have been in consultation with Mr. Stimers in relation to the allowance of officers and men for the battery and I enclose herewith a list,* which we deem quite sufficient for the efficient working of her battery in action

The ordnance officer at the yard informs me that he has no XI-inch guns on hand for the battery, but that he is soon expecting some. It will take four or five days to sight them after they arrive.

Respectfully, your obedient servant,

JOHN L. WORDEN, Lieutenant, Commanding.

Commodore Jos. SMITH, Chief of Bureau Yards and Docks. Report of Flag-Officer Goldsborough, U. S. Navy, commanding North Atlantic Blockading Squadron, regarding operations in Hatteras Inlet.

U. S. FLAG-STEAMER PHILADELPHIA, Hatteras Inlet, January 23, 1862.

SIR: I have the honor to inform the Department that I arrived here from Hampton Roads in the army transport [S. R.] Spaulding on the morning of the 13th instant, just at the commencement of a strong northeast gale of wind, which lasted until the morning of the 15th, when, for the first moment, we were enabled to commence moving our naval vessels to a position in the sound over and beyond the bulkhead, where 17 of them now lie and have been lying for several days, under the immediate command of Commander Rowan, in full readiness for operations of any sort.

This, in effect, now gives us the naval command of the sound; its

military command will be secured by taking Roanoke Island.

With the exception of the Whitehall, Perry, and Barney, all the vessels intended to serve on the expedition have safely arrived. The Whitehall, in trying to get here, became so seriously disabled that she was compelled to put back into Hampton Roads, whence I ordered her to Newport News, to remain with the Congress and Cumberland, whose mechanics will do everything they can to put her in useful order. I no longer look for her services on this expedition. In case of an attack at Newport News, she will be of good service there. She is, doubtless, the worst sea boat of all the ferryboats with which I have had to do, and certainly the most unfortunate.

Why the *Perry* and *Barney* have not arrived here is more than I know. They ought to have left Hampton Roads more than a week ago. As they are both armed with 9-inch guns, I should greatly prefer to have their services, but in an onward movement I shall not wait a moment

for them.

General Burnside is here with the most of his vessels and all of his troops. He reached this inlet in the Picket, simultaneously with my

arrival in the Spaulding.

Owing to various serious difficulties it was not in his power before yesterday to make any rapid progress in getting his vessels over the bulkhead. Some of the difficulties, I fear, will prove insuperable, but many of them will be surmounted in a day or two; then we shall at once

move together to our destined point of attack.

The channel way of this bulkhead is shallow, narrow, and tortuous. Under the most favorable circumstances scarcely an inch more than 7½ feet of water can be found in it. It was only by the greatest exertions and perseverance on the part of my officers and men, and by turning every possible expedient to prompt account, that our vessels of the heaviest draft (some of them drawing quite 8 feet) were worried through this perplexing gut; and it was in contending with this difficult pas sage, with our vessels struggling along unavoidably one by one, that I first expected opposition from the enemy, but nothing of the sort occurred. Until quite recently he was in the habit of visiting this neighborhood weekly, and amusing himself by keeping just out of harm's way and expending ammunition from rifled guns at the vessels in this harbor. In no instance, however, did any projectile of his ever reach any one of them. I had occasion to send out a steamer day before yesterday to ascertain if a certain buoy in the sound was still in its

place, and while engaged upon this service she discovered two rebel steamers in the distance. On the fact being communicated to Commander Rowan he instantly put after them with several of our steamers, but they at once took to flight, and were too far off to be overhauled.

Any decided approach now to this quarter on the part of the enemy, with all the force he can muster, would, to a moral certainty, result in

his speedy capture or destruction.

I have the honor to enclose to you, herewith, a list of the vessels over the bulkhead and in readiness for operations, showing the names of

their commanders and the character of their armament.

January 26.—The above was written to go by the Spaulding on the 23d, but a severe gale of wind has detained her. Since then the Commodore Perry has arrived, and General Burnside has succeeded in getting a considerable number of his vessels over the bulkhead. Things now look hopeful, and I sincerely trust that we shall be at the enemy very soon. The Commodore Barney, I am informed, was to have sailed two hours or so after the Perry. I therefore look for her every moment.

I am, very respectfully, your obedient servant,

L. M. GOLDSBOROUGH,

Flag-Officer, Commanding North Atlantic Blockading Squadron.

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

[Enclosure.]

U. S. FLAG-STEAMER PHILADELPHIA, Hatteras Inlet, January 19, 1862.

The following is a list of the vessels now over the bulkhead and in readiness for service, showing the names of their commanders and the character of their armament:

Names of vessels.	Names of commanders.	Armament.	
Stars and Stripes.	Lieutenant Commanding Werden.	4 8-inch, of 55 owt.; 1 20-pounder Parrott.	
Louisiana	Lieutenant Commanding Murray.	1 8-inch, of 63 owt.; 1 32-pounder, of 57 owt.; 2 32-pounders, of 33 owt.; 1 12-pounder rifled Dahlgren.	
Hetzel	Lieutenant Commanding Davenport.	1 IX-inch; 180-pounder, rifled.	
Underwriter	Lieutenant Commanding Jeffers.	18-inch, of 63 cwt.; 180-pounder, rifled; 112-pounder, rifled; 112-pounder, smoothbore.	
	Lieutenant Commanding Quackenbush.	1 IX-inch; 132-pounder, of 57 cwt.; 112-pounder, rifled.	
Valley City	Lieutenant Commanding Chaplin.	4 32-pounders, of 42 owt.; 1 12-pounder, rifled.	
Southfield	Acting Volunteer Lieu- tenant Commanding Behm.	3 IX-inch; 1 100-pounder, rifled.	
Hunchback		3 IX-inch; 1 100-pounder, rifled.	
Morse	Acting Master Hays	2 IX-inch.	
Whitehead	Acting Master French	1 IX-inch.	
Sevmour	Acting Master Wells	1 30-pounder, rifled; 1 12-pounder, rifled.	
Shawsheen	Acting Master Woodward.	2 20 pounders, rifled.	
Lockwood	Acting Master Graves	1 80-pounder, rifled; 1 12-pounder, rifled; 1 12-pounder, smoothbore.	
Ceres	Acting Master MacDiar- mid.	1 30-pounder, rifled; 1 32-pounder, of 33 cwt.	
Putnam	Acting Master Hotchkiss.	1 20-pounder, rifled; 1 32-pounder, of 33 owt.	
Brinker	Acting Master Giddings	1 30-pounder, rifled.	
Granite	Acting Master's Mate Boomer.	1 32-pounder, of 57 cwt.	

The above force exhibits as follows:

		ıns.
IX-inch		11
100-pounders, rifled		$\bar{2}$
80-pounders, rifled		$\bar{\mathbf{a}}$
8-inch, 63 cwt		2
8-inch, 55 cwt		ã
32-pounders, 57 cwt		3
32-pounders, 42 cwt		Ä
32-pounders, 33 owt	•••	4
30-pounders, rifled	• • • •	3
20-pounders, rifled	• • • •	ă
12-pounders, rifled		å
12-pounders, smoothbore	• • • •	9
22 poundois, smoothooto	• • • •	
Total		48
L. M. Goldsborough,		

L. M. Goldsborough, Flag-Officer.

Instructions from the Secretary of the Navy to the flag-officers commanding the blockading squadrons regarding the maintenance of an effective blockade of Southern ports.

NAVY DEPARTMENT, January 23, 1862.

SIR: The importance of a rigorous blockade at every point under your command can not be too strongly impressed or felt. By cutting off all communication we not only distress and cripple the States in insurrection, but by an effective blockade we destroy any excuse or pretext on the part of foreign Governments to aid and relieve those who are waging war upon the Government.

There is a manifest desire, if not determination, in certain quarters to break the blockade, and the apology therefor will be, if possible, a want of vigilance or efficiency on the part of our squadrons in guarding the coast in such a manner as to interdict communication. While confiding to your practical knowledge and judgment the disposition of the vessels committed to you, I have felt it my duty to warn you of the difficulty alluded to, and at the same time to suggest that, except when required by pressing necessity, there should not be a concentration of vessels at any given point, but that they should be spread so as to make the blockade effective throughout the whole extent of coast under your supervision. Most of the important ports are well guarded, though occasionally we hear that a vessel has run the blockade in bad weather, or in darkness, or at points least likely to attract attention. Every case of this kind, I have reason to believe, is noted and laid up as evidence that the blockade is not effective, and therefore is to be disregarded by those Governments whose subjects may become clamorous for supplies from the States blockaded.

The Department is aware of the difficulties you are compelled to encounter; it has been gratified with the ability and resources which you have brought into requisition to carry out the policy of the Government, and I wish in this communication, warning you of what may be apprehended from foreign interference, provided there is any want of vigilance or effectiveness in any quarter in keeping up a rigid blockade, to express my commendation, and also my confidence that you will, even in this stormy season, with such force as is at your disposition, interdict communication at every point, and thus destroy any pretense for breaking or attempting to break the blockade.

As fast as we can augment our force, or spare vessels from other points, we shall endeavor to reenforce your command; in the meantime our reliance must be on your own powers and capability in the squadron that you have.

I am, respectfully, etc.,

GIDEON WELLES.

Flag-Officer WM. W. McKean, Commanding Gulf Blockading Squadron.

Flag-Officer L. M. Goldsborough (dated January 25, 1862), Comdg. North Atlantic Blockading Squadron, Hampton Roads.

Flag-Officer Saml. F. Du Pont (dated January 25, 1862), Comdg. South Atlantic Blockading Squadron, Port Royal, S. C.

Letter from the Secretary of the Navy to Lieutenant Worden, U. S. Navy, regarding the complement of officers and men for the U. S. S. Monitor.

NAVY DEPARTMENT, January 24, 1862.

SIR: Arrangements have been made by the Bureau of Ordnance to supply guns to the Ericsson ironclad battery. The complement of officers for the battery will be in accordance with your suggestions. Two master's mates may be added if there are accommodations for them. The complement should be increased so as to allow as nearly as possible a full crew to each gun, taking into consideration the available force from the engineer's department. Some of the petty officers might be dispensed with, should the limited accommodations of the battery prevent this increase.

I am, respectfully, your obedient servant,

GIDEON WELLES.

Lieutenant Commanding John L. Worden, Navy Yard, New York.

Report of Lieutenant Bryson, U. S. Navy, commanding U. S. S. Chippewa, regarding a contraband.

U. S. GUNBOAT CHIPPEWA, Off Wilmington, N. C., January 24, 1862.

SIR: I have the honor to inform you that on the night of January 11 a contraband came alongside this ship. He was received on board and shipped for one year at the compensation of \$10 per month. Hamilton Davis (name of contraband) corroborates the statement made by contrabands on board the *Monticello* of New Inlet having been blocked up by the rebels.

I am, respectfully, your obedient servant,

A. BRYSON, Lieutenant, Commanding.

Flag-Officer Louis M. Goldsborough,

Commanding North Atlantic Blockading Squadron.

N W R—VOL 6——34

Order of the Secretary of the Navy to Flag-Officer Goldsborough, U. S. Navy, regarding the U. S. ship Congress.

NAVY DEPARTMENT, January 24, 1862.

SIR: When you think the Congress can be spared from Hampton Roads send her to Boston.

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 the Navy to the flag-officers commanding blockading squadrons, regarding the preparation and movements of blockade runners in foreign ports.

NAVY DEPARTMENT, January 24, 1862.

SIR: I transmit herewith for your information extracts from a dispatch dated the 3d instant, received by the Secretary of State from the U. S. consul at Liverpool, in relation to the R. D. Shepherd, the Albert, the Ella, the Liberia, and the John Barbour, vessels that will attempt, it is suspected, to run the blockade; also extracts from a dispatch dated the 25th ultimo, received by the Secretary of State from the U. S. minister at Constantinople, announcing the departure from that port of the British screw steamer Circassian, under circumstances that lead to a suspicion that she is destined for some point in the rebel States.

The U. S. minister at Brussels informs the Secretary of State that he had received a telegram announcing the sailing of the three-masted French steamer Tage, from Marseilles, on the 2d January, with 500 bales of army cloth, purchased by the rebel agents. The Tage cleared for Havana, but it is thought probable the cloth will be taken to Tampico and reshipped to some port in the insurrectionary States.

I am, respectfully, your obedient servant,

GIDEON WELLES.

Flag-Officer L. M. GOLDSBOROUGH,

Comdy, North Atlantic Blockading Squadron, Hampton Roads.

Flag-Officer WM. W. MCKEAN,

Commanding Gulf Blockading Squadron.

Flag-Officer SAML. F. DU PONT,

Comdg. South Atlantic Blockading Squadron, Port Royal, S. C.

Captain D. G. FARRAGUT,

Appointed to command West Gulf Block. Squad. Hampton Roads.

[Enclosures.]

U. S. Consulate, Liverpool, January 3, 1862.

SIR: Mr. Morris, U.S. minister at Constantinople, writes me, December 25, that the British steamer *Circassian* has cleared from that port for the United States under suspicious circumstances, and adds: "Our opinion here is that she is bound to a rebel port in the United States."

I have made enquiry about the *Circassian* and learn she is a large iron screw steamer of about 1,800 tons burden, three masts, full rigged, with but one funnel, and at the time she left Liverpool some months ago with her hull painted black.

The R. D. Shepherd, referred to in former dispatches, went into the river yesterday and will probably sail to-day.

The Albert, referred to in former dispatch, is now ready for sea. She belongs to the Charleston house [of] Fraser, Trenholm & Co.

The Ella, owned by the same house, is loading for Bermuda and Nassau; has taken on board 100 rolls of canvas; she, with the Albert, is intended to run the blockade.

Fernie Brothers & Co., of Liverpool, are now loading two vessels; one, the Liberia, of 855 tons, the other the John Barbour, 924 tons burden; the former for Vera Cruz [Mexico], the latter for Halifax [Nova Scotial. I am credibly informed that both of these vessels are destined for the Southern ports and intend to run the blockade. I am also informed that this house now has on the sea several other vessels to run the blockade, which have cleared for British or Mexican ports.

This house [of] Fernie Brothers & Co. own the Admiral, which, I see by the papers, has been captured off Savannah. She cleared here

on the 12th of September last for St. John, New Brunswick.

I will send in my next a description of the Liberia and John Barbour and their cargoes.

I enclose you a copy of the bills of entry furnished to me by the custom-house here of the captured ships Cheshire and Admiral.

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

THOMAS H. DUDLEY, U. S. Consul.

Hon. WM. H. SEWARD, Secretary of State.

N. B.—Since writing the above, one of my detectives has obtained a more accurate and minute description of the vessels referred to. I enclose the paper. The John Barbour, he informs me, is to sail tomorrow.

[Subenclosure.]

JANUARY 3, 1862.

Ship Liberia, of Liverpool, 855 tons, Captain Johnson; now lying in No. 4 Sandon graving dock. Hull dark green, coppered; white scroll on stern; Liberia, Liverpool, in black letters on white ground. rigged; masts and spars painted white. Three boats on boat beams, in front of poop; keel uppermost; painted blue to water mark, and painted white from water mark to keel. Long house amidships, painted white, containing cook house and officers' rooms. Now under repairs. Half bust of female, painted white, for figurehead.

Circassian, S. S., 1,387 tons; full-rigged ship. Black hull, with a yellow stripe round the molding, level with the deck. Female figure-

head, painted white. One chimney, pink color, top black.

Ship John Barbour, of St. John, New Brunswick, 924 tons, Captain Ivey. Hull painted black, coppered. Carvings and name on stern painted white. Full-length figure of John Barbour, painted white. Lower masts painted plain oak, with iron hoops on fore and main masts painted white; topmasts bright; yards black. Two boats aft, painted white, on davits, each side of poop deck. A large house amidships, painted white, with cook house, etc. A long boat on top of house painted black, keel upwards; also quantity of spare spars, ropes, etc. Brass hand railing from top of poop deck to main deck, each side of stairs. A life buoy hanging at stern, painted white, and John Barbour, St. John, New Brunswick, in black letters. Sides from poop deck to the top painted white, Going out to morrow (January 4).

LEGATION OF THE UNITED STATES OF AMERICA, Constantinople, December 25, 1861.

A British steamer of the name of the Circassian cleared from this port December 20, under such suspicious circumstances that I deem it my duty to advise the Department of the fact. She cleared for the United States and sailed on that day. I was not aware of her intended clearance till her departure. The departure hence of a steamer for such a destination is of itself an extraordinary circumstance, but coupled as it is with great secrecy of movement, the fact is yet more striking. The presumption naturally is that she is destined for a rebel port in the United States, where, if she runs the blockade, she will probably be sold and converted into a man-of-war.

This vessel has for several years been engaged in the trade between Liverpool, Constantinople, and Trebizond, and is, I believe, partially owned by Greeks. She has been carrying the Greek flag on the fore and the British aft. She is about 1,000 tons burden, a screw steamer, with a round stern and sharp bow, and painted black. I have not been able to ascertain her cargo, as she came in from the Black Sea the day of her clearance here. If she sailed originally from Trebizond she may have a cargo of saltpeter, as that port is the point of shipment for the

saltpeter of Armenia, where large lakes of it exist.

Report of Captain Marston, U. S. Navy, senior officer in Hampton Roads, regarding coal supplied to tugs chartered by the War Department.

U. S. S. ROANOKE, Hampton Roads, January 25, 1862.

SIR: I beg leave to report to you that I this day had an application from S. Flanagan, esq., of Philadelphia, for 35 tons of coal for four tugs chartered from him by the War Department for General Burnside's expedition. Mr. Flanagan informed me he had applied to General Wool for coal, and that General Wool had told him that he had nothing to do with it, as it belonged to the Navy. These tugs have now been here ten days, at an expense of \$300 per day to the Government. Under these circumstances I have thought it advisable to give them the coal, and trust my so doing will meet your approbation. I can not, however, see why the coal should not have been supplied by the military department at this place, but I would have preferred paying for the coal myself rather than there should have been any drawback to an expedition so important in its character, and in which the Navy is so closely connected.

Very respectfully, your obedient servant,

JOHN MARSTON, Captain and Senior Officer.

Hon. Gideon Welles, Secretary of the Navy, Washington.

Report of Commander Parker, U. S. Navy, commanding U. S. S. Cambridge, of the grounding of a light-boat in Lynn Haven Bay, Virginia.

U. S. S. CAMBRIDGE, Off Cape Henry, Virginia, January 26, 1862.

SIR: I have to report that the light-boat stationed at the tail of the Horseshoe was discovered this morning shortly after daylight to be

hard and fast on shore at Lynn Haven Bay, about 8 miles from the

light-house on Cape Henry.

We approached to a safe distance to reconnoiter, but could see no one on the beach or on board the light-boat. The sails had been removed.

I consider that it will be difficult to get her afloat under the circumstances, as any attempt of this kind would probably be opposed by the rebels on shore.

Respectfully, your obedient servant,

WM. A. PARKER, Commander.

Captain John Marston, Senior Officer in Command, U. S. S. Roanoke, Hampton Roads.

Report of Captain Marston, U. S. Navy, senior officer in Hampton Roads, regarding the movements of vessels.

U. S. STEAM FRIGATE ROANOKE, Hampton Roads, January 27, 1862.

SIR: I have the honor to report to you the arrival yesterday of the U.S. brig *Perry*, bound to Aspinwall, and this day the steamers *Daylight* and *Monticello*, the former from Baltimore, and will be at once dispatched to the Rappahannock to relieve the *Dawn*; the latter from off Wilmington [N. C.], for repairs and stores.

Very respectfully, your obedient servant,

JOHN MARSTON, Captain and Senior Officer.

Hon. GIDEON WELLES, Secretary of the Navy.

Report of Captain Marston, U. S. Navy, senior officer in Hampton Roads, regarding the detention of the U. S. ship Jamestown.

U. S. STEAM FRIGATE ROANOKE, Hampton Roads, January 27, 1862.

SIR: Your letter of the 24th instant is received, and in reply beg leave to inform you that the *Jamestown* is still here, having been detained from being in readiness for sea by the very stormy weather we have had at this place; but I am urging her commander to make every exertion to get on his station, and she will sail at the earliest practicable moment.

The schooners George Mangham and Adolph Hugel are here waiting the arrival of the U. S. schooner T. A. Ward, with stores for them. I shall follow your instructions to advise the Department of all arrivals.

Very respectfully, your obedient servant,

JOHN MARSTON, Captain and Senior Officer.

Hon. GIDEON WELLES, Secretary of the Navy. Report of Lieutenant Worden, U. S. Navy, regarding the complement of officers and crew for the U. S. S. Monitor.

NAVY YARD, NEW YORK, January 27, 1862.

SIR: I have the honor to acknowledge the receipt of your communication of the 24th instant, in relation to the complement of officers and

crew for Ericsson's ironclad battery.

In estimating the number of her crew, I allowed 15 men and a quarter gunner for the two guns, 11 men for the powder division, and 1 for the wheel, which I deem ample for the efficient working of her guns in action. That would leave 12 men (including those available in the engineer's department) to supply deficiencies at the guns, caused by sickness or casualties. I propose to use a portion of the petty officers at the guns, and in naming the number of that class I thought I would be enabled to obtain a better class of men for that purpose.

It is believed that 17 men and 2 officers in the turret would be as many as could work there with advantage; a greater number would be

in each other's way and cause embarrassment.

The limited accommodations of the battery and the insufficiency of ventilation renders it important that as few as is consistent with her efficiency in action should be put in her.

In relation to master's mates, one might be ordered; more would

overcrowd her accommodations and seems to be unnecessary.

Very respectfully, your obedient servant,

JOHN L. WORDEN, Lieutenant, Commanding.

Hon. GIDEON WELLES, Secretary of the Navy.

[Telegram.]

NAVY DEPARTMENT, January 27, 1862.

Proceed with all possible dispatch to Hatteras Inlet and report for duty to senior naval officer there. Return to Hampton Roads by the 7th of February next.

GIDEON WELLES, Secretary of the Navy.

Lieutenant Commanding A. D. HARRELL, Commanding U. S. S. Miami, Navy Yard, Philadelphia.

Report of Captain Marston, U. S. Navy, senior officer in Hampton Roads, regarding the condition of the U.S. steamers Whitehall and Monticello.

U. S. STEAM FRIGATE ROANOKE, Hampton Roads, January 28, 1862.

SIR: I herewith enclose you Chief Engineer' Loring's report on the Monticello and Whitehall, by which you will see that extensive repairs are necessary for both these vessels. I feel so anxious for the Monticello to be at her station again that I feel bound to recommend that that vessel be sent to Baltimore for repairs, as they can be done at a much

less waste of time than if executed here. You will perceive that the loss of the *Monticello* and the *Albatross* decreases our blockading force very materially.

Very respectfully, your obedient servant,

JOHN MARSTON, Captain and Senior Officer.

Hon. GIDEON WELLES,

Secretary of the Navy.

Report of Captain Marston, U. S. Navy, senior officer in Hampton Roads, regarding provisions and stores.

U. S. STEAM FRIGATE ROANOKE, Hampton Roads, January 28, 1862.

SIR: I last evening received from Flag-Officer Goldsborough a letter dated the 17th instant, directing me to send to him by 1st to 5th of March sixty days of provisions, small stores, etc., for 1,000 men. I have made arrangements with Paymaster Looker to have all those articles kept ready at an hour's notice, irrespective of those for other purposes. I hope to find a vessel here that I can charter, but if not within a week or so, I shall sena north to have one here in time, unless otherwise directed by you.

Very respectfully, your obedient servant,

JOHN MARSTON, Captain and Senior Officer.

Hon. Gideon Welles, Secretary of the Navy.

Report of Captain Marston, U. S. Navy, senior officer in Hampton Roads, regarding information received from contrabands.

U. S. S. ROANOKE, Hampton Roads, January 28, 1862.

Sir: I beg leave to report that 15 contrabands made their escape from Sewell's Point last night and were picked up by one of our tugs. These contrabands state that there are 30 guns at Sewell's Point, one

of which is 11-inch; that there are 5 guns between Sewell's Point and the Rip Raps, one of them being directly opposite that place. There are about 2,500 troops at Sewell's Point, most of them from North Carolina, Georgia, and Louisiana. They heard that the Merrimack was taken out of dock yesterday, but did not see her. There are from 4,000 to 5,000 troops at Norfolk, and that 1,200 were sent from thence to Roanoke Island on Saturday, the 26th.

Will you please inform me what I shall do with the contrabands who

are not required for the service.

Very respectfully, your obedient servant,

JOHN MARSTON, Captain and Senior Officer.

Hon. GIDEON WELLES, Secretary of Navy. [Endorsement.]

Ship such contrabands if wanted. If not, they can be turned over to the Army for employment, or permitted to go to New York or Philadelphia as there is opportunity, provided you are satisfied they are not disloyal.

[Welles.]

Report of Captain Marston, U. S. Navy, senior officer in Hampton Roads, regarding the U.S. ship Congress.

> U. S. S. ROANOKE, Hampton Roads, January 28, 1862.

SIR: Your letter of the 24th instant, relative to the Congress going to Boston, is at hand; but as long as the Merrimack is held as a rod over us I would by no means recommend that she should leave this place. ould by no means recommend the very respectfully, your obedient servant,

JOHN MARSTON,

Captain and Senior Officer.

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

Report of Flag-Officer Goldsborough, U. S. Navy, commanding North Atlantic Blockading Squadron, regarding the preparations for the attack on Roanoke Island.

> U. S. FLAG-STEAMER PHILADELPHIA, Pamlico Sound, January 29, 1862.

SIR: Since my last communication to the Department, dated January 23 and 26, nothing of moment has occurred in this quarter beyond the getting of a number more of the vessels belonging to General Burnside's branch of the expedition over the bulkhead and the arrival of the Barney. Both this vessel and the Perry got over the bulkhead promptly, and they make the number of our naval vessels now there, exclusive of the Philadelphia, 19, and increase the number of their 9-inch guns from 11 to 15. Nothing whatever detains us from making an onward movement but the difficulties attending the army branch of our forces, and, indeed, this has been the case ever since the 19th Were it not for the number of troops the enemy has on Roanoke Island and the absolute necessity for our troops to assist in subduing them, after the reduction of its several forts, and then to occupy it immediately in force, I should have moved off alone with my own branch of the expedition more than a week ago; but as things stand my hands are emphatically tied, and certainly my patience is well-nigh exhausted. All that I can do with prudence, so far as Roanoke Island is concerned, is to wait until General Burnside can get himself ready, and this will yet require several days more of good weather. He has been compelled to lighten many of his vessels of everything in order to get them over the bulkhead, which, of course, involves the necessity of reloading and of reembarking troops, and also of consulting suitable opportunities for the purpose.

In view of what is to be done after the taking of Roanoke Island, and the actual state of things in regard to General Burnside's vessels, I beg to say that in my judgment it would be of immense benefit to our operations if all the smaller class of new gunboats, drawing not over 7½ feet of water, and especially those having a rudder at each end,

could be sent to me as early as practicable.

January 30.—The steamer that was to have been dispatched yesterday by the army for Hampton Roads, and to have conveyed this communication among others, did not leave, and will not, I am now informed, until this afternoon. Since yesterday three more of General Burnside's vessels have been gotten over the bulkhead, and all of them of an important consequence in the way of conveying his troops. He has now enough over, I think, to accomplish our ends at Roanoke Island, and I dare say, from our conversation yesterday, that he himself is of the same opinion. If so, we shall certainly soon be off for that quarter, provided the weather continues to allow reloading and reembarking.

I am happy to say that my officers and men enjoy excellent health, and all are exceedingly anxious to measure arms with the enemy. None entertain a shadow of doubt as to the result, unless, for sooth, he has availed of our unexpected and protracted delay here to strengthen himself most materially. We have no very recent intelligence from Roanoke Island, nor can we, despite of efforts, procure any. As to the condition of things there three weeks ago we are pretty well posted.

I am, very respectfully, your obedient servant,

L. M. GOLDSBOROUGH,

Flag-Officer, Commanding North Atlantic Blockading Squadron.

Hon. GIDEON WELLES,

Secretary of the Navy, Washington, D. C.

Instructions from Flag-Officer Goldsborough, U. S. Navy, commanding North Atlantic Blockading Squadron, to Commander Rowan, U. S. Navy, commanding second division in Pamlico Sound, regarding the shortening of fuzes in making attack.

U. S. FLAG-STEAMER PHILADELPHIA, Pamlico Sound, January 30, 1862.

Sir: In passing through the marshes, where it is quite certain we shall encounter the enemy, it is more than probable that we shall have to go considerably nearer to his guns than the distance due to a 5-second fuze of 1,400 yards, and this will require that those fuzes should be shortened correspondingly in order to make the shells tell in the most effective manner. I desire therefore that you will put the commanding officers of your division on their guard upon this point, and direct them, if necessary, how the fuzes may be properly shortened. sulting the pilots, and assuming that the enemy has a battery just abreast of the little island at the marshes, which island we shall have to leave on our starboard hand in going through, the distance in view can be nearly ascertained. I intend no delay in going through the marshes, but every vessel is to dash ahead as fast as she can and at the vessels of the enemy, which, probably, will be drawn up to give us a first meeting just inside the marshes and within supporting distance of the small battery said to be placed thereat. Our first hard fighting, I think, will be at Pork Point, on Roanoke Island, and about that point the enemy's vessels may again meet us after being driven from the marshes; or, indeed, they may first meet us there. As at present advised the landing of our army will take place at Sandy Point. there be a battery there, about which doubts are entertained, it will have to be silenced at once, in order to get the army on shore; but from the best information I can gather we shall find it vacant.

Use your own discretion entirely about having any 5-second fuzes

shortened in anticipation of our getting up to the marshes.

The generals all assure me that they will certainly be ready to move in a day or two, weather permitting. Our first move will be from this to an anchorage a few miles this side of the marshes. There we shall remain during the night, being careful to show no lights, and the next morning at daylight we shall move onward and do our best. Then, if not the evening before, I shall hoist my flag on board the Southfield. I wish a good lookout kept for signals that I may make from wherever my flag may be exhibited, and every care to be observed in their execution.

Very respectfully, your most obedient servant,

L. M. GOLDSBOROUGH,

Flag-Officer.

Commander Stephen C. Rowan, Commanding Second Division, U. S. Expedition, Pamlico Sound.

Order of the Secretary of the Navy to Captain Marston, U.S. Navy, senior officer in Hampton Roads, regarding repairs to vessels.

NAVY DEPARTMENT, January 30, 1862.

SIR: Any of the vessels at Hampton Roads requiring repairs which can be made at Baltimore will be sent to that place for the purpose without waiting for instructions from the Department. Flag-Officer Goldsborough has already received directions to this effect from the Department.

I am, respectfully, your obedient servant,

GIDEON WELLES.

Captain John Marston,

Commanding U. S. S. Roanoke, and Senior Officer present.

[Telegram.]

NAVY DEPARTMENT, January 30, 1862.

I congratulate you and trust she* will be a success. Hurry her for sea, as the Merrimack is nearly ready at Norfolk and we wish to send her here.

> G. V. Fox. Assistant Secretary Navy.

J. ERICSSON, New York.

Report of Flag-Officer Goldsborough, U. S. Navy, commanding North Atlantic Blockading Squadron, regarding probable date of attack upon Roanoke Island.

U. S. FLAG-STEAMER PHILADELPHIA,

Pamlico Sound, North Carolina, Friday, January 31, 1862.

SIR: General Burnside has now over the bulkhead all the vessels of his branch of the expedition that he needs, and he assures me that on Monday next at the furthest he will be ready to move. If so, then we shall start for Roanoke Island, unless prevented by bad weather.

According to information which we received last night the enemy has 2,300 men on the island, and 5,000 at Nag's Head. The latter, no doubt, are intended for the twofold purpose of securing a retreat by the seaside and of preventing us from approaching Norfolk by that way, of which serious dread seems to be entertained. From what we gather, the forts on the island have not been materially strengthened.

I am, very respectfully, your obedient servant,

L. M. Goldsborough,

Flag Officer, Commanding North Atlantic Blockading Squadron.

Hon. GIDEON WELLES,

Secretary of the Navy, Washington, D. C.

Letter from Flag-Officer Goldsborough, U. S. Navy, commanding North Atlantic Blockading Squadron, to Commander Rowan, U. S. Navy, commanding second division in Pamlico Sound, regarding distribution of additional men.

> U. S. FLAG-STEAMER PHILADELPHIA, Pamlico Sound, January 31, 1862.

SIR: There has just arrived here a company of men belonging to the Army, numbering about 90, all of whom are sailors except four or five, and General Burnside is very willing for us to have the men distributed among our vessels. I wish you would get them and dispose of them where most needed. Apply to the general for the purpose. They will, I think, answer us admirably.

Respectfully, your obedient servant,

L. M. Goldsborough, Flag-Officer.

Commander S. C. Rowan, Comdg. Second Division, U. S. Expedition, Pamlico Sound.

Report of Captain Marston, U. S. Navy, Senior Officer in Hampton Roads, regarding firing heard in the direction of Beaufort and Roanoke Island, North Carolina.

U. S. S. ROANOKE, Hampton Roads, February 1, 1862.

SIR: I have the honor to report to you the arrival during the past night of the bark *Gemsbok*, from Beaufort, N. C. Captain Cavendy informs me that on Tuesday, the 28th ultimo, he heard heavy firing in the rear of Beaufort, but has no conjecture as from whom it proceeded. Captain C. also reports that on Thursday, the 30th ultimo, at 9 o'clock a. m., while off Roanoke Inlet, he heard heavy firing in the direction of Roanoke Island, leaving on my own mind no doubt that Flag-Officer Goldsborough is at work.

Captain Cavendy reports verbally the Gemsbok's mainmast as rotten and other disabilities. As soon as I receive his written report I shall

order a survey and report to you the result.

The weather is stormy, with rain, which detains the Jamestown from sailing. The Jamestown has been under sailing orders for two days past.

Very respectfully, your obedient servant,

JOHN MARSTON, Captain and Senior Officer.

Hon. GIDEON WELLES, Secretary of the Navy. Washington, D. C. Order of Flag-Officer Goldsborough, U. S. Navy, commanding North Atlantic Blockading Squadron, to the senior officer off Wilmington, N. C., to send the U. S. S. Chippewa off Nag's Head to dislodge the enemy.

U. S. FLAG-STEAMER PHILADELPHIA, Pamlico Sound, February 1, 1862.

SIR: We have received information that the enemy has concentrated a force of some 5,000 men at Nag's Head, which, as you are doubtless aware, lies about 40 miles to the northward and westward of Cape Hatteras. Immediately on the receipt of this, I wish you to dispatch the Chippewa to go off that place, approach it as nearly as prudence and safety will permit, and dislodge the enemy if he be there. He is said to be stowed away in the woods thereabouts. Shelling will probably compel him to stir and show himself. We have an abundant supply of coal at Hatteras Inlet, and any vessel of ours not drawing over 11 feet can procure it there. Should it be that the Chippewa can not be so dispatched, let the next best steamer for the purpose now off Wilmington be sent to the point indicated without delay. Whether the enemy be discovered or not, I wish a report made to me at Hatteras Inlet of the result of the reconnoissance.

I am, very respectfully, your obedient servant,

L. M. Goldsborough, Flag Officer.

SENIOR U. S. NAVAL OFFICER,

Blockading off Wilmington, N. C.

- P. S.—It would be well in any event for the vessel to remain off Nag's Head for several days after she gets there, as we, in a day or two from this, weather permitting, are to advance upon Roanoke Island, and the enemy may be compelled to retreat by the way of Nag's Head. Then her guns could play upon him with great advantage to our purposes. L. M. G.
- P. S.—Again: The shore along and about Nag's Head, I am informed, is comparatively bold, and may be appreached by a vessel of moderate draft quite within good and effective cannon range. A vessel off there will be able to hear very distinctly any firing going on at Roanoke Island. Indeed, she may place herself at a distance scarcely exceeding 3 miles or so from that island.

L. M. G.

Report of Flag-Officer Goldsborough, U. S. Navy, commanding North Atlantic Blockading Squadron, giving information received from Confederate deserters.

> U. S. FLAG-STEAMER PHILADELPHIA, Pamlico Sound, February 1, 1862.

SIR: The army steamer to have left yesterday for Hampton Roads did not depart, in consequence of bad weather. Five of the enemy's soldiers came to us yesterday from Middletown, Hyde County, N. C., in a small schooner, loaded with wood, which they had taken, without authority, to effect their escape. They tell us that at least two thirds of the population of both Hyde and Beaufort counties are in favor of the Union, but that the poor are held in entire subjection by the rich; and also that the greatest consternation exists with regard to this expedition. I infer from their remarks that the Merrimack may have been

let out of dock, and may I ask therefore if it would not be well to send the Ericsson or any other ironclad steamer that may be ready, to Hampton Roads as early as practicable, in order to contend with that vessel on her own terms?

I am, very respectfully, your obedient servant,

L. M. GOLDSBOROUGH,

Flag-Officer, Commanding North Atlantic Blockading Squadron.

Hon. GIDEON WELLES,

Secretary of the Navy, Washington, D. C.

February 2.—Supposing the report to be true that the enemy had concentrated 5,000 men at Nag's Head, I yesterday sent an order to the senior naval officer off Wilmington, N. C., to dispatch the Chippewa forthwith to that place to dislodge him if there, and to ascertain the fact by throwing some shells among the woods where he is said to be sheltered. In case of any difficulty about the Chippewa, the next best steamer at hand off Wilmington is to be sent in her place. Whichever steamer be sent, she is to remain off Nag's Head several days after reaching there, so that, in case of a retreat of the enemy from Roanoke Island by that way, his progress may be interrupted. The officer is informed of the probable time that our attack upon the island will take place, and he can place himself within easy hearing distance of the scene. An army steamer conveyed my communication to Wilmington.

General Burnside assures me that he will be ready to move by to-morrow morning. Nothing else in the world detains me from moving at a moment's warning.

L. M. G.

Order of Captain Marston, U. S. Navy, senior officer in Hampton Roads, to Lieutenant Braine, U. S. Navy, commanding U. S. S. Monticello, to proceed with that vessel to Baltimore for repairs.

U. S. S. ROANOKE, Hampton Roads, February 2, 1862.

SIR: You will proceed to Baltimore with the Monticello, under your command, for the purpose of having your engine repaired and put in order; to do which you will employ either of the three following establishments, viz: Messrs. John Wells & Son, Hazlehurst & Co., or Charles Reeder. You will please make the best terms you can for the Government with the establishment you may choose to employ, and inform me what the probable cost will be, as well as from time to time how you proceed.

You will use every possible means in your power to forward the repair of your engine and return to this place at the earliest day

you can.

If the receiving ship at Baltimore can accommodate your men without tresspassing too much on the crew of that vessel, you can place your men on board of her. I would impress on you the necessity of your returning to Hampton Roads with as little delay as possible.

Very respectfully, your obedient servant,

JOHN MARSTON, Captain and Senior Officer.

Lieutenant Commanding D. L. BRAINE, Commanding Monticello. Report of Captain Marston, U.S. Navy, senior officer in Hampton Roads, regarding the movements of United States vessels.

U. S. STEAM FRIGATE ROANOKE, Hampton Roads, February 2, 1862.

SIR: I am in receipt of your two letters of the 31st ultimo, and their

I beg leave to inform you that I have this day sent the steamer Monticello to Baltimore for repairs of her engine. I gave Lieutentant Commanding Braine the names of three establishments from which to choose, all said to be good machinists, viz: John Wells & Son, Hazlehurst & Co., and Charles Reeder, directing him to make the best terms for the United States in his power. I would also report that the U.S.S. Hartford went to sea this morning. The Jamestown made the attempt to do so, but the wind was too scant and the pilot determined not to move. She will sail the first opportunity.

The Daylight proceeded this day off York River, and on her arrival

there the Dawn will go to New York for her boiler.

Very respectfully, your obedient servant,

JOHN MARSTON, Captain and Senior Officer.

Hon. GIDEON WELLES, Secretary of the Navy.

Instructions from Flag-Officer Goldsborough, U. S. Navy, commanding North Atlantic Blockading Squadron, to Commander Rowan, U. S. Navy, commanding second division in Pamlico Sound.

> U. S. FLAG-STEAMER PHILADELPHIA, Pamlico Sound, Sunday, February 2, 1862.

SIR: I wish you to have two steamers detailed to take in tow the Granite and Howard when we come to move from this, which, as at

present advised, will probably be early to-morrow morning.

I want Lieutenant Commanding Jeffers, on our approaching Long Point Shoal [Long Shoal Point?], to place a buoy on its outer or eastern extremity in case of finding that one is not there already; and, as he may require the *Granite's* services for the purpose, perhaps his vessel had better be the steamer to take her in tow.

When the time arrives for getting the squadron underway, the necessary signal will be made by me. The second division, under your immediate command, is to be the leading one, observing the distribution of columns, with as many vessels of each arranged abreast in the course of our advance toward the marshes, as circumstances, convenience, and safety will permit.

In order to distinguish the vessel on board of which you may at any time be, and for the security of regularity and system, it is proper that you should have and keep hoisted on board of her the red division flag prescribed by the signal book, and this course I desire you to observe.

On reaching the neighborhood of the place where I now intend anchoring after leaving here, I shall give notice by first making the preparatory signal, and I shall wish the vessels of your division to anchor in advance of all the rest.

Very respectfully, your obedient servant,

L. M. Goldsborough, Flag-Officer.

Commander S. C. Rowan, U. S. Navy, Commanding Second Division, U. S. Expedition, Pamlico Sound, Order of Commander Rowan, U. S. Navy, commanding naval division in Pamlico Sound, to the commanding officers of columns, regarding the advance upon Roanoke Island.

> U. S. S. DELAWARE, Pamlico Sound, February 2, 1862.

Gentlemen: In passing this—the marshes—where it is thought we shall meet opposition from a battery on the port side and perhaps the enemy's vessels in front and starboard bow, I deem it advisable to move the squadron through the narrow pass in the river laid down in the accompanying paper. By referring to this paper it will be seen that my object is to preserve the order of advance in three columns abreast till we approach the pass, where the leaders of the columns will so arrange themselves on a bow and quarter bearing on the Stars and Stripes which will enable each of the three vessels to keep up a fire on the fort in approaching and passing it. Having passed the battery, the order abreast will be restored, after which we must be governed by circumstances.

It is said in high quarters that we sail to-morrow.

I send shot plugs to be distributed by the officers to their columns.

Let it be understood that each leader keeps his column intact, with instructions to preserve their respective stations, and not break the columns unless ordered to do so by signal to the commanders of columns from this vessel, or the commander in chief, wherever his flag may be.

Wishing all success, I am, very respectfully, your obedient servant, [S. C. ROWAN,]

Commanding Naval Division of Forces in Pamlico Sound.

Captain WERDEN,

Commanding First Column.

Captain MURRAY,

Commanding Second Column.

Captain DAVENPORT,

Commanding Third Column.

Should there not be room to pass in three columns, the second column will give way and fall in the rear of the third, and restore order as soon [as] the narrows are passed.

Letter from Captain Van Brunt, U. S. Navy, commanding U. S. S. Minnesota, to Flag-Officer Goldsborough, U. S. Navy, commanding North Atlantic Blockading Squadron, referring to the C. S. S. Virginia (Merrimack).

U. S. S. MINNESOTA, February 2, 1862.

MY DEAR GOLDSBOROUGH: I have just learned that a vessel (transport) would leave this evening for Hatteras. I am very anxious to hear from you. The Gemsbok passed Hatteras on the 29th and heard heavy firing in the vicinity of Loanoke Island, which put us all upon the qui vive. I send you a number of letters and some newspapers. We have very little news here. The Merrimack is, without doubt, out of dock and almost ready for a move. I am anxiously expecting her and believe I am ready, but I have doubts about her venturing out of Elizabeth River. I understand they have been putting down moorings for her about a

mile inside of Sewell's Point, and should not be surprised if she was only used for harbor defense, as I am told she floats with her roofing 2 feet under water, and that, in consequence, she can carry no battery. She is exceedingly crank and would be unsafe if she happened to get across the tides and might farn turtle.

I hope all the stores sent have arrived safely. Please tell Case I will send those I was obliged to order from Baltimore as soon as possible. Your gin—have you received it? It was sent by same conveyance as the provisions (by Kemberly), but I trust you will have no occasion for

its use.

The backgammon does not flourish since you left. Doctor Dillard has been detached through the intercession of some of his friends and left us on Friday. This parting with old friends is unpleasant. Doctor Wood has been ordered to relieve him as fleet [surgeon].

Farragut, in his flagship, the *Hartford*, who has been here three or four days, sailed this morning for his command. Commander Bell is his fleet captain and Commander R. Wainwright commands the ship.

Your old friend and messmate,

G. J. VAN BRUNT.

Flag-Officer L. M. GOLDSBOROUGH,

Hatteras Inlet.

Report of Flag-Officer Goldsborough, U. S. Navy, commanding North Atlantic Blockading Squadron, of consultation with Brigadier-General Burnside, U. S. Army.

> U. S. FLAG-STEAMER PHILADELPHIA, Pamlico Sound, February 3, 1862.

SIR: General Burnside was not quite ready to move his force this morning, and had he been the weather would have detained us. He has just left this vessel, after holding with me a full and free consultation with regard to the details of our operations. Our plans are as fully matured as they well can be, and everything between us is, I think, sufficiently understood. He will certainly be ready to start very soon.

This morning 19 contrabands, as they are popularly called, came over to us from Middletown, Hyde County, N. C.; 4 of them are men, 5 are women, and the rest children. At my request General Burnside has ordered all of them to be received and cared for at Fort Hatteras.

They afford us no information of value.

I am, very respectfully, your obedient servant,

L. M. Goldsborough,

Flag-Officer, Commanding North Atlantic Blockading Squadron.

Hon. GIDEON WELLES,

Secretary of the Navy, Washington, D. C.

Report of Captain Marston, U. S. Navy, senior officer in Hampton Roads, regarding certain vessels of the blockading force.

U. S. S. ROANOKE, Hampton Roads, February 3, 1862.

SIR: I had this pleasure on the 29th ultimo, informing you what I had done relative to your provisions, which I have no doubt will be with you at the appointed time.

I have to report that the Albatross and Monticello have come in, both with their machinery so much out of order as to require extensive repairs, and the hull of the former, especially in her upper works, so very defective as to be beyond repairing with our force of mechanics. I have been directed by the Department to send them to Baltimore, whence the Monticello sailed yesterday, and the Albatross will follow as soon as some things are done for her.

The commanders of these vessels have strict injunctions to effect their repairs with all possible dispatch and return to this place instanter.

The Gemsbok arrived yesterday and reported all well off Beaufort, none of the vessels having escaped from thence, but that one schooner attempted to do so and got on shore (inside), where she now lays high and dry.

The Gemsbok reports her fore and main masts rotten, and other defects, and I have ordered a survey on her, which, as soon as the storm subsides, will enter on its duties. I am in hopes that the Gemsbok will not be detained from her station; if she is, there will be three vessels absent. It is now blowing strong from E. S. E., with snow. I have brought to the attention of the Department the absence of the Albatross and Monticello, and shall do so with regard to the Gemsbok if she is deemed unfit to return.

Very respectfully, your obedient servant,

John Marston, Captain.

Flag-Officer L. M. GOLDSBOROUGH, Commanding North Atlantic Blockading Squadron.

P. S.—The *Daylight* has gone to York River, and the *Dawn* has been ordered to New York.

Report of Commander Glisson, U. S. Navy, commanding U. S. S. Mount Vernon, regarding the blockade of Wilmington, N. C.

> U. S. S. MOUNT VERNON, Off Wilmington, N. C., February 3, 1862.

SIR: I have received your communication of the 2d [1st] instant and regret to inform you that I am the only vessel now off this port, as the U. S. steamers *Monticello* and *Ohippewa*, being both out of coal, had to be dispatched to Hampton Roads for a supply. I am in daily anticipation of the return of the *Monticello*, as she left here on the 25th ultimo; directly that she arrives I will dispatch her.

As there is so much at stake here (the North Carolina and Gordon both being ready to run the blockade at any moment) it would be imprudent to leave this port unguarded at this juncture.

Everything is quiet off this place and we are all well on board.

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.

N W R--VOL 6---35

Report of Lieutenant Braine, U. S. Navy, commanding U. S. S. Monticello, of the arrival of that vessel at Baltimore for repairs.

U. S. S. MONTICELLO, Baltimore, February 3, 1862.

SIR: I have the honor to report the arrival of the U.S.S. Monticello at this place under orders from Captain John Marston (senior officer present at Hampton Roads), to have her boilers and machinery repaired.

I am, very respectfully, your obedient servant,

D. L. BRAINE,

Lieutenant, Commanding U. S. S. Monticello.

Hon. GIDEON WELLES, Secretary of the Navy.

Report of Captain Marston, U. S. Navy, senior officer in Hampton Roads, regarding the U. S. S. Chippewa.

U. S. STEAM FRIGATE ROANOKE, Hampton Roads, February 4, 1862.

SIR: I beg leave to report to you the arrival last evening of the U. S. S. Chippewa from off Wilmington. As soon as she replenishes her coal, provisions, etc., I shall order her to return to her station.

Very respectfully, your obedient servant,

JOHN MARSTON, Captain and Senior Officer.

Hon. GIDEON WELLES,
Secretary of the Navy.

Report of Captain Marston, U. S. Navy, senior officer in Hampton Roads, regarding the movements of the U. S. vessels Jamestown and Albatross.

U. S. STEAM FRIGATE ROANOKE, Hampton Roads, February 4, 1862.

SIR: I am happy to inform you that the Jamestown has at last gone to sea. The Albatross also left this evening for Baltimore for repairs.

I have impressed on the commanders of both the Monticello and Albatross the necessity of returning to this place at the earliest possible time.

Very respectfully, your obedient servant,

JOHN MARSTON, Captain and Senior Officer.

Hon. Gideon Welles, Secretary of the Navy.

Order of Commander Rowan, U. S. Navy, commanding naval division in Pamlico Sound, to Captain Davenport, U. S. Navy, commanding the third column, regarding lights.

U. S. S. DELAWARE, February 4, 1862.

SIR: No lights are to be visible from the vessels under your command after leaving this anchorage.

You will caution your commanders on this subject, particularly the ferryboats.

Very respectfully,

S. C. ROWAN, Commander, etc.

Captain DAVENPORT, Commanding Third Column, Hetzel.

Report of Captain Marston, U. S. Navy, senior officer in Hampton Roads, regarding the U.S. S. Dawn.

> U. S. STEAM FRIGATE ROANOKE, Hampton Roads, February 5, 1862.

SIR: I have the honor to report to you that the Dawn came in this morning from York River, Captain Clary thinking it best to put all the coal I had sent him on board the other vessels and come here for a further supply, which action I have approved of. The Dawn will leave again early to-morrow.

Very respectfully, your obedient servant,

JOHN MARSTON, Captain and Senior Officer.

Hon. GIDEON WELLES, Secretary of the Navy.

Report of Captain Marston, U. S. Navy, senior officer in Hampton Roads, regarding the U. S. vessels Miami, Dawn, and Gemsbok.

> U. S. STEAM FRIGATE ROANOKE, Hampton Roads, February 5, 1862.

SIR: I beg leave to report to you the arrival this p. m. of the U.S.S. Miami, last from off Cape Hatteras. The Miami was towed to this place by the steamer Constitution. At the earnest request of Lieutenant-Commanding Harrell I have permitted him to send an officer to Washington to make a personal explanation to you as to the condition of that vessel, which I hope will meet your approbation.

The Dawn went to sea this evening. I have had the Gemsbok surveyed, and find she requires some repairs in spars and rigging, all of which can be done here, and she will be prepared for sea as early as

possible.

le.
Yey respectfully, your obedient servant,
John Marston,

Captain and Senior Officer.

Hon. GIDEON WELLES, Secretary of the Navy.

Report of Lieutenant Harrell, U. S. Navy, commanding U. S. S. Miami, regarding the defects of that vessel in propelling and steering qualities, and consequent delay in execution of orders.

U. S. S. MIAMI, Hampton Roads, February 5, 1862-2 o'clock.

SIR: I have the honor to report, with deep regret, that, owing to great and signal difficulties in the propelling power and steering qualities of this vessel, I have been utterly unable to obey your order to proceed to Hatteras Inlet, and it is owing only to the kind and promptly rendered assistance of the transport steamer Constitution, in towing us from off Cape Hatteras to Hampton Roads, that I am able

to address the Department from this place.

We left the Philadelphia navy yard on the morning of January 29, but owing to fog, ice, and the imperfect working of our machinery (that now for the first time was tried away from the wharf) the pilot was unwilling to proceed. We therefore anchored in the channel. The next morning at daybreak, the weather being a little more favorable, we got underway and proceeded down the Delaware.

we got underway and proceeded down the Delaware.

The engine worked badly, stopping frequently upon its center, and the rudder seemed to have little influence on her course—same when

hard up or down.

That night we were compelled to anchor off Bombay Hook light. On Friday morning at daybreak we were again underway, and, laboring under the same difficulties as on the previous day, we reached the Delaware Breakwater at 3 in the afternoon. The chief engineer reported it indispensably necessary that certain repairs and alterations should be made in the engine. It was patent to all that the machinery required overhauling, and I directed him to get it in seaworthy condi-On Sunday morning, the 1st instant, the necessary changes having been made, and the engine being reported in good order, we proceeded to sea, and shaped our course toward Hatter's Inlet. experience on Delaware River and Bay had not awakened any brilliant anticipations in regard to the speed or seaworthy qualities of the Miami; but I felt the importance of making all haste, and determined to strain every nerve in order to reach our destination. The wind was moderate from the north and westward, the water smooth, and, under steam and the head sails, we got along passably well until evening, when the wind came out from the northward and eastward, with con-Then the radical imperfections of the vessel began to manifest themselves strikingly. The salt water and heavy rolling of the ship, as the sea increased, rapidly diminished the steam-producing capacity of the boilers. The blower was put on, and then it filled the engine room with strangulating gas; it was kept on for most of the time, yet it was of no avail. The pressure of the steam continued to sink during the night and until Monday evening, when the chief engineer reported to me that it would be necessary to stop the engine, in order to get up steam enough to drive ahead at all. We were off the Wimble Shoals; our boilers had given out; our sails, simply auxiliary, hardly more than kept steerageway on the vessel, which seldom answered her helm until it was put hard up or hard down. In this altogether unseaworthy condition, with the Hatteras coast under our lee, our only resource was to get her head round to the northward and endeavor to reach Hampton Roads. A northeaster of any violence must have inevitably driven us on shore. A heavy northwester would have drifted us helplessly into the Gulf Stream. Our head was turned to the northward. The weather was thick, rainy, and threatening, but a little before midnight a moderate breeze came out from the northward and westward. Favored by this, and stopping the engine at intervals until a good head of steam (soon worked off) could be got up in the boilers, we advanced on an average of a couple knots an hour through Fortunately, on Tuesday, about sunset, the steamer Constitution, Captain Fletcher, made us, and at 6 p. m., in accordance with my request, took us in tow and brought us into Hampton Roads. I can only make a hurried report, but I can assure the Department that the Miami is altogether unseaworthy in her present condition.

greater surface be given to her rudder, and if her boilers can be increased so as to supply sufficient steam to propel her engines, she will make a very good sea boat, and will prove herself most admirably adapted to fighting service in the shallow bays and rivers of the Southern coast.

I beg leave to refer to the report of Acting Chief Engineer Victor

for details as to the behavior of the engine and boilers.

As the Miami is the first vessel of her class that has ever been to sea, I have concluded to send Lieutenant Townsend (with the commanding officer's permission), to whom I beg to refer for any information in regard to the vessel the Department may require.

I have the honor to be, your obedient servant,

A. D. HARRELL, Lieutenant, Commanding.

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

Letter from the Secretary of the Navy to the flag-officers commanding blockading squadrons, of the sailing of the British schooners Loanno and Success for blockaded ports.

NAVY DEPARTMENT, February 6, 1862.

SIR: The U.S. consulat Halifax [Nova Scotia] telegraphs that the British schooner Loanno sailed from that place on the 1st instant, with a cargo of fish. Her reported destination is Baltimore, but her real

destination is believed to be some Southern blockaded port.

The British schooner Success, 81 tons, is reported as having cleared from St. John, New Brunswick, on the 24th ultimo, for Nassau, with the intention, it is strongly suspected, of attempting to run the blockade. She has a cargo of oakum, fish, butter, soap, quinine, pig iron, etc., valued at \$5,866.32 (actual value not less than \$10,000). Her destination is believed to be some port in South Carolina or Florida.

I am, respectfully, your obedient servant,

GIDEON WELLES.

Flag Officer WM. W. McKean,

Commanding Bastern Gulf Blockading Squadron, Key West, Fia.

Flag-Officer L. M. GOLDSBOROUGH,

Comdg. North Atlantic Blockading Squadron, Hampton Roads.

Flag-Officer D. G. FARRAGUT,

Commanding Western Gulf Blockading Squadron, Ship Island.

Flag-Officer S. F. Du Pont,

Comdg. South Atlantic Blockading Squadron, Port Royal, S. C.

Battle of Roanoke Island,* February 7 and 8, 1862.

Preliminary report of Flag-Officer Goldsborough, U. S. Navy, commanding North Atlantic Blockading Squadron, forwarding copy of general order issued to the officers and men of his command.

U. S. FLAG-STEAMER PHILADELPHIA, Off Roanoke Island, February 9, 1862.

SIR: Roanoke Island is ours. Its military authorities struck to us yesterday. Their means of defense were truly formidable, and they

^{*} For reports of part taken by the Armies, see Official Records of the Union and Confederate Armies in the war of the Rebellion, Series 1, Vol. IX, pp. 73-190—COMPILERS.

were used with a determination worthy of a better cause. They consisted of 2 elaborately constructed works, mounting together 22 heavy guns, 3 of them being 100-pounder rifles; 4 other batteries, mounting together 20 guns, a large proportion of them being also of large caliber, and some of them rifled; 8 steamers, mounting 2 guns each, and each having a rifled gun with the diameter of a 32-pounder; a prolonged obstruction of sunken vessels and piles to thwart our advance; and, all together, a body of men numbering scarcely less than 5,000, of whom 3,000 are now our prisoners. The fighting commenced on the morning of the 7th instant at about 11 o'clock, and was continued until dark. The following morning it was renewed at an early hour, and it lasted until well in the afternoon, when, by a bold charge of our army, the rebel flag was made to succumb, and our own was hoisted everywhere on the island in its place. No attack could have been more completely executed, and it was carried out precisely in accordance with the arrangements made before the expedition left Hatteras Inlet.

. A detailed account of the operations of the naval branch of the

expedition will be forwarded to the Department hereafter.

I beg to submit herewith a copy of a general order issued to-day to be read on the quarter-deck of each vessel belonging to that branch of the expedition.

I am, very respectfully, your obedient servant,

L. M. GOLDSBOROUGH,

Flag Officer, Commanding North Atlantic Blockading Squadron.

Hon. GIDEON WELLES,

Secretary of the Navy, Washington, D. C.

[Enclosure.]

GENERAL ORDER.]

U. S. FLAG-STEAMER PHILADELPHIA, Off Roanoke Island, February 9, 1862.

To the officers and men under my command engaged in the reduction of Roanoke Island:

Your efforts of yesterday and the day before against the enemy were alike worthy of yourselves and the sacred cause our glorious flag upholds.

I thank you for them, and congratulate you upon the results achieved. No commander in chief could have been more gallantly sustained, or could have desired a more gratifying display of coolness, skill, and discipline.

We have yet more work of the kind to accomplish, and will soon

deliver another blow to crush the hydra of rebellion.

From what I have already witnessed, I am sure that you will do it well.

L. M. Goldsborough, Flag-Officer, Commanding North Atlantic Blockading Squadron.

Detailed report of Flag-Officer Goldsborough, U. S. Navy, commanding North Atlantic Blockading Squadron.

> U. S. FLAG-STEAMER PHILADELPHIA, Off Roanoke Island, February 18, 1862.

SIR: The following detailed report concerning the part taken by some of the vessels belonging to the North Atlantic Blockading Squadron in the engagement of the 7th and 8th instant, I have now the honor to submit:

On the 28th ultimo all the vessels composing the naval branch of our combined expedition, intended by my arrangements to participate in

the reduction of Roanoke Island and operate elsewhere in its vicinity, were over the bulkhead at Hatteras Inlet and in readiness for service, but owing to circumstances already communicated to the Department, it was not until the 5th instant that those composing the army branch of it were similarly situated.

The naval vessels in view, all of which were placed by me under the general command of Commander S. C. Rowan, were the Stars and Stripes, Lieutenant Commanding Reed Werden; Louisiana, Lieutenant Commanding A. Murray; Hetzel, Lieutenant Commanding H. K. Davenport; Underwriter, Lieutenant Commanding William N. Jeffers; Delaware, Lieutenant Commanding S. P. Quackenbush; Commodore Perry, Lieutenant Commanding G. W. Flusser; Valley City, Lieutenant Commanding J. O. Chaplin; Commodore Barney, Acting Lieutenant Commanding E. R. Colhoun; Southfield, Acting Volunteer Lieutenant Commanding C. F. W. Behm; Morse, Acting Master Commanding Peter Hays; Whitehead, Acting Master Commanding G. W. Graves; Henry Brinker, Acting Master Commanding John E. Giddings; I. N. Seymour, Acting Master Commanding John MacDiarmid; Putnam, Acting Master Commanding W. J. Hotchkiss; Shawsheen, Acting Master Commanding Thomas J. Woodward, and Granite, Acting Master's Mate Commanding E. Boomer.

During our detention at the inlet we resorted to every means in our power to get accurate information of the enemy's position and preparation, and we obtained enough to enable us to arrange our programme

of attack, which, in substance, was as follows:

The naval division was to lead from the time of starting up to that of encountering the enemy. The marshes, in case of being defended by a battery and the enemy's vessels, were to be passed by, noticing the former only in a transitory way, and by dashing without delay directly at the latter. On approaching Roanoke Island sufficiently near, the batteries at Pork and Sandy [Sand] points (if any at the latter), and the vessels of the enemy, if drawn up to meet us, were to be the first objects assailed by the naval division, aided by such fighting vessels under the general command of Commander Samuel F. Hazard as the army division could afford. While this work was going on, the army, under cover of its own vessels and six of our armed launches, was to land at Ashby's Harbor, or, if preferable, a portion of it at Sandy [Sand] Point, half a mile above. In advancing from the inlet, the vessels of both branches of the expedition were to observe my signals.

Early on the morning of the 5th the necessary general signals for a move were thrown out from the *Philadelphia*, and as soon afterwards as could be expected for so large a number of vessels, all were underway, with the naval division as prescribed, arranged in three columns, commanded respectively by Lieutenants Commanding Worden, Murray, and Davenport. Although the weather favored us, our progress was

unavoidably slow.

Apprehending that the buoy on the eastern extremity of Long Shoal Point, distant some 20 miles from the inlet, might have been removed, a steamer with the *Granite* in tow was sent ahead to ascertain the fact, and if necessary to place another, already prepared, in its stead. Fortunately it had not been removed. A flag, however, was placed upon it, a signal of caution was made, and thus the shoal, the worst obstruction in the way, was safely avoided by each and all.

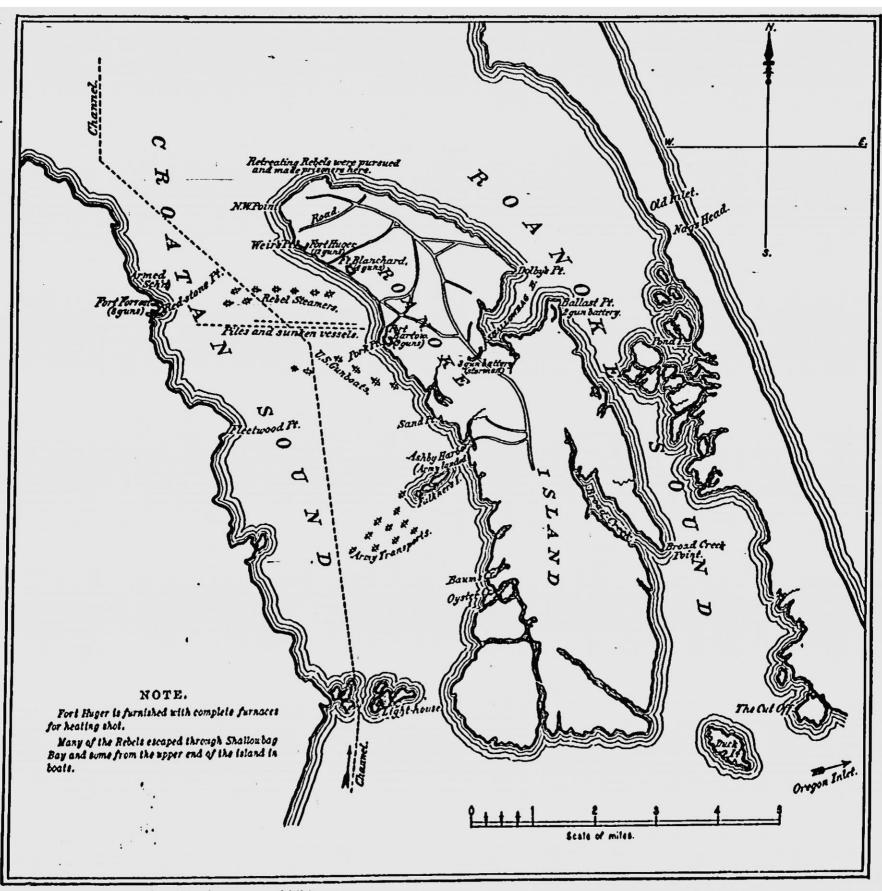
At sundown, having arrived off Stumpy Point, and within 10 miles of the marshes, the whole force anchored by signal, each vessel occupying as nearly as practicable the same relative position toward the rest as she had done in steaming. Here it was judged expedient to detail a small party to visit a certain house on the mainland for the purpose of securing, even forcibly, the services of a certain individual whose name had been given to us at the inlet. An officer took it in charge, and before midnight he brought the man to me on board the *Philadelphia*.

Early the next morning, accompanied by the chief of my staff and fleet captain, Commander Augustus L. Case, Captain's Olerk H. G. B. Fisher as signal officer, with two petty officers to assist him, and Lieutenants Thos. R. Robeson and Nathaniel S. Barstow, of the Army Signal Corps, with their party of four men, I changed my quarters temporarily from the Philadelphia to the Southfield, and hoisted my flag on board of her. In a little while afterwards our whole force, by signal, was again underway, with two of our lighter draft steamers, the Geres and Putnam, a mile or so in advance, in order to detect either the enemy himself, or any obstructions he might have concealed. weather was now thick and threatening, and of course bad for distant discoveries. About 9 o'clock, however, it cleared, and for a short while in the direction of Roanoke Island, and then for the first time we distinctly recognized the enemy's armed and other vessels lying at anchor apparently close in with the shore, between Pork and Weir's points; but in an hour and a half afterwards, and when within a couple of miles of the marshes, it again became not only thick, but rainy and windy, and this induced us to anchor once more, still observing the same general order of relative position that we had done the evening before. In the course of the afternoon one of the enemy's steamers approached the marshes for the purpose, no doubt, of reconnoitering our force. She met with no opposition from us, simply because we were not unwilling that she should accomplish her wishes.

The following morning, Friday, February 7, at daylight, the weather was more propitious, and the sky gave evident signs of a clear day. At 9 o'clock, and for the third time since leaving the inlet, the whole force was put underway by another general signal. Besides the Geres and Putnam, the Underwriter also was placed in advance, the former two to keep not more than 400 yards ahead of the flagship, and the latter at a proper time to go as much beyond that distance as might be necessary to discover as early as possible if a battery had been erected on Sandy [Sand] Point. The marshes were soon threaded and astern of us. Their passageway is so narrow as not to admit more than two vessels abreast, and in this order they kept until it was cleared, and the much wider waters of Crontan Sound were reached. Being anxious to make a decided impression upon the enemy early in the contest, all the vessels with 9-inch guns were ordered to close up around the flagship. At 10:30 a.m. the enemy's vessels, eight in number, all being drawn up behind an extensive obstruction, formed by a double row of piles and sunken vessels stretching well across the sound, and between the forts on Pork and Weir's points, one of them fired a heavy gun, probably intended to announce generally that an attack was just impending. In less than an hour afterwards, the Underwriter, failing to draw a reply to a shot she had fired, signaled "No battery on Sandy [Sand] Point." The omission to guard this point was favorable to the arrangement of landing the troops at Ashby's Harbor. Had it been protected, our difficulties would have been materially increased.

Not long after this announcement the naval division, composed and commanded as stated above, accompanied, as predetermined, by the Picket, Captain Thomas P. Ives; Hussar, Captain Frederick Crocker; Pioneer, Captain Charles E. Baker; Vidette, Captain John L. Foster; Ranger, Captain Samuel Emerson; Lancer, Captain M. B. Morley, and Chasseur, Captain John West, of the army division, and, keeping in close order, had approached the enemy near enough to begin the attack and to devote the most of its firing against the fort on Pork Point, not neglecting, however, the enemy's vessels, a battery between Pork and Weir's points, and another on Redstone Point, all of which opened upon us, but the latter only occasionally and without effect. By noon, our vessels having approached still nearer, the action became general on their part and that of the enemy. At 1:30 p. m. the effect of our firing caused the barracks behind the fort at Pork Point to burst into flames, and at 2:15 p. m. they were burning furiously, entirely beyond redemption. About this time, our vessels being placed by their respective commanders as advantageously as circumstances would permit, the firing was the hottest. Throughout the sound lying between Roanoke Island and the mainland the depth of water at best is but little, and the bottom everywhere is essentially lumpy and irregular. Even at the distance of a mile and more from the shore where we had to approach, scarcely a general depth at low water of more than 7 feet is to be found. With one or two exceptions none of our vessels drew less than 7 feet, and some of them drew rather more than 8. In placing them, therefore, so as to make their various guns tell effectually, their several commanders had to exercise a sound discretion and to keep in view the consideration due to the use of shells with fuzes fixed in value as to time. To have used, for instance, a 5-second fuze in shelling uncovered works at a less distance than about 1,400 yards would not have secured the best results.

Toward 3 p. m. the troops embarked on board of light-draft steamers and boats started to land at Ashby's Harbor. The place was guarded by a large body of the enemy with a field battery, but the Delaware, with Commander Rowan on board and his division flag at her masthead, having very judiciously taken up a flanking position to the southward of Pork Point battery, and thus most opportunely being near at hand, immediately turned her guns toward the harbor, and with some 9-inch shrapnels soon cleared the way. At 4:30 p. m. Pork Point battery and the one next to the northward of it ceased for a while to reply to our fire; five of the enemy's steamers, apparently injured, went back behind Weir's Point, and the first landing of our troops took place. At 5 p. m. those batteries again opened upon our vessels, and the enemy's steamers once more put forth and also reopened upon us. In about forty minutes, however, the latter were compelled a second time One of them, the Curlew, in a disabled condition, had taken refuge under the battery on Redstone Point. At 6 p. m., the firing of the enemy being only from Pork Point and at long intervals, dark coming on, and not wishing to waste ammunition, I ordered the signal "cease firing" to be made. In the course of the afternoon our six launches, under the command of Midshipman Benjamin H. Porter, landed their howitzers and joined the army, for the purpose of commanding the main road and its two forks during the night and assisting in more active operations the following morning. By midnight some 10,000 of our troops had been safely landed at Ashby's Harbor, the Delaware having taken on board from the Cossack some 800 and put them on shore at 10 p. m.



February 8.—As it was arranged by General Burnside that his forces should move at a very early hour this morning from where they had been landed and begin their attack upon the enemy, and as the direction they were required to take would in all probability soon bring them in the line of fire occupied by the navy, it was agreed between us last night that to-day the vessels should not renew operations until I could receive word from him that their missiles would not be destructive to both friends and foes. At daylight none of the enemy's vessels except the Curlew could be discovered.

At 9 a.m. a continuous firing in the interior of the island told us that our forces were hotly engaged about midway between Ashby's Harbor and Pork Point battery, and as this intelligence also assured us that our land forces were not then in the range of our line of fire, our vessels, without waiting to hear from General Burnside, at once moved up and reengaged the forts. At this work they continued until the firing in the interior evidently slackened. Then, taking it for granted that our troops were carrying everything before them, and thus fast approaching the rear of the batteries, I again ordered the signal "cease firing" to be made. At the time, however, the work on Pork Point was so reduced that it did not use but one gun against us. Shortly afterwards, on being informed by one of General Burnside's aids of the actual state of things on shore, I was induced to order another demonstration on the part of our vessels, but before firing had generally commenced Commander Rowan came on board the Southfield, just from General Burnside, with the suggestion that it would be better

to desist, and accordingly they were recalled.

At 1 p. m., judging that the time had arrived for clearing a passageway through the obstructions alluded to above, by the accomplishment of which both the battery on Redstone Point and the Curlew might be destroyed and our advance up Albemarle Sound would be secured, the Underwriter, Valley City, Seymour, Lockwood, Ceres, Shawsheen, Putnam, Whitehead, and Brinker were ordered to perform the service. 4 p. m. one of them had overcome the difficulty for herself and reached the other side, and in less than an hour more a sufficient way for all the rest was opened. This important duty could not have been undertaken a moment earlier than it was without exposing our vessels, huddled together, to the converging and cross fire of the four batteries at Pork, Weir's, and Redstone points, and another one situated between the former two. About the same time that our vessels succeeded in bursting through the barricades the American flag was hoisted over the battery at Pork Point, and in a few minutes afterward the enemy himself fired the works at Redstone Point, and also the steamer Curlew. Both blew up in the early part of the evening. These events closed the struggle, which had now lasted throughout two days, and were essentially the last scenes enacted in securing to us complete possession of the island of Roanoke.

A statement of the casualties which occurred will accompany this communication. They amount, in all, to 6 killed, 17 wounded, and 2 missing. Considering how frequently our vessels were struck it is remarkable that more did not take place, and considering the character of our vessels it is also remarkable that none of them were even put hors de combat except temperarily.

It now remains for me to discharge the gratifying duty-of speaking of the officers and men under my command on the occasion in view. This, obviously, I can only do, as it were, in a collective way; but the reports of the commanding officers, herewith submitted, upon which necessarily I have to rely and in which I place every confidence, will

be found more circumstantial. I beg to commend them to your consideration. The commanding officers themselves did their part entirely to my satisfaction, and in fact in a most admirable manner. The general order I issued the day after the surrender, a copy of which accompanied my preliminary report, was intended to convey applause and my profound gratitude to all to whom it relates, and I therefore beg that it may be so regarded by the Navy Department. I pray, too, that to the bereaved individuals, whose support and comfort depended upon those who are now among the honored dead, may be extended the

earliest fostering care that circumstances will permit.

It is really difficult for me to state in adequate terms how largely I feel myself indebted to Commanders Rowan and Case for their constant and signal services throughout, from the very inception of the expedition to the consummation of the achievement in view. They hand in hand, with their marked ability and sound sense, and in the absence of all ordinary facilities, brought about at Hampton Roads the arming, manning, and equipment of the many vessels sent to us from necessity in an unprepared condition, and subsequently they both labored most conspicuously and faithfully in their respective spheres of action to vanquish difficulties at the inlet and the enemy at Roanoke. In short, their assistance to me has been invaluable.

I am promised a report by General Burnside with regard to Midshipman Porter's association with his forces, and as soon as it comes to

hand I will, with pleasure, forward it to the Department.

Although the Philadelphia did not participate in the action, because of her unfitness for the purpose, still she was ever near at hand in readiness, if necessary, to tow the disabled, receive some of the wounded, and furnish supplies. Her commander, Acting Master Silas Reynolds, is every way worthy of his trust.

Mr. Fisher performed the important duties of signal officer in the most commendable manner. Not only were all the signals ordered

promptly made, but no mistake whatever occurred.

Lieutenants Robeson and Barstow, of the Army, were ever in place, and ready, by means of Myer's system of signals, to make known to those not accustomed to our own code whatever I wished.

It will afford me peculiar pleasure, sir, to communicate to you, in due season, more particular information with regard to the cases of individuals which appear to me to merit a distinct consideration on the part of the Government.

I have the honor to be, sir, very respectfully, your obedient servant, L. M. Goldsborough,

Flag-Officer, Commanding North Atlantic Blockading Squadron.

Hon. GIDEON WELLES.

Secretary of the Navy, Washington, D. C.

Report of Lieutenant Werden, U. S. Navy, commanding first column, transmitting an account of ammunition expended by the U. S. S. Stars and Stripes.

U. S. S. STARS AND STRIPES, Off Roanoke Island, February 10, 1862.

SIR: In obedience to your order of this instant, I have the honor to submit the following report of the part taken by this vessel in the action of the 7th instant.

At 12 o'clock m. I approached the shore as near as the circumstances would admit of and opened fire with 20-pounder Parrott and two 12-pounder rifle guns upon the rebel steamers, and with two 8-inch guns

upon the battery on Pork Point, using shell with 10-second and 15second fuzes and hollow shot, many of the shell bursting in and over the fort, while the Parrott and rifle guns did good execution among the rebel steamers.

The action was continued until 6 o'clock p. m., when, in obedience to

signal, I ceased firing and soon after anchored for the night.

I kept my vessel in motion with great difficulty, owing to her great

draft of water, and was aground twice during the engagement.

I have no casualties to report among the officers and crew, and no injuries to the vessel except shooting away a brace, although at times the enemy's shot and shell were passing near and over us.

It affords me great pleasure to allude to the coolness and good con-

duct of the officers and men upon this occasion.

I herewith enclose the gunner's report of the expenditure of ammunition.

I am, very respectfully, your obedient servant,

R. WERDEN.

Lieutenant, Commanding.

Flag-Officer L. M. Goldsborough,

Comdg. North Atlantic Blockading Squadron, Roanoke Island.

[Enclosure.]

U. S. S. STARS AND STRIPES, Off Roanoke Island, February 7, 1862.

SIR: I would most respectfully report that during the engagement of to day the following ordnance stores were expended:

66 8-inch cylinders, 7-pound.

30 8-inch shell, 15-second. 17 8-inch shell, 10-second.

19 8-inch hollow shot,

81 2-pound cylinders, Du Pont No. 7. 42 1-pound howitzer charges for Parrott 20-pounder cylinders. 31 1-pound howitzer charges.

Very respectfully, etc.,

17 Hotchkiss shell, percussion.
10 Hotchkiss shell, time fuze.
4 Dahlgren shell (plugged).
67 percussion shell, 20-pounder rifle.
6 fuze-plug shell, 20-pounder rifle.
29 shrapnel for 20-pounder rifle.

210 cannon primers.

| 100 percussion caps.

DANL. DUNSMORE,

Acting Gunner.

Lieutenant Commanding R. WERDEN.

Report of Lieutenant Werden, U. S. Navy, commanding U. S. S. Stars and Stripes, regarding the delinquency of Acting Master Clapp, U. S. Navy.

U. S. S. STARS AND STRIPES, Off Roanoke Island, February 8, 1862.

SIR: I have to report that while under the fire of the enemy yesterday Acting Master Saml. L. Clapp absented himself from his quarters without permission.

Believing him to be unworthy of the trust reposed in him, I desire

that he be detached from this vessel.

I am, very respectfully, your obedient servant,

R. WERDEN, Lieutenant, Commanding.

Flag-Officer L. M. GOLDSBOROUGH, Commanding North Atlantic Blockading Squadron,

Abstract log of the U. S. S. Stars and Stripes.

February 7, 1862.—At 12 m., running in to attack enemy's batteries [Roanoke Island]. From meridian to 4 p. m.: Engaged in shelling enemy's batteries and steamers; could not get as near as desired on account of shoal water. The ship struck the ground several times.

From 4 to 6: Ceased firing, and at 7 anchored.

February 8.—At 9 a. m., part of the fleet engaged shelling the enemy. At 10 they ceased firing. At meridian steamer Valley City still shelling the enemy. At 4:50 p.m. flagship made signal "The fort is ours;" gave three cheers all round the fleet. At 5:40 the rebels set fire to their fort and one steamer on mainland. Eight of our steamers advancing up the sound.

Report of Lieutenant Murray, U. S. Navy, commanding second column, transmitting an account of ammunition expended by the U. S. S. Louisiana.

U. S. S. LOUISIANA, Near Roanoke Island, February 8, 1862.

SIR: On the morning of the 7th, in obedience to signal, I got underway with the column under my command and, in company with the main body of the naval forces, passed through the marshes without accident to any vessel, except the one under my immediate command, which struck an obstruction in the channel, swung entirely round, bearing her weight upon the propeller.

Whilst in this position I hastened to the advance, to sustain the flag-

officer, the 9-inch gun vessels.

When the naval division of the fleet had passed, our vessel, with the aid of the Seymour, was (with the loss of a flange from her propeller) clear, and, to the great satisfaction of officers and crew, we overtook our position and were enabled to close with the enemy's fortifications and share with the other two columns in a bombardment which has ended in a victory creditable to our arms and, what is better, of incalculable benefit to our cause.

The Louisiana, early in the action, was set on fire and otherwise severely injured by the explosion of an 80 pound rifled projectile fired from the enemy's works into her forehold. In six minutes from the time she was struck the fire was out and the ship reengaged the enemy. The promptitude and coolness with which the officers and men, under the enemy's fire and amid so much that was combustible around them, went to the duty of extinguishing the flames was extremely gratifying to me as an exhibition of high discipline. It is my greatest pleasure as well as duty to say that during the two days' action I had occasion only to admire the untiring patience and cheerful courage of both officers and crew.

The Barney took a position which Acting Lieutenant Renshaw thought most suitable for the efficiency or his IX-inch guns, and maintained it until his shell were expended. The fire of the Barney was excellent.

The Hunchback, Acting Lieutenant Colhoun, took a position very near the batteries and sustained considerable damage from the fire of the enemy, which she is now repairing. During the whole of the engagement, and in spite of her injuries, she maintained her proximity to the enemy, to his great apparent embarrassment and to the admiration of the other ships.

The Seymour and Lockwood, Acting Masters Commanding [F. S.] Wells and [G. W.] Graves, were conspicuously in the foreground throughout the bombardment, these gentlemen meriting my entire satisfaction.

The sloop Granite, Master's Mate Boomer, commanding, left out in the early part of the action, being entirely dependent on her sail, finally worked up to close quarters with the enemy and bearing his part gallantly throughout.

I have not yet received the account of casualties in the column or full expenditure of ammunition, but will forward them as supple-

nentary.

I send a full account of ammunition expended by this ship, together with the number and character of projectiles thrown; also a complete list of officers.

Very respectfully, your obedient servant,

A. MURRAY, Commanding Second Column.

Commodore S. C. Rowan, Commanding Flotilla.

[Enclosure.]

Louisiana expended in action February 7 and 8, 1862, off Roanoke Island.

32-pound shell:	20 28
Total	122
8-inch shell:	
10-second	6 28
Total	34
Solid shot	25
Total shot and shell	181
Powder: Po 14 9-pound charges	520 153
Total	867
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A. MURRAY, Lieutenant, Commanding Second Column.

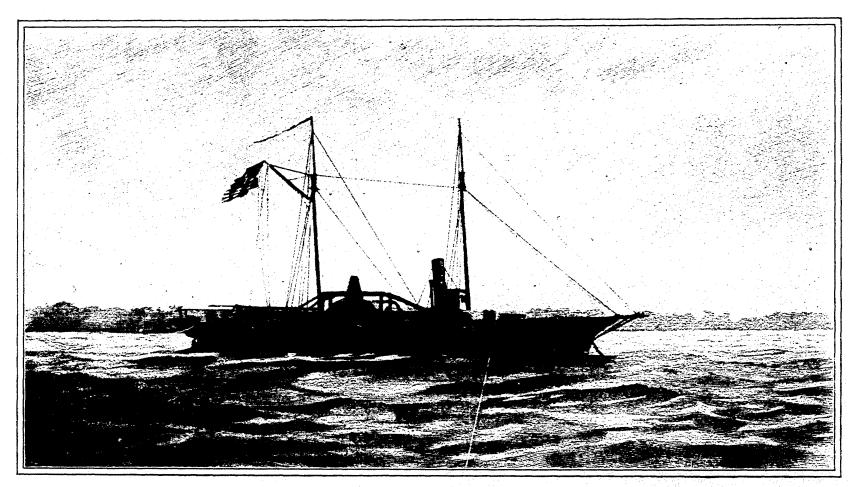
Report of Lieutenant Davenport, U. S. Navy, commanding third column, transmitting report of casualties on the U. S. S. Hetzel.

U. S. S. HETZEL,

Croatan Sound, North Carolina, February 9, 1862.

SIR: I beg leave to make the following report:

Being at anchor in Pamlico Sound above the swash at 8 a. m. of Thursday, the 6th instant, in pursuance of signal got underway and steamed slowly up the sound in order of three columns, as directed.



UNITED STATES STEAMER HETZEL. Made from crude water-color drawing.

At 5:30 p. m. a strange steamer reported in sight.

At 5:55 p. in., in obedience to order, came to anchor near marshes at lower end of Roanoke Island.

At 10 a.m. of Friday, the 7th, got underway and steamed through

the marshes in two columns, as directed.

At 10:30 a.m. saw eight of the enemy's gunboats lying above a battery at Pork Point, on Roanoke Island, and behind a line of obstructions consisting of spiles driven and vessels sunk across the channel in range of this battery. Obeyed signal "To follow and engage the enemy."

At 11:38 a.m. a shot was fired from one of the enemy's gunboats, answered by one of our vessels. The battery soon opened and, the order being given "To close in upon the enemy," the firing became

general.

At 1 p. m. a shot from one of the guns carried away the upper part of the enemy's flagstaff, bringing his flag down by the run; it was soon replaced, however, on a smaller staff on the breastwork.

At 1:30 p. m. enemy's quarters near the battery set on fire by

exploding shell.

At 2:10 p. m. a 32-pounder round shot struck us on the water line, just abaft the starboard wheel, lodging in the coal bunker of that side. Signaled the fact to the flagship and withdrew from action to repair damages.

At 2:40 p. m., having temporarily repaired the injury sustained,

went again into action.

At 4:05 p.m. a rifle shell from one of the enemy's vessels exploded over us, and one of the fragments striking Master's Mate Charles

Harris on the head, killed him instantly.

At 5:15 p. m. our 80-pounder rifled gun aft burst in the act of firing a solid shot, prostrating every man at the piece and wounding six of them, three severely, but fortunately killing none. The part forward of the trunnions fell upon the deck; one-third of the breech went overboard, carrying away the port bulwarks; another flew high into the air and fell into the water just alongside; and the remaining portion, weighing about 1,000 pounds, was driven through the deck, breaking in one of the beams, passed through the magazine and the deck below, and lodged upon the keelson. The magazine was set on fire and only extinguished in time to avoid an explosion and utter destruction of the ship and all on board by the presence of mind, promptitude, and intrepidity of Lieutenant Charles L. Franklin, executive officer, whom I beg to recommend to your especial consideration and that of the Department.

Reported accident to flagship, and at 6 p. m. anchored beyond range

of the enemy's guns.

On Saturday, the 8th, at 8:30 a.m., went in and reported to Commander Rowan, and at 9 a.m. went alongside steamer *Philadelphia* and received on board carpenters to repair damages sustained by bursting of gun.

Proceeded thence to sloop Granite and took from her a long 32pounder with shot and shell; left her side at 3 p. m. and anchored

near by.

At 1 p. m. Master Daniels left the ship for the purpose of taking command of party with launch howitzers, appointed to act in concert with the land forces.

At 3:30 p. m. the body of Mr. Harris was taken on shore at Roanoke Island and solemnly interred.

At 4:30 p.m. observed the American flag flying over the battery.

the enemy having abandoned it.

Where all behaved with such coolness and courage and devotion in sustaining the honor of our flag, it is difficult to discriminate; but I can not refrain from expressing my high appreciation of the conduct, both professional and otherwise, of Acting Assistant Surgeon N. L. Campbell, who, being the first to discover the ship to be on fire, sent the men to the hose, directed the engineer to turn on the water, and then gave his attention to the wounded, inspiring the men by his coolness.

Acting Assistant Paymaster E. P. Heberton, although quite unwell, volunteered to act as signal officer and to take the notes of the action; and I must acknowledge the faithful manner in which he performed those duties. At the moment of our gun bursting he was standing near by, and, although escaping unwounded, was severely shaken by the concussion.

The engineer department was managed in a manner that excited my warmest praises.

In conclusion, I beg leave to express my thanks to all my officers and

men for their conduct in the action.

I enclose herewith the surgeon's report of casualties, and have the honor to remain, sir, very respectfully, your obedient servant,

H. K. DAVENPORT,

Lieutenant, Commanding.

Commander S. C. ROWAN, U. S. NAVY, Commanding Flotilla, etc., Croatan Sound, North Carolina.

[Enclosure.]

U. S. S. HETZEL, Croatan Sound, North Carolina, February 7, 1862.

SIR: I have the honor to report the following casualties on board this ship during the engagement of to-day:

Killed.—1. Mr. Charles Harris, acting master's mate, by explosion of

shell.

Wounded.—1. Charles Clarke, boats wain's mate, severely. 2. Joseph N. Ingersoll, ordinary seaman, severely. 3. William Smith, ordinary seaman, severely. 4. Henry Bryant, ordinary seaman, slightly. 5. Tully McIntyre, seaman, slight contusion. 6. Henry P. Thompson, coal passer, slightly.

The wounded all sustained their injuries by the bursting of our rifled

80-pounder Dahlgren gun. Respectfully submitted.

N. L. CAMPBELL, Acting Assistant Surgeon, U.S. Navy.

Lieutenant H. K. DAVENPORT, Commanding U. S. S. Hetzel, Croatan Sound, North Carolina.

Abstract log of the U.S.S. Hetzel.

February 7, 1862.—At 10 a.m. got underway and stood through the marshes into Croatan Sound. Several rebel steamers to the northward of battery at Sand Point. At 10:38 the enemy fired the first shot. As the United States forces advanced the enemy retreated behind obstructions placed across the channel above the battery. At noon the action

had become general, the battery replying with round shot only, rebel steamers throwing shot and shell from rifled guns. Several percussion shell, both of Cochran and Hotchkiss pattern, burst immediately after leaving muzzle of our 80-pounder. At 1 p. m. shell cut away signal halyards and brought down enemy's flag. Almost immediately rehoisted on the ramparts. At 1:30 our shell set fire to the enemy's barracks. About 2 a round shot struck us on starboard side above water line, just above the wheel, lodging in coal bunker. Hauled off, repaired damage, and resumed our station. About 3 p. m. troops commenced landing. At 4:45 Acting Master's Mate Charles Harris was struck in the head by a rifled shell and instantly killed. At 5:15 rifled 80-pounder aft, loaded with 6 pounds of powder and solid Dahlgren shot, 80 pounds, burst, in the act of firing, into four principal pieces; the gun forward of trunnions fell on deck, one third of breech passed over mastheads and fell clear of ship on starboard bow, one struck on port quarter, and the fourth piece, weighing about 1,000 pounds, driven through the deck and magazine, bringing up on keelson; set fire to the ship; fire promptly extinguished. After reporting to the flag-officer, hauled off During the action expended: and anchored.

For 9-inch shell gun: 50 charges of 10 pounds each. 25 shell, 10-second.

25 shell, 15-second. 80 cannon primers.

For 80-pounder rifled gun: 42 charges of 5 and 6 pounds.

22 Dahlgren shot.

For 80-pounder rifled gun:

9 Cochran shell (percussion fuze taken out and navy fuze put in).

2 Cochran shell, percussion fuze.

6 Hotchkiss shell, time fuzes.
3 Hotchkiss shell, percussion fuzes.
70 friction tubes and rifled 80-pounder

No. 10, of 7,900 pounds.

February 8.—At daylight got underway and went alongside the flagship. Took on board carpenters to repair decks. Took on board a long 32-pounder and its appurtenances. At 5 p. m. signal made from flagship "Fort is ours," and shortly after signal "Victory." A vessel and battery at Fleetwood Point on fire.

Report of Lieutenant Jeffers, U. S. Navy, commanding U. S. S. Underwriter.

U. S. S. UNDERWRITER, Off Roanoke Island, February 9, 1862.

SIR: I have the honor to submit the following report of the operations of this vessel during the two days preceding the capture of Roanoke

Island and dependent fortifications.

At 10 a.m. on the 7th I weighed in obedience to your instructions and led in, accompanied by the Ceres on one bow and the Putnam on the other, to define the limits of the channel and pilot the fleet. The latter vessel soon grounded on the west side of the channel, but my pilot proving an excellent one I kept in the best water, and about 10:30, on passing the marshes, discovered the enemy's vessels, which were subsequently found to be drawn up behind a barricade of sunken vessels and piles stretching entirely across the sound, supported at each extremity by formidable batteries. On discovering the advance of the flotilla the rebels fired an alarm gun.

When distant about 2½ miles, I fired a shell, and subsequently a second one at the fort, but did not provoke a reply. On your coming up abeam in the Southfield, the rebel vessels opened fire, which was deliberately returned. As the other vessels gradually came up and the channel widened sufficiently for maneuvering, the action became gen-

eral with vessels and forts, the former retiring before us.

As your instructions required me to direct my attention to the vessels, I moved up quite near the barricade, but soon found that their batteries were carefully constructed, and as I approached I remarked gun after gun firing through embrasures, four of which I ascertained enfiladed the barricade. As it was no part of the plan of attack to force the barricade before the reduction of the forts or their serious injury, I allowed my vessel to drop back with the current to a position where but two guns bore upon her; these only fired at me occasionally.

The vessels, however, kept up a continued fire on the most advanced vessels on the left of our line. In return I made the most deliberate firing, averaging a shot from each of my rifled guns about once in eight

minutes.

A fort on Redstone Point, also one at Weir's Point, occasionally fired a rifled gun at us, but at a range too distant for any effect except by mere chance.

About 3 p. m., the rebel steamers being a long distance off, I edged over toward the battery and fired a dozen 8-inch shells, most of which made good practice; then returned to my station, which I retained until the general signal to cease firing was made.

The next morning I went up and exchanged a few shots with the bat-

teries, but ceased upon the recall being made.

In the afternoon, with the steamers placed under my orders, viz, Underwriter, Valley City, Seymour, Lockwood, Ceres, Shawsheen, Putnam, Whitehead, and Brinker, I proceeded to the barricade for the purpose of removing a sufficient number of piles to allow the passage of the vessels of the squadron.

The principal difficulty consisted in finding the channel. In doing this the *Putnam* grounded, and as she was in a most exposed position, if a rebel-steamer lying at Redstone Point had advanced, I anchored and sent other tugs to assist in getting her off. In the meanwhile I sent boats to sound, and soon discovered several points of passage prac-

ticable after removing a few piles.

The Ceres, however, which I had sent on that duty, found a passage of sufficient width between an unfinished row of piles and a sunken schooner. On this fact being reported to me, I sent her with several of the pilots to pass through it, examine beyond, and fix the position of the northeast point of Fulker's Shoals. She had passed about a quarter of a mile beyond the barricade when I observed some 200 men in squads running down to a battery plainly visible near Weir's Point. I imme-

diately recalled her.

While deliberating on the propriety of passing through the opening thus discovered, and exposing the vessels to the converging and cross fire of the batteries at Pork, Weir's, and Redstone points, our flag was seen entering the battery at Pork Point. I immediately got underway and passed the barricade, touching for a short time on a wreck, owing to one of the other vessels getting athwart my bows. As soon as it was perceived that we were passing the barricade the rebels fired the buildings and subsequently exploded the magazine of the fort on Redstone Point. The steamer lying there was also fired, showing that she must have been disabled by our fire of yesterday. While I was fast closing the passage the Lockwood cut the chain fastening two vessels together and floated one of them out, thus clearing a passage for herself and other vessels, and the Valley City made a dash at a row of piles and forced a passage between them.

By this time it was near dark, and a thick mist setting in, I anchored for the night. I have placed flags to mark the openings which are

sufficiently wide for the passage of any of the vessels.

In conclusion, I have only to testify to the coolness and attention of both officers and men of this vessel under the difficult circumstances of being under fire without being permitted to return it, except at long intervals. I am pleased to report no casualties.

Accept my congratulations at the complete success which has been

achieved by our arms at so small a sacrifice.

I have the honor to be, your obedient servant,

WILLIAM N. JEFFERS, Lieutenant, Commanding.

Flag-Officer L. M. GOLDSBOROUGH,

Commanding North Atlantic Blockading Squadron.

Report of Lieutenant Quackenbush, U. S. Navy, commanding U. S. S. Delaware.

U. S. S. DELAWARE, Off Roanoke Island, February 9, 1862.

SIR: I have the honor to herewith submit to you the following report: On the 7th day of February, 1862, at 10 a.m., the U.S.S. Delaware, in obedience to a general signal from the U.S. flagship Southfield, got underway and proceeded through the marshes toward the battery on Roanoke Island, known as Fort Sullivan or Pig [Pork] Point, mounting nine guns, which fort we attacked at 11:30 a.m., and continued the fire, gradually closing in until about 3 p.m., when we ran within a ship's length of the shore for the purpose of flanking the fort, from which position we rendered good service by throwing shell of 5-second fuze. About this time I left the vessel accompanied by my acting aid, Act-

About this time I left the vessel accompanied by my acting aid, Acting Assistant Paymaster F. R. Curtis, landed on Roanoke Island, distant some 1,000 yards from Fort Sullivan, and took possession of a rebel tent, bringing the same on board, after which, observing a light-draft army transport containing U. S. troops proceeding toward the shore, we ran down for the purpose of covering their landing, which object we fully accomplished by driving off with shell a large number of Confederate troops, secreted in the woods in close proximity to our landing place.

At 5:15 p.m. reported to the flagship and then landed the Fifty-first Pennsylvania Regiment, successfully accomplishing it by 8 p.m., when we hauled off and anchored some 100 yards from the shore, remaining there during the night for the purpose of protecting the troops that had

already landed.

The following morning, at the request of General Burnside, sent Acting Master Chase in command of ten soldiers of the Ninth New Jersey Regiment and two boats' crews on shore for the purpose of reconnoitering. They were accompanied by Captain D'Wolf, U. S. Army, and returned at 11 a. m.

After which, and during the afternoon, rendered assistance to the wounded on shore by sending them the necessary medical attendance, warm water, etc.

I am, very respectfully, your obedient servant,

S. P. QUACKENBUSH,
Lieutenant, Commanding.

STEPHEN C. ROWAN, Commanding U. S. Flotilla in Pamlico Sound.

Ordnance expended at Roanoke Island by the U. S. S. Delaware.

	Shell.	Powder.
IX-inch gun	. 50 10-second fuze	72 cylinders, 10 pounds
32-pounder, 57 cwt. gun	. 50 10-second fuze	
Howitzer, 12-pounder, rifled	1 15-second fuze	79 cylinders, 2 pounds.

Abstract log of the U. S. S. Delaware.

February 7, 1862.—At 9:30 a. m. got underway and proceeded on cautiously toward the enemy's batteries on the western end of the island. Opened fire at 11:30 with rifle howitzer with shell. IX-inch gun opened fire a few moments later, and the 32-pounder at 12:30 p. m. Ceased firing at 4. At 3 launched the gig, in command of Commander Quackenbush, and went ashore-within 1 mile of the enemy. Took possession and brought off to the ship one soldiers' tent. Retreated back to —— at 4:30, and landed troops of Fifty-first Pennsylvania Regiment, taken off transport steamer.

February 8.—At 12.30 p. m. ran to the Southfield, flagship; proceeded to shore opposite temporary hospital; sent surgeon and men to assist the wounded. Backed out from shore and ran to upper fort, which had been taken possession of by General Burnside. Took the general off

in our gig to the flagship. Returned to the shore at 8:30.

Report of Lieutenant Flusser, U. S. Navy, commanding U. S. S. Commodore Perry.

U. S. S. COMMODORE PERRY, Off Elizabeth City, February 16, 1862.

SIR: In the action at Roanoke Island, on the 7th instant, we fired two shots at the enemy's steamers at long range at thirty minutes past noon, and then closed in and opened fire on the battery.

At 4 p. m. ran out of fire, loaded our remaining shells, and resumed

our position.

Fired during the day 172 IX-inch shells and 20 shrapnel, at distances

from 2,000 to 800 yards.

We were hit by round shot from the battery seven times, five times in the hull. One shot passed through the magazine and through an empty powder tank, another went between the engine and boiler and through one of the water tanks; two shots struck the starboard wheel. We were not materially injured.

Andrew Horton, private, Company D, Fourth-Rhode Island Volunteers, had a leg broken by a splinter. No other easualties. My officers

and men behaved well.

I have the honor to be, sir, very respectfully, your obedient servant, C. W. FLUSSER,

Lieutenant, Commanding,

Commander S. C. ROWAN, U. S. Navy.

Report of Lieutenant Flusser, U. S. Navy, commanding U. S. S. Commodore Perry.

U. S. S. COMMODORE PERRY,

Cobb's Point Battery, Pasquotank River, February 16, 1862.

SIR: I have the honor to report as follows concerning this vessel in the action with the Pork Point battery and the rebel fleet, on the 7th instant:

At thirty minutes past noon fired two shells at one of the enemy's steamers, and then closed in and opened fire on the battery. At 4 p. m., having fired away all our loaded shell and shrapnel, ran out of range, loaded the remainder, and resumed our former position. Fired away our last charge of powder just as the signal was made to cease firing. We threw 170 shells and 20 shrapnel at the battery, at distances varying from 2,000 to 800 yards, and fuzes from fifteen second to three second.

I fired the greater number of the shots myself, and I think our fire was very good. Acting Master's Mate Henry Smith, at the after gun, fired excellently well. We were struck eight or nine times by round shot, one shot passing through the magazine and through two empty powder tanks, another between the engine and machinery and through one of our two water tanks.

Had the enemy fired shell in read of round shot we must have been destroyed. As it was, I have no serious injury of the vessel to report.

Providence was on our side, and I have only one serious accident to mention. Andrew Horton, private, Company D, Fourth Rhode Island Volunteers, was shotman at one of the guns, and had a leg broken by a splinter. My officers and men behaved well.

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

C. W. Flusser, Lieutenant, Commanding.

Lieutenant Commanding H. K. DAVENPORT, U. S. S. Hetzel, Commanding Third Division.

P. S.—I hope you will excuse this report being made at so late a date. I have been very busy.

Abstract log of the U. S. S. Commodore Perry.

February 7, 1862.—Entrance to Croatan Sound. At 30 minutes p. m., fired the first shot at the enemy. At 4 p. m. fired the last loaded shell, withdrew and loaded the last remaining hollow shot, and returned again in range of the enemy and opened a fresh fire on the battery. Nine shot pierced our vessel. One shot went through our shell room, but did not do much damage. One man slightly wounded. At 6, fired our last charge of powder and hauled off.

February 8.—At 4:40 p. m. the stars and stripes floated from the rebel battery. At 4:55 the magazine exploded in the rebel battery.

Report of Lieutenant Chaplin, U. S. Navy, commanding U. S. S. Valley City.

U. S. S. VALLEY CITY,

Off Elizabeth City, N. C., February 10, 1862.

SIR: I respectfully beg to submit the following report of the action taken by this vessel in the reduction of Roanoke Island, North Carolina, on the 7th and 8th days of February, 1862:

February 7.—At 9 a. m., agreeably to the instructions of Commander H. K. Davenport, commanding the third column, I took a position

astern of the U.S.S. Putnam, steaming along the southern shore of Roanoke Island.

At meridian, in obedience to general signal to "close with the enemy," I ran this vessel within three-quarters of a mile of the shore, and engaged the rebel battery in company with U. S. steamers Commodore Perry, Morse, Whitehead, and Brinker.

On the second exchange of the enemy's fire a round shot struck the foremast of this vessel, grazing it nearly to the core, rendering the mast, I consider, unable to bear the weight of the foresail.

At 2 p.m. the enemy's fort was set on fire by the shells from this and

the other vessels with whom we were in company.

At 3 p. m. the flames within the enemy's fort raging fiercely, and their fire having considerably slackened, I ran this vessel a quarter of a mile nearer shore, keeping up a brisk fire of shell and round shot against the fort. Received exchanges of the fire from two guns on the eastern angle of the enemy's battery.

At 4 p. m., the enemy keeping up only a desultory fire, continued replying to it until I had expended all the shells I had on board. I then resorted to round shot and continued the fire until 5:30, when, in obedience to signal, I retired out of range and came to anchor, having expended as follows:

184 6-pound charges, 32-pounder.
99 1-pound charges, 12-pound rifle howitzer.
99 5-second shells, 32-pounder.

40 10-second shells, 32-pounder. 32 15-second shells, 32-pounder. 14 32-pound solid shots. 105 12-pounder rifle shells.

In the evening I received from schooner Harwood the following supply of ammunition:

300 pounds cannon powder. 15 5-second shells, 32-pounder. 66 10-second shells, 32-pounder. 5 15-second shells, 32-pounder.

225 cartridge bags.
10 5-second fuzes.
20 Dahlgren rifle shells.
300 friction tubes.

I am happy to report no casualties during the day on board this vessel, the enemy's shot generally flying too high.

I take pleasure in bringing under your notice the very able assistance rendered me by Master's Mates Benjamin Page and Charles W. Campbell, and the unflinching devotion to their duty, evinced generally by the other officers and the crew under my command throughout this day.

February 8.—At 10 a. m., in obedience to signal, I got this vessel underway, stood toward the shore, and again opened fire on the rebel battery, the enemy returning gun for gun. After expending 186-pound charges, 32-pounder; 3 32-pound solid shots, 10 10-second shells, 32-pounder; 6 15-second shells, 32-pounder, and 3 Hotchkiss percussion shells, in obedience to signal from flag-officer, I retired out of range, steamed alongside the flagship and received orders to report for duty to Captain Jeffers, of the steamer *Underwriter*.

Having received orders to follow him up the sound, got underway and proceeded up the sound. Came to anchor in company with the

other vessels of the flotilla.

Upon request of Captain Jeffers I dispatched two boats under charge of Master's Mates Brooks and Page with our pilot to unmask the channel, which was obstructed by a row of piles, reaching from shore to shore.

The channel having been discovered, got underway in the evening in company with the other vessels, stood across the piles, and came to anchor off the western point of Roanoke Island.

I am happy to report no casualties on board this vessel during this day.

I am, very respectfully, your obedient servant,

J. C. CHAPLIN, Lieutenant, Commanding.

Commander S. C. Rowan, Commanding U. S. Flotilla, Albemarle Sound, North Carolina.

Abstract log of the U. S. S. Valley City.

February 7, 1862.—At 9 a.m. got underway in obedience to signal and stood up the sound along the southern shore of Roanoke Island, in company with the rest of the fleet. At 11:30 the van of the fleet exchanged shots with rebel batteries on shore; several rebel steamers in sight off the western point of the island. Called the crew to quarters and manned the port battery. At meridian, flag-officer having made the signal "Close with the enemy," ran within three-fourths of a mile of the shore and engaged the rebel battery in company with the gunboats Commodore Perry, Morse, Whitehead, and sloop Brinker. At 1:30 p.m. the fort in flames from the effect of our shells. A round shot struck the foremast, grazing it nearly to the core. At 2 the fire within the fort raging flercely; the whole fleet pouring an incessant fire of shot and shell into the fort. At 2:30 the efforts of those within the fort apparently devoted to quenching the flames. At 3 gunboats Commodore Perry and Morse retired out of range, having expended all their ammunition; the flames within the fort nearly extinguished. stood in a quarter of a mile nearer shore, keeping up an incessant fire of shell and round shot; the enemy returning brisk exchanges. The firing from the fleet gradually subsiding. At 4, still exchanging shots with the battery, crew working the guns with unabated vigor. No casualties, the enemy's shot generally flying too high. From 4 to 6 the fort again in flames, and completely enveloped in smoke. At 4:45, the flames within the fort apparently being got under, and the fire from the battery becoming desultory, ran in and let fly several broadsides and stood out again. At 5:30 the enemy still exchanging shots with us. Our ammunition nearly expended, hauled off in obedience to signal and came to anchor. From 8 to midnight at anchor off the enemy's battery with the rest of the fleet.

February 8.—At 10:30 a.m., in obedience to signal, stood in and engaged the rebel battery, exchanging the fire of the enemy until 11:30, when, in obedience to signal, retired out of range and passed within hail of the flagship. Received orders to report to Captain Jeffers, of steamer Underwriter. At 1 p.m. steamed up the sound in company with four other steamers. At 3 sent two boats to discover the channel. At 4:30, observing the American ensign flying over the enemy's battery, cheered ship. From 8 to 6 stood up the sound across a row of piles driven by the enemy to obstruct the channel. Came to anchor off the western point of Roanoke Island.

Report of Acting Lieutenant Renshaw, U. S. Navy, commanding U. S. S. Commodore Barney.

U. S. S. COMMODORE BARNEY, Roanoke Island, February 11, 1862.

SIR: Agreeable to your order, I have the honor to transmit to you a report of the action of this vessel against the forts at Roanoke Island on Friday, the 7th instant.

In obedience to your signal on the morning of that day for the IX-inch guns to advance at 10 a.m., I engaged the southern or lower battery with 15 second fuzes. The first two shots fell a little short, when I again advanced and was successful in throwing my shells directly, as I supposed, into the fort. At 11 a.m., wishing to try the 10-second fuzes, went in still nearer, but got aground, and before getting affoat used what 10-second fuzes I had on board, amounting to 30, but think the greater part of them took effect on the houses in the rear of battery, as the flames soon burst out from that quarter. After getting in deep water again, I took position for 15-second fuzes, and it appeared that all the shells did good execution, as I was hailed from the steamer Picket and told that the shots were beautiful. At this time I directed all the 5-second fuzes to be changed to 15-second, as I could not get near enough to use the former, and, to the best of my judgment, out of the entire number of shells thrown, but 6 fell outside the fort-99 from No. 1, or forward gun, and 25 from No. 2, or after gun, leaving 6 on board, when it had grown so dark that I could scarcely see your general signal of recall. At 3:30 p.m. this vessel received one shot through her upper works, and one shell burst on the forward deck, but I am happy to state that no one was injured.

I would most respectfully testify to the good conduct of the officers and crew, together with the soldiers on board, and particularly to the

good shooting of Master's Mates Hill and Washburn.

I am, sir, with great respect, your obedient servant,

R. T. RENSHAW,

Acting Lieutenant, Commanding.

Flag Officer Goldsborough,
Comdg. North Atlantic Blackading Squadron, Off Roanoke Island.

Report of Acting Lieutenant Colhoun, U. S. Navy, commanding U. S. S. Hunchback.

U. S. S. HUNCHBACK,

Croatan Sound, North Carolina, February 10, 1862.

SIR: In obedience to your order of this date, I respectfully submit the following report of the operations of this vessel in the engagement of the 7th instant with the enemy's battery and gunboats:

We went into action about 11 a.m., directing most of our efforts against their gunboats. They having in a short time withdrawn from range of our guns, in obedience to your signal, I closed in with the battery on Pork Point, going as far in as my draft of water would permit. At 3:30 p. m. a shot struck the engine, carrying away the top of one of the cylinder guide rods and the spring bow, and disabled it. I then anchored and sprung on the battery, with which I was engaged until nearly dark, part of the time being under a cross fire from the enemy's gunboats. The Hunchback was struck by the enemy's shot eight times, one coming through the hull just above the water line. We fired 204 shell and 4 shrapnel from the three IX-inch guns, and 24 solid shot, 12 percussion, and 64 paper-case fuze shells from the 100-pounder rifle. Though we were in the thickest of the engagement, no one was hurt.

Too much praise can not be given to the officers and men under my command for the manner in which they did their duty. No commander

in battle was ever better supported, and they all deserve well of their country.

I have the honor to be, sir, very respectfully, your obedient servant, EDM. R. COLHOUN,

Acting Lieutenant, Commanding.

Flag-Officer L. M. Goldsborough, Comdg. North Atlantic Blockading Squadron, off Roanoke Island.

P. S.—I should have mentioned that Acting Second Engineer Robert E. Brown and Patrick J. Quigley, landsman, were slightly hurt by splinters.

E. R. C.

Abstract log of the U.S.S. Hunchback.

February 7, 1862.—Off Roanoke Island, North Carolina. At 9:55 a. m. hove up anchor and proceeded up the sound in company with other gunboats. At 10:15 flagship made signal, "Our country expects every man to do his duty." At 10:30 prepared for action, steamed in toward the battery, as signaled by flagship, and opened fire on Pork Point battery and also the rebel fleet on the left of the battery, consisting of eight gunboats, using 15-second shell from 100-pounder gun, distance about 2 miles, the rebel fleet and battery answering our fire. 12:45 p.m. the flagship signaled to engage battery at mortar range, Steamed in close, using 10-second shell from IX-inch guns. At 3:30 received a 32-pound shot from the battery, striking the guide rod of the engine, breaking it off 15 inches from the top and disabling the engine. Signaled the flagship that the engine was disabled; received answer, "Use your own discretion." Came to anchor with spring on our cable, 60 fathoms of chain out, and got our broadside to bear on the battery. Continued firing with our shell guns. At 6 battery ceased firing, got up our anchor and hauled out of range and came to anchor again. We received during the action eight shot, one of them remaining aboard of us, the remaining seven passing through the upper works and overboard. No one hurt. Ammunition expended during action: 70 IX-inch, 15-second, 130 10-second, 4 5-second, and 4 shrapnel; total, 208 IX-inch. Rifle ammunition: 24 solid shot, 12 percussion, and 64 paper fuzes, viz, 38 15-second, 1 20-second, and 25 5-second; total, 100 shot and shell for 100 pounder rifle.

February 8.—At 11:30 a.m. got underway and ran down to the flag-

ship and came to anchor.

Report of Acting Volunteer Lieutenant Behm, U. S. Navy, commanding U. S. S. Southfield, transmitting an account of ammunition expended.

U. S. S. SOUTHFIELD, Croatan Sound, February 10, 1862.

SIR: In obedience to your order of this day, I have the honor to state that the U.S. S. Southfield, under my command, and honored by your presence and flag, opened fire on the rebel fleet between Weir's Point and Pork Point and on the fort at Pork Point at 11:30 a.m. on the 7th instant. We continued firing until sundown, when you gave the order to cease firing, and we came to an anchor in 11 feet. As you were on deck during the whole of the engagement, it will be unnecessary for me to particularize. Officers and crew behaved coolly.

Allow me to call your attention to the valuable services rendered by Acting Master Richard Vevers, my executive officer, who had charge of the forward division of guns, and contributed largely to the efficiency of the 100-pounder Parrott rifle and No. 2 IX-inch shell gun. The captains of both those guns showed coolness and skill, and made some splendid shooting. Their names are John Johnson and Charles Coleman. Acting Master's Mate W. F. Pratt, who had charge of the after division and directed all the firing there, deserves much praise. He had as gun's crew 17 men of the Ninth New Jersey Regiment, who behaved remarkably well, considering that they were not used to the handling of large guns. Mr. Pratt made excellent shots whenever he could get the range, clear of other vessels. In fact, I believe we never fired a shot over or near any of our own vessels, and the Southfield being very long, and often very near the bottom, made her difficult to manage. Mr. Haynes [Haynie?], acting master and pilot, rendered me very valuable assistance. On the 8th we commenced firing on the fort again at 9:20 a.m. and ceased firing at 10 a.m. by your orders. Came to an anchor immediately after in 10 feet of water and stopped there till you left us at 6 p. m., when the Philadelphia came alongside.

We met with no casualties and had only one shot (a 32-pounder) pass through our upper works, and that was about 5 p.m. on the 7th, when we were in range of the *Hunchback*, who was at anchor with a spring on her cable. We have received no injury, and have been ready for

service all the time.

The slight damage done to the upper works was repaired by a gang of carpenters kindly sent by you on the 9th. Annexed please find account of ammunition received, expended, and on hand.

Most respectfully, your obedient servant,

CHS. F. W. BEHM,

Acting Volunteer Lieutenant, Commanding U.S. S. Southfield.

Commodore L. M. GOLDSBOROUGH,

Flag-Officer, U. S. Flag-Steamer Philadelphia.

[Enclosure.]

Account of shot, shell, and ammunition expended on board the U.S.S. Southfield from January 16 to February 8, 1862, inclusive.

100-POUNDER PARROTT RIFLED GUN.

When expended.	Solid shot.	Shell.	Cartridges.
January 16. February 4. February 7. February 8.	! 1	1 1	1 2 93
Total	ļ	98	96

IX-INCH GUNS.

When expended.	Shell.	Cartridges.
January 16 January 20 February 4 February 7 February 8	2 1 1 148 13	2 1 1 148 13
Total	165	165

Report of Acting Volunteer Lieutenant Behm, U. S. Navy, commanding U. S. S. Southfield, regarding captured material.

U. S. S. SOUTHFIELD, Croatan Sound, February 11, 1862-1 p. m.

SIR: I have the honor to inform you that we have two 32-pounders, with carriages complete on board sloop Granite, and that before night

I trust to have another one and the 32-pounder on the Curlew.

We have a large quantity of grape, solid shot, shell, and all sorts of ammunition, two full tanks (marked U. S. S. Merrimack), and many other things. I shall try to save all I can, which may be of use to us, and will send in my report in full when we have finished. The fort was made by hauling two canal boats along the shore and then filling up with sod, or rather both mud and sod, interlined with and braced on the outside with timber. The whole battery had seven 32-pounders, all stolen from the United States. One of the canal boats was fired and the magazine was blown up. The other is the C. A. Nichols, of Norfolk, Va., and when we have all we want out of her I shall have her set on fire also, and then there will be nothing to build on again. I sent Acting Master's Mate Hammond, belonging to the Delaware, this morning to reconnoiter, and this will be handed to you by him. He had charge of a division of the launches, and went in the launch Union to see about the state of things on shore. He will be able to give you all the news he has picked up. I thought it best to send him to you so that you might examine him yourself. We shall be able to get some 5 or 6 anchors, 4 water tanks of about 400 gallons each (one marked Colorado), 2 chains, and many other things. The fort is about 220 feet long, and, as I said before, was mounted by 7 guns. Mr. Hammond will give you all the news about the inhabitants, and about a fort some 3 miles above If you make no different disposition of him, I should be glad to have him on boar 1 here until the Delaware, to which he belongs, returns. I shall try to keep you informed of my proceedings, and, if you would allow me to give the fishermen permission to use their nets I might be able to supply you with fresh shad. Mr. Hammond will speak to you about this.

I am, most respectfully, your obedient servant,
CHS. F. W. BEHM,
Acting Volunteer Lieutenant, Commanding U. S. S. Southfield.
Flag-Officer L. M. Goldsborough,
Flag-Steamer Philadelphia, Croatan Sound.

Report of Acting Master Hays, U. S. Navy, commanding U. S. S. Morse, transmitting account of ammunition expended.

U. S. S. Morse, Off Roanoke Island, February 11, 1862.

SIR: In obedience to your order of the 10th instant, I have the honor to submit herewith the following report of the operations of this vessel during the engagement of the 7th instant:

At 11:30 a. m. I approached the shore to within about 1,500 yards and opened fire with 15-second shell upon the enemy's steamers, dis-

abling the steamer Curlew.

About the same time I commenced firing with 10-second and 5-second shell upon the battery on [Pork] Point, but finding that the latter exploded short of the battery I ran in near enough to do execution. I

then continued firing until my shell were all expended. At 4:30 p. m., signalized to the flagship "In want of shell," whereupon Captain Case ordered me to withdraw and anchor for the night. I have to report the loss of one man, Eli Holden (seaman), of New Bedford, Mass., during the engagement. The vessel, although struck by shot and shell, sustained no material injury. It affords me great pleasure to call your attention to the brave and gallant conduct of my officers and crew during the whole engagement. I herewith enclose a report of ammunition expended.

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

PETER HAYS,

Acting Master, Commanding.

Flag-Officer L. M. GOLDSBOROUGH,

Comdg. North Atlantic Blockading Squadron, Roanoke Island.

[Enclosure.]

Ammunition expended on board the U.S.S. Morse during the engagement off Roanoke Island, February 7, 1862.

36 5-second shell.

52 10-second shell.

32 15-second shell.

Abstract log of the U. S. S. Morse.

February 7, 1862.—At 8 a. m. the flagship signaled to get underway. At 10:30 saw the rebel fleet and batteries in northeast direction. At 11 commenced firing at the enemy, and continued the engagement until 5:45 [p. m.]. At 4 p. m. a ball from the enemy passed through the hull near the bluff of the bow. At 4:30 a seaman was killed by a shot from the enemy. At 5:45 signaled the flagship that shot was expended. At 6 went alongside the *Philadelphia* and took on board 16 shell and 2 kegs powder.

February 8.—At 10:30 a. m. buried E. Holden, of New Bedford, Mass., on shore at Roanoke Island. From 12 until 4 p. m. two divisions of the fleet succeeded in removing the piles driven in the channel by the rebels.

At 4:30 p. m. the flagship signaled, "The victory is ours."

Report of Acting Master French, U. S. Navy, commanding U. S. S. Whitehead.

U. S. S. WHITEHEAD,

Off Roanoke Island, North Carolina, February 9, 1862.

SIR: I engaged the battery on the 7th instant at 12 m., and kept up a-continual fire till 5:45 p. m. at the distance of 1,300 to 1,500 yards, throwing shell effectively.

I expended during the time 98 shell, and am happy to say no casual-

ties occurred.

My officers and men merit my warmest thanks for their promptness during the action, particulary T. W. Cook, paymaster's clerk, who rendered important aid in attending to the signals.

Very respectfully, your obedient servant,

CHARLES A. FRENCH,

Acting Master, Commanding Steamer Whitehead.

Commander S. C. Rowan,

Commanding Naval Flotilla, Pamlico and Albemarle Sounds.

Abstract log of the U.S.S. Whitehead.

February 7, 1862.—At 11 a.m. entered the marshes and proceeded up for the fort. At 12:30 engaged the rebel battery at long range, firing an occasional shot at the rebel steamers, which had taken a position to windward. The action soon became general, and was kept up without intermission during the afternoon. Shortened our range to 1,200 yards. At 2 p. m. the batteries were discovered to be on fire, which, however, the rebels soon succeeded in extinguishing. At 3 the secession flag was shot away, but was soon replaced. At 4 the Federal forces were being landed from the transports. At 5, having expended all our shell, we retired from the action, having received no injury during the day. The number of shells fired, 98.

February 8.—From 8 to meridian: Owing to the supply of ammunition

February 8.—From 8 to meridian: Owing to the supply of ammunition and ordnance stores in the schooner Howard being nearly exhausted, we took on board from her eight empty shell, being all there were on the schooner suitable for our gun. Received on board powder, fuzes, and one package of overshirts to make cartridge cylinders. Filled eight shell and put in 10-second fuzes. Started for the barricade. At 4 p. m. started to pass through the obstructions placed across the river. At 5 steamer Lockwood discovered a passage, passed through, and anchored. At 6 the magazine of one of the rebel forts, which had been set on fire

when they retreated, blew up with a terrific explosion.

Report of Acting Master Graves, U. S. Navy, commanding U. S. S. John L. Lockwood.

U. S. S. LOCKWOOD, Elizabeth City, N. C., February 12, 1862.

Sir: I have the honor to forward the following report of the action at Roanoke Island on the 7th instant:

Commenced the engagement at 12 m. and continued it until 6 p.m., without any casualties.

Total expenditure of ammunition: Eighty-six rounds, 12-pounder;

62 rounds, 80-pounder.

Resumed the action with the enemy's battery at 9 a.m. on the 8th instant, which lasted about forty-five minutes. No casualties. Expended 8 rounds 80-pounder ammunition.

I can not speak too highly of the conduct of the officers and men

under my command.

Very respectfully, your obedient servant,

G. W. GRAVES,

Acting Master, Commanding U. S. S. Lockwood.

Lieutenant Commanding ALEX. MURRAY,

Commanding Second Column.

Report of Acting Master Giddings, U. S. Navy, commanding U. S. S. Henry Brinker.

U. S. S. HENRY BRINKER, Off Roanoke Island, February 13, 1862.

SIR: Agreeably to your orders of the 10th instant, I have the honor to submit the following report of my engagement with the enemy on the 7th instant:

At 10:15 a.m. weighed anchor and took up my position in column, agreeable to signal.

At 11 a. m. observed the following signal from the flagship: "Our country expects every man to do his duty," which was observed by my crew with cheers.

At 12 m. opened fire upon the enemy from my position in column, and shortly after obtained permission from Lieutenant Werden, of the Stars and Stripes, to go in nearer and engage the battery. Ran in close and continued the engagement until 3:20 p.m., when, having expended

my ammunition, I was obliged to withdraw.

I immediately proceeded to the Stars and Stripes for a supply, and was sent to the Delaware; from her went to the Philadelphia, thence to the Stars and Stripes; from her to the flagship, and back to the Philadelphia, but could get none. Night coming on, I came to an anchor near the Stars and Stripes.

The vessel was not injured by the enemy's fire and no casualties

occurred among my ship's company.

I take pleasure in saying that throughout the action my officers and crew all behaved with the utmost gallantry and coolness.

I am, sir, your obedient servant,

Jno. E. Giddings,

Acting Master, Commanding U. S. S. Henry Brinker.

Flag-Officer L. M. GOLDSBOROUGH,

Commanding North Atlantic Blockading Squadron.

Abstract log of the U.S.S. Henry Brinker.

February 7, 1862.—Weighed anchor and proceeded in line through the marshes. Action commenced by Southfield. Fired first gun and ran alongside Stars and Stripes and asked permission to go nearer inshore, which was granted. At 12:20 the action became general; battery responding slowly, but without effect. At 3:20 p. m. hauled off and made signal, "Ammunition, in want of." Ran to Stars and Stripes, was sent to Delaware, returned to Stars and Stripes, sent to flagship Southfield, Captain Case sent us to schooner Howard and alongside Philadelphia; found none; again to Philadelphia; finding none, ran ahead and anchored at 7 p. m.

February 8.—At 7:30 a.m. captain took the second cutter and went aboard the Stars and Stripes and procured 1 keg of powder. Cruised around among the army gunboats and procured 30 shell and 20 charges of powder. Engaged filling shell and making cartridges. At 12 m. flagship signalized "Attack batteries." At 12:20 ran in toward battery and was signaled from Southfield, "Pass within hail." Ran alongside and was ordered to report to Lieutenant Commanding Jeffers, and was ordered to follow on the left and assist in passing spiles. At 4:15 p. m. Federal troops took possession of batteries; 4:30 rebels set fire to buildings and battery on Croatan and to steamer Curlew, which was abandoned and ashore. Passed spile blockade in company with Lockwood. Ran about a mile, taking possession of a lighter load of shovels and was signalized, "Return." At 6:50 came to anchor above the spiles blockade one-fourth of a mile.

Report of Acting Master Wells, U. S. Navy, commanding U. S. S. Isaac N. Seymour.

U. S. S. I. N. SEYMOUR, Croatan Sound, February 16, 1862.

SIR: In obedience to your orders of the 10th instant, I herein have the honor to report the amount of ammunition expended, together with

the casualties on board this vessel during the action of the 7th and 8th instant.

At 11 o'clock and 40 minutes a.m., took a position within $1\frac{1}{2}$ miles of the lower battery on Roanoke Island. I opened fire with both bow and stern guns, using percussion shell from Parrott gun and shot and shell alternately in rifled howitzer, directing my fire wholly at the three barbette guns on the southern extremity of the battery, keeping up a continuous fire until 5:30 p. m., when, finding our ammunition to be reduced to 23 rounds, having expended 91 rounds from 30 pounder Parrott and 112 from rifled howitzer, I hauled off to procure a fresh supply, being detained until dark in obtaining the same, by which time the firing on both sides had ceased. My boat, in company with others, was ordered on picket duty near the barricade extending across the sound from Roanoke Island to the mainland. I regret to add that Mr. Stephen Melius, head engineer, was dangerously wounded in the hip, and William Singleton, powderman, instantly killed by the enemy's shot during the afternoon. No damage was done to vessel, if I except the joiner work and windows, broken by the concussion of our own guns, and a hawser cut twice in two by an enemy's shot.

Saturday, the 8th instant, at 8:40 a. m., got underway and ran down to within 1,500 yards of the battery, returning the enemy's fire, completely silencing for the time the three barbette guns before mentioned. At 10:55 a. m. a signal from the flagship to cease firing. Hauled off

and anchored.

Very respectfully, your most obedient servant,

F. S. WELLS,

Acting Master, Commanding U.S. S. I. N. Seymour.

Flag-Officer L. M. Goldsborough, Commanding North Atlantic Blockading Squadron.

Report of Acting Master MacDiarmid, U. S. Navy, commending U. S. S. Ceres.

U. S. S. CERES, Off Roanoke Island, February 15, 1862.

SIR: In obedience to your order of the 10th instant, I have the honor to submit the following report of the operations of this vessel on the 7th and 8th instant at the attack on Roanoke Island. About 10:45 a. m., the Ceres in advance of the right column, I received permission from Commander S. C. Rowan to open fire with my rifled Parrott 30-pounder; I immediately commenced firing; found the first shot fell short; moved closer up, until I got within range of the enemy's steamers; 11 a.m., commenced firing at the enemy's steamers with the rifled 30-pounder. At 2 p. m., stood in toward the fort, until I found I was within range for the 32-pounder shell gun; commenced firing with the 32-pounder on the fort, and firing on the enemy's steamers with the rifled gun; 4 p. m., R. M. Coleman, master's mate, in command of the 32 pounder, and Alexander Hand, first loader, were slightly wounded by the premature discharge of the gun, resulting from the improper serving of the vent. Ran alongside U. S. S. Stars and Stripes, and had their wounds dressed; from thence went alongside store schooner Howard and received 65 32-pounder shells and 2 barrels powder; ran in under the guns of the fort again and commenced firing as before on the fort and steamers; 5 p. m., a shell from the enemy struck on the upper deck, splitting one of the beams, going through the lower deck, bursting

under the boiler, carrying away one of the grates of the furnace. About sundown signal was made "Cease firing." Stood out and came to an anchor.

Very respectfully, your obedient servant,

JOHN MACDIARMID, Acting Master, Commanding Ceres.

Flag-Officer L. M. Goldsborough, Commanding North Atlantic Blockading Squadron.

Report of Acting Master MacDiarmid, U. S. Navy, commanding U. S. S. Ceres, regarding ammunition expended.

> U. S. S. CERES, Off Roanoke Island, February 15, 1862.

SIR: I have the honor to submit the following report of ammunition expended on board this vessel during the action of the 7th and 8th instant:

7th instant.

8th instant.

50 rifled shells, friction primer.

33 percussion shells.

22 32-pounder shells, 15-second fuzes. 22 32-pounder shells, 10-second fuzes.

11 32-pounder shells, 5-second fuzes.

8 32-pounder shells, 10-second fuzes. 3 rifled percussion shells.

Very respectfully, your obedient servant,

JOHN MACDIARMID,

Acting Master, Commanding U. S. S. Ceres.

Flag-Officer L. M. Goldsborough, Commanding North Atlantic Blockading Squadron.

Report of Acting Master Hotchkiss, U. S. Navy, commanding U. S. S. General Putnam.

U. S. S. GENERAL PUTNAM, Croatan Sound, February 14, 1862.

SIR: In obedience to your order of the 10th instant, I have the honor to submit the following report of our engagement with the enemy on the 7th and 8th instant:

After 12 o'clock m. of the 7th I steamed up on the right of the squadron and commenced firing upon the battery with my 20-pounder Parrott gun, using shrapnel, with 20-second fuzes, bursting them directly over the battery; kept approaching the battery and steadily firing, changing the fuze to 15-second, then to 10-second, and to 5-second, until within 700 yards of the battery. Then, with broadside to, keeping the boat in motion, I commenced firing shot and shell from our 32-pounder, directing my fire at the enemy's guns, continuing a steady fire from both guns until half past 5 o'clock p. m. The shots from the enemy's battery passed to the right and left, but mostly over our heads. For about one hour we received a cross fire from the rebel steamers on our left. We were once on fire near the machinery on the hurricane deck, but it was soon extinguished and but little damage done.

My powder being expended, I reported to the commander in chief, who ordered me to the schooner Howard for a supply. During the night we made 100 cartridge bags; on the morning of the 8th we filled them and started in company with the *Underwriter* and several other boats to pass the blockade of sunken vessels. The battery opened fire upon us, which we replied to for nearly one hour, when we were recalled. Through the whole engagement, I am thankful to say, no one was hurt on board this vessel.

I take great pleasure in saying that the officers and men under my command pointed the guns with great precision, doing much credit to themselves and honor to that glorious flag which waves so proudly

over us.

I am, very respectfully, your obedient servant,

WM. J. HOTCHKISS,

Acting Master, Commanding U. S. S. General Putnam.

Flag-Officer L. M. GOLDSBOROUGH,

Commanding North Atlantic Blockading Squadron.

Report of Acting Master Hotchkiss, U. S. Navy, commanding U. S. S. General Putnam, regarding ammunition expended.

U. S. S. GENERAL PUTNAM, Croatan Sound, February 14, 1862.

SIR: In obedience to your order of the 10th instant, I have the honor to submit the following report of ammunition expended during the engagement with the enemy's battery on the 7th and 8th instant:

56 shrapnel for 20-pounder Parrott.
56 fuses for 20-pounder Parrott.
47 percussion shell for 20-pounder Parrott.

103 cartridges for 20-pounder Parrott.

43 cartridges for 32-pounder.

18 shells for 32-pounder.

25 solid shot for 32-pounder.

Very respectfully, your obedient servant,

WM. J. HOTCHKISS,

Acting Master, Commanding U. S. S. General Putnam.

Flag-Officer L. M. Goldsborough,

Commanding North Atlantic Blockading Squadron.

Report of Acting Master Woodward, U. S. Navy, commanding U. S. S. Shawsheen.

U. S. S. SHAWSHEEN, Off Roanoke Island, February 17, 1862.

SIR: In obedience to your order, I have the honor to submit to you the following report of the part taken by this steamer in the bombardment off Roanoke Island on the 7th and 8th instant:

On the 7th instant, at 11.45 a.m., our first shell was fired, which fell short of the battery. Stood in until within good range, when we took a position on the front wing and engaged the battery, firing alternately from both rifled guns. This position was maintained until sunset, when the signal was made on board the flagship to cease firing, having received no material injury throughout the action.

I have only to add that I was ably sustained by all the officers and

crew under my command.

After dark I was ordered to take a position in advance of the fleet, to watch any movements of the enemy which might take place through the night. Nothing occurring worthy of note, at 8.30 a.m., 8th instant,

I was ordered to make another attack on the battery, which attack lasted for an hour, when signal was made to cease firing, when all the gunboats engaged retired without one receiving any damage. I expended throughout the engagement 82 rounds of ammunition. Having no shot, shell were used altogether.

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

THOS. J. WOODWARD,

Acting Master, Commanding.

Flag-Officer L. M. GOLDSBOROUGH.

Report of Acting Master's Mate Boomer, commanding U. S. aloop Granite, regarding ammunition expended.

U. S. SLOOP GRANITE, Croatan Sound, February 11, 1862.

SIR: I would most respectfully report that during the action of the 7th and 8th instant I expended 26 5 second and 4 10 second shell and 16 solid shot and 46 8 pound charges. Casualties, none; injured, none.

I am, very respectfully, your obedient servant,

E. Boomer.

Acting Master's Mate, Commanding U. S. Sloop Granite.

Flag-Officer L. M. GOLDSBOROUGH.

Report of Midshipman Porter, U. S. Navy, commanding howitzer battery in cooperation with the army.

U. S. S. HUNCHBACK, Off Roanoke Island, February 10, 1862.

SIR: In obedience to your order of the 10th instant, I now submit to you a detailed account of the operations of my battery during the engagement with the rebels on Roanoke Island, February 8, 1862. The officers of the battery were as follows, viz:

The officers of the battery were as follows, viz:

Acting Master Charles Daniels, of the U. S. S. Hetzel; Lieutenants Tillotson and Hughes, of the Union Coast Guard; Flag-Officer's Clerk Edward P. Meeker, of the U. S. S. Philadelphia; Acting Master's Mate J. B. Hammond, of the U. S. S. Delaware; Acting Master's Mate Walter Griffith, of the U. S. S. Underwriter.

At 4:30 p. m., February 7, the signal was made to land the troops, and Brigadier-General Burnside ordered me to proceed to Ashby's Cove and report to General Reno.

This I immediately did and was ordered by him to disembark the pieces.

As soon as they were landed, I formed them in column of pieces and advanced inland to the fork of the roads; here I stationed two of the pieces. Two of the remaining pieces I stationed about one-half a mile in advance on the left fork, and the other two about the same distance in advance on the right fork.

Here we remained until 7 a.m., February 8, when General Foster came up with his brigade to make the advance and ordered me to follow on after the Twenty-fifth Regiment Massachusetts Volunteers.

We immediately manned the drag ropes and advanced about 2 miles, when I received an order from General Foster to bring the battery forward as fast as possible.

I now gave the order, "Forward, double quick," and we soon sighted the rebel battery, which was situated so as to rake a road which crossed the one upon which we were advancing at right angles, and was flanked

on either side by a very thick swamp.

As soon as I saw the enemy's fortification I halted and formed the pieces into battery, with three pieces in the road upon which we were advancing and three on the right of it, and opened fire on the enemy with grape and shell from the rifled guns, and canister, shrapnel, and shell from the smoothbore, doing good execution among their reserve

in the rear of their battery.

As I received orders to keep the artillery on a line with the infantry, I advanced the pieces after each fire until they were in the open space directly in front of the rebel battery, where we made a stand under a most destructive fire from the rebel infantry. The men, however, worked the guns with great coolness and determination, until all but 10 rounds from each piece had been fired, when, as I received orders to reserve 10 rounds for each gun, we ceased firing for a short time, but commenced again, firing about once every two minutes, to scatter the enemy's reserve.

We had been firing about three and one half hours when the fortification was stormed and the rebels retreated toward Weir's Point.

As soon as we reached the rebel battery we started on for Weir's Point. After marching with the artillery about 2 miles we met General Foster, who told us that the enemy had surrendered and that we would not be required any more.

I therefore started on again for the point, and the next morning

embarked the battery and returned to the flotilla.

All praise is due my officers and men for their bravery and the

alacrity and coolness with which they executed all of my orders.

I particularly recommend to your notice Acting Master's Mate J. B. Hammond, of the U. S. S. *Delaware* who, by his coolness and intrepidity, elicited my warmest praise.

I would also recommend to your notice Lieutenants Tillotson and Hughes, Union Coast Guard, who served their pieces in the most

gallant manner throughout the action.

I now most respectfully submit the above report to your consideration, hoping that the operations may meet with your approval.

I am very sorry to report the following casualties in my battery:

Killed.—John McCoy, private, Union Coast Guard, Company B; John Doyle, private, Union Coast Guard, Company B; James Herbert, private, Ninth Regiment New Jersey Volunteers.

Wounded seriously.—William Miller, private, Ninth Regiment New Jersey Volunteers; John Saddler, private, Union Coast Guard, Com-

pany B.

Wounded slightly.—Nathan Stanford, private, Union Coast Guard, Company B; David Lloyd, private, Union Coast Guard, Company B; Benj. Clinton, private, Ninth Regiment New Jersey Volunteers.

Respectfully submitted.

BENJ. II. PORTER,

Midshipman, U. S. Navy, Commanding Launches.

Flag-Officer L. M. Goldsborough, Commanding North Atlantic Blockading Squadron. Letter from Rear-Admiral Goldsborough, U. S. Navy, to the Secretary of the Navy, in commendation of Midshipman Porter's action in command of howitzer battery, February 7 and 8, 1862.

WASHINGTON CITY, October 11, 1862.

SIR: In my detailed report to the Department of the capture of Roanoke Island, etc., dated off Roanoke Island, February 18, 1862, I remarked that, in the course of the afternoon of the 7th of that month, six launches, under the command of Midshipman Benj. H. Porter, landed their howitzers and joined the army for the purpose of commanding the main road and its two forks during the night, and of assisting in more active operations the following morning, and also, that I was promised a report by General Burnside with regard to Midshipman Porter's association with his forces, and would with pleasure

forward it to the Department as soon as it was received.

Owing, no doubt, to nothing but incessant and pressing demands upon his time, the general has not yet complied with his promise, and as it may be still some time longer before he can command time enough to carry out his intentions upon the subject, I deem it but justice to this interesting youth to say that both General's Burnside and Poster assured me in conversation immediately after the battle, which came off on the 8th of February and resulted so advantageously to our arms, that his gallantry was very conspicuous on the occasion. The battery under his command, of six naval howitzers, was placed in the advance, and it was there handled with a degree of skill and daring which not only contributed largely to the success of the day, but won the admiration of all who witnessed the display. No other fieldpieces were employed by our army in the engagement. Mr. Porter was but about 17 years of age, and in my belief no father in the land can, with truth, boast of a nobler youth as a son. I sincerely trust that he may be regarded by the Department as highly worthy of its lasting consideration, and that he may at all times have bestowed upon him all that his merits deserve.

Very respectfully, your obedient servant,

L. M. Goldsborough, Rear-Admiral, U. Ś. Navy.

Hon. Gideon Welles, Secretary of the Navy, Washington City, D. C.

Report of Assistant Surgeon Jones, U. S. Navy, U. S. S. Philadelphia, transmitting list of casualties.

> U. S. FLAGSHIP PHILADELPHIA, Off Roanoke Island, N. C., February 10, 1862.

SIR: In obedience to your order of this date the accompanying report of casualties which occurred in the forces under your command during the engagement at this place on the 7th and 8th instant is respectfully submitted.

The limited number is a matter of congratulation, when the forces

engaged and their exposed situation are considered.

ed and their exposed modern servant,
Very respectfully, your obedient servant,
SAML. J. JONES,

Assistant Surgeon, U. S. Navy.

Flag-Officer L. M. Goldsborough, Commanding North Atlantic Blockading Squadron.

[Enclosure.]

List of casualties at Roanoke Island.

U. S. S. Hetzel:

Killed.—Acting Master's Mate Charles Harris.

Wounded severely.—Charles Clark, boatswain's mate; Joseph N.

Ingersoll, ordinary seaman; William Smith, ordinary seaman.
Wounded slightly.—Tully McIntyre, seaman; Henry Bryant, ordinary seaman; Henry P. Thompson, coal heaver.

U. S. S. Seymour:

Killed.—John Singleton, coal heaver.

Wounded severely.—Acting Assistant Engineer Stephen Melius.

U. S. S. Morse:

Killed.—Eli Holden, seaman.

U. S. S. Ceres:

Wounded slightly.—Acting Master's Mate R. M. Coleman.

Wounded severely.—Alexander Hand, ordinary seaman.

U. S. S. Commodore Perry:

Wounded severely.—Andrew Horton, private, Company D, Fourth -Regiment Bhode Island Volunteers.

U. S. S. Southfield:

Wounded slightly.—Rufus Joy, signal quartermaster.

Midshipman Porter's howitzer battery:

Killed .- John McCoy, private, Union Coast Guard; John Doyle, private, Union Coast Guard; James Herbert, private, Ninth Regiment New Jersey Volunteers.

Wounded severely.—John Saddler, private, Union Coast Guard; James Jackson, private, Union Coast Guard; William Miller, private,

Ninth Regiment New Jersey Volunteers.

Wounded slightly.—David Lloyd, private, Union Coast Guard; Nathan Sanford, private, Union Coast Guard; Benjamin Clinton, private, Ninth Regiment New Jersey Volunteers.

Missing.—Manning Lyons, private, Ninth Regiment New Jersey Volunteers; Nathan Buckley, private, Ninth Regiment New Jersey Volunteers.

Killed	••••	6
Wounded		7
Missing		$\dot{2}$

Rough notes of the naval expedition to Roanoke Island, etc., by Henry Van Brunt, secretary to flag-officer.

Sunday, January 12.—Flag-officer and staff left Hampton Roads in the Spaulding at 5:30 p. m. Minnesota hauled down flag-officer's broad pennant as we passed.

Monday, January 13.—Passed Cape Hatters at 8:30 a.m. Several

transports of Burnside's fleet in our company during night and morn-Spoke the Ceres outside Hatteras Inlet. Passed over the bar and anchored in the inlet at 10:30 a.m., crowded among transports and gunboats, which are continually arriving during the day. At about

meridian General Burnside arrived in the Picket, and soon afterwards came on board to see flag-officer. Tide ebbing strong, with stiff breeze from N. N. E. Lying at the inlet we found on our arrival the following naval vessels: Stars and Stripes, Hetzel, Louisiana, Underwriter, Valley

City, Seymour, Whitchead, Lockwood, Ceres, and Putnam. In the a. m.

the Philadelphia and Delaware came in. At 3 p. m. the Morse and Brinker arrived; the latter, while coming alongside, in answer to signal, stove a hole in her bows and hauled off to repair. Meanwhile a large army transport, the steamer New York, outside, showed signal of Sent out Ceres to pilot her in, but, drawing too much water, the transport got aground on the outer bar, was deserted by her crew, and within two or three days went to pieces. She had ordnance and other stores on board. At 5 p. m. the Brinker came again alongside, having repaired damages; took on board flag-officer and suite, together with Commander Rowan, and conveyed them to the *Philadelphia*, the flagship. General Burnside came on board with his staff in the evening. Tuesday, January 11.—A strong N. E. gale all last night and this morning prevailed, inflicting considerable damage among the transports and shipping, crowded together in the narrow roadstead. The army gunboat Zouave ran afoul of her anchor during the night and sunk. During the day wreckers were set to work to save from her as many articles as possible. General Burnside on board during the day. No active operations could be carried on this day on account of the

gale. Many naval officers came on board.

Wednesday, January 15.—Gale subsided during the night. General Burnside came on board twice during the day with Commander Hazard and officers of his staff. The command of the Putnam was temporarily conferred on Lieutenant McCook, of the Stars and Stripes. The Granite, an armed sloop, was towed in from the outside in the a. m. by the At 10:30 a.m. the Whitehead went over the swash and took up a position in the sound. She was followed by the Valley City, which, after grounding once, got safely over. Then in succession the Seymour, Lockwood, and Brinker followed successfully, except that the last named got twice aground. Ceres was meanwhile employed, under direction of Lieutenant Commanding Jeffers, staking out the Swash Channel, and at 2:30 p.m. towed the sloop Granite over into the sound. At 3:45 p. m. the Hetzel followed successfully. At 4 p. m. the Underwriter got underway and grounded. With the assistance of the Ceres she got off in two hours and anchored, waiting for the morning. Immediately after the Underwriter went the Louisiana, which easily passed over into the sound. The Morse at about the same time got off from the bar, where she had been aground since the morning, but immediately got aground again. At 4:15 p. m. Commander Rowan, commanding naval division of gunboats, went over in the Delaware. General Burnside on board at 4:15 p.m. He informed us that Colonel Allen and the surgeon of the Ninth New Jersey Regiment were swamped and drowned on the outer bar. At 6:05 p.m. flag-officer sent to request the general to have all lights about the vessels lowered and extin-In the a. m. William A. Smith, an old sound pilot, came on board to advise with the flag-officer; also James Parsons, a Union refugee from Portsmouth, Va., who had made his escape last Friday. In the evening Generals Burnside, Foster, and Reno came on board with maps to consult concerning the attack on Roanoke Island. line of battle formed by our gunboats in the sound is nearly as follows, beginning from extreme left: Delaware, Granite, Seymour, Whitehead, Valley City, Lockwood, Brinker, Hetzel, Louisiana.

Thursday, January 16.—Cloudy; fresh wind, N. N. E. Underwriter and Ceres got over into the line at daybreak. Ceres and Putnam occupied all day towing, etc. Morse got affoat at 9:30 a. m. At 9:40 a. m. ten sound pilots came on board. At 10:20 a. m. the Morse got over into [the] sound and took up position. At 10:40 a. m. three more swash pilots on board. At 11 a. m. army transport Eastern Queen

started to cross over, but grounded. At 2 p. m. Generals Burnside,

Reno, and Williams, with officers, came on board.

Friday, January 17.—At 9:30 a. m. the Southfield came in from sea. Several army vessels aground, but none in the sound. At 10 a. m. the Hunchback reported outside. At 10:20 a. m. the Stars and Stripes, attempting to get over, got aground. Mail from the North arrived for Southfield at 10 a. m. At 11:20 a. m. Acting Lieutenant Commanding Colhoun came on board and reported the arrival of his steamer, the Hunchback, in company with the Shawsheen. At 11:30 a. m. General Williams and officers came on board. At meridian other officers. Shawsheen went over in the p. m.

Saturday, January 18.—Cloudy, with light west wind. Hunchback went over at 9 a.m. into the sound. Southfield partly over and aground at 9:30 a.m. Stars and Stripes still making slow progress over swash. Whole morning occupied in examination of Chickamicomico fishermen concerning Roanoke Island and the soundings and landings thereabout. Most of them unwilling to take the responsibility of piloting. Generals Burnside, Foster, and Reno present at examination. Much local information obtained from negro Ben and his brother, escaped slaves from Roanoke Island. Late in p. m. Southfield and Stars and Stripes still

working their way slowly over.

Sunday, January 19.—Foggy. The army transports are reported to be lightened as much as possible. The generals were on board early. Stars and Stripes got over into the sound and took her place in the fleet beyond the swash at 10:45 a.m. Lieutenant McCook relieved from command of Putnam and restored to Stars and Stripes. At 1:45 p.m. the army steamer Picket towed over a schooner, followed by the Pilot Boy with troops to transfer to schooner. This is the first movement over the swash by the army. Two natives came on board at 4:20 p.m., and reported that the army steamer Pocahontas had gone ashore 20 miles above Cape Hatteras, and 19 only of her cargo of 103 horses were saved; 60 men on board all saved. At 5 p.m. Generals Burnside, Reno, and Parke came on board reporting that, by sounding, they had discovered an 8-foot passage over the swash. It was probably a "pocket" or cul de sac.

Monday, January 20.—At 7 a. m. the Vidette, army steamer, which got aground on her way over yesterday, succeeded in joining the fleet in the sound. At 11:30 a. m. the Southfield got over into the sound. As usual, the Ceres and Putnam, and also the Lockwood, were engaged all day towing and tugging. At meridian Picket towed over a schooner, followed by Pilot Boy with troops to be transferred to schooner. Lock-

wood also towed over schooner.

At 3 p. m. the commanding officer of the U. S. S. Western World came on board to report the arrival of his vessel. He put in for har-

bor on his way to Port Royal.

Tuesday, January 21.—At 8 a. m. the army steamer Pioneer, a schooner, and the army steamer Picket were all aground on the swash. As usual, the Ceres, Putnam, Lockwood, and Shawsheen were all engaged during the day tugging, provisioning, and assisting the army. At 11:15 a. m. the army steamer Cossack attempted to get over the bar. At 12:20 the Pioneer got over and joined the fleet. At 11:30 an army schooner got over. At 1:50 p. m. about a dozen pilots were sent over to Commander Rowan for his use. At 1:30 p. m. a couple of rebel steamers appeared, apparently reconnoitering to the westward of us. Chase was at once given, but without success. Early in the evening the army steamer Cossack got over and joined the fleet.

Wednesday, January 22.—A stiff breeze all last night and to-day from the northward, making 6 or 8 inches more in depth of water on the swash. The army quartermaster's steamer Spaulding arrived in the night from Port Royal. The army steamer Lancer attempted to get over and succeeded finally in joining the sound fleet at 10:10 a.m. Army steamer Ranger got over the swash at 12:35. At the same time the army steamer Guide started and finally grounded, when nearly over, at 1:30 p.m. The Army had over in the sound- at this time 7 steamers and 4 or 5 schooners, and the Navy, 16 steamers and 1 sloop.

Thursday, January 23.—A violent N. E. gale prevailed all last night and to day, rendering impossible any active movements in the expedition. At 11:50 a. m. the Guide hoisted a signal of distress as she laid aground. She had three steamers near her. It was impossible, however, to render assistance at that time. Signal lowered after it had been flying an hour. In the evening the gale seemed to abate somewhat. Water very high and Fort Hatteras apparently surrounded by water. At 8:35 p. m. three minute guns were fired from the fleet in

the sound as signals of distress.

Friday, January 24.—N. E. gale continued unabated. At 10 a.m. the Picket signalized "The Guide requires the assistance of a tug." We replied, "After the gale." At 12:30 the gale at last abated, after a very heavy rain. The army steamers New York, Northerner, and Peabody got up steam. At 12:55 we signalized to the Delaware, Commander Rowan's flagship, "Render immediate assistance to the Guide." p. m. Generals Burnside and Reno, Commander Hazard and staff officers came on board. No disasters of any importance were reported, and many vessels before aground were reported to be afloat again in consequence of the increased depth of water. At 1:35 p.m., the Delaware having answered, sent the Shawsheen to the assistance of the Guide, with which she remained tugging all the rest of the day, with the army steamers Union and Patuxent. At 2:20 p.m. the flag-steamer Philadelphia got underway and ran alongside the army steamer New York to offer her assistance in getting her over the swash. As the offer was declined, for the present at least, the flag-steamer proceeded over the swash to the Guide, and for two hours aided in tugging at her without success. At 3:10 p.m. General Burnside came on board to thank the flag-officer, and remained to dine with the flag-officer. Peabody, which attempted to follow the flagship, grounded on the swash, where she was tugged by the Seymour without effect. At 4:20 p. m. the Delaware signalized from the fleet in the sound asking, "Have you a pilot on board?" We replied, and at 4:30 p. m. stopped tugging at the Guide, and proceeded to an anchorage for the night near the fleet beyond the swash. At 5:30 p. m. an army schooner was towed over full of soldiers. At 6:10 p. m. the army steamers Curlew and Eagle passed over into the sound. During the p. m. there was but little effective movement among the vessels still lying in the inlet.

Saturday, January 25.—At 1:30 a. m. the army steamer Peabody passed over. Between 8:30 and 9:30 the flag-steamer telegraphed to Commander Rowan, commanding naval division, "Vessels in want of fuel, will get coal for fourteen days;" also, "Take provisions if wanted for sixty days." At 2:15 the flag-steamer Philadelphia joined the Ceres, Putnam, and army steamer Patuxent in tugging at the army steamer Guide, which was still aground on the swash, while the Picket was at work on the army steamer Northerner, also aground, but no success was met with in either case. At 3:15 p. m. the army steamer Pilot Boy took over a schooner load of troops. At 5:30 p. m. the flag-steamer

returned to her anchorage. The army steamer Union went over loaded with troops at 6 p. m. At 7:15 p. m. the army steamer Picket passed

over, towing a schooner filled with troops.

Sunday, January 26.—At 6:30 a.m. the army steamer Guide at last passed over into the sound. At 10:45 a.m. the army quartermaster's steamer Spaulding brought in a ship from outside which had been in need of assistance. At 11:40 a. m. Lieutenant Commanding Flusser came on board to report the arrival of his vessel, the steamer Commodore Perry, at the inlet at 10:30 a.m. At 1 p. m. the mail for the North was closed and went on board the Eastern City [Eastern State?], which left at 2:30 p. m. The army quartermaster's steamer Spaulding is detained by General Burnside for his use. At 1:35 p. m. the Commodore Perry passed over into the sound without difficulty. Schooner Howard, with navy stores, arrived at 2:30 p. m., and passed over into the sound. The army steamer Northerner at last got over at 4:30 p. m., after the flag-steamer had been tugging at her for several hours. Generals Burnside and Reno spent p. m. on board flag-steamer. At 7 p. m. General Foster sent on board a deserter from Washington, N. C., who made a report of the enemy's movements, so far as he knew. During the day three army schooners, loaded with troops, coal, and provisions went over into the sound.

Monday, January 27.—Flag-steamer Philadelphia down at the inlet coaling during the day. At 8 a. m. the army steamer Eastern Queen started to go over. At 10:20 a. m. the Commodore Barney came in and Lieutenant Commanding Renshaw came on board to report. At 2:45 p. m. the army steamer Pilot Boy passed over, loaded with troops.

Tuesday, January 28.—The army steamer Eastern Queen got over into the sound at 7:18 a.m. and the Commodore Barney at 7:40 a.m. The army steamer Spaulding started to come over at 5:15 p.m., and a similar movement was attempted by the army steamers New Brunswick and New York; but all stopped at the outer entrance of the swash for the night. Several schooners were towed over into the sound in

tne p. m.

Wednesday, January 29.—Army steamer New Brunswick passed over at 5 a.m., but got aground in the sound. At 9:15 a.m. the army steamer Chasseur passed over. At 10:45 a.m. the four generals went on board flag-steamer. At 12:45 Lieutenant Commanding Murray reported to flag-officer that at 12:30 a schooner made its appearance in the sound, and that a couple of our steamers were in pursuit. No result followed. The army steamer Spaulding passed safely over at 5:15 p. m. Several schooners towed over during the day.

Thursday, January 30.—The army steamer Sentinel passed over at 8:30 a.m. At 3:45 p.m. the army steamer New Brunswick floated again. Between 5:30 and 6 p.m. three small army tug propellers

passed over; also a schooner and brig loaded with troops.

Friday, January 31.—At 7 a. m. a schooner with five deserters from the rebel militia at Middletown, N. C., ran down to our fleet. At 8:50 a. m. the army steamer Virginia passed over the swash. At 9:15 a. m. the five deserters were brought on board and examined by flag-officer and General Burnside; their statements, as regarded the number and position of the enemy, confused and doubtful. They concurred, however, in saying that the militia was hastily and ill provided for, and the Union feeling was growing in the eastern counties of North Carolina. At 10:11 a. m. army steamer New York passed over into the sound. At 10:30 a. m. the mail arrived from the North. General Burnside on board again in the p. m. He thought he would be ready

to move on Monday. The Paturent passed over in the a.m. loaded

with troops; also several schooners for the army.

Saturday, February 1.—Rain all night and in the morning. Generals Burnside and Reno came on board flag-steamer. At 4:30 p. m. the army steamer Eastern State was sent to Wilmington, N. C., in haste, with orders from the flag-officer to the U. S. S. Chippewa, blockading off that port, to proceed at once off Nag's Head, opposite the northern end of Roanoke Island, to dislodge the enemy's troops said to be there, and to prevent retreat northward by that way from Roanoke Island. Schooners and troops, as usual, passed over the swash during the day.

Sunday, February 2.—Day occupied by the army in bringing vessels over the swash, in coaling, provisioning, reorganizing, etc. No move-

ment by the navy.

Monday, February 3.—The weather was unfavorable for any general movement. Nineteen fugitive slaves-men, women, and children-were picked up, much exhausted, at 7 a. m. in a small boat by the Geres and brought on board at 10 a.m. They made their escape from Middletown, N. C., the previous night. They reported that others were coming. General Burnside came on board at 10:30 a.m. He pronounced the army nearly ready to move. The following is a recapitulation of the army steamers now in the sound: Picket, Pilot Boy, Vidette, Pioneer, Cossack, Lancer, Ranger, Curlew, Eagle, Peabody, Union, Guide, Patuxent, Phanix, Eastern Queen, Chasseur, New Brunswick, Sentinel, New York, Virginia, Spaulding, and Hussar. Besides these, there are between 20 and 30 schooners, sailing troop vessels, and other craft, including 4 small propeller tugs. The naval gunboats now in the sound are as follows: Delaware, Stars and Stripes, Louisiana, Hetzel, Valley City, Underwriter, Commodore Perry, Commodore Barney, Southfield, Hunchback, Morse, Lockwood, Ceres, Putnam, Seymour, Whitehead, Brinker, Shawsheen, sailing sloop Granite, and Philadelphia, the latter being the flag-steamer of Flag-Officer Goldsborough. The naval division is under Commander Rowan, whose flag-steamer is the Delaware. It is divided into three columns, under the command, respectively, of Lieutenant Commanding Werden, of the Stars and Stripes, Lieutenant Commanding Murray, of the Louisiana, and Lieutenant Commanding Davenport, of the Hetzel. At 12:15 General Williams came on board, and afterwards Generals Burnside, Parke, and Colonel Hawkins. At-4:30 p. m. our mail for the North left the flag steamer to go in the Suwance, steamer.

Tucsday, February 4.—The Philadelphia was at the inlet coaling during the greater part of the day. The Suwanee, mail steamer, left for the North at 1 p. m. The arrangements for departure were completed by the army to-day, and at 5:45 p. m. Generals Burnside and Reno

came on board flag-steamer to report the fact.

Wednesday, February 5.—Clear and cool. At 6:45 a. m. flag-steamer got underway and proceeded to the front of the fleet. At 7:15 a. m. the signal was made, "The fleet will prepare to get underway." At 7:30 a. m. the signal was made, "Get underway." The signal was repeated by divisions and columns, and at 8 a. m. the navy columns were formed and underway, a half an hour afterwards followed by the army vessels in three brigades. At 9:30 a. m. signal was made from the Delaware to the three columns, "Form line abreast." Underwriter and sloop Granite were sent ahead to Long Shoal Point to examine, and place buoy if necessary. At 9:50 a. m. two schooners hove in sight to the westward. At 11:50 a. m. the army steamer Picket overhauled us

with General Burnside on board, who desired the flag-officer to heave to and wait for the army steamer Spaulding, which, with the tow of two schooners, had been detained for some reason. Signal accordingly was made to fleet, "Stop until further orders." At 12 m. flag-steamer Philadelphia ran back to render assistance to Spaulding, but, finding her underway, returned to the head of the fleet, again signalizing. "Go ahead slow." At 1:15 p. m. flag steamer regained position in the van. At 2:20 p. m. we came up to the Underwriter and Granite lying to, near the buoy at the end of Long Shoal Point. Flag-steamer signalized to navy and army vessels, "Keep to the starboard of the buoy," and laid to until it had been ascertained, by the movements of the entire fleet, that the signal had been understood. Roanoke Island hove in sight at 4:55 p.m. right ahead. At 5:20 p.m., off Stumpy Point, 10 miles south of the island, the flag-steamer signalized to the naval fleet, "Anchor in three columns." At 5:25 p. m. the smoke of two or three steamers was seen near Roanoke Marshes. At 5:43 p. m. the flag-officer spoke the general on board the army steamer Spaulding, advising him to come to anchor with all his vessels for the night. Generals Burnside and Foster came on board flag-steamer at 6:30 p. m. and supped with the flag-officer. The Ceres was sent to the mainland with Lieutenant Commanding Jeffers in the evening to bring off a Union resident, supposed to possess knowledge of the enemy's latest movements. At 10:20 p.m. Lieutenant Jeffers returned, bringing the

man with him. Little information, however, from him.

Thursday, February 6.—Wind N. E., cloudy, with rain. At 4:30 a. m. orders were given to have all the boats in the squadron ready for disembarking troops. General Burnside was on board flag-steamer at 7 a. m. At 7:25 a. m. flag-officer shifted his flag from the Philadelphia to the Southfield, Acting Volunteer Lieutenant Behm commanding. At 7:35 flag-steamer signalized, "Prepare to get underway." a. m. signalized, "Get underway." At 8:30 a. m. the whole fleet, army and navy, were steaming ahead in columns and brigades, the Ceres and Putnam running ahead to reconnoiter. At 9:53 a.m. signal was made from the Delaware to the naval division, "Keep in closer order by closing toward the center." Lieutenant Commanding Murray led the left column, Werden the right, and Davenport the center. At 10:05 a.m. the Delaware signalized, "Prepare for action." At 10:10 a.m. the Southfield, flag-steamer, signalized, "Keep in closer order by closing toward the leading ship." At 10:15 a.m. the Ceres and Putnam entered the channel of Roanoke Marshes and passed through into Croatan Sound, without meeting with any obstruction. At 10:25 a.m. heavy fog with rain set in. At 10:35 a.m., the Ceres and Putnam returned and reported that they had run up 3 or 4 miles above the marshes into Croatan Sound and had seen 15 steamers and 10 sailing vessels of the enemy at anchor in a line extending from Weir's Point about a mile southward near the island. At 10:40 a.m., the fog and rain increasing, the Southfield, flag-steamer, signalized, "Anchor in three columns," and the signal was repeated to the army. At 2:40 p. m. the Delaware signalized, "The enemy is approaching," referring to the gunboats we could see moving beyond the marshes of Roanoke. Southfield signalized, "Be on the alert." During the p. m. five army vessels, which were armed, discharged their troops into other vessels, and steamed forward into line with the navy gunboats, the army steamer Picket, with Commander Hazard on board, leading. Wind shifted to southward at noon, with frequent rains and mist.

Friday, February 7.—At 7 a. m. the flag-steamer Southfield signalized, "Let the men take their breakfast;" a heavy fog bank to the northward driven over and dispersed by 9 a. m.; troopships steaming forward a little into line and taking their tows. At 9:40 a.m. the army steamer Chasseur joined the other army gunboats. At 9:40 a.m. the flag-steamer hoisted signal, "Prepare to get underway;" at 9:55 a. m., "Get underway;" At 10:10 a. m. the Delaware signalized to her division, "In two columns, keep in close order." At 10:15 a.m. the flagsteamer hoisted, "Our country expects every man to do his duty." 10:30 a. m. the enemy discharged a heavy gun. At 10:25 the flagsteamer signalized, "Steamers with 9-inch guns close up." At 10:50 a. m. the Putnam and Louisiana both got aground in passing through the marshes into Croatan, but both were soon got eff. At 10:55 a.m. flag-steamer signalized, "Prepare for action." At 11:20 a.m. the Delaware hoisted, "Keep the lead going." During the great movement into the sound the Ceres and Underwriter were sent ahead, the former to feel the way and ascertain if there were obstructions in the channel, the latter with orders to discover if there was a fortification on Sand Point. At 11:25 a. m. the Underwriter fired the first shot into the point, without drawing a reply, and hoisted accordingly, "No battery on Sand Point." At 11:50 a. m. all the gunboats were fairly in Croatan Sound. the transports meanwhile crowding after, and the signal was made, "Keep in close order." As we approached the enemy's boats appeared, eight in number, behind a barrier built of piles and sunken vessels, and extending from Redstone Point on the mainland eastward to within half a mile of the island. The action became general about meridian, our gunboats being engaged with the enemy's vessels, with a battery of 9 guns on Pork Point, a battery of 4 guns 2 miles above this point, and a battery of 8 guns on Redstone Point on the mainland, the last two batteries, however, firing only occasionally and with little effect. During the action most of our fire was directed against the Pork Point battery, with reference to which the signal was several times made from the flag-steamer, "Close in." Throughout the day it was the effort of the enemy's vessels to draw our fire from this battery, and by retreating when pursued, to get our vessels entangled among the piles and sunken vessels of the barrier, where they would be exposed not only to the fire of the three batteries above named, but especially to that of a battery on Weir's Point mounting 12 guns. At 1:30 p.m. the barracks and storehouses behind the Pork Point battery were set on fire by our shells. At 2 p. m. General Burnside ran alongside the flag-steamer to communicate concerning the landing of troops, etc. At 2:15 p. m. the buildings of the fort seemed to be on fire in many places, burning furiously; the signal halyards had been shot away and the rebel flag floated from a staff temporarily raised on the earthworks. At about this time the fire was hottest from the fleet, and the fort responded steadily but with considerable deliberation. At 2:30 p. m. the *Hetzel* signalized, "I am struck below water." The flag-steamer replied, "Haul off and repair." At 3 p. m. the army steamers Patuxent and Union filled with troops left the transports (which were lying at anchor in a body about 2 miles above the marshes) and approached Ashby's Harbor, a landing place 2 miles south of Pork Point. At 3:25 p. m. the army steamer Pilot Boy followed, towing a large number of boats and a pontoon bridge, all loaded with troops. At 3:55 p.m. the Ceres and afterward several other vessels signalized, "Ammunition nearly expended." These vessels were directed to obtain a supply of

the articles wanted from the schooner Howard and the steamer Philadelphia. At 4 p. m. five out of the eight rebel steamers ran down closer, in order to draw the fire of our gunboats, which were engaging the Pork Point battery very warmly. At 4:25 p. m. this battery ceased to reply, and at 4:30 p. m. the five rebel steamers were driven back behind Weir's Point, several of them disabled. The first landing of our troops at Ashby's Harbor was effected under the fire of the Delaware, and subsequently under that of the army steamer Picket. 1:45 p. m. a large body of the enemy, stationed to oppose the landing, was dispersed by our shrapnel. The two lower batteries, after having been silent for about three-quarters of an hour, opened again at about 5 p. m. At the same time several small steamers of the enemy appeared to be landing troops at Weir's Point by means of flatboats. At 5:10 p. m. the flag-steamer signalized, "Shots are falling short," and at about the same time the enemy's gunboats ran down toward us, but were driven back before 5:45 p.m., and at 6 p.m. signal was hoisted from flag-steamer, "Cease firing." In the evening, at 9:30, General Burnside went on board flag-steamer and reported that 6,000 men had landed, and that through the night he would land his men at the rate of 1,000 an hour. In the evening six naval launches, under the command of Midshipman Porter, landed their howitzers and reported to

the general for orders.

Saturday, February 8.—At 9 a.m. most of our gunboats got underway, and at the same time the battery at Pork Point opened fire once more on them. At 9:10 a. m. our vessels engaged the enemy and threw shell with great precision into the battery, which replied languidly and finally not at all; at 9:35 a.m. the flag-steamer signalized, "Cease firing," it being feared that our own troops were in the rear of the fort, as throughout the morning firing had been heard in the interior of the island. Early in the morning a rebel tugboat appeared at the northward, towing five schooners, followed by a larger steamer, towing a flatboat, all apparently filled with troops and coming from the direction of Elizabeth City. They landed at Weir's Point at about 9:15 a.m., reenforcing the enemy by about a thousand men. At 9:45 a, m. the flag-steamer hoisted a general recall, as the Commodore Perry, Valley City, and several other gunboats were approaching very near the Pork Point battery. At 11 a.m. a signal of general attack was made on board flag-steamer, but immediately revoked. At about meridian the Valley City and Louisiana fired several shots at the fort, eliciting no response. The fort was silenced and abandoned. At 12:45 a fog came up and all firing ceased among the vessels. The rebel steamers did not appear to day, with the exception of one, the Curlew, which, disabled by our shot, had been run ashore near the Redstone Point battery the previous night. At 1 p. m. the Underwriter, Valley City, Seymour, Lockwood, Whitehead, Ceres, Putnam, and Brinker, having been placed under the command of Lieutenant Commanding Jeffers, proceeded toward the barrier to break or find a way through it. At 1:15 p.m. the *Delaware*, which had been lying near the landing at Ashby's Harbor to protect it, got underway and approached the flag steamer. Occasional firing heard inland. At 4 p. m. we could see the Ceres on the other side of the barrier. At 4:45 p. m. the Pork Point battery was occupied by our troops and the American flag hoisted there. The flag-steamer made [signal] "The fort is ours." At 5 p. m. the fort on Redstone Point was abandoned by the enemy and its buildings set on fire by them; at the same

moment Lieutenant Jeffers's flotilla appeared, following the Ceres through the barrier into Albemarle Sound. At 5:15 p. in the enemy's disabled steamer Curlew was set on fire and her magazine exploded. At 5:25 p. in. the flag-steamer signalized "Victory," amidst the cheers of the squadron. At 6 p. in. the flag-officer shifted his flag back to the Philadelphia. At 7:15 p. in. Generals Burnside and Foster came on board and reported the capture of Roanoke Island, with between 30

and 40 pieces of artillery and about 3,000 prisoners of war.

Sunday, February 9.—At about 9 a.m. a schooner appeared running down to the Ceres, which was lying beyond the barrier. At 10:30 a.m. the schooner's captain was brought on board the flag-steamer a captive. His vessel was a coal schooner of the enemy, which mistook our gunboats for those of the rebels. At 2:50 p.m. the flag of the Redstone Point battery was brought on board flag-steamer by an officer of the Commodore Perry. In the morning a deserter from the rebel steamer Fanny was brought on board. He made his escape the previous night in a small boat from Elizabeth City and gave valuable information. At 3 p.m. Commander Rowan left for Elizabeth City with the Delaware, Underwriter, Valley City, Louisiana, Hetzel, Lockwood, Seymour, Morse, Shawsheen, Brinker, Perry, Ceres, and Whitehead, to destroy the enemy's gunboats and break up canal communications between the North and Albemarle Sound.

Monday, February 10.—Between 9 and 10 a.m. firing was heard in the direction of Elizabeth City. At 1:45 p. m. General Burnside came on At 2:25 p. m. the Southfield made signal, "I see the smoke of a steamer N. W." On examination smoke, as of vessels or houses on fire, could be seen in the direction of Elizabeth City. In the p. m. an army expedition was dispatched to Nag's Head. At 10:07 p. m. our private night signal was burned in the northwest direction, indicating the return of one of our vessels from Elizabeth City. p. m. the Ceres came alongside flag-steamer and announced the complete success of the expedition, the enemy's steamers Sea Bird, Fanny, Forrest, and Accomac being either sunk by collision or burned by the enemy, the times of the engagement and burning coinciding with our observations of the morning. The enemy's steamer Ellis was captured; and it was thought that the enemy's steamers Beaufort and Raleigh, both having received shots, had made their escape up the canal, which had been obstructed by the enemy by the destruction of a lock about 30 miles above Elizabeth City. Our forces took possession of and destroyed a fort mounting 4 guns and a schooner mounting 1 gun, which had been used in the effort to oppose the advance on the enemy's We lost two or three killed and about a dozen wounded. The enemy's loss in killed, wounded, and prisoners was large. The news was communicated to General Burnside at once.

Tuesday, February 11.—General Burnside went on board flag-steamer at 4:30 a.m. with his dispatches to General McClellan, and again at 9 a.m. with Mr. L'Amy, who was to carry his dispatches. At 11 a.m. this gentleman, together with Mr. Van Brunt, secretary to the flag-officer and bearer of his dispatches to the Navy Department, went on board Stars and Stripes, which at 11:30 a.m. got underway, bound for Old Point Comfort via Hatteras Inlet.

(Rough notes taken in the absence of Mr. Van Brunt.)

Tuesday, February 11.—Steamer Morse and captured steamer Ellis arrived from Elizabeth City with 40 prisoners. Southfield went over to Fort Forrest on Redstone Point and completed destruction and took possession of ordnance. In the evening a flag of truce came to

General Burnside from General Wise to obtain the body of his son, killed in the engagement of the 8th instant. In returning, General

Burnside proposed an exchange of prisoners.

Wednesday, February 12.—The Ceres returned for repairs from Elizabeth City, to which she had been again dispatched the previous day. Twenty contrabands came in. The Morse went back to Elizabeth City with the 40 prisoners, released from parole, on board.

Thursday, February 13.—Flag officer and staff on shore. Saturday, February 15.—Mail arrived in the morning from the North. Steamer *Underwriter* arrived from Elizabeth City. In the afternoon steamers Delaware and Shawsheen arrived and reported the results of an expedition to North River and the obstruction by the enemy of the Albemarle and Chesapeake Canal.

Sunday, February 16.—Valley City arrived in the evening from Albe-

marle Sound.

Monday, February 17.—Lieutenant Franklin detached from the Het-

zel and placed in command of the Ellis.

Tuesday, February 18.—Delaware, Hunchback, Morse, Perry, and Barney, under the command of Commander Rowan, with Hawkins

Zouaves, left for the Chowan River and Winton.

Wednesday, February 19.—Army steamer Union, with two launches and a battalion of soldiers, all under command of Lieutenant Commanding Jeffers, left for Currituck Sound to reconnoiter and destroy salt works. Army steamer Baltimore, with coal schooner in tow, arrived.

Thursday, February 20.—Brinker arrived from Hatteras Inlet. Army steamer Spaulding and the other army steamers left for Elizabeth City with prisoners to be released. The expedition of Lieutenant Commanding Jeffers returned from Currituck Sound.

Friday, February 21.-Lockwood arrived. Army steamer Baltimore left for the North with mail. Louisiana arrived from Edenton. Dela-

ware ditto.

Saturday, February 22.—Putnam left at daybreak for Hatteras Inlet. Sunday, February 23.—Ceres left at daybreak for Hatteras Inlet. Southfield and Ellis left for Elizabeth City. Army steamer Spaulding left in the afternoon for Old Point Comfort, via Hatteras Inlet.

Monday, February 24.—Stars and Stripes, at 8:30 a.m., arrived from the North. In her company arrived the Shawsheen, from the inlet, with a convoy of two army steamers and six schooners. Mr. Van Brunt, secretary to flag-officer, brought on board dispatches from Washington for flag-officer and General Burnside.

(Rough notes resumed by Mr. Van Brunt.)

Monday, February 24.—Shawsheen sent up to Elizabeth City. Ellis returned from ditto.

Tuesday, February 25.—Putnam and Ceres returned from Hatteras Inlet.

Wednesday, February 26.—Schooner Charles S. Carstairs chartered for ordnance store vessel, and Acting Master [Francis S. ?] Wells placed in charge of ordnance, his steamer, the Seymour, having run on an anchor at Hatteras Inlet on the 20th instant and sunk, a total loss, her machinery, ordnance, etc., being saved. General Burnside came on board flag-steamer in the afternoon.

Thursday, February 27.—At 11:05 a.m. signalized to Stars and Stripes and to Louisiana to get on board provisions for sixty days. Mail

arrived from the North.

Friday, February 28.—In the morning the Stars and Stripes and Valley City left to cruise and blockade at the southern end of Pamlico Sound. At 2 p. m. the Louisiana left for Albemarle Sound and Elizabeth City. At 2:45 p. m. flag-steamer signalized to Delaware, asking if she was ready for sea. Delaware answered, "Yes; shall I get underway?" Reply, "No."

Saturday, March 1.—At 2 p. m. the Commodore Barney left to report to Lieutenant Commanding Werden in Pamlico Sound, off Neuse River. At 4:50 p. m. Generals Burnside and Foster came on board flag-

steamer.

Sunday, March 2.—At 7:45 a.m. army steamer Chancellor Livingston arrived with schooner in tow. At 9:45 a.m. Delaware signalized, "I am ready for sea." She went southward in the morning. At 12:15 the army steamer Alice Price came alongside flag-steamer with the generals on board. Captains Case and Rowan got on board and the steamer proceeded to Oregon Inlet to sound and examine there. In the morning early the Putnam went down to the inlet with carpenters to wreck the Seymour, etc. At midnight the Alice Price returned, the surveying party having been unsuccessful.

Monday, March 3.—General Foster, who spent the night on board, went on shore at 10:30 a.m. with flag-officer. At 12:15 the Delaware hove in sight, returning from Hatteras Inlet. She made signal, "I carry the mail." At 1:45 p.m. the Perry and Ellis left for Elizabeth City. At 1:45 p.m. the Lockwood also left for Elizabeth City. At 5:15 p.m. the flag-officer and Captain Case returned on board flagship.

Tuesday, March 4.—At 12:50 the Delaware left for Hatteras. At 2:15 p.m. the flagship made signal, "An opportunity offers to send

letters home to-morrow morning."

Wednesday, March 5.—At 10:10 a. m. flagship made signal, "Send letters on board." The army steamer Picket came in from Pamlico in the morning. The Lockwood came down from Albemarle Sound at 6 p. m.

Thursday, March 6.—At 4:30 p. m. the army steamer Picket went up into Albemarle. At noon the steamer Perry left for the North with a

mail. Brinker went down into Pamlico Sound.

Friday, March 7.—At 5:25 p. m. the Delaware came in from Pamlico Sound with two schooners in tow, prizes taken near the mouth of the Pamlico River.

Saturday, March 8.—At 10 a. m. the Lockwood left for Elizabeth City. At 11:35 a. m. the Southfield came in from Elizabeth City. At 1:30 p. m. the Delaware left to go down into Pamlico Sound. At 11 a. m. General Foster, with a brigade of troops on the army steamers Pilot Boy, Picket, Alice Price, and Virginia, left for Columbia, on the Scuppernong River, to reconnoiter, give assistance to Union inhabitants, etc. At noon the Whitchead went north to Albemarle Sound. At 5:20 p. m. the Commodore Barney made her number, coming up from Pamlico Sound, followed by the Putnam.

Sunday, March 9.—The Shawsheen arrived from North River, Albemarle Sound, early in the morning. At 12 the Ceres returned from Pamlico Sound. At 5:15 p.m. the Louisiana returned from Albemarle Sound with Commander Case on board, reporting very heavy firing and an explosion in the direction of Hampton Roads on the afternoon and night of March 8. (The same indistinctly heard at Roanoke Island.) In the afternoon General Foster returned from Columbia with his brigade. The Ceres and Putnam went down into Pamlico Sound in

the a.m.

Monday, March 10.—At 10:30 a. m. the mail arrived from the North. The embarkation of troops for a movement against New Berne was completed in the morning. The Shawsheen went up to Albemarle Sound in the morning. At about noon the Underwriter, Southfield, Hetzel, Commodore Barney, and Hunchback went down into Pamlico Sound as an advance guard of gunboats. At 4 p. m. the Ceres arrived from Pamlico Sound. At 5:45 the Louisiana came from Pamlico Sound.

At 7:30 the *Delaware* came up from Pamlico Sound. Tuesday, Mach 11.—At daylight the flag-steamer Philadelphia got underway, and at 8 a. m. passed through the marshes into Pamlico Sound, followed by the Delaware and Morse. The Commodore Perry arrived from Albemarle Sound at daybreak and joined the party moving southward. The fleet of General Burnside also got underway and followed the flag-steamer. At 8:30 a.m. the Delaware was sent ahead to Hatteras Inlet to bring two coal vessels over the bar and tow them to the mouth of the Neuse River. At about 1 p. m. the Stars and Stripes hove in sight, making for the flag-steamer. At 1:20 p. m. Lieutenant-Commander Werden came on board from the Stars and Stripes with dispatches and orders for the flag-officer to proceed immediately to Hampton Roads, in consequence of an action between the Merrimack and the other vessels of the enemy and the Minnesota, Congress, Cumberland, Monitor, etc., on the 8th and 9th of March, coinciding in time with our observations on those days. The flag-officer, Commander Case, Lieutenant Commanding Jeffers, and Mr. Van Brunt, secretary, left Hatteras Inlet for Hampton Roads in the p. m.

Letter of congratulation and commendation from the Secretary of the Navy to Flag-Officer Goldsborough, U. S. Navy, commanding North Atlantic Blockading Squadron,

NAVY DEPARTMENT, February 14, 1862.

SIR: Your dispatches of the 9th and 10th instant, by the hands of your private secretary, communicating the great success that has thus far attended the expedition into the waters of North Carolina, were received this morning, and I hasten, in the name of the President, to thank you for the service you and the brave men connected with you have rendered the country. These successful achievements of our navy and army in North Carolina come to swell the current of cheering tidings that reach us from the West, where the gallant Foote, with his flotilla, has cooperated with the army in a successful demonstration against the rebel forces in Tennessee. Our brave and patriotic men on the coast and in the interior are earning a debt of lasting gratitude from this country. The hearts and best wishes of the nation have been with you through the long trials you have endured, and most sincerely do we rejoice with you on the success which you have obtained.

In congratulating you and the officers and men of your command the Department would also extend congratulations to General Burnside and the Army.

I am, respectfully, your obedient servant,

GIDEON WELLES.

Flag-Officer In. M. Goldsborough, Commanding North Atlantic Blockading Squadron.

N W R-VOL 6-38

Letter of congratulation from the Assistant Secretary of the Navy to Flag-Officer Goldsborough, U. S. Navy, commanding North Atlantic Blockading Squadron.

NAVY DEPARTMENT, [February 15, 1862.]

DEAR COMMODORE: Glory again to our arms through your skill and judgment. From every quarter comes victory complete and overwhelming. Price is utterly routed in Missouri. I would write in full, but the world is on top of us to-day.

Remember me most kindly to your brave officers. Your name goes

up to-day to fix you on the active list.

Yours,

G. V. Fox.

[Flag-Officer L. M. Goldsborough, Commanding North Atlantic Blockading Squadron.]

Report of Flag-Officer Lynch, C. S. Navy, commanding naval defenses of North Carolina and Virginia.

PETERSBURG, VA., February 18, 1862.

Sin: I have the honor to report that the enemy on the 7th instant, at 10:30 a.m., made an attack upon the squadron under my command and the battery at Pork Point, Roanoke Island. His force consisted of from 80 to 100 sail, of which 22 heavy steamers and 1 tug constituted the attacking force. This last division was again subdivided, one portion assailing us and the other the battery; but whenever we approached too near, the fire of the whole, except two or three close inshore, would be concentrated upon us. As his force was overwhelming, we commenced the action at long range, but as our shells fell short, whilst his burst over and around us, we were eventually compelled to lessen the distance.

The fight lasted continuously until 5 p.m., when the enemy withdrew for the night. The soldiers in the battery sustained their position under a terrific fire with a gallantry which won our warmest admiration. At times the entire battery would be enveloped in the sand and dust thrown up by shot and shell, and yet the casualties were only 1 man killed and 3 wounded. The earthwork, however, was very much cut up, but doubtless repaired during the night. I deem it proper to say thus much of the battery, because, in all probability, this communication will reach you before intelligence is received from the appropriate official source.

Repeatedly in the course of the day I feared that our little squadron of seven vessels would be utterly demolished, but a merciful Providence preserved us. Master Commanding Hoole, of the Forrest, received a wound in the head which was at first pronounced serious, if not mortal, but I trust that this promising young officer, who so bravely fought his ship, will be spared to the service. Midshipman Camm, acting as executive officer of the Ellis, had his left arm shot off, and the right arm of Seaman Ely, of the Curlew, was fractured. These, with three others slightly wounded, constitute the sum of our personal casualties. Our physical ones were serious. About 2:30 p. m. a heavy shell perforated the deck of the Curlew, passed through the magazine, and, driving out one of the iron plates of which her bottom consists, caused her to fill so rapidly as to make it necessary to run toward the shore, near which she sunk. About the same time the Forrest was disabled

by the displacement of her propeller. We received other injuries from shot and shell (one of the latter passing through the flagship, but above

the water line), but none of a serious character.

With the exception of the vessels named, we could have been prepared for action the ensuing day, if we only had ammunition; but I had not one charge of powder nor a loaded shell remaining, and few of the other vessels were better off. In common prudence, I should, perhaps, have reserved some for contingencies, but the battery was so sorely pressed that I felt bound to annoy its assailants as much as possible. During the latter part of the engagement, when our ammunition was nearly exhausted, I sent to the upper battery for a supply, but ten charges were all that could be spared.

While recovering the rifled gun and other articles of value from the wreck of the Curlew, I sent Lieutenaut Commanding Parker with the Beaufort to the upper battery with a note for the commanding officer on the island, informing him of our shortness of ammunition and of my intention to proceed to Elizabeth City, 35 miles distant, for a supply,

and return immediately.

I felt sure that Pork Point battery could hold out, and earnestly hoped that, profiting by the mistake at Hatteras, the enemy, who had landed on a point of marsh, would be attacked and defeated during the night. With this conviction and in this hope, with the Forrest in tow, I proceeded with my little squadron to Elizabeth City for ammunition, but finding only a small quantity there, dispatched Commander Hunter express to Norfolk for it.

There were reasons for retiring on Norfolk, had I known that very little ammunition could be procured at Elizabeth City. But even had I known it, the desertion of that town, situated near the head of the Dismal Swamp Canal, would have been unseemly and discouraging, more particularly as I had urged the inhabitants to defend it to the

last extremity.

In the conflict of the 7th instant Commander Hunter, Lieutenants Commanding Cooke, Parker, and Alexander, and Masters Commanding McCarrick, Tayloe, Hoole, and Harris bravely sustained the credit of the service, and the other officers and most of the crews of the vessels were scarce less zealous than their commanders. To Commander Hunter and Lieutenants Commanding Cooke and Parker I am particularly indebted.

Lieutenant Commanding Simms was absent on detached service, and only returned at the close of the conflict, but exhibited such an eagerness to participate as to give assurance that if gratified he would have

upheld his high reputation.

Having procured fuel and ammunition sufficient for two steamers, I left Elizabeth City in the Sea Bird, with the Appointon in company, on the 9th instant for Roanoke Island with the purpose of rendering what assistance we could. At the mouth of the river we met a boat, from which we learned that our forces on the island had capitulated. We then continued on in the hope of rescuing the men stationed at the Croatan floating battery, but were forced to retire upon the appearance of a division of the enemy's fleet, steering toward the river.

Immediately upon our return I sent an express to General Henningsen and distributed the ammunition between the Sea Bird, Ellis, Appomattox, Beaufort, Fanny, and the schooner Black Warrior, the gunboats forming in line of battle abreast across the river, a little above the fort, and the schooner moored parallel with and close to the eastern shore,

opposite to Cobb's Point battery, the latter consisting of four smoothbored 32-pounders. The Curlew, our largest steamer, had been sunk during the engagement off Roanoke Island; the Forrest was on the ways in Elizabeth City, undergoing repairs, and the Raleigh I had the day before sent up the canal to expedite forwarding ammunition from Shortly after daylight on the 10th the enemy appeared in sight, and it was reported by the lookout that he was landing troops below. I immediately went to the battery to arrange for its defense, and found it ungarrisoned, in charge of a civilian and seven militia-As the battery was our principal reliance, and the enemy must pass it before reaching the gunboats, I determined to defend it in person, and sent for Lieutenant Commanding Parker, of the Beaufort, to bring on shore his ammunition, officers, and crew, leaving only sufficient of the latter to take that vessel up to the canal. We at first manned three of the guns with the aid of the militiamen, but they speedily deserted, and we fought with only two 32-pounders.

The enemy advanced very boldly and, contrary to my expectation, instead of taking position as he did at Roanoke Island for the purpose of shelling out the battery, he continued to press on; in one hour and five minutes succeeded in passing it, and, with full complements of men,

closed upon our half-manned gunboats.

The commanders of the latter were instructed, when their ammunition failed, to escape with their vessels if they could; if not, to run into shoal water, destroy the signal books, set fire to the vessels and save their crews.

The Appoint of succeeded in making her escape; the Sea Bird was sunk in the action; the Ellis was overpowered and captured, and the Fanny ran aground and set on fire by her commander, who brought

her crew safely ashore.

By the capture or destruction of the gunboats the enemy gained positions to enfilade the battery (the guns of which could no longer be brought to bear), bringing the magazine in their line of fire, and as further resistance would have availed nothing, the town being at their mercy, the guns of the battery were carefully spiked and the officers

and men deliberately withdrawn.

The Forrest, in obedience to my orders, was burned by her officers before leaving Elizabeth City; the Ellis was captured; the Beaufort, Raleigh, and Appointon escaped; the Fanny was set on fire and blew up; and the flagship was sunk, so that of our little squadron of gunboats, the Ellis (next to the Forrest the most indifferent one) alone fell into the hands of the enemy. Of casualties, I regret to say that Acting Midshipman Jackson and 1 seaman of the Ellis, and Seamen Ballance and Bragg of the Sea Bird, were killed, and 1 seaman of the Ellis and Third Assistant Engineer Henderson and 4 seamen of the Sea Bird were wounded.

The officers exhibited great gallantry, but were not universally sustained by their men, for some of them, being raw recruits, shrunk from a hand-to-hand encounter with a greatly superior force. Until better informed I can not particularize the conduct of the officers afloat, but

will do them full justice in a future communication.

Lieutenant Commanding Parker, Acting Master Johnson, and Acting Midshipmen Gardner and Mallory were with me in the battery, and by cool intrepidity sustained the confidence I placed in them. To Lieutenant Commanding Parker I am specially indebted, as well for his brave deportment in battle as for the judicious manner he conducted upward

of 50 officers and men from Elizabeth City to Norfolk. Mr. Hinrick, the civilian whom we found in charge of the battery, stood by us to the last, and deserves to be gratefully remembered.

I have the honor to be,

WM. F. LYNCH,

Flag-Officer, Comdg. Naval Defenses of North Carolina and Virginia. Hon. S. R. Mallory,

Secretary of the Navy, Richmond.

Report of Lieutenant Cooke, C. S. Navy, commanding C. S. S. Ellis.

WARRENTON, N. C., April 16, 1862.

SIR: In consequence of being wounded in my right arm, and unable to write, I have until now deferred making out to you my official report of the engagements of the 8th [7th] and 11th [10th] of February:

That of the 8th [7th], at Roanoke Island, commenced about 10:30 a.m., at long range. At 2 p. m., finding all of my ammunition expended, I obtained your permission to be supplied from the Forrest. As I procured that, she had dropped out of the enemy's range in a crippled condition. I very soon expended all that she had, and soon after the Curlew becoming disabled and in a sinking condition, I was again supplied from her, and renewed the attack. At about 4:30 p.m., as we were retiring from the engagement, the firing having generally ceased, Midshipman Camm, the second in command, had his left arm taken off just below the shoulder by a Parrott shell. He had fired his eighty-fourth round when wounded, and I can not speak too highly of this efficient and meritorious officer, who had bravely performed his duty throughout the action. I then, by your order, went to the assistance of the Curlew to remove ordnance and ordnance stores, etc., to the schooner Black Warrior, for the purpose of falling back to Elizabeth City, where we arrived on Saturday morning, and where we were attacked on Monday, the 11th [10th], by the Federal gunboats by an overwhelming and overpowering force. consequence of the width of the river, the enemy were enabled to run down upon us with his entire force, numbering, I think, 14 gunboats, and any one of which was superior to ours, and of a heavier metal. Being surrounded and boarded by two of the enemy's vessels, and having made every possible effort to resistance, and seeing that further resistance was useless, I gave the order to blow the vessel up, which was prevented by one of my negro coal heavers discovering it and betraying it to the enemy. I also gave the order for the men to save themselves, if possible, we being very near the shore, one of the gun's crew being killed and several wounded. The rest left the vessel, and, in endeavoring to make their way to the shore, Midshipman Jackson, the second in command (who came on board in the place of Mr. Camm) was wounded, and died in twenty hours on board one of the Federal Several of the men were also wounded in the water, one, I believe, mortally, William Walker, ordinary seaman.

Midshipman Jackson was a meritorious and promising officer, and

the country has sustained a loss in his death.

I must here speak of the efficient services of Mr. Knight (rated as fireman, but performing the duties of boatswain, gunner, and watch officer); Mr. Mayo, the pilot; also Mr. Bagley, the clerk, and the crew, all of whom performed their respective duties with promptness and efficiency.

After the surrender, I am sorry to say that the two negro coal heavers and the steward, as also one or two of the men from the Sea Bird. deserted to the enemy, when called upon in my presence to take their parole.

Very respectfully, your obedient servant,

J. W. COOKE, Lieutenant, Commanding Ellis.

Flag-Officer W. F. LYNCH, Commanding Virginia and North Carolina Naval Defenses.

Testimony of Lieutenant Loyall, C. S. Navy, before the special committee of the Confederate Congress appointed to enquire into the causes and circumstances of the capitulation of Roanoke Island.

THURSDAY, March 13, 1862.

The committee met pursuant to adjournment. Present the same members as on yesterday.

Lieutenant BENJAMIN P. LOYALL, C. S. Navy, another witness, hav-

ing been duly sworn, was examined and testified as follows:
First question. What connection, if any, had you with the preparation for, or the conduct of, the defense of Roanoke Island? State, from the beginning, all you may know in relation to those preparations or that defense, giving all the facts tending in your opinion to throw light upon the causes of the disaster which befell our arms at that place on or about the 8th of February last.

Answer. On the 9th of January, 1862, I received orders from Major-General Huger, under whose command the island had then recently been placed, to proceed in company with Captain John S. Taylor, Provisional C. S. Army, and report to the senior officer at Roanoke Island for duty in the batteries there. We reported to Colonel Shaw on the 11th January, and he at once issued orders offering us every facility for the discharge of our duties. Captain Taylor at once decided that I should take charge of the instruction and drill of the troops at the heavy artillery in Forts Bartow and Blanchard. Major Hill, of C. S. Provisional Army, was in command of Fort Bartow. Captain Taylor reserved the instruction and drill at Forts Huger and Forrest.

1. Fort Bartow is the southernmost of the defenses on the west side of the island. It was a sand fort, well covered with turf, having 6 long 32-pounder guns in embrasure, and when I got there had 1 gun, a rifled 32-pounder, in barbette on the left. At that time the fortification on its left flank did not extend to the swamp, which passed some 40 feet in its rear, and was therefore exposed to be enfilleded from the beach below, to remedy which, as was apparent to every one, it was necessary to extend the parapet so as to meet the swamp. This was done, and 2 additional 32-pounders were placed upon the extension in barbette. We also found it necessary to reconstruct the magazine at Fort Bartow to avoid leakage.

2. Next in order, on the same side and about 2½ miles from Bartow, is Fort Blanchard, a semicircular sand fort, turfed, and mounting 4 32-pounders in barbette. This was an excellent little fort and was not altered by us.

This was an excellent little fort and was not altered by us.

3. Next on the same side, and about 1,200 yards from Blanchard, is Fort Huger. This is a turfed sand fort, running along the line of the beach and closed in the rear by a low breastwork, with a banquette for infantry. It contained 8 32-pounder guns in embrasure, 2 rifle 32-pounders in barbette on the left, and 2 smooth 32-pounders in barbette on the right.

These were the only fortifications that I visited while on the island, until after the action, when I saw the redoubt at which the fight of the 8th took place. While I was on the island, and until within two weeks before the attack, there was not more than 18 rounds of powder to a gun in any of the forts.

In addition to these defenses on the shore and on the island, there had, when I got there, been commenced, about the 7th of January, a barrier of piles extending from the east side of Rulker's Shoal toward/the island. This work went on, but very slowly, all the time I was there. Its object was to compel vessels passing on the west side of the island to approach within reach of the shore batteries. Up to the time of the attack, there was a space of about 1,700 yards still left open opposite time of the attack, there was a space of about 1,700 yards still left open opposite

Fort Bartow. A short time before the attack they began to sink vessels and to drive piles on the west side of Fulker's Shoal, with a view to obstruct a channel between that shoal and the mainland—about the 1st of February.

I understood this work was under charge of Lieutenant Selden, who had very insufficient means at his command to carry on the work, and I believe both the position and the plan of the work were in opposition to his views. He wished to place the obstruction at such a point higher up as to bring the enemy under fire of the forts above as well as of Fort Bartow, and to make it stronger by increasing the number of piles and placing them nearer together. I know that Lieutenant Selden was acting under orders from General Wise.

The guns and equipments were all of good quality and in good condition, and before the attack the ammunition was increased from Norfolk to 28 rounds for each gun—I mean of powder; there were large quantities of shot. There were no means of heating shot in any battery except Fort Huger, where there was one furnace, out of order, or of no account. I concur in the general account given by Lieutenant-Colonel Fowle as to the number and distribution of the troops at the time of the attack, so far as they manued the batteries.

The piles driven by Lieutenant Selden were driven by means of a very inefficient

pile driver, sent from the navy yard at Norfolk.

On the morning of the 6th of February a gun was fired from one of the vessels of our fleet, which proved to be a signal that the fleet of the enemy was in sight to the southward. I went at once to Fort Bartow, and by noon discovered that the enemy's force was at anchor about 8 miles off, numbering about 75 or 80 sail. They had been discovered by our fleet early in the morning, but a fog came on which prevented us from learning certainly whether they were in force, until about noon. I at once made the fact known to Colonel Shaw and learned from him that he had already sent to General Wise information of the appearance of the enemy in the morning.

On the morning of the 7th we observed the enemy still at anchor, and at 10 o'clock, the usual hour for drill, the men were sent to the guns in Fort Bartow for instruction. About half past 10 there was a movement among the ships of the enemy, and it soon became evident that they were advancing their gunbeats in full force. They came up the channel, and the foremost ships opened fire with their rifle guns about 11 o'clock, directing their fire toward Fort Bartow and toward our vessels, which were lying above the pile barrier, drawn up for action. By 11:30 o'clock the action became general between the enemy's gunboats on the one side and our fleet and Fort Bartow on the other. The only guns at Fort Bartow that would bear upon the enemy were three barbette guns and, for a short time, the left embrasure gun. As soon as they discovered that the embrasure gun was in range, they withdrew out of Shortly after 1 o'clock our fleet withdrew to the northward out of the reach. Shortly after 1 o'clock our neet withdrew to the northward out of the range of the rifle guns of Fort Huger, which opened upon the enemy about that time, firing about ten shots; but finding their guns would not reach, this fire was discontinued. From that time to 4 o'clock the whole force of the enemy's attack was directed against Fort Bartow. Their endeavor was to approach so near the shore, south of the fort, as to enfilled, in which attempt they were invariably driven off. About 4 o'clock it became avident that the contract the statement of the contract that the contract the off. About 4 o'clock it became evident that the enemy were landing troops near Ashby's Landing. The action was continued until night, when the enemy withdrow out of range of our guns, having done no serious damage to Fort Bartow, and having killed 1 man and wounded 3, and destroyed the winter quarters of the battalion.

Lieutenant Falcott very promptly repaired all the damage done to the parapet and magazine, and the ammunition was replenished from Fort Huger to the full extent of

that with which we had begun the action.

On the following morning, Saturday, 8th, the battery was manned before daylight, a vigilant lookout having been kept up all night. The enemy showed no disposition to engage the battery, but their light steamers were busily employed in landing troops near Ashby's. About 7 o'clock we distinctly heard rapid and continuous musketry firing in the interior of the island, and were convinced that they had attacked our forces at the redoubt. There was an incessant firing of musketry and of light artillery until about 11 o'clock. About 9 o'clock we discovered coming down from the northward five or six schoolers in tow of a tug. Six gunboats of the enemy started out from their fleet with the evident intention to cut off these schoolers. We opened fire upon these gunboats, which completely stopped their advance. This brought on an action of an hour and a half between Fort Bartow and ten of the enemy's fleet, and we saw the transports arrive safely at the north end of the island. These transports came from Elizabeth City and had on board Green's battalion of the Wise Legion.

After 11:30 o'clock there was no more firing from Fort Bartow, the enemy keeping entirely beyond range. Between that and 12 o'clock an officer dispatched by Colonel Shaw arrived at Bartow with information that Colonel Shaw had been defeated and that he thought it necessary to abandon the fort, as we would soon be cut off in the rear. This was the first information we had as to the result of the battle on shore, and the battery at that time was in as good fighting condition as ever. Major Hill

directed upon consultation that the guns should be as much disabled as possible in the time we had, and the ammunition destroyed, which was accordingly done, after which we had, and the ammunition destroyed, which was accordingly done, after which we abandoned the battery. Major Hill marched his battalion to the encampment of the Eighth Regiment, North Carolina, while I, in company with Captain Taylor, proceeded to Forts Blanchard and Huger, thinking perhaps Colonel Shaw intended to make a stand somewhere else on the island and that we should receive the attack of the fleet in the other forts. While awaiting further instructions at these forts, orders were received from Colonel Shaw to spike the guns and destroy the aumunition, which was done and the forces withdrawn to the camp of the Eighth Regiment, where the surrender was made by Colonel Shaw.

To Mr. GAITHER:

During the action of the 7th at Fort Bartow, Colonel Shaw came to the fort, accompanied by Lieutenant Talcott, C. S. Army, through a heavy fire of shot and shell, a most dangerous undertaking; this was about 11:45 a.m. He remained in the battery, doing all in his power to encourage and assist the men at the guns, and was induced to leave only by the discovery that the enemy were landing their troops. He left with the purpose to make arrangements to meet the emergency, and in leaving again passed through the most dangerous ground near the battery. The deportment of the men in Fort Bartow was in the main calm and cool and determined; I think remarkably so in view of the fact that they were wholly unused to such scenes.

To the best of my knowledge, in the five weeks I was on the island, General Huger was never there, and General Wise only once for about forty-five minutes or an

To Mr. LEWIS:

The usual time occupied in going from the island to Norfolk is about twenty-four hours. It could be done by express, using boat to Elizabeth City and horses to Norfolk, in twelve hours. To the best of my knowledge and belief, no provision was made for sending regular or express messages between the two points. There were two small steamers in the service of the quartermaster's department at Norfolk, which came perhaps once a week between the island and Norfolk, and when at the island were used under orders of the officer in command for the purposes of his comisland were used under orders of the officer in command for the purposes of his command. The trips of these steamers were made according to the requirements of the quartermaster's department and without any regularity as to time. There was also semi-weekly a sailing schooner to Elizabeth City. I have been regularly educated as a naval officer in the service of the late United States; have been in service thirteen years. From the time I went to the island we all had a kind of belief that Burnside's expedition was threatening North Carolina, but we had a hope that he would not come to Roanoke Island. On 25th of January we heard of the disaster the expedition had met with at sea and that it was certainly within the sound, and from that time I expected an attack on Roanoka Island, and such I think was the that time I expected an attack on Roanoke Island, and such, I think, was the expectation of those associated with me.

It is my opinion and belief that the island, with the defenses and the forces upon it at the time of the attack, could not have been maintained against the force of the enemy. The batteries, I believe, could have been held against a naval attack, but the forces on the island were not sufficient to repel a land attack by such a force; and the island could, I think, have been reduced without either a land or naval attack by simply surrounding it and cutting off its supplies, for the obstructions in the channel were, in my opinion, wholly inefficient.

I doubt whether the means could have been combined by the Confederacy or the State of North Carolina, or both, to make this island tenable against the force of the enemy after the 25th of January, 1862. And further saith not

B. P. LOYALL, Lieutenant, C. S. Navy.

Sworn to before me.

B. S. GAITHER, Chairman.

Report of Commander Prentiss, U. S. Navy, commanding U. S. S. Albatross, of the arrival of that vessel at Baltimore for repairs.

> U. S. S. ALBATROSS, Baltimore, February 7, 1862. -

SIR: I have the honor to report my arrival here in this steamer for repairs. To day I shall discharge my powder at Fort McHenry and proceed to Federal Hill [Md.], giving the repairs of hull and engine into the hands of the carpenter and engineer appointed by the Department for that duty, whose orders supersede mine from Captain Marston.

In coming up under the pilotage of my sailing master (who is an old shipmaster and trader at this port), we grounded twice, but I believe

received no injury.

I am, sir, very respectfully, etc., your obedient servant, GEO. A. PRENTISS, Commander, U. S. Navy.

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

Report of Captain Marston, U. S. Navy, senior officer in Hampton Roads, transmitting report of the commanding officer of the U. S. bark Fernandina of the boarding of the schooner Fanny Lee.

U. S. STEAM FRIGATE ROANOKE.

Hampton Roads, February 7, 1862.

SIR: I have the honor to report that the bark *Fernandina*, Acting Volunteer Lieutenant Browne, arrived last evening, and I herewith enclose his report.

She will be provisioned again immediately and sent back to her

station.

Very respectfully, your obedient servant,

JOHN MARSTON, Captain and Senior Officer.

Hon. GIDEON WELLES,

Secretary of the Navy.

[Enclosure.]

U. S. BARK FERNANDINA, Hampton Roads, February 7, 1862.

SIR: I have to report that on the 3d of February, instant, in latitude 35° 28′ N., longitude 75° 22′ W., by account, boarded the schooner Fanny Lee, hailing from Nassau, New Providence, on stern, flying English colors, and bound for Kingston, Jamaica.

The boarding officer, John R. Dickinson, from the irregularity of her papers and from observations in respect to the illegality of her voyage by the crew, considered it his duty to make prize of her; he thereby

formally took possession and hauled down her flag.

I ordered the captain of the schooner on board the Fernandina with his papers, from which it appeared she had of late been a prize to the U. S. frigate St. Lawrence, and the case was now in adjudication in the U. S. court at Philadelphia, but had been released by the court on payment of her appraised value, \$1,200. A receipt, with the seal of the court attached, and signed by the clerk, was the only evidence of her release. She had a clearance from the custom-house (with a seal), signed in due form, but the paper itself bore a suspicious appearance, having no specification of cargo, but word "sundries" being inserted only.

A British consulate certificate, accompanied by a statement that her papers were withheld by the U. S. court, and a description of vessel in place of register, wherein was stated that the vessel was built and belonged in Beaufort, N. C., and there was no evidence amongst her papers of transfer, excepting the consular statement, which attributed

the ownership to Mr. Kelly Clements, an English subject.

She had no manifest of cargo (excepting the bills of lading, which called for beef, pork, flour, lard, butter, cheese, and candles), and the

captain could give no reason for not being provided with one. She had a charter party for a cargo to Kingston, Jamaica, at the rate of \$1.10 per barrel, part to be paid at Jamaica and the balance in New The contract looked suspicious, and it is my firm belief it was a fictitious one, gotten up to cover her illegal character and to evade the cruisers of the United States. The name on her stern was spelled "Fanny," but in the consular description of vessel it was spelled "Fannie."

The circumstances and suspicious appearance of her papers, I felt, justified me in taking the vessel, but the apparent regularity of her custom house clearance made it imperative on me to let her proceed.

Captain I. J. Fritszinger stated to me that he belonged to Cape May, but the crew stated that both he and the mate belonged to Beaufort, N. C., and he himself stated the former cargo belonged to self and wife.

Having hoisted her colors and placed the vessel again in the posses-

sion of the captain, we parted company.

I am, very respectfully, your obedient servant,

GEO. W. BROWNE,

Acting Volunteer Lieutenant, Commanding.

JOHN MARSTON, U.S. Navy, Captain and Senior Officer, Hampton Roads, Virginia.

Report of Acting Master Dickinson, U. S. Navy, executive officer U. S. bark Fernandina, stating his reasons for the seizure of the schooner Fanny Lee.

U. S. BARK FERNANDINA, At Sea.

I, the executive officer, seized the schooner Fanny Lee, from Philadelphia, bound to Kingston, Jamaica, with a general cargo of stores on board, for several reasons. In the first place, the vessel had once been seized by the U.S. frigate St. Lawrence, in the Gulf of Mexico, with a cargo of rice and tobacco on board. The vessel had been bonded in the United States court, but the papers had only the clerk's signature and not the judge of the court.

In the next place, she had no register, manifest, or transfer bill of sale. The same captain has commanded her for some time, and on the above irregularity of her papers I seized her as a prize until she was cleared by Acting Volunteer Lieutenant Commanding George W.

Browne.

JOHN R. DICKINSON, Acting Master, U. S. Navy.

Report of Captain Marston, U. S. Navy, senior officer in Hampton Roads, transmitting list of vessels and their stations of the North Atlantic Blockading Squadron.

> U. S. S. ROANOKE, Hampton Roads, February 7, 1862.

SIR: In compliance with your wishes I herein enclose a complete list of all the vessels belonging to the North Atlantic Blockading Squadron as far as has come to my knowledge, and also the stations they occupy at this date.

I feel with yourself the importance that there should be no unnecessary delay at Hampton Roads, and when vessels come in for supplies every exertion will be made to return them to their station at the earliest possible day.

You will see that the Perry and Barney are both at Hatteras Inlet. .

Very respectfully, your obedient servant,

JOHN MARSTON, Captain.

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

[Enclosure.]

List of ressels (and their stations) of the North Atlantic Blockading Squadron, February 7, 1862.

Vessel.	Station.	Vessel.	Station.
Minnesota	Hampton Roads.	Gemsbok, receiving stores,	Beaufort. N. C.
Roanoke	Do.	etc., for.	~ , *
Brandywine	Do.	Daylight	York River.
Congress	Newport News.	Young Rover	
Cumberland	Do.	Mystic	Do.
Cambridge	Off Cape Henry.	Dawn, gone for new boiler to.	New York.
Roman, coal ship	Hampton Roads.	Granite, sloop	Chincoteague In-
C. Phelps, coal ship	Do.	All All Address	let.
Badger, coal ship	.Do.	Lonisiana	Hatteras Inlet.
Ben Morgan, hospital	Do.	Stars and Stripes	Do.
Young America, tug		Underwriter	Do.
Cohasset, tug		Delaware	Do.
Rescue, tug	Do.	Valley City	Do.
Zonave, tug	Newport News.	Hetzel	Do.
Dragon, tug, fitting for	Do.	Commodore Perry	Do.
Whitehall, fitting for	Do.	Commodore Barney	Do.
Braziliera	Hampton Roads.	Shawsheen	Do.
Tamestown		Lockwood	Do.
State of Georgia	Beaufort, N. C.	Ceres	Do.
Mount Vernon	Wilmington, N. C.	Morso	Do.
Albatross, repairing for	Beaufort, N. C.	Whitehead	Do.
Monticello, repairing for		I. N. Seymour	Do.
Chippewa, receiving stores,	Wilmington, N. C.	Philadelphia	Do.
etc., for.		Henry Brinker	Do.
Fornandina, receiving stores,	Do.)	Hunchback	Do.
etc., for.		Southfield	Do,
Amanda	Do.	General Putnam	Do.

February 8, 1862.—The Chippewa has sailed this day for Nag's Head.

Letter from the Secretary of the Navy to the flag-officers of blockading squadrons, regarding the sailing of the brig Simonita and the ship Emily St. Pierre, probably destined for blockaded ports.

NAVY DEPARTMENT, February 7, 1862.

SIR: The U. S. minister at Brussels reports to the Department of State, under date of January 14, that the hermaphrodite brig Simonita cleared for Havana the day previous from Antwerp, and that he has good reason to believe she will attempt to run the blockade. She is loaded with arms, saltpeter, and cloth, and has a double crew.

Information has been received that the ship *Emily St. Pierre*, here-tofore mentioned to you, cleared from Calcutta on the 26th November last for New Brunswick with 2,173 bales of gunny cloth. Her real destination is thought to be some one of the blockaded ports. This vessel

it is said, ran the blockade last year, and has since been nominally transferred to British ownership.

I am, respectfully, your obedient servant,

GIDEON WELLES.

Flag-Officer Wm. W. McKEAN,

Comdg. Eastern Gulf Blockading Squadron, Key West, Fla.

Flag-Officer L. M. GOLDSBOROUGH,

Comdy. North Atlantic Squadron, Hampton Roads, Virginia.

Flag-Officer D. G. FARRAGUT,

Commanding Western Gulf Blockading Squadron, Ship Island.

Flag-Officer SAML. F. DU PONT,

Comdy. South Atlantic Blockading Squadron, Port Royal, S. C.

Letter from the Chief of Bureau of Ordnance and Hydrography to the Chief of Bureau of Yards and Docks, regarding the weight of projectiles for the U.S.S. Monitor.

BUREAU OF ORDNANCE AND HYDROGRAPHY, Navy Department, Washington City, February 7, 1862.

SIR: With reference to the weight of the wrought-iron shot, which the Bureau understands have been supplied for the XI-inch guns on board the ironelad Ericsson battery, Commander Dahlgren informs the Bureau that "in no case ought a projectile weighing over 170 pounds be fired from a XI-inch gun," and positive instructions will be issued to that effect to the officers in command of the battery.

I have the honor to be your obedient servant,

ANDREW A. HARWOOD,

Chief of Bureau Ordnance and Hydrography.

Commodore J. SMITH, U. S. Navy,

Chief of Bureau Yards and Docks, Navy Department.

Report of Captain Marston, U. S. Navy, senior officer in Hampton Roads, regarding the U. S. S. Chippewa.

U. S. STEAM FRIGATE ROANOKE, -Hampton Roads, February 8, 1862.

SIR: I beg leave to report that the steamer Chippewa sailed this day for Nag's Head, instead of her station off Wilmington, N. C., by orders of Flag Officer Goldsborough.

Very respectfully, your obedient servant,

JOHN MARSTON, Captain and Senior Officer.

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

Battle of Elizabeth City, N. C., February 10, 1862.

Report of Flag-Officer Goldsborough, U. S. Navy, commanding North Atlantic Blockading Squadron, transmitting report of Commander Rowan, U. S. Navy.

U. S. S. PHILADELPHIA, Off Roanoke Island, February 10, 1862.

SIR: Just as I closed my dispatch to you of yesterday I received reliable information that the rebel steamers which escaped from here had

gone to Elizabeth City, and thereupon I immediately ordered Commander Rowan to take thirteen of our steamers under his command and go in pursuit of them; and also, if practicable, to execute another important service, viz, the destruction, up the North River, of a link of the Albemarle and Chesapeake Canal.

He dashed off with a whole heart at his work, and the way he has already accomplished the first part of it, his own preliminary report, a copy of which I have the honor herewith to enclose, will inform you.

I have decided to send the Sturs and Stripes off to Hampton Roads to morrow morning, to bring me ammunition from there without delay. Mr. Van Brunt, my secretary, will go in her and proceed to Washington, to deliver to you my dispatches and two of the rebel flags we have taken.

I am, very respectfully, your obedient servant,

L. M. GOLDSBOROUGH, Flag-Officer.

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

[Enclosure.]

U. S. S. DELAWARE, Off Elizabeth City, February 10, 1862.

Sin: I have the happiness to report that I met the enemy off this place this morning at 9:06, and, after a very sharp engagement, succeeded in destroying or capturing his entire naval force and silencing and destroying his battery on Cobb's Point.

The only vessel saved from destruction is the steamer Ellis, Captain J. W. Cooke, who is wounded and a prisoner on board this ship. I

have other prisoners.

I am happy to say that our casualties are few considering the warmth of the enemy's fire, say two or three killed and some wounded.

I sent the Ellis to you, under command of Acting Master Chase, of this ship, whom I hope you will confirm in the command.

The conduct of the gallant men I have the honor to command is

worthy of all praise.

A detailed account will be furnished when I have time.

I am happy to say that none of the vessels are severely injured.

I shall leave here a small force and visit the canals and take a look into the other places before I return.

I have the honor to be, very respectfully, your obedient servant, S. C. ROWAN,

Commander, U. S. Navy.

Flag-Officer L. M. Goldsborough,
Commanding North Atlantic Blockading Squadron.

Letter of commendation from Flag-Officer Goldsborough, U. S. Navy, commanding North Atlantic Blocksding Squadron, to Commander Rowan, U. S. Navy, commanding Second division in Pamlico Sound.

U. S. FLAG-STEAMER PHILADELPHIA, Off Rounoke Island, February 11, 1862.

SIR: I am rejoiced at your success, and need not say to you that I received your report by the Ceres with infinite delight.

I do not exactly understand your reasons for wishing to leave a small force, or indeed a force of any sort, at Elizabeth City, but take it for

granted that they must be good, and therefore urge nothing against the measure.

I want you, if practicable, to proceed and destroy the link of the Albemarle and Chesapeake Canal up North River, which I pointed out to you.

Do not, if you can avoid it, exhaust either all your ammunition or all

your fuel.

I shall expect you to return here in the course of all this week.

I pray you to thank your noble officers and men for me, and to assure them that all their deeds shall be duly noticed and full justice done to every one of them. I also pray you to receive for yourself my sincerest and most cordial greetings.

Very respectfully, your obedient servant,

L. M. GOLDSBOROUGH,

Flag-Officer.

Commander S. C. ROWAN, U. S. Navy,

Commanding Second Division U. S. Expedition, Pamlico Sound.

Report of Flag-Officer Goldsborough, U. S. Navy, commanding North Atlantic Blockading Squadron, transmitting detailed reports of commanding officers.

U. S. FLAGSHIP MINNESOTA, Hampton Roads, Virginia, March 25, 1862.

SIR: I have the honor to forward herewith the detailed report of Commander Rowan, just received, with regard to the action of the gunboats under his command at Elizabeth City, and also copies of the reports of the commanding officers of those vessels on the occasion, together with a list of the casualties which occurred.

I am, very respectfully, your obedient servant,

L. M. Goldsborough,

Flag-Officer, Commanding North Atlantic Blockading Squadron.

Hon. GIDEON WELLES,

Secretary of the Navy, Washington.

Detailed report of Commander Rowan, U. S. Navy, commanding second division in the sounds of North Carolina.

U. S. S. DELAWARE, Off Elizabeth City, N. C., February 11, 1862.

SIR: I beg leave to submit the following detailed report of my pro-

ceedings in Albemarle Sound:

At about 3 p. m. on the 9th instant I entered Albemarle Sound with the flotilla under my command, consisting of the Louisiana, Lieutenant Commanding Murray; Hetzel, Lieutenant Commanding Davenport; Underwriter, Lieutenant Commanding Jeffers; Delaware, my flagship, Lieutenant Commanding Quackenbush; Commodore Perry, Lieutenant Commanding Flusser; Valley City, Lieutenant Commanding Chaplin; Morse, Acting Master Hays; Seymour, Acting Master Wells; Whitehead, Acting Master French; Lockwood, Acting Master Graves; Ceres, Acting Master MacDiarmid; Shawsheen, Acting Master Woodward; Brinker, Acting Master Giddings, and Putnam, Acting Master Hotchkiss.

As the flotilla passed into the sound the smoke of two rebel steamers was reported close in toward the opposite shore, these steamers apparently heading for Pasquotank River. I made signal to chase, and steered to cut off the enemy, but he succeeded in entering the river, and, as night was closing on us, I ordered the chase to discontinue. The flotilla steamed slowly over the bar and up the Pasquotank River to within 10 miles of Fort Cobb, on Cobb's Point, where, at 8:06 p. m., we anchored for the night.

I then called on board the commissioned officers in command and informed them that the vessels of the enemy were either drawn up behind his battery on Cobb's Point or had made their escape through the canal to Norfolk. I reminded them of our embarrassment with regard to ammunition, having but twenty rounds for each gun, and proposed to organize the force in such a manner as to answer the double purpose of a close reconnoissance in force, to be converted into an attack if I deemed it prudent. It was positively enjoined upon them not to fire a single shot until the order was given, and, in order further to economize ammunition, I directed that each vessel as she approached the enemy should run him down and engage him hand to hand.

With this understanding, these noble spirits returned to their respec-

tive ships to await the events of the morrow.

At daylight on the morning of the 10th the flotilla weighed anchor and formed in the order prescribed. The *Underwriter*, *Perry*, *Morse*, and *Delaware* in advance to reconnoiter, with the little *Ceres* on their right flank, followed by the remainder of the force, led in order by the *Louisiana* and *Hetzel*, the *Valley City* and *Whitehead* being under orders to leave the lines as soon as the battery had been passed by the flotilla and attack it in reverse.

In this manner we proceeded at moderate speed up the river.

At 8:30 a.m. the enemy's steamers were discovered, drawn up, as I anticipated, behind the battery, which mounted four heavy 32-pounders, under command of Commodore Lynch in person, and was supported by the schooner Black Warrior, moored on the opposite side of the river and armed with two heavy 32-pounders. The enemy's line appeared to be drawn up diagonally across and up the river in front of the town, his right resting on the battery. When within long range the enemy opened fire from the battery and the Black Warrior, followed by the steamers with their 80-pounder and 12-pounder rifles. Our force, however, moved on silently and steadily, shot and shell passing over the vessels in advance and falling thick and fast among vessels in the main columns.

When within three quarters of a mile of the battery I made signal, "Dash at the enemy." Our fire was then opened with telling effect,

and our vessels put to their utmost speed.

The enemy seemed to become demoralized at this unexpected and determined movement. The Black Warrior was set on fire and destroyed by her officers and crew. The fort was abandoned as the head of our column passed it. A dash was then made at the enemy drawn up inside. The Perry, Lieutenant Commanding Flusser, took the flagship Sca Bird in gallant style, running her down and sinking her, making prisoners of her officers and crew. The Underwriter made to cut off the retreat of the Beaufort. The Ceres ran ahead and took possession of the Ellis; some of the crew of the Ellis, in making their escape on shore, were killed and wounded by our musketry. Among the wounded was Midshipman Jackson, who was taken on board the

Hetzel, where he received every possible care and attention. He survived but a few hours, and was buried in the fort with all the honors due his rank. The Delaware boarded and hauled down the rebel flag

of the Fanny, that had been deserted and set on fire.

Passing up the river to the city with three or four of the vessels, we ran them alongside the wharves. A battery of field artillery was seen making a hasty retreat down the street. A party of our people passing through the streets came suddenly on a mounted artillery officer of the Wise Legion, who, in obedience to orders from General Henningsen, was compelling the defenseless people to set fire to the houses. Several houses were set on fire before he was arrested and brought to me. I immediately ordered all our people on board their respective ships, and that no visiting between shore and ships should be permitted. Some of the defenseless inhabitants, men and women, came to the wharf to implore me to save their houses and property from destruction; but I refused to allow a man to move, knowing that if I acceded to their requests we would be charged with vandalism as incendiaries. No other houses were destroyed besides those set on fire under the direction of Lieutenant Scruggs, of the Wise Legion.

The commissary storehouse was broken open by my orders, and a supply of fresh beef, bread, and flour taken from it. The Confederate steamer Forrest, which had been disabled in the action of the 7th instant, together with a gunboat on the stocks and another vessel of lighter frame, were burned at the shipyard. I sent competent engineers to destroy the machinery, boilers, and railway. This done, I drew all my vessels to Cobb's Point, where efforts had been made by other vessels of the flotilla to save the Fanny and Black Warrior, but, in both cases, the fire had too much headway to be subdued. The latter vessel had on board at the time a large amount of provisions, clothing, and other stores for the use of the enemy's squadron. The three following days were devoted to the destruction of the machinery of the Fanny and Sea Bird, and the recovery of their armament and such ordnance stores as could be fished up. Meanwhile Lieutenant Commanding Flusser was intrusted with the duty of completing the destruction of the fort at Cobb's Point, which duty he effectually performed, bringing off a quantity of powder, powder tanks, projectiles, etc., all of which came from the navy yard at Norfolk.

In the evening of the 11th instant I dispatched Lieutenant Commanding Murray with a small force, consisting of the Louisiana, Underwriter, Commodore Perry, and Lockwood, to Edenton, to make a reconnoissance, with orders if he found no fort there to communicate with the authorities and destroy all the public property, but scrupulously to respect that belonging to private individuals. This duty Lieutenant Commanding Murray performed with his usual ability, taking possession of the town, quieting the apprehensions of the inhabitants, putting to flight a body of artillery, destroying eight cannon and a vessel on the stocks, and capturing two schooners.

Immediately on the return of the force from Edenton I dispatched the Louisiana, Underwriter, Lockwood, Whitehead, and Shawsheen, with prize schooners in tow, to obstruct the Chesapeake and Albemarle Canal, this expedition being under the command of Lieutenant Commanding Murray. The Louisiana and Underwriter came to an anchor outside the bar off the North River, while Lieutenant Commanding Jeffers ascended to the mouth of the canal with the Lockwood, Whitehead, and Shawsheen. We arrived just in time to hurry the retreat of General Wise, who was falling back from Nag's Head. The duty of

obstructing the canal was performed with the characteristic zeal and discretion of this officer. I refer you to his report, together with that

of Lieutenant Commanding Murray.

In congratulating you upon the result of these expeditions, which appears to me to have effectually demonstrated to these people the strength and determination of our Government, I am happy in having no complaint to make. With zeal, gallantry, and efficiency each column was led and each ship handled. The programme determined upon the evening before was carried out to the very letter.

I would respectfully call your attention to one incident of the engagement which reflects much credit upon a quarter gunner of the Valley City, and for which Congress has provided rewards in the shape of medals. A shot had passed through her magazine and exploded in a locker beyond containing fireworks. The commander, Lieutenant Commanding Chaplin, went there to aid in suppressing the fire, where he found John Davis, quarter gunner, seated with commendable coolness on an open barrel of powder as the only means to keep the fire out.

I forward herewith the reports of the commanding officers.

I am, very respectfully, your obedient servant,

S. C. ROWAN,

Commanding Naval Division, U. S. Expedition in Pamlico Sound. Flag-Officer L. M. Goldsborough,

Commanding North Atlantic Blockading Squadron.

Report of Lieutenant Murray, U. S. Navy, commanding second column.

U. S. S. LOUISIANA, Elizabeth City, N. C., February 11 [10], 1862.

SIR: I respectfully report that in accordance with the plan of attack decided upon by you last night I directed the column under my command, reduced by injuries at Roanoke Island, to the *Lockwood* and *Seymour* and this vessel, to take the positions assigned.

I am happy to report that the column and officers under my command in an engagement against fortified works, aided by the whole naval

forces of the enemy, did their duty.

I congratulate you on its perfect success, as well as the moderation and humanity exhibited in the hour of victory.

Very respectfully, your obedient servant,

A. MURRAY, Commanding Second Column.

Commander S. C. ROWAN,
Commanding Flotilla, etc., Pamlico Sound, North Carolina.

Report of Lieutenant Davenport, U. S. Navy, commanding third column.

U. S. S. HETZEL, Off Elizabeth City, N. C., February 11, 1862.

SIR: I beg leave to submit the following report:

At 2 p. m. of Sunday, the 9th instant, in obedience to orders, got underway, after receiving ammunition from the *Hunchback* for our 9-inch gun, and stood up Oroatan Sound in company with the rest of the light squadron, passing without difficulty the obstructions in the channel.

In compilance with general signal to "chase," crowded on steam and pursued some rebel vessels into Pasquotank River, where we anchored

about 10 miles from the fort after dark.

Monday, the 10th, at 6:50 a.m., in obedience to general signal, got underway and stood up the river.

At a little after 8 a. m. saw the enemy's flotilla and a battery of four

guns at Cobb's Point.

The position assigned to the Hetzel in the column was such that it was not practicable in this narrow stream to fire at the enemy's steamers without endangering the lives of our companions, but we managed to get two shots at the battery and one at an armed schooner, the missiles of our opponents falling thick and fast around us.

At 9:10 general signal to "make a dash at the enemy."

At 9:12 rebel schooner struck her flag and was abandoned by her

crew, who set fire to her before leaving.

At 9:25 general signal to "cease firing," the battery being now deserted and the steamers opposing us being taken, sunk, or put to

flight.

At 9:45 received on board for surgical assistance William U. Jackson, aged 18, acting midshipman of Confederate steamer Ellis, mortally wounded while making his escape to the shore, who died at 10 p. m. and was buried on shore with all possible solemnities this morning.

At 9:50 came to off Elizabeth City with the rest of the squadron.

At 11:10, in pursuance of orders, got underway, stood down the river, and anchored off the battery.

At 11:30 sent Lieutenant Franklin on shore with armed boat's crew

to assist in destruction of the battery.

I also enclose herewith the report* of Acting Master Hotchkiss, commanding steamer General Putnam, from which you will perceive that he was prevented taking active part in the engagement by causes beyond his control.

In conclusion, I would respectfully call your attention to the coolness and gallant conduct of all under my command, who vied with one

another in the faithful performance of their duty.

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

H. K. DAVENPORT,

Lieutenant, Commanding.

Commander S. C. ROWAN, U. S. Navy, Commanding Flotilla, Pasquotank River, North Carolina.

Report of Lieutenant Franklin, U. S. Navy, executive officer U. S. S. Hetzel, giving an account of ammunition expended.

> U. S. S. HETZEL, Off Elizabeth City, N. C., February 13, 1862.

Expenditures of ordnance stores on 7th and 10th instant:

For Dahlgren 80 pounder, rifled: 42 charges, 5 and 6 pounds.

22 solid shot.

9 Cochran shell, time fuzes.
2 Cochran shell, percussion fuzes.†
3 Hotchkiss shell, percussion fuzes.

6 Hotchkiss shell, time fuzes.

70 friction tubes. 180-pounder rifled gun and carriage. 1 shell, 5-second, and 1 charge, 8 pounds, for 32-pounder.

For 9-inch shell gun:

52 charges, 10 pounds each. 20 shell, 15 second fuzes. 28 shell, 10-second fuzes.

4 shell, 5-second fuzes.

1 shrapnel.

86 cannon primers.

Very respectfully, your obedient servant,

C. L. FRANKLIN, Lieutenant, Executive Officer Hetzel.

Lieutenant Commanding H. K. DAVENPORT.

[†] Burst just clear of gun, and stopped using, firing solid shot only afterwards.

Abstract log of the U. S. S. Hetzel.

February 9, 1862.—At 9 a. m. got underway and came to off Sand Point battery. From meridian to 8 p. m. went alongside U. S. S. Hunchback and took on board some ammunition. In company with the rest of the light squadron passed the obstructions and crossed into Albemarle Sound. Ordered to chase a rebel gunboat, she having taken refuge in Pasquotank River. The squadron anchored across its mouth at dark.

February 10.—Pasquotank River, North Carolina. At 6:40, with rest of the squadron, got underway and stood up the river. At 8:45 began an engagement with Confederate gunboats and battery about a mile below Elizabeth City. General signal made, "Make a dash at the enemy," and in twenty minutes they began to desert the battery and vessels. Four vessels burned and two escaped up the canal. Destroyed the guns in battery ashore. At 10 a.m. a boat came alongside bringing Acting Midshipman William C. Jackson, C. S. Navy, mortally wounded by a pistol shot. From 12 to 4 p. m. the rebels in Elizabeth City engaged in burning their property. From 4 to 8 anchored for the night between the town and the battery. At 10 received on board Master Commanding Patrick McCarrick, C. S. Navy, who gave his parole. At 10:15 Midshipman Jackson died.

Report of Lieutenant Jeffers, U. S. Navy, commanding U. S. S. Underwriter.

U. S. S. UNDERWRITER, Off Elizabeth City, February 10, 1862.

SIR: I have the honor to submit the following report:

This morning I steamed up the river toward Elizabeth City, in the position assigned me. On arriving within less than a mile of the rebel battery and ships, when the general signal was made, "Make a dash at the enemy," I opened fire and went ahead full speed. On nearing the ships, I directed the pilot to put this vessel alongside the Sea Bird; but, on closing within a couple of hundred yards, I observed two steamers turning to escape, therefore passed on in pursuit. One of them was cut off, and, endeavoring to pass across my stern, was met by another vessel and captured. The other ranged ahead, keeping up a lively fire of musketry, which was returned with the 12-pounder rifle, but did not succeed in disabling her machinery, and she soon disappeared around a turn in the river.

Arriving in front of the town, a battery of horse artillery standing at the head of Main street moved off. I went alongside the wharf and

remained until directed to drop down off the battery.

The occasion offered no opportunity for the display of individual gallantry on the part of officers and crew; all merit my approbation. I, however, mention particularly Mr. Walter B. Griffith, master's mate. and Mr. John Cahill, second assistant engineer (acting chief). The former, as in the actions of the 7th and 8th, worked the rifled gun with coolness and precision. The latter was of great service in his own department and also assisted at the after gun.

Ammunition expended: For 80-pounder rifle, 9 shells; for 12-pounder rifle, 18 shells and 1 stand of grape; for 8-inch gun, 4 shells; for 12-pounder howitzer, 1 shrapnel, 2 canister.

Respectfully, your obedient servant,

WILLIAM N. JEFFERS, Lieutenant, Commanding.

Commander S. C. ROWAN, Commanding Flotilla, Albemarle Sound. Report of Lieutenant Quackenbush, U. S. Navy, commanding U. S. S. Delaware.

U. S. S. DELAWARE, Off Elizabeth City, February 11, 1862.

SIR: I have the honor to submit the following report:

On the 9th instant, at 2:30 p.m., the U.S. naval flotilla, consisting of fourteen armed steamers under your command, weighed anchor for Elizabeth City.

Late in the afternoon two rebel steamers were discovered standing for Elizabeth City. The U. S. S. Lockwood, with this vessel, immediately gave chase, but darkness prevented our overtaking them.

At 8 p. m. the flotilla came to anchor, distant about 14 miles from

Elizabeth City.

On the morning of the 10th, at 6 a.m., signal was made from this ship for the flotilla to get underway, and at 8 a.m., when standing on our course, discovered the enemy's gunboats, consisting of 7 steamers and 1 armed schooner of 2 guns, a fine battery on our left of 4 guns, and 1 gun in the city facing us.

When within range signal was made, in accordance to the orders of the commanding officer of the flotilla, to "Make a dash at the enemy," which signal was again repeated within 600 yards of the enemy, at the same time doing terrible execution with our guns, filling the air with

shot and shell.

At 9:25 a.m., precisely nineteen minutes from the time the first gun was fired, the schooner struck her colors, and was found to be on fire. About the same time the rebel flag on the battery at Cobb's Point was taken down and waved by the garrison, whereupon the rebel gunboats, with two exceptions, ran close inshore and were instantaneously set on fire and abandoned by their crews, some of whom escaped in boats and

others, jumping overboard, swam and waded to the shore.

I now gave the order to my acting aid, Assistant Paymaster F. R. Curtis, to have the cutter manned and bring off a rebel flag for Commander Rowan, which was flying on board the rebel steamer Fanny. J. H. Raymond, acting master's mate, together with a part of his division, jumped into the boat with F. R. Curtis and boarded the steamer Fanny, which was at the time on fire, hauled down the rebel flag, and then proceeded on shore to the battery, being the first to land, where the stars and stripes were planted by Mr. Raymond, amidst tremendous cheering from the flotilla. After which, in obedience to a recall, they returned on board this vessel, which was moored to the wharf at Elizabeth City, at 9:45 a. m., thus ending one of the shortest and most brilliant engagements that has occurred during this unfortunate civil war.

Too much praise can not be awarded to the officers and men attached to this vessel for their gallant conduct during the action of the 10th instant.

Great credit is due to our pilot, Nassa S. Williams, for invaluable services rendered during the engagement.

I am, very respectfully, your obedient servant,

S. P. QUACKENBUSH, Lieutenant, Commanding

STEPHEN C. ROWAN, Commanding U. S. Flotilla, in Pamlico Sound.

[Enclosure.]

Ordnance expended at Cobb's Point and Elizabeth City.

	Shell.	Powder.
9-inch gun	1 5-second fuze	1 cylinder, 10 pounds.
12-pounder rifle howitzer	2	2 cylinders, 2 pounds each.

Abstract log of the U.S.S. Delaware.

Febuary 9, 1862.—At 9:30 a.m. ran to the Stars and Stripes; received from her some ammunition and one howitzer, with carriage and bedding, all articles complete. At 12 m. proceeded slowly up the sound. At 3 p. m. an enemy in sight; gave chase in company with the squadron. Abandoned chase at 6:30 p. m. and came to anchor 12 miles below Elizabeth City.

February 10.—At 6:45 a. m. got underway and proceeded up the sound. Enemy 2 miles from Elizabeth City. Engaged them and the fort erected on shore; put them to flight; at 8 a. m. took possession of the fort and ran to Elizabeth City, making fast to the wharf. Took prisoners—Captain John Cook [James W. Cooke?] and five others, names unknown. Left wharf at 11:30; made prize of rebel steamer Ellis and placed on board, as acting commander, Acting Master L. B. Chase.

Report of Lieutenant Flusser, U. S. Navy, commanding U. S. S. Commodore Perry.

U. S. S. COMMODOBE PERRY, Roanoke Island, February 28, 1862.

SIR: In the action of the 10th instant, at Cobb's Point battery, the battery, schooner, and steamers opened fire on us about 8 a.m. About 8:15 we commenced to return it, firing at the battery and Sea Bird alone. After passing the battery we fired only at the Sea Bird. We ran her down and took her officers and crew prisoners. In the collision the ring stopper of the anchor was snapped and the anchor went to the bottom, which accident, together with the delay occasioned by receiving on board the prisoners, prevented us from making another capture. While engaged receiving the prisoners ten of the enemy's small steamers ran around, very close to, firing at us with musketry, by which 2 of my men were killed and an officer wounded.

This vessel was not struck by shot or shell.

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

O. W. Flusser,

Lieutenant, Commanding.

Commander S. C. Rowan, Commanding U. S. Naval Flotilla, Albemarle Sound.

P. S.-We fired 15 shells, the greater number at the battery.

List of killed and wounded on board the U. S. S. Commodore Perry, in the action off Cobb's Point battery, February 10, 1862.

Killed.—Frederick Wierland, seaman; Thomas O'Mara, Company A, Fourth Rhode Island Volunteers, born at Fall River, Mass.

Wounded.—Henry C. Webster, acting master's mate, in the leg, severely but not dangerously.

Recapitul	ation.
Killed	
Wounded	• • • • • • • • • • • • • • • • • • • •
Very respectfully, etc.,	
	C. W. Flusser.
	C. W. Flusser, Lieutenant, Commanding.

Commander S. C. ROWAN, Commanding U. S. Naval Flotilla, Albemarle Sound.

Abstract log of the U. S. S. Commodore Perry.

February 9, 1862.—At 9:30 a.m. got underway and stood toward the sunken ships, with the gunboat Morse in consort. Lieutenant Flusser went on shore to the rebel battery on mainland and hauled down the rebel flag and hoisted the American flag in its place. Mr. [Henry] Smith, master's mate, took charge of the schooner James P. Whitbee,

off Plymonth, N. U., and brought her alongside.

February 10.—Off Cobb's Point, Pasquotank River: At 8:15 a.m. engaged the rebel fleet and battery. At 9:40 boarded the steamer Sea Bird and took 42 prisoners, officers included. Two of our men were killed and 1, Mr. Webster, master's mate, flesh wound in leg. The gunboat Fanny, rebel, ran close alongside of us and fired a volley of musketry, she having received from us a shell in return, that put her in a sinking condition. At 10 the whole fleet and rebel battery were destroyed, Lieutenant Flusser going on shore, spiking and dismounting all the guns. At 11:50 the stars and stripes floated from fort and batteries. At 2:25 p. m. sent Master's Mate Lynch and two engineers with orders to destroy her machinery [Sea Bird]. At 1:30 set her on fire. Took from the Sea Bird one rifled gun.

Report of Lieutenant Chaplin, U. S. Navy, commanding U. S. S. Valley City, transmitting surgeom's report of casualties.

> U. S. S. VALLEY CITY, Off Elizabeth City, N. C., February 10, 1862.

SIR: I respectfully beg to submit the following report of the proceedings of this vessel in the action off this city on this day:

After steaming up the river until 8 o'clock yesterday evening, I came to anchor with the other vessels of the flotilla about 17 miles below

Elizabeth City.

February 10, at 6:30 a.m., got underway in obedience to signal and stood up the river, in company with the rest of the flotilla. When nearing the approaches of the city received the fire of a rebel battery on shore. I immediately manned my port battery and kept up a brisk return of the fire. A steamer and schooner bearing the rebel flag opened fire on us on our starboard bow; returned their fire with my starboard battery; a shell from the enemy passing through both of my boats, rendered them entirely unfit for service.

Upon signal, "Make a dash at the enemy," increased the speed and fired several brisk broadsides at the enemy's battery. A shell from shore penetrated the side and passed through the magazine, exploding outside the screen on the berth deck. Several of the powder division were severely scorched; the protecting bulkheads of the magazine were torn to pieces and the forward part of the berth deck set on fire by the explosion. Ordered the pumps to be manned and speedily got the fire subdued. In forty minutes from the commencement of the

action came to anchor within the precincts of Elizabeth City.

I take pleasure in again bearing testimony to the gallant conduct of the officers and crew of this vessel; and particularly I desire to bring under your notice the cool intrepidity and thorough practical seamanship displayed by Master's Mate J. A. J. Brooks in maneuvering this vessel while under the hottest of the enemy's fire. Also to the undaunted presence of mind of the gunner's mate, John Davis, who, while at his station in the magazine, when the shell penetrated the side and ignited the berth deck, as above reported, did cover a barrel of powder with his own person, thereby preventing an explosion, while at the same time passing powder, providing for the gun divisions on the upper deck.

I beg to enclose herewith the surgeon's report of the casualties dur-

ing the day.

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

J. C. CHAPLIN, Lieutenant, Commanding.

Commander S. C. ROWAN,
Commanding U. S. Flotilla, off Elizabeth City.

[Enclosure.]

U. S. S. VALLEY CITY,
Pasquotank River, Elizabeth City, N. C., February 10, 1862.

The following is a list of casualties that took place on board this

vessel during the action of to day:

Thomas T. Daniel, pilot; age 45 years; born on Roanoke Island; resides at Cape Hatteras; wounded by a fragment of shell; fracture of the ankle; not dangerous.

James A. Young, officers' cook (colored); age 42 years; born in Maryland; resides in Baltimore; contusion of leg by splinter, and

burned severely in face and neck; not dangerous.

John Lahey, nurse; age 23 years; born and resides in New York;

burned about face and head.

Thomas Doyle, ordinary seaman; age 24 years; born and resides in New Hampshire; burned-about face, head, and neck severely.

Very respectfully,

GEO. R. MANN, Acting Assistant Surgeon.

Lieutenant Commanding J. C. CHAPLIN.

Abstract log of the U. S. S. Valley City.

February 9, 1862.—At 3 p. m. got up anchor and steamed up river in company with flotilla under Commander S. C. Rowan. From 4 to 6, steaming up the river toward Elizabeth City, N. C.; came to anchor

with the rest of the flotilla in Pasquotank River at 8 p. m.

February 10.—At 7 a.m. got underway and proceeded up the river. At 7:30 came in sight of five rebel steamers, a schooner, and a battery on shore. At 8 attacked the battery. At 8:30 a shell penetrated the port bow and exploded on the berth deck, after passing through the magazine. Several of the powder division severely scorched, and

the protecting bulkhead of the magazine torn to pieces. A shell passed through both boats, smashing them to pieces and wounding our pilot severely in the left ankle. At 11 came to anchor off Elizabeth City. From 6 to 8 p.m. dropped down a mile below the town and anchored off the rebel battery.

February 13.—Recovered from burned steamer Fanny, and received

on board, a long 32-pounder cannon, strapped.

Report of Acting Master Hays, U. S. Navy, commanding U. S. S. Morse.

U. S. S. MORSE, Off Elizabeth City, N. C., February 15, 1862.

SIR: In obedience to your orders of the 11th instant, I submit the following report of the operations of this vessel during the engagement

of the 10th instant:

At 7 a.m., in obedience to signals, we got underway, opened fire upon the enemy with shells at a distance of about three fourths of a mile, maintaining a steady fire until the termination of the engagement, after which a few fragments of a shrapnel were found on deck, which, with a shot through the ensign, were the only ones received, neither killing nor wounding any person on board.

The officers and men behaved throughout with the utmost bravery

and coolness.

In all, 13 shell and 1 shrapnel were expended.

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

PETER HAYS,

Acting Master, Commanding.

Commander S. C. Rowan,

Commanding Naval Flotilla, Albemarle Sound.

Abstract log of the U.S.S. Morse.

February 9, 1862.—At 9 a. m. the steamer Commodore Perry came within hail and ordered us to follow her and proceed up Croatan Sound in search of rebel batteries. At 11:45 saw the rebel flag upon a fort mounting three guns. Threw a shell into it, and, finding it deserted, landed a boat's crew and found 6 tanks of powder and a number of shell. The fleet got underway for Pasquotank River. Saw a rebel steamer ahead. At 7:30 came to anchor at the entrance of Pasquotank River.

February 10.—At 6 a. m. got underway and proceeded up the river toward Elizabeth City. At 7 came in sight of the enemy's fleet and batteries. At 7:30 commenced the action with our bow gun. Continued the action. At 9 succeeded in drawing the enemy from their guns and scattering their fleet, two of which were captured and one burned by a shell from the Commodore Perry.

Report of Acting Master French, U. S. Navy, commanding U. S. S. Whitehead.

U. S. S. WHITEHEAD, Off Elizabeth City, N. C., February 10, 1862.

SIR: I engaged the enemy this morning at 8:20; discovered a rebel schooner abandoned and fired, mounting two 32s. Not being able to extinguish the fire, I scuttled her.

I took from her 6 muskets, 12 boarding pikes, books and papers of the rebel paymaster.

I expended during the action 6 shell. My officers and men behaved

nobly during the fight.

Very respectfully, your obedient servant,

CHAS. A. FRENCH,

Acting Master, Commanding Steamer Whitehead.

Commander S. C. ROWAN,

Commanding Naval Flotilla, Pamlico and Albemarle Sounds.

Report of Acting Master French, U. S. Navy, commanding U. S. S. Whitehead.

U. S. S. WHITEHEAD,

Off Elizabeth City, Pasquotank River, February 10, 1862.

SIR: Receiving orders from the flagship Delaware to get underway, I accordingly weighed anchor Sunday, February 9, at 3 p. m., and stood into Albemarle Sound. Made the light-house at the mouth of Pasquotank River at 6 p. m., and continued up the river a few miles and came

to anchor at 7:20 p. m.

Monday, February 10, at 6:45 a.m., I got underway and continued up the river. Had not proceeded many miles before I could see the smoke issuing from the smokestack of several rebel gunboats, evidently expecting our approach, and drawn up in the most commanding position, no doubt expecting to debar our farther progress. When within shooting distance I opened fire upon the nearest steamer. The enemy replied from a schooner mounting two guns on one side of the river and a battery on the opposite side. I then changed the direction of my fire from the steamers to the schooner. After firing a few shell I closed in upon the schooner. The enemy then fired her, and escaped to the shore in their boats. I boarded her and attempted to extinguish the fire, being very anxious to save her, as she had a valuable cargo of naval stores, being evidently the storeship for the rebel fleet. Her name, as painted on the stern, was M. C. Etheridge, of Plymouth, N. C.

I found the fire had been set in several places, and it made such rapid progress that I was unable to save anything of any value. I

scuttled her and then anchored in the middle of the river.

I expended during the action 6 shell.

Very respectfully, your obedient servant,

CHARLES A. FRENCH,

Acting Master, Commanding Steamer Whitehead.

Lieutenant Commanding ALEXE. MURRAY,

Commanding Division, U. S. S. Louisiana.

Abstract log of the U.S.S. Whitehead.

February 9, 1862.—The rebel forts continue to burn flercely. At 7 a. m. a boat was discovered to windward coming down the sound toward us. Proved to contain an escaped prisoner of war belonging to the Twenty third New York Regiment and taken on the steamer Fanny last September. At 9:30 the Federal flag is flying on the western battery of the island. At 7:20 p.m. anchored at the mouth of the Pasquotank River.

February 10.—At 8:15 a.m. prepared for action, the enemy's fleet, consisting of five steamers and one schooner, appearing in sight a short distance below Elizabeth City. At 8:20 the action commenced, the enemy opening fire first from the schooner. Our flotilla advanced steadily, directing their heaviest fire on the battery on Cobb's Point. At 8:40 signal was given to close with the enemy, who gradually retreated and finally ran their vessels, spiked their guns, and set their steamers on fire, with the exception of one, which escaped up the river. Squadron proceeded up to the wharves of the town. The place is deserted by the white population, all having fled except the negroes. Several buildings in the town were discovered to be on fire, as was also a rebel steamer on the stocks and just in frame. The commander of the squadron ordered us to take charge of the schooner, which had been abandoned and set on fire by the rebels. Sent on board and used all means in our power to extinguish the fire. Brought off a boat load of articles from the vessel, as it was found impossible to control the Expended 7 cartridges. At 12:30 p.m. returned again to the schooner; found the hold all in a blaze of fire. Scuttled her by cutting a hole in the side at the water's edge. Saved all books, papers, etc., from the cabin. Came to anchor in the stream about one-fourth of a mile from the wreck. Sent books, papers, etc., on board the flagship. From 4 to 6 p. m. the squadron all moved down and anchored abreast of the battery on Cobb's Point for the night. Captured both the yawl boats belonging to the schooner. From 8 to midnight: Fire still raging in the city.

Report of Acting Master Graves, U. S. Navy, commanding U. S. S. John L. Lockwood.

U. S. S. LOCKWOOD, Elizabeth City, N. C., February 12, 1862.

SIR: I have the honor to forward the following report of the action

at Elizabeth City on the 10th instant:

At 9 a.m. engaged the enemy, directing my fire upon their armed schooner until her crew deserted her, when I hauled across the river toward the Fanny, firing shrapnel and volleys of musketry. The enemy took to their boats (after setting fire to their vessel) and retreated under a heavy fire. I boarded as soon as possible with my boats, but found the fire too much spread to subdue. Succeeded in capturing 20 stand of arms. Received a shot through our smokestack and had our boat's davit unshipped by a spent shot. No one injured. Officers and men behaved nobly. Expended 8 rounds of 80-pounder ammunition, 4 rounds of howitzer ammunition, 50 rounds of buck and ball ammunition.

Very respectfully, your obedient servant,

G. W. GRAVES, Acting Master, Commanding.

Commander S. C. ROWAN,
Commanding Naval Division.

Report of Acting Master Woodward, U. S. Navy, commanding U. S. S. Shawsheen.

U. S. S. SHAWSHEEN, Off Elizabeth City, Tuesday, February 11, 1862.

SIR: In obedience to your order I have the honor to submit to you the following report of the part taken by this steamer, under my com-

mand, at the attack on Cobb's Point battery, also a fleet of rebel gunboats and one armed schooner stationed near by to support said

battery:

On the morning of the 10th instant thirteen of our gunboats were at anchor at the mouth of the Pasquotank River, having anchored there the preceding night. At 6:30 a, m. a sail was discovered crossing the mouth of the river outside of the fleet, when some of the gunboats gave chase. I also got underway and stood out in pursuit and, seeing her running for the land, I fired a shot across her bow, which brought her to, when the Seymour, being in advance of the other boats, took her in tow. She proved to be a schooner loaded with wood. diately stood up the river after the fleet, which had got underway and was proceeding slowly up the river toward Elizabeth City. I soon overtook them. At 7:30 a.m. some rebel steamers were discovered ahead, apparently on the retreat. At 8 a.m. came in sight of the battery and saw the steamers form in order across the river opposite. Our steamers advanced at a medium rate, when, being within about 2 miles of the battery, the steamers and armed schooner opened fire upon our fleet. At 8:30 a.m. the battery commenced firing, their shot reaching our steamers, but doing no injury. When our fleet was up within good range, signals were made by Commander Rowan on his flagship, the Delaware, to make a dash at the enemy and fire at their own discretion, when all the steamers went ahead at full speed and opened on the enemy a well-directed fire, which fire was repeated in quick succession as we advanced. Their shot and shell fell rapidly among us, some of which took effect, but still we advanced on the enemy, which, with our fire, threw them into confusion, although they endeavored to make an able resistance; but when they discovered our intention to board, their men left their guns; their steamers were headed toward the shore, some of them set on fire. The flag on the fort, or battery, was hauled down and it deserted, when our leading steamers made a most gallant maneuver and ran them aboard, sinking two, capturing one, and the schooner was set on fire and deserted. was running for the steamer Fanny, and being so near that all hands were ready to board and were using muskets and small arms at the retreating rebels, who waved a flag in defiance at us. As we were about to board her I discovered her to be on fire, and was ordered to back off from her by Commander Rowan, which I did, and followed other steamers in pursuit of one of the rebel steamers, which was making her escape by way of the canal. After chasing her some way up. the canal, the chase was given up. Some of our steamers went up to the wharf, including the flagship Delaware. One new gunboat, building, and one old gunboat, repairing, were set on fire by the retreating enemy, and the city fired in several places. After remaining a short time up at the city, I was ordered to anchor down near the battery on Cobb's Point, which I did, as did all the fleet soon afterwards, having expended 10 rounds ammunition for forward rifled gun, and 50 charges small-arm ammunition, and receiving no injury throughout the engagement. Permit me to add that all under my command, both officers and men, worked with a determined will, worthy of themselves and the noble cause in which they are engaged.

I have the honor to be, very respectfully, your most obedient servant, THOS. J. WOODWARD,

Acting Master, Commanding U. S. S. Shawsheen.

S. C. ROWAN,

Commanding Albemarle Flotilla.

Report of Acting Master Giddings, U. S. Navy, commanding U. S. S. Henry Brinker.

U. S. S. HENRY BRINKER, Off Roanoke Island, March 1, 1362.

SIR: I have the honor to report the part taken by the vessel under my command in the engagement at Elizabeth City on the 10th instant. At 8 a. m., the enemy's gunboats being in sight, was in the position

assigned me by my commander, in the rear of the first division.

Owing to my position, I was unable to fire with either safety to our own vessels or effect on the enemy until nearly opposite the battery on Cobb's Point, when we fired three shots at the schooner battery on the northern shore of the river. The schooner ceasing to fire, approached the battery. Had fired but four shots when the order to "make a dash at the enemy" was given by the flagship *Delaware*. Closed in, but had no opportunity to engage, the enemy being completely routed by the vessels in advance. Came to anchor near the bar above Cobb's Point and awaited orders.

Ammunition expended, seven rounds; casualties, none. The vessel was not struck by the enemy's shot. My officers and crew behaved with their usual gallantry.

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

JOHN E. GIDDINGS,

Acting Master, Commanding.

Commander S. C. Rowan, Commanding Naval Forces, Albemarle Sound.

Abstract log of the U. S. S. Henry Brinker.

· February 9, 1862.—Stood up Croatan Sound. After passing light-house, 1 mile astern, *Underwriter* signaled, "Return," which we did. Captain went on board and was ordered astern of the fleet. Anchored

in fleet in Pasquotank River, 12 miles from Elizabeth City.

February 10.—Weighed anchor and, with rest of fleet, stood up Pasquotank River. Sighted Elizabeth City and rebel fleet. At 8:30 action commenced by rebel boats. At 9:20 [a. m.] action ceased. Action was commenced by rebel gunboats firing. The rebel fleet consisted of five gunboats and one schooner. In a few moments the action became general. The schooner, which was anchored, was silenced after the first few rounds. The rebels abandoning her, set her afire, and soon the battery situated on the left hand side, on a point in the river just beyond the city, ceased firing. The Delaware now signaled, "Make a dash at the enemy." All the vessels closed. We, being under orders to keep in the rear, had no opportunity of signalizing ourselves. The rebel steamer Sea Bird (W. F. Lynch's flagship) being struck, the Fanny run ashore and was deserted, and the Ceres taking the Ellis, while one succeeded in escaping. One was also burned on the dry dock. One of our vessels sending a boat ashore and running the stars and stripes up in the fort, we ran up to the town and were ordered back. Ran alongside the Sea Bird, taking from her log book and papers. ran off and anchored. Expended eight shell and charges.

Report of Acting Master Hotchkiss, U. S. Navy, commanding U. S. S. General Putnam.

U. S. S. GENERAL PUTNAM, Off Elizabeth City, N. C., February 11, 1862.

SIR: As I have the honor to report to you the proceedings of yesterday, I regret to say that owing to the bad condition of our boiler,

and consequently the slowness of my boat, I did not arrive in time to take a part in the action, but rendered assistance in getting the Ceres and her prize afloat, they both being ashore. She steamed up to the city and received orders to anchor below.

Sent a boat to put out the fire of the armed schooner, but the fire

was too far advanced to be subdued.

Seeing a flag of truce on shore, I sent a boat and brought off a man who was one of the crew of the schooner which was burned. He claims to be a pilot through all the waters of North Carolina.

Very respectfully, your obedient servant,

WM. J. HOTCHKISS,

Acting Master, Commanding U. S. S. General Putnam.

Lieutenant DAVENPORT,

Commanding Third Division.

Report of Assistant Surgeon Jones, U. S. Navy, U. S. S. Philadelphia, transmitting list of casualties.

U. S. FLAGSHIP PHILADELPHIA,

Off Roanoke Island, North Carolina, February 12, 1862.

SIR: I have the honor herewith to enclose the report of casualties to the Government forces in the naval engagement off Elizabeth City, N. C., on the 10th instant.

Very respectfully, your obedient servant,

SAML. J. JONES,

Assistant Surgeon, U. S. Navy.

Flag-Officer L. M. Goldsborough,

Commanding North Atlantic Blockading Squadron.

[Enclosure.]

List of casualties off Elizabeth City, N. C.

U. S. S. Valley City:

Wounded severely.—Thomas T. Daniel, pilot; Thomas Doyle, ordinary seaman; James A. Young, officers' cook.

Wounded slightly.—John Lahey, nurse.

U. S. S. Underwriter:

Wounded slightly.—James Matthews, master at arms.

U. S. S. Ceres:

Wounded slightly.—Timothy Dacey, ordinary seaman.

U. S. S. Commodore Perry:

Killed.—Fredk. Wierland, seaman; Thomas O'Mara, private, Company A, Fourth Regiment Rhode Island Volunteers.

Wounded slightly.—Acting Master's Mate Henry C. Webster.

Killed Wounded

Commendatory order of Commander Rowan, U. S. Navy, commanding navel division in Albemarle Sound.

U. S. S. DELAWARE, Off Elizabeth City, February 11, 1862.

The commander of the flotilla in Albemarle Sound avails himself of the earliest moment to make a public acknowledgment of the coolness, gallantry, and skill displayed by the officers and men under his command in the capture and destruction of the enemy's battery and squadron at Cobb's Point. The strict observance of the plan of attack, and the steady but onward course of the ships, without returning a shot until within three-quarters of a mile of the fort, excited the admiration of our enemies.

The undersigned is particularly gratified at the evidence of the high discipline of the crews in refraining from trespassing in the slightest degree upon the private property of defenseless people in a defenseless town. The generous offer to go on shore and extinguish the flames applied by the torch of a vandal soldiery upon the houses of their own defenseless women and children is a striking evidence of the justness of our cause, and must have its effect in teaching our deluded countrymen a lesson in humanity and civilization.

S. C. Rowan, Commanding Flotilla in Albemarle Sound.

Order of Commander Rowan, U. S. Navy, commanding naval forces in Albemarle Sound, appointing a board for the appraisement of vessels captured or destroyed.

U. S. S. PHILADELPHIA, Off New Berne, N. C., March 20, 1862.

GENTLEMEN: You are hereby constituted a board for the purpose of appraising the different vessels captured or destroyed by the naval forces under my command in the action off Elizabeth City on the 10th day of February last.

You will please set forth in your report as follows:

The time and place of capture, the names of the vessels captured or destroyed, the cause of capture, the capturing vessel or vessels, what disposition was made of the captured vessels at the time of capture or subsequently, and a statement of their value.

I am, very respectfully, your obedient servant,

S. C. ROWAN.

Commanding Naval Forces in Albemarle Sound, North Carolina.

SILAS REYNOLDS,

Commanding U. S. S. Philadelphia.

JACOB WESTERVELT,

Acting Master, U. S. Navy.

CHARLES A. NORRIS,

Acting Second Assistant Engineer.

H. M. GRIFFITHS,

Carpenter, U.S. Navy.

Report of the board appointed for the appraisement of vessels captured or destroyed.

NEW BERNE, N. C., March 25, 1862.

SIR: Agreeably with your request of the 20th instant, we have examined into the facts in connection with the capture or destruction of the vessels of the enemy at Elizabeth City, N. C., by the naval forces under your command, and have the honor to report as follows:

The Confederate steamer Sea Bird, the flagship of Commander Lynch, carrying two rifled guns and belonging to the rebel Navy, was run into, sunk, and destroyed by the U.S.S. Commodore Perry in the course of the action off Elizabeth City, N.C., February 10, 1862. We estimate that the Sea Bird was worth \$30,000; cash on board, \$30,000.

The Confederate steamer Fanny, Captain Tayloe, carrying two rifled guns and belonging to the rebel Navy, was sunk and destroyed by the fire of the United States vessels during the action off Elizabeth City, N. C., February 10, 1862. We estimate that the Fanny was worth \$23,000.

The Confederate steamer Ellis, Captain Cooke, carrying one 32-pounder rifled gun and one brass howitzer, surrendered in the course of the action off Elizabeth City, N. C., to the U. S. S. Ceres, and is now in the service of the U. S. Government. We estimate that the Ellis is worth \$18,000.

The Confederate steamer Forrest, carrying two guns and belonging to the rebel Navy, was destroyed by fire while she was on the railway, during the action off Elizabeth City, N. C., February 10, 1862. We estimate that the Forrest is worth \$21,500.

A Confederate steamer, name unknown, intended for the rebel Navy, on the stocks and nearly completed, was burned during the action off Elizabeth City, N. C., February 10, 1862. We estimate that said steamer was worth \$18,800.

The Confederate schooner Black Warrior, carrying two guns, loaded with commissary stores, and belonging to the rebel Navy, was destroyed by fire during the action off Elizabeth City, N. C., February 10, 1862.

We estimate that the Black Warrior was worth \$20,000.

A schooner, name and owners unknown, loaded with furniture, was captured, as being the property of rebel citizens of North Carolina, by the U.S. S. Commodore Perry during the action off Elizabeth City, N.C., February 10, 1862, and subsequently sunk as an obstruction in the outlet of the Albemarle and Chesapeake Canal. We estimate that the said schooner was worth \$2,000.

A schooner, name and owners unknown, loaded with 4,500 bushels of corn, was captured, as being the property of rebel citizens of North Carolina, during the action off Elizabeth City, N. C., February 10, 1862, and subsequently sunk as an obstruction in the outlet of the Albemarle and Chesapeake Canal. We estimate that said schooner was worth, with cargo, \$7,000.

The following United States vessels were present at the time of capture or destruction of the above vessels, and engaged in the action off

Elizabeth City, N. C., February 10, 1862, viz:

Steamer Delaware, flagship, Commander S. C. Rowan, Lieutenant Commanding S. P. Quackenbush; steamer Louisiana, Lieutenant Commanding A. Murray; steamer Hetzel, Lieutenant Commanding H. K. Davenport; steamer Commodore Perry, Lieutenant Commanding C. W. Flusser; steamer Valley City, Lieutenant Commanding J. C. Chaplin; steamer Underwriter, Lieutenant Commanding W. N. Jeffers; steamer Morse, Acting Master Peter Hays; steamer Ceres, Acting Master J. MacDiarmid; steamer Henry Brinker, Acting Master J. E. Giddings; steamer Whitehead, Acting Master C. A. French; steamer Shawsheen, Acting Master T. J. Woodward; steamer Lockwood, Acting Master G. W. Graves; steamer General Putnam, Acting Master W. J. Hotchkiss; steamer I. N. Seymour, Acting Master F. S. Wells.

We have the honor to be, very respectfully, your obedient servants,

SILAS REYNOLDS,
Commanding U. S. S. Philadelphia.
JACOB WESTERVELT,
Acting Master, U. S. Navy.
CHARLES A. NORRIS,
Acting Second Assistant Engineer.
HERBERT M. GRIFFITHS,
Carpenter, U. S. Navy.

Commander S. C. ROWAN,
Commanding Naval Forces, Sounds of North Carolina.

Congratulatory letter from the Assistant Secretary of the Navy to Flag-Officer Goldsborough, U. S. Navy, commanding North Atlantic Blockading Squadron.

NAVY DEPARTMENT, March 1, 1862.

MY DEAR SIR: We have your dispatches, and I also have your private note of the 20th ultimo. Be assured that the country and Department are perfectly satisfied with your proceedings. We sent off the Miami to you February 1, which would have joined in the fight but for the ignorance of the engineer, who mistook choked flues for incapacity of the boiler. He was six days finding out the trouble and the golden moment was lost. Her rudders are too small and she is now in the dock at Baltimore. She is the only one ready for sea. The engineer contractors are treating us very shabbily. Before any one can be gotten to you I reckon you will have knocked everything down. I presume you are aware that we are about to undertake the biggest job of the war, and that we are straining every nerve to concentrate a force to accomplish it successfully; this is why we have no boats. We even leave the Nashville and Sumter, when we ought to have a dozen boats after them. I feel sorry, but I also feel that you will clean them all out as you are. Is not Marston keeping some boats which you ought to have? The Ericsson battery, called the Monitor, will be at the roads on Sunday, and I think of going down to look at her. I wrote you that after your work is finished the general would like to see you out, but you will have plenty of time. Can not you send me some memento of your victory? Du Pont sent me a lithograph of the secession ordinance, captured in Drayton's house. Old flags and arms will take well with the members and be a little buncombe for the brilliant affair. Alden sent me a box of swords from the Gulf, and the members prize them so highly that I think we had better have some more. The Navy is immensely popular and will remain so if we continue successful. Kind regards to your brave men. Six vessels are repairing at Baltimore. Maury's letter* has been published. I send you some remarks thereon.

Yours, most truly,

G. V. Fox.

Flag-Officer L. M. Goldsborough,

Commanding North Atlantic Blockading Squadron.

Report t of Colonel C. F. Henningsen, C. S. Army, Fifty-ninth Virginia Infantry.

WINTON, N. C., February 12, 1862—12 p. m.

GENERAL: Finding at Currituck Court-House that provision and forage could not be obtained to proceed to Powell's Point, or even to remain at the Albemarle and Chesapeake Canal any nearer than Elizabeth City, [we] marched there on the 3d with artillery of Wise's Legion and remained there till the 7th, breaking horses to fire and harness while waiting orders from General Wise. Received on February 7 one order from General Wise to leave guns and wagons at Albemarle and Chesapeake Canal and proceed with horses and men to Powell's Point. Sent quartermaster to make arrangements. Same evening received second dispatch from Brigadier-General H. A. Wise, dated from Nag's Head, informing me that the Federal squadron in great force was advancing up the sound, and ordering me to remain and do the best I could for the defense of Elizabeth City.

^{*} See p. 633.

t For Confederate naval reports, see battle of Roanoke Island, pp. 594-600.

I found a battery (about 2 miles by water and about 3 by land) with four 32-pounders and 28 rounds of ammunition; battery defective (magazine dangerous, if there had been any ammunition to put in it). General Mann promised to call out the militia, and Colonel Starke endeavored to do so, but it seems they would not come. I tried to obtain 150 negroes to throw up traverse (three of the guns being enfladed) and otherwise improve [the] battery, but could only, by 2 a. m. on the 9th, obtain 30 hands, whom I impressed.

Early on the morning of the 8th Commodore Lynch, with six steamers, arrived; had fought the day before, exhausting all his ammunition. Proposed to man the battery with the crew of the lost steamer *Curlew*; to place therein additional guns, and moor schooner with two guns alongside battery. Colonel Martin received 200 pounds powder from Norfolk, and 100 pounds blasting powder was found and

made up into cartridges.

On the morning [of the] 9th Commodore Lynch, having found a few rounds, steamed out with two steamers to reconnoiter enemy. Returned, chased by enemy's steamers, and determined to land crews and fight battery, expecting Captain Hunter with ammunition. It appeared that the militia would not come out without requisition from seven magistrates. This was obtained on the 9th. The naval officers were of the opinion that the enemy would not attempt to pass battery until silenced. I undertook, with promise of a regiment of militia and expectation of a few companies, to prevent its being turned for some time.

On the evening of the 9th I moved out four pieces to rear of the battery for that purpose, leaving two pieces and wagons in Elizabeth City ready to move.

Early on the morning of the 10th the enemy's squadron hove in sight and opened fire on battery, schooner, and steamers, and, as if aware of the helpless condition of all, steamed, after a few minutes,

past the battery right up to the city.

Commodore Lynch told me in the battery that he was informed that the enemy had landed below, and a naval officer, galloping up, reported, after I left the battery, that the enemy in large force had landed and formed about a mile below. There were no militia—no one whatever to support the artillery—who have neither firelocks of any kind nor side arms. Two pieces were placed to keep the enemy as long as possible at bay, but in a few minutes the Federal steamers were perceived rapidly advancing past the battery toward the city, which they reached before the artillery (now ordered back) had got halfway.

As the enemy, after reaching the wharf, had the town at their mercy, I detached Sergeant Scruggs, of Captain McComas's company, with a detail, to aid the citizens in destroying the place by fire, as I had been requested to do by some of the most prominent of them. They only partially succeeded, two blocks only having been burned and a few isolated houses in the suburbs. I retreated with the artillery by the old Edenton road, and halted on the night of the 10th at Newby's Bridge, 2 miles from Hertford, accompanied and guarded by General Mann, of the militia. I opened communication with Edenton and Hertford, and sent for some of the transportation of the Fifty-ninth Virginia Volunteers, which was unprotected at the former place. The militia had not been embodied at either place, though the next day I received a dispatch from Colonel Moore, of Edenton, stating that on

the requisition of any Confederate general he was ordered to call out his regiment, and could assemble 200 men, armed with muskets and shot [guns], and with ten rounds of ammunition each. In this region the militia will not assemble until the enemy is dangerously near. Then it becomes impossible to assemble them until they have attended to the moving of family and property. After that they show a dispo-

sition to come out if there is any force to support them.

Generally the population appear to be very true. There are, of course, some traitors, but far less disloyalty than in western Virginia. A painful instance of the latter occurred a few miles from Elizabeth City on our march to Newby's Bridge. A man by the name of Lester deliberately shot a private who rode into his yard, and then barricaded himself in the upper rooms of his house, refusing to surrender. tain Webb, quartermaster of artillery, went up to him unarmed and pledged himself to protect him from violence if he came out. appearing to consent, he suddenly and treacherously attempted to fire at the captain, and did fire afterward several times at the men. I ordered the house to be fired. He was driven by the smoke to the window and shot by one of the artillery. The man shot, Private Bransford, is in a very critical condition. Lester, it appears, was a very violent Union man, and had been waited on a month previous by a vigilance committee.

On the morning of the 11th I received a communication from Colonel Wright, of the Third Georgia Regiment, stating that he was 5 miles from Elizabeth City with 400 of his regiment, at South Mills; that 500 more

were expected, and that he would wait to hear from me.

I marched on the 11th by what is called the Desert road to this place with the artillery and a company of the Seventeenth North Carolina Volunteers, which (40 strong), under Lieutenant Lyons, reported to me the preceding night, being part of the force escaped from the naval battery opposite Roanoke Island.

On reaching Winton I found that Colonel Wright had left for Norfolk. This day I remained here, taking up position and opening com-

munication with Elizabeth City.

The remainder of Colonel Wright's regiment arrived last night, and this afternoon a battery of artillery. I had ordered four companies of Colonel Wright's regiment, with one gun, and was about to make a night reconnoissance of Elizabeth City, when I received the order from Brigadier-General H. A. Wise to join him at the Albemarle and Chesapeake Canal, whither I proceeded with the artillery in the morning.

At 10 p. m. I received a note from Colonel Wright, informing me that he had arrived at South Mills, and desiring that his companies should not proceed to night. In consequence of not knowing whether he ranked me or had any special orders from you, I have abandoned the reconnoissance, but send a small party of artillery soldiers, with teams, to bring off, if possible, a wagon and caisson which had stalled in Elizabeth City, but had been dragged off and concealed about a mile on this side.

I would beg, respectfully, to call your attention to the case of Sergeant Scroggs. According to the report of the citizens, Scroggs was double-ironed on board a Federal vessel in the river, and the Federal officers talked of trying and hanging him as an incendiary. Sergeant Scruggs, son of a Virginia senator, is a gentleman and a soldier, and was acting in obedience to orders from me, of which I am willing to assume the responsibility. I should have sent a flag of truce to-morrow

to the enemy but for the fact of having to march. I leave his case, general, in your hands.

Very respectfully,

C. F. HENNINGSEN.

Col. Fifty-ninth Regt. Va. Vols., Comdg. Artillery of Wise Legion. General HUGER,

Commanding.

FEBRUARY 13, 1862—6 a. m.

P. S.—The artillery detail has returned, bringing back the wagon, with baggage. They report only six Federal steamers in the river. The guns in the battery spiked and carriages burned.

[O. F. H.]

Report of Captain Marston, U. S. Navy, senior officer in Hampton Roads, of the appointment of a board for the examination of the U.S. S. Miami.

> U. S. S. ROANOKE, Hampton Roads, February 10, 1862.

SIR: I have the honor to acknowledge the receipt of your two letters of the 7th instant, and, in compliance therewith, have ordered a board of engineers to examine and make trial of the machinery of the steamer Miami, and herein enclose you a copy of the order of that survey. The Miami will, in all probability, go to sea this day. I also enclose to you the copy of a letter from Captain Van Brunt, relative to the taking Chief Engineer Loring and First Assistant Engineer Bright from the Minnesota, and would remark that as the Merrimack is pronounced by the rebels themselves a failure, I do not think there is any danger to be apprehended from detaching those officers. Very respectfully, your obedient servant,

John Marston,

Captain and Senior Officer.

Hon. GIDEON WELLES, Secretary of the Navy.

[Enclosure.]

U. S. FRIGATE MINNESOTA, February 10, 1862.

SIR: Mr. Loring, chief engineer, and Mr. Bright, first assistant, having been ordered from this ship on duty which will occupy sever. days and possibly weeks, leaving this ship with only some inexperienced assistants, I consider it my duty to report to you, as the senior officer present, that absence of both these gentlemen at the same time will render my ship inefficient for active service under steam.

I am, respectfully, your obedient servant,

G. J. VAN BRUNT,

Captain.

Captain John Marston, U. S. Frigate Roanoke, Hampton Roads.

[Telegram.]

FEBRUARY 10, 1862.

Detain the Varuna to accompany the battery* to Hampton Roads. Take any men you require from the St. Lawrence. She will relieve the Congress at Hampton Roads. Order has been given to ship any men for landsmen.

G. V. Fox, Assistant Secretary.

Commodore H. PAULDING, Commandant New York Navy Yard.

Order of Flag-Officer Goldsborough, U. S. Navy, commanding North Atlantic Blockading Squadron, to Lieutenant Werden, U. S. Navy, commanding U. S. S. Stars and Stripes, to transport to Hampton Roads two bearers of dispatches.

U. S. FLAG-STEAMER PHILADELPHIA, Off Roanoke Island, February 11, 1862.

Sin: Proceed with the U.S.S. Stars and Stripes, under your command, to Hampton Roads, taking with you, as bearers of dispatches,*

Mr. Van Brunt and Captain L'Amy.

On reaching there you will report to the senior naval officer present, receive from the naval ordnance officer at Fort Monroe a supply of ammunition for the vessels in Pamlico waters, and then return here without delay. I desire that you will use every possible dispatch in carrying out these instructions.

Very respectfully, your obedient servant,

L. M. GOLDSBOROUGH, Flag-Officer.

Lieutenant Commanding REED WERDEN, U. S. Navy, Commanding U. S. S. Stars and Stripes.

Report of Captain Marston, U. S. Navy, senior officer in Hampton Roads, regarding the plan to attack the rudder of the C. S. S. Merrimack.

U. S. S. ROANOKE, Hampton Roads, February 11, 1862.

Sin: I am this day in receipt of your letter t of the 8th instant,

together with its enclosure, for which please accept thanks.

The plan of having a tug to attack the rudder of the Merrimack has been adopted some time since, and a special one appointed for that service.

Very respectfully, your obedient servant,

JOHN MARSTON, Captain and Senior Officer.

G. V. Fox, Esq.,
Assistant Secretary of Navy.

Report of Lieutenant Bryson, U. S. Navy, commanding U. S. S. Chippewa, transmitting copy of orders and correspondence with Brigadier-General Williams, U. S. Army, commanding at Hatteras Inlet.

U. S. GUNBOAT CHIPPEWA, Hatteras Inlet, February 11, 1862.

SIR: On the 7th of February, at 10 a.m., I received your orders to proceed immediately off Nag's Head with the *Chippewa*. At the time your order was received some portions of our engines had been taken

^{*} Regarding battle of Roanoke Island.

apart and on shore for repairs, and a number of boiler makers were on board repairing the boilers, which are in a very leaky condition. immediately communicated with Captain Marston (through Lieutenant Gherardi, the executive officer of this vessel), asking his instructions as to what I should do under the circumstances, and requesting all the aid he could give me in getting the vessel ready in the shortest possible time. An extra number of men were put on the engines and boilers, and as soon as possible we commenced taking in coal, working all night, and at 12 m. on the 8th we were outside the light, steering for Nag's Head, with about 80 tons of coal in our bunkers. It being very thick, with threatening appearances, I stood off and on all night, keeping the lead going in from 10 to 15 fathoms. At daylight on the 9th we made Nag's Head, and stood in for it as near as I thought it prudent, our least water 6 fathoms. There was blowing a fresh breeze from the northward, and with some sea and a heavy swell and strong current setting on shore. Our nearest distance from the land we judged to be about 24 miles. We saw nothing of the enemy, nor did I attempt to use our guns, having too much motion on. After remaining off the place until 10 a.m., the wind and sea increasing very much, I determined, after consulting with Lieutenant Gherardi, to proceed at once to Hatteras Inlet. We anchored off Hatteras Inlet about 6 o'clock p. m. of the 9th, but did not get in until the afternoon of the 10th, for want of a pilot. I immediately communicated with General Williams, asking him to give me means of sending a letter to you, which he could not do for the want of an armed steamer. At the suggestion of General Williams, I will proceed at once off Nag's Head again, for, as he says in his reply, "Our arrival off that place at this juncture may be most timely," and on my return will fill up at this place with coal and proceed off Wilmington, unless I shall in the meantime receive contrary instructions from you.

According to directions, I enclose a copy of my orders received from

Captain Marston.

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

Flag-Officer Louis M. Goldsborough, Commanding North Atlantic Blockading Squadron.

I enclose a report* of the state of our engines and boilers, made by the senior engineer of the *Chippewa*; also the correspondence between General Williams and myself.

[Enclosures.]

U. S. S. ROANOKE, Hampton Roads, February 8, 1862.

SIR: In compliance with the orders from Flag-Officer Goldsborough forwarded to and received by you yesterday, you will proceed immediately off Nag's Head and execute that order, remaining there three days, after which you will proceed to Hatteras Inlet and communicate with Flag-Officer Goldsborough, and, should he not give you orders to the contrary, you will then proceed to your station off Wilmington, N. C., and prosecute the blockade strictly and vigorously. Please give to Flag-Officer Goldsborough a copy of these orders.

Very respectfully, your obedient servant,

JOHN MARSTON, Captain and Senior Officer.

Lieutenant Commanding Andrew Bryson, U. S. Navy, Commanding U. S. S. Chippewa. P. S.—If, on arriving off Nag's Head, you should find the weather too boisterous to execute your orders, you will proceed at once and report to Flag-Officer Goldsborough at Hatteras Inlet.

U. S. GUNBOAT CHIPPEWA, Hatteras, Inlet, February 10, 1862.

SIR: I am directed to communicate with Flag-Officer Goldsborough, and as there are no navy vessels here I would respectfully ask that you will place at my disposal such means as will enable me to carry out my instructions.

I am, respectfully, your obedient servant,

A. Bryson, Lieutenant, Commanding.

Brigadier-General WILLIAMS,
Commanding at Hatteras Inlet.

HEADQUARTERS CAMP WARFIELD, NORTH CAROLINA, Hatteras Inlet, February 10, 1862.

SIR: I hasten to reply to your note and to say it would give me pleasure to afford you the means of reaching Commodore Goldsborough had I an armed vessel at my disposal, and an unarmed one might be lost in the attempt by the way of the sound.

If Roanoke Island be in our possession, which I can not doubt, you may possibly communicate from the Chippewa with the commodore

across the beach at Nag's Head.

On the 2d instant the *Eastern State* was sent from this with a dispatch from Commodore Goldsborough to the U.S. naval commander on the Wilmington station for a gunboat to cooperate off Nag's Head with the expedition to Roanoke Island. She returned here the 5th, reporting that two of the three vessels off Wilmington were absent for coal, and bringing with her a dispatch from the naval commander at Wilmington addressed to the commander of the *Monticello*, and I think also the gunboat *Chippewa*, supposed by me to be an order for one or both of those vessels to repair to Nag's Head and cooperate with Commodore Goldsborough.

The Eastern State was sent by me from this the 6th instant in the direction of Fort Monroe to intercept the Monticello or Chippewa and deliver the dispatch of the naval officer commanding on the Wilmington station. I am advised of her arrival at Fort Monroe, but not of

the delivery of the dispatch.

In the contingencies and uncertainties of combined naval and land operations the arrival at this juncture of the Chippewa off Nag's Head may be most timely.

Respectfully, your obedient servant,

T. WILLIAMS, Brigadier-General, Commanding.

Lieutenant Commanding A. BRYSON, U. S. Navy, Comdg. U. S. Gunboat Chippewa, Hatteras Inlet, North Carolina. Letter from Flag-Officer Goldsborough, U. S. Navy, commanding North Atlantic Blockading Squadron, to Commander Rowan, U. S. Navy, commanding naval division in Pamlico Sound, regarding the blocking of a link of the Albemarle and Chesapeake Canal.

> U. S. FLAG-STEAMER PHILADELPHIA, Off Roanoke Island, February 12, 1862.

SIR: I can hear of nothing either at Edenton or Plymouth worthy of much attention. If, however, hulks are required to block up effectually the link of the Albemarle and Chesapeake Canal connecting North River and Currituck Sound, and they can be procured at either of those places, of course a move thereabouts may be of service, although from what I gather I think none will be found, as most if not all the vessels have probably gone up either the Chowan or Roancke rivers, to place

themselves in safety.

Any vessel that can get over the bar of North River, which is immediately at the entrance of its mouth, can go without difficulty, as I am reliably informed, all the way up to the canal leading into Currituck Sound, but no vessel drawing over 6½ feet, or 7 feet at the utmost, can get over that bar unless the tide be uncommonly favorable, of such a character as does not occur but very seldom. The land on either side of North River up to the canal is marshy, and therefore the settlements are very scarce, do not amount to more, I infer, than two or three, or No resistance whatever need be anticipated in going up, perhaps four. and even at the canal it is not likely that any will be met. Still, of course, one should be on his guard, and not use a vessel too long to be turned round if necessary. From perfectly reliable information in my possession, it is of great importance to us that the link in question should be effectually obstructed, and this I hope you will have accomplished if possible. Might not the Ellis be of service to you for the purpose? Send for her if you wish. Her draft of water, I understand, is quite light.

The Putnam shall go to the inlet to recoal, etc., as soon as some little

work is done to her boiler.

I am very glad that you are destroying thoroughly all the naval vessels and guns of the enemy. Knock the trunnions off the latter, when

of no use to us, if practicable, and you think it best.

I have decided to put the prisoners you sent down on parole at once, and hereafter I wish you would do the same thing, observing the form herewith enclosed. We have already upward of 3,000 on hand. They, by being sent here, can see and observe more of our force and doings than I care that they should do. If, contrary to my expectations, anything of interest should have been discovered at Edenton, I beg that you will communicate it to me as early as practicable.

Since writing the above, I have been informed that General Henry A. Wise may be in force in the neighborhood of the link of the canal which I wish obstructed. I desire therefore to put you on your guard, and to say to you not to incur too much risk. Whether you succeed or not, I shall, I know, be perfectly satisfied with your efforts, because

I have every confidence in your prudence and determination.

I am, very respectfully, your obedient servant,

L. M. Goldsborough, Flag-Officer.

Commander S. C. Rowan, Commanding Second Division U. S. Expedition, Pamlico Sound. Expeditions to Edenton, N. C., February 12, 1862, and for the obstruction of the Albemarle and Chesapeake Canal.

Preliminary report of Flag-Officer Goldsborough, U. S. Navy, commanding North Atlantic Blockading Squadron.

U. S. FLAGSHIP PHILADELPHIA,

Off Roanoke Island, North Carolina, February 14, 1862.

Sir: Since my No. 141, a column of our vessels has visited Edenton and destroyed some eight guns there. I have not, as yet, received the official reports of the transaction. Others are now engaged in obstructing the link of the Albemarle and Chesapeake Canal connecting North River with Currituck Sound, and the work will be done if possible. There are, however, serious difficulties attending it.

I forward herewith a very remarkable letter from Mr. M. F. Maury, late of our Navy, to Flag-Officer Lynch, which was found among the papers of the latter gentleman when his vessel, the Sea Bird, was captured by our forces. Accompanying it will be found printed specifica-

tions* of the steam gunboats to which the letter alludes.

The Ellis, the only vessel of the enemy in fight at Elizabeth City not completely destroyed, is now one of the steamers of our forces. One of her guns is a rifled 32-pounder of 57 hundredweight, and I would be glad to have projectiles sent to me for it. They are made, I think, by our Army, and perhaps at Fort Monroe. We have taken several of these guns, which I propose to use on board our own vessels, and, therefore, would like to have at least 500 of the projectiles, and it would be well, perhaps, if they could be accompanied by a suitable number of filled cylinders.

Until I receive a supply of ammunition, we shall not be able to make

any more offensive movements of consequence.

Albemarle Sound has been well swept, and the greatest consterna-

tion prevails among the enemy.

When I come to give you the details of the doings of the officers and men under my command you will, sir, I well know, be rejoiced at the dash and gallantry they have displayed. Their deeds are worthy of the best days of any navy on earth.

I am compelled to write this dispatch very hurriedly, as I was not aware until a few minutes ago that an opportunity offered for sending

communications North.

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

L. M. Goldsborough, Flag-Officer.

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

P. S.—In our captures off Elizabeth City, some 39 prisoners, officers and men, belonging to the Confederate Navy, were taken by our vessels. I have put them all on parole, as we could not conveniently dispose of them otherwise. Each, however, was made to sign a paper pledging his sacred honor that until duly exchanged he would neither take up arms against the United States, serve against them in any manner or way, nor divulge, to their prejudice, anything he may have heard or seen during his captivity. I sent to General Huger a full account of the transaction. When I say all, I mean all that wished to be released on parole. Nine of the number preferred to remain with us and positively declined to return again to the rebel service or country.

If found reliable, they will be shipped by us, on taking the oath of allegiance.

L. M. G.

[Enclosure.]

SPECIAL SERVICE, Navy Department, January 19, 1862.

DEAR LYNCH: In my judgment the greatest loss to us since the war occurred yesterday, when Mr. Tyler died. It is to him that we are mainly indebted for these new sinews to our naval arm. Your own letter was apropos. It helped the cause along. I am very solicitous that the enemy should not be aware as to the extent of our preparations, for there is no necessity of letting contractors or anyone else, except the few persons engaged with this armament as a whole, know the extent of it. More is already publicly known of it than I could wish, and I fear the keeping of it to ourselves is out of the question; still the best secrecy is celerity, and we must drive ahead. Minor has the guns in hand; most of the engines and boilers are provided for, and by the end of this week I hope to be able to say that in ninety days or less all the hulls will be ready for the machinery-I should have said the last hull. These difficulties being overcome, this, the great one, that of providing officers and men for 100 steam launches, commences. Pray take the matter up, think it over, and let me have the benefit of your thoughts. Here is where we are at present: A call has been made upon the Army for a transfer to us of all the sailors in the State, and a law has been passed offering a bounty of \$50 to all who will ship for the war; also a law for the appointment of 50 lieutenants and masters during the war. The crew of ach boat will be about 40, all told. Thus, both officers and men have to be trained and drilled. Indeed, it may be said that the whole force, nearly, has to be created, for most of the officers have to be made and educated; still, with proper encouragement and facilities, that, you will agree with me, is not an impossibility.

We want 100 lieutenants to command these boats. Where are they to come from? Judging from the way things look at present we shall not, I fear, be able to get more than 20 from those now in the Navy. The new law for 50 will, I suppose, give us, say, 30 who were formerly in the old Navy, and who, resigning before secession commenced, have not been admitted into O[onfederate] N[avy]. Where are the rest to come from? My own thoughts suggest as a source of supply the educated youth of the land, young men of the best blood, between the ages of 18 and 25, who have pride, ancestral renown, and family reputation to encourage them and to be sustained. The choice lies between

this and merchant captains, pilots, and watermen generally.

Then there are wanting 100 second lieutenants, to be rated as such, or as masters or mates. The rating is immaterial; they are to be second in command and are also to aim the guns. Some of these will come from the Navy and some from those who resigned more than a year ago from the old Navy. For the rest, as in the other case, I would draw upon the blood of the land. By "blood" I mean, as you are aware, no particular condition in life, but all, however humble their condition, whose hearts glow with patriotism, and who, in such a cause, have the spirit to dare and do. These are the "bloods" for me.

Some of the boats are already in a state of forwardness. As soon as they are ready, convert them into school and training and practice ships, send these young aspirants of both grades to them for drill and training. As more are launched, send out the cleverest of them to help

as drill masters. Receive on board also the engineers and crew. Have a receiving ship near and draw from her every hour or so, from sunrise to sunset, a fresh set to be drilled and put through with all the motions. All of which is to be done under the eyes of regularly qualified officers of the service.

Now, considering our means and resources, that all the vessels are steamers of the same model, and that they are intended for bay and river navigation only, I think that we can manufacture a pretty good set of officers and capital guns' crews.

Mevertheless, my friend, we shall, in this, have among our brother officers, I fear, old notions and professional prejudices to contend with. "What, make a man a lieutenant who has never been at sea, and then

give him command of a gunboat!"

It is to you and such men as you are, my friend, who are capable of viewing such things by the lights of an unbiased mind and judgment, that I look for support and encouragement in this scheme. If you can chalk out a better, pray let me have it. But if no better plan suggests itself, pray assist me with your influence in gaining countenance and support for this.

The whole expedition is to be subdivided into divisions of five or ten boats each, under the general charge each of a regular navy officer, so that, as a rule, the boats will always move in squads, and the "bloods" will always have their leaders to follow. It is to be ready for

sea in one hundred and twenty days, I hope.

Not only so, I want your assistance in another respect: I wish you would point out to me such young men as, in your judgment, would make good lieutenants and masters after this fashion. I can not promise appointments myself, but I can bring their names at the proper time

before those who can bestow appointments.

I expect my son John, your pet, here in a day or two. I shall propose to him to try for a master's place in one of these boats. He has been giving his attention to drill, naval gunnery, etc. If he fancies the idea, I wish to offer him as a pledge of my faith in our ability to have this expedition trained and drilled all ready to put out next spring, in June, at any rate. John is a well-behaved and modest lad. Can you let him come to you, for the sake of the school, the drill, and experience, till some of the boats are launched? Be candid, my friend, and don't let your desire to serve me embarrass you in any way. If you can give him any rating by which, in case of accident, he would be entitled to be considered as a prisoner of war, so much the better. At any rate, if you can take him as a supernumerary and work him up as a middy, requiring him to do any and every thing, it will be the "very dandy."

This is a long letter. Sleep on it, and let me hear from you at your

convenience.

The boat that is at present proposed as the model for all, is 21 feet beam, 112 feet long, and 6 feet draft, with 171 tons and an armament of a 9-inch gun forward and a 32-pounder aft. I am protesting with all my might against such a large boat and such a feeble stern gun.

That was a clean little dash at the enemy off Newport News. How I wish old Neptune or Mars or some of them would present you with chance and opportunity. I could ask the gods for no greater favor to

you, my friend. Yours,

M. F. MAURY.

N. B.—If you can find room for John, say what bedding, etc., in the way of outfit he shall bring. He could be ready to join you about 1st February.

Detailed report of Flag-Officer Goldsborough, U. S. Navy, commanding North Atlantic Blockading Squadron.

> U. S. FLAG-STEAMER PHILADELPHIA, Off Roanoke Island, North Carolina, February 20, 1862.

SIR: Since my number 142, I have received the official accounts of the visits of our vessels to Edenton, and also to the Currituck Canal, the latter being the popular designation of the link of the Albemarle and Chesapeake Canal connecting North River with Currituck Sound, and have the honor to forward copies of them to you herewith. As you will perceive, sir, the obstructions of this link were mostly the work of the enemy. They are doubtless sufficient to stop effectually all navigation through the Currituck Canal until they be removed, to do which will require no inconsiderable labor.

It escaped me to mention in my last communication that the light-house at Cape Hatteras may now be lighted with perfect safety, and I would respectfully suggest that this should be done forthwith by the

directions and agents of our Light House Board.

I also forward to you herewith a number of printed documents and manuscript papers found on board the enemy's flag-steamer Sea Bird at the time of her capture. Some of them at least will be of use to the

Department.

The names of the men-of-war vessels captured and destroyed by our vessels since we reached this island are as follows: Sea Bird, flagsteamer, destroyed; Forrest, steamer, destroyed; Curlew, steamer, destroyed; Fanny, steamer, destroyed; Ellis, steamer, captured; Black Warrior, schooner, destroyed; and a new gunboat on the stocks at Elizabeth City also destroyed, making seven vessels in all, and each of the first six, I may add, was remarkably well armed as a gunboat. All of them, except the Ourlew, were destroyed or captured in the attack at Elizabeth City, and it may be proper to mention that the whole of them, moving, of course, the one on the stocks, was struck by our projectiles of one kind or another in the course of the engagement they had with us off here, on the 7th instant. The Curlew, during the engagement of the 7th, was so badly injured by one of our 100-pound shells that she was compelled to seek shelter close under Fort Forrest, where, as soon as our vessels burst through the double row of extensive obstructions (formed by piles and sunken vessels, and at, as we are credibly informed, a cost of \$400,000) in order to get at her and also attack the fort, she was set on fire by her own crew, and almost simultaneously the fort, too, shared the same fate from the hands of those who were in it. In about an hour afterwards, in the dark of the evening, both blew up.

May I be permitted again to urge that as many of the new gunboats of light draft as can possibly be dispatched should be sent to me at the earliest moment. Those having a rudder at each end, and drawing at most not over 8 feet of water, are the only ones suitable for our purposes. I should be happy to be permitted to assign commanders to them after they reach here from among the gallant and tried officers I now have with me, and to transfer the individuals who may bring them here to the vacant commands that this arrangement will occasion.

The best of our vessels now here are but exceedingly frail affairs against either forts or batteries of consequence, and have to be handled almost as carefully as though they represented baskets of eggs. eral of them already require extensive repairs, more, I fear, in some cases, than we can effect here with our own resources, which, however, shall be strained to the utmost. Their own guns shake them so violently that their much continued use must result in a disintegration of Lighter guns would avail nothing against those of the enemy, nearly all of which are heavy and thoroughly well appointed. favorite gun is the 32-pounder of 57 and 63 hundredweight, beautifully fortified at the breech end by a long and massive wrought-iron cylindrical ring, and so rifled in the bore as to admit the use of round shot and grape, as well as shells, by the simple interposition of a junk wad between the charge of powder and the shot or stand of grape. range is admirable. The charge he uses is 8 pounds of powder, but our impression is that the quality of his powder is quite inferior to our own, and judging from the flashing of some of it on paper, this is certainly the case. All his forts and vessels that we have examined are provided with these guns. Very wisely, in my judgment, he does not use the percussion fuze. The only one that he does use, so far as we can ascertain, is the ordinary metallic time fuze, precisely ours, even to the run of the screw, regulated in length so as to answer up to twenty-five seconds. In all our attacks percussion fuzes have proved not only worthless, but dangerous to ourselves. We have already secured a number of his guns of the kind I describe. His ordnance arrangements throughout exhibit great skill and ingenuity—admirable workmanship.

The very disturbed state of the people of North Carolina, their great anxiety to ascertain the real object of our mission, and the belief that good will ensue, have induced General Burnside and myself to issue a

proclamation, a copy of which will accompany this.

On the 18th instant I authorized Commander Rowan to take with him a number of our vessels and a regiment of the Army, proceed up the Chowan River, enter the Blackwater and Nottoway rivers, and destroy the two bridges of the Seaboard and Roanoke Railroad crossing these streams, and yesterday I authorized Lieutenant Commanding Jeffers to take charge of an army stern-wheel steamer, with two of our armed launches in tow, and some 300 of the Army on board, to proceed into Currituck Sound and there destroy some important salt works in the neighborhood of eld Currituck Inlet. Both expeditions are still absent, nor have I as yet received any tidings from either of them, although momentarily expecting to hear that each has been successful. I shall keep this open to the last moment of the departure of the Baltimore, under the hope of being able to inform you certainly of results. February 21.—I have heard from both expeditions. Nothing, I be-

February 21.—I have heard from both expeditions. Nothing, I believe, has yet been done in the way of accomplishing the objects proposed. The salt works turned out to be a worthless concern, and they could not be approached by the vessel we dispatched, although she

draws less water than anything we have on hand.

Very respectfully, your obedient servant,

L. M. Goldsborough,

Flag-Officer.

Hon. GIDEON WELLES, Secretary of the Navy, Washington, D. C. Report of Commander Rowan, U. S. Navy, commanding naval division in Albemarle Sound, transmitting reports of commanding officers of the U. S. steamers Louisiana and Underwriter.

U. S. S. DELAWARE,

Off North River, Albemarle, N. C., February 13, 1862.

Sir: I enclose herewith the reports of Lieutenant Commanding Murray, accompanied by the report of Lieutenant Commanding Jeffers, [to] whom he had assigned the duty of closing the Albemarle and Chesapeake Canal.

The work was done to my entire satisfaction.

I would suggest the propriety of sending Lieutenant Commanding Jeffers in the stern-wheel steamer and launches for the purpose of destroying two salt works in Currituck Sound, said to be about 40 miles from this end and owned by a person named Williams.

I enclose Lieutenant Commanding Murray's report of his visit to

Edenton with a division of the flotilla under his command.

I have the honor to be, very respectfully, your obedient servant, S. C. Rowan,

Commanding Naval Flotilla, Albemarle Sound.

Flag-Officer L. M. Goldsborough,

Commanding North Atlantic Blockading Squadron.

Report of Lieutenant Murray, U. S. Navy, commanding second column, regarding the Edenton expedition.

U. S. S. LOUISIANA,
Off Elizabeth City, N. C., February 12, 1862.

SIR: In obedience to your orders I proceeded with this vessel, accompanied by the *Underwriter*, Lieutenant Commanding Jeffers; the *Commodore Perry*, Lieutenant Commanding Flusser; and the *Lockwood*, Acting Master Graves, commanding, to the city of Edenton, west end of Albemarle Sound.

At 8:30 o'clock this morning we arrived off the entrance to the harbor, and, after a careful reconnoissance, we passed in, the *Lockwood* in the advance, to keep the larger vessels informed from time to time of the depth of water in the channel or of the appearance of earthworks on the banks.

At 10 we had undisturbed possession of the town. Part of a flying artillery regiment, variously estimated from 100 to 300, fled precipitately without firing a shot; many of the inhabitants also left in consequence, I was told, of a vile rumor having been put in circulation by the panic-stricken enemy that our havoc was indiscriminate at Elizabeth.

I was happy in being enabled to stigmatize such a report as it deserved and to restore quiet to a very excited population.

There are no fortifications at or in the water approaches to Edenton. Near Hornblow's Point trees have been felled, possibly with a view to the construction of works.

Among the results of the expedition are the destruction of 8 cannon and 1 schooner (on the stocks) at Edenton.

We captured 2 schooners in the sound, one having 4,000 bushels of corn,

We also took 6 bales of cotton from custom-house wharf.

There were no public stores in the town; the custom-house was

empty.

We remained two hours abreast the town, and were visited by the authorities and others, many of whom professed sentiments of loyalty to the old Union.

Very respectfully, your obedient servant,

A. MURRAY,

Lieutenant, Commanding Second Column of Naval Division., Commander ROWAN,

Commanding Flotilla, Albemarle Sound.

Report of Lieutenant Murray, U. S. Navy, commanding second column, transmitting report of Lieutenant Jeffers, U. S. Navy, commanding U. S. S. Underwriter, of the blocking of the Albemarle and Chesapeake Canal.

U. S. S. LOUISIANA, Off North River, February 13, 1862.

SIR: I respectfully enclose Lieutenant Commanding Jeffers's report of the blocking up of the Albemarle and Chesapeake Canal.

The work appears to be effectual, Lieutenant Commanding Jeffers

having shown his usual zeal and intelligence in this matter.

My thanks are due to all engaged in it. I congratulate you on our continued success.

Very respectfully, your obedient servant,

A. MURRAY, Commanding Column.

Commander S. C. ROWAN, Commanding Flotilla, etc.

[Enclosure.]

U. S. S. UNDERWRITER, Mouth of North River, February 14, 1862.

SIR: On parting company with you at this place yesterday afternoon I proceeded in the Lockwood, Acting Master Graves, accompanied by the Shawsheen and Whitehead, towing a couple of schooners to the mouth of the Albemarle and Chesapeake Canal. On opening the reach of the river leading to the canal I discovered two small steamers and three schooners about a mile and a quarter up the canal and that the mouth of the canal was obstructed.

A picket stationed near the mouth fired their muskets to give the alarm, and a large body of men, whose muskets glittered in the sunshine, got under arms at the point where the vessels were.

I immediately moved up within a couple of hundred yards of the mouth of the canal, until all the vessels grounded, and ordered the Whitehead to open fire with her IX-inch gun. But three shells were

on going on shore I found that a schooner had been sunk about 50 yards within the mouth, supported by piles, logs, etc., forming a complete barrier. I at once advanced a picket of 15 men, under the command of Acting Master Graves, followed by the machinists of the Louisiana with crowbars, mauls, etc. At the distance of half a mile a second row of piles had been driven—they were at work on this when we surprised them. The steamers and schooners had left before we landed, but a fine, large dredging machine remained, and this we soon saw sinking. This sunk diagonally athwart the caual, closing it entirely for the

passage of the smallest vessels, being, say, 10 feet from one bank, 6 from the other. The machinery was entirely destroyed by the working

party, the hull above water burned and entirely consumed.

A resident named Stone, having a store near this point, was interrogated and stated that the force seen was the remnant of the Wise Legion, commanded by Wise in person, and numbering 600 men. Captain Graves, with a few men, followed their rear guard to the county bridge. This is the thoroughfare between Currituck and the upper counties, and there was a battery of three guns placed to command the canal and main road. The guns had been removed.

In their haste they left the axes used in destroying the dredging machine, some canteens, haversacks, and clothing. In fact, as a contraband deserted from the Legion at Elizabeth City told me, "Ever since that fight in western Virginia, in which we lost 500 men, we have been running all the time, and now they will never stop until they get

back to Richmond."

I completed the rebel work by sinking two schooners in the mouth of the canal and burning all that remained above water. The work completed, I returned to this anchorage.

My thanks are due to Acting Master Graves and Assistant Engineer Lay, acting chief of the *Louisiana*, for the complete manner in which my directions were carried out.

Respectfully submitted.

WILLIAM N. JEFFERS,
Lieutenant, Commanding.

Lieutenant Commanding A. MURRAY,
Senior Officer, Commanding Expedition.

Proclamation issued by Rear-Admiral Goldsborough, U. S. Navy, and Brigadier-General Burnside, U. S. Army, to the people of North Carolina.

ROANOKE ISLAND, NORTH CAROLINA, February 18, 1862.

The mission of our joint expedition is not to invade any of your rights, but to assert the authority of the United States and to close with you the desolating war brought upon your State by comparatively a few bad men in your midst.

Influenced infinitely more by the worst passions of human nature than by any show of elevated reason, they are still urging you astray

to gratify their unfiely purposes.

They impose upon your credulity by telling you of wicked and even diabolical intentions on our part, of our desire to destroy your freedom, demolish your property, liberate your slaves, injure your women, and such like enormities, all of which, we assure you, is not only ridiculous, but utterly and willfully false.

We are Christians as well as yourselves, and we profess to know full well and to feel profoundly the sacred obligations of that character.

No apprehension need be entertained that the demands of humanity or justice will be disregarded.

We shall inflict no injury unless forced to do so by your own acts,

and upon this you may confidently rely.

Those men are your worst enemies. They, in truth, have drawn you into your present condition, and are the real disturbers of your peace and the happiness of your firesides.

We invite you, in the name of the Constitution and in that of virtuous loyalty and civilization, to separate yourselves at once from their malign influence, to return to your allegiance, and not compel us to resort further to the force under our control.

The Government asks only that its authority may be recognized, and, we repeat, in no manner or way does it desire to interfere with your laws constitutionally established, your institutions of any kind whatever, your property of any sort, or your usages in any respect.

L. M. Goldsborough, Flag-Officer, Commanding North Atlantic Blockading Squadron. A. E. BURNSIDE, Brigadier-General, Commanding Department of North Carolina.

Report of the senior officer in Hampton Roads regarding the probable time for undocking the C. S. S. Virginia (Merrimack).

> U. S. S. ROANOKE, Hampton Roads, February 12, 1862.

SIR: I learn from a man (a Russian) sent on board of me this day by General Wool, and who was at work in the Norfolk navy yard as late as Monday, the 10th, that it is still the intention of the rebels to bring the Merrimack down into these waters. That vessel is to be taken out of dock next Monday, but when she will be ready my informant could not say, but probably soon, as everything-provisions, stores, etc.-were being put into her while she was in dock. This man says that the editorial in the Day Book was put in to deceive us, and that the Merrimack is not a failure.

I have deemed it my duty to give you this information, and, trusting that we shall be able to give the rebels a warm reception, I remain, Very respectfully, your obedient servant,

JOHN MARSTON,

Captain and Senior Officer.

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

Report of the senior officer in Hampton Roads of the presence in those waters of three French vessels of war.

> U. S. S. ROANOKE, Hampton Roads, February 12, 1862.

SIR: I have omitted to report to you the arrival in this place on the 9th instant of the French Government steamer Gassendi, and on the same day the steamer *Oatinat*, which had sailed a few days previous for Ouba, returned for a supply of coal. These, with the auxiliary steam frigate Pomone, number three French vessels of war at present at this anchorage. Another small steamer is daily expected here, when all but the Gassendi will leave for the West Indies.

I would avail myself of this opportunity of saying to the Department that the kindest feelings exist between our own and the French officers, and that I have heard from various sources that Commodore Le Marquis de Montaignac has been highly gratified at the manner he has been received at this place, both by the army and naval authorities, and that in my numerous interviews with him he has not omitted any opportunity of expressing his friendly feeling toward the United States.

Very respectfully, your obedient servant,

JOHN MARSTON, Captain and Senior Officer.

Hon. GIDEON WELLES, Secretary of the Navy.

Report of Lieutenant Cavendy, U. S. Navy, commanding U. S. bark Gemsbok, regarding the loss of the prize schooner Mary E. Pindar.

> U. S. S. [BARK] GEMSBOK, Hampton Roads, Virginia, February 12, 1862.

SIR: It becomes my duty to communicate to you concerning the prize schooner Mary E. Pindar,* hailing from Edenton, N. C., and captured by this vessel on the 22d September last.

I addressed a letter to Commodore Goldsborough, bearing date December 15, enquiring whether any tidings had been received concerning her or crew. I feel constrained to believe that she must be

lost or captured.

I placed her immediately after her capture under the command of William E. Burke, master's mate, and accompanied by the following-named men as crew, and ordered her to proceed to Hampton Roads: Joseph E. Stone, ordinary seaman; Andrew Sweeny, landsman; Patrick Gilfacer, landsman; John Hunter, landsman.

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

EDW. CAVENDY,

Acting Lieutenant, Commanding.

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

Report of Lieutenant Arnold, U. S. Navy, commanding U. S. S. Mystic, requesting a rifled gun for that vessel.

U. S. S. Mystic, Off Rappahannock River, February 12, 1862.

SIR: I would respectfully ask for a rifled 24-pounder for this vessel. I base this request upon the following facts, viz: That the efficient blockade of this river is highly important, because by its mouth pass daily, bound to Baltimore and sea, a large number of vessels; that upon it there are two or more steamers; that at Fredericksburg there is plenty of ship timber with which to build new vessels or strengthen old ones; that the enemy have rifled guns with which to arm their vessels; that any rebel officer of moderate professional abilities might, in my opinion, easily, with the resources that could be afforded him at Fredericksburg and its vicinity, fit out such a force as could in all probability drive the Mystic and Young Rover from the blockade, or perhaps worse, defeat them; that the Mystic has a battery of but four

^{*} This vessel never reached port.—Compilers.

medium 32-pounders of 33 hundredweight each, which in these days of rifled guns is insignificant; that the lieutenant commanding of the Valley City, with a battery of four 42-pounders, on representing her as requiring a rifled gun for this blockade, succeeded in getting one; and that if by any possible chance a rebel force should get out of this river and into the bay, it would do more damage in a few hours than forty rifled guns would cost. The Mystio in her present condition is a poor command indeed, and I feel that even with the addition of a rifled gun she would, for the duty she is now performing, be no more than simply respectable. I trust that the motives which suggest this long letter may prove a sufficient excuse for my having written it, and that the honorable Secretary of the Navy will regard the facts I have enumerated as adequate to meet with his approval of my application for a rifled gun.

Very respectfully, your obedient servant,

H. N. T. ARNOLD, Lieutenant, Commanding, U. S. Navy.

Hon. Gideon Welles, Secretary of the Navy.

Letter from the Secretary of the Navy to Flag-Officer Goldsborough, U.S. Navy, transmitting enclosures advising the presence of an armed vessel at Chincoteague, Va.

NAVY DEPARTMENT, February 12, 1862.

SIR: I herewith enclose a copy of a letter, dated the 8th instant, addressed to this Department by the Secretary of the Treasury, together with a copy of its enclosure, in relation to the importance of having an armed vessel at Chincoteague.

I am, respectfully, your obedient servant,

GIDEON WELLES.

Flag-Officer L. M. GOLDSBOROUGH OF SENIOR OFFICER, Hampton Roads, Virginia.

[Enclosure.]

TREASURY DEPARTMENT, February 8, 1862.

Sir: I have the honor to transmit herewith a letter from General Lockwood, at Drummondtown, Va., dated the 6th instant, concerning the employment of an armed vessel at Chincoteague, it having been represented to him that large numbers of unruly men frequently assemble in those waters and make hostile demonstrations against the peace of that loyal community. As this is a matter which seems properly to belong to your Department, I refer it to you for such action as you may deem proper.

I am, very respectfully, your obedient servant, S. P. Chase,

S. P. CHASE, Secretary of the Treasury.

Hon. GIDEON WELLES,

Secretary of the Navy.

(Subencloaure.)

Drummondtown, Va., February 6, 1862.

SIR: My attention has been repeatedly called to the want of an armed vessel at Chincoteague. Mr. Caulk, the inspector at that place,

represents to me that large numbers of unruly men frequently assemble in those waters and make hostile demonstrations against the peace of that loyal community. I furnished Mr. Caulk with a howitzer and ammunition, and also with 50 stand of arms for the protection of the island. Subsequently, however, he has called upon me and represented that a force on the water was necessary. I therefore respectfully submit to the Treasury Department the policy of sending a gunboat into those waters.

This I regard not only as due to the loyalty of the inhabitants, but also as a safeguard to the protection of the revenue.

I am, very respectfully, your obedient servant,

HENRY H. LOCKWOOD, Brigadier-General, Commanding.

Hon. SECRETARY OF THE TREASURY.

Letter from the ordnance officer, Department of North Carolina, to Captain Case, U. S. Navy, requesting to be furnished with material for cartridge bags.

HEADQUARTERS DEPARTMENT NORTH CAROLINA, Roanoke Island, February 12, 1862.

CAPTAIN: There is in some of the captured forts on the island a large quantity of shot and shell, but no cartridges. I have on board one of the transports a quantity of powder, but no stuff for cartridge bags. If you have with you any flannel or other stuff which will answer the purpose, and will be kind enough to furnish us, I will be under great obligations to you, as it will enable us to render the batteries effective until I can obtain a supply of cartridges from our own department. I can use to advantage about 80 yards, but will be obliged to you if you will let me have any portion of the above amount that you can well spare. Can you also let me have some needles, and also enough thread to make up the bags?

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

D. W. FLAGLER,
Lieutenant, Ordnance Officer, Department of North Carolina.
Captain Case, U. S. Navy.

Report of the senior officer in Hampton Roads of the arrival of the U.S.S. Stars and Stripes at that place.

U. S. S. ROANOKE, Hampton Roads, February 13, 1862.

SIR: I have the honor to report to you the arrival this afternoon of the U.S. S. Stars and Stripes from Hatteras Inlet, with dispatches from Flag-Officer Goldsborough to the Department confirming the glorious news received previously from rebel sources. A bearer of dispatches will go in the boat which will take you this.

Very respectfully, your obedient servant,

JOHN MARSTON, Captain and Senior Officer,

Hon. GIDEON WELLES, Secretary of the Navy, Washington, D. C. Report of Lieutenant Bryson, U. S. Navy, commanding U. S. S. Chippewa, of the arrival of that vessel off Nag's Head.

U. S. GUNBOAT CHIPPEWA, Hatteras Inlet, February 13, 1862.

SIR: I arrived off Nag's Head on the night of the 11th, and at day. light on the 12th stood close inshore until I got in about 14 feet of water. Not knowing whether the enemy were there or not, I threw a few shell on shore by way of making them show themselves. It was not long before I discovered white flags hoisted on the different sand hills and men approaching the beach making such signs as induced me to believe they wished intercourse with me. I hoisted a white flag, manned and armed a cutter, and sent her on shore under the com-mand of Lieutenant Gherardi, to communicate with them, thinking they could give me some information as to the whereabouts of your forces. learned from two of the men who came on board the gratifying intelligence that Roanoke Island and Elizabeth City had been captured by your forces. They also informed me that a portion of the enemy had retreated to Norfolk, by way of Nag's Head, on the night of Saturday, on which night we saw a large fire on the land, which those men informed me was the burning of the property of the rebels, set fire to by themselves in order to enable them to retreat the faster.

Believing there could be no possible use of our remaining off Nag's Head any longer, I determined to proceed at once to Hatteras Inlet [to]

fill up with coal and water.

When the *Ohippewa* left Hampton Roads, we left suddenly; our requisitions for stores, etc., were all made out and approved by the senior officer there, but the demand for the services of the vessel seemed to be so great that I left without taking our stores on board. With the exception of soap, of which we have none on board, I think I can make our present stock of provisions last as long as our coal.

I am, respectfully, your obedient servant,

A. Bryson, Lieutenant, Commanding.

Flag-Officer Louis M. Goldsborough, Commanding North Atlantic Blockading Squadron.

> HATTEPAS INLET, Morning of February 14, 1862.

SIR: Since penning the foregoing I have received another report from the senior engineer of this vessel in regard to the engines and their (in his opinion) absolute need of repairs. I directed him to make his report in writing, which he has done and which I enclose. Under the circumstances, and with that report before me, I feel it my duty to remain here until I shall receive further instructions from you. I am now engaged in coaling, which I am getting on board as fast as possible.

I am, respectfully, your obedient servant,

A. BRYSON, Lieutenant, Commanding.

[Enclosure.]

U. S. GUNBOAT CHIPPEWA,

Hatteras Inlet, February 14, 1862.

SIR: I deem it my duty to report to you that, after a careful examination of the engines and boilers of this vessel, I find that the valve gear is so much deranged that I deem it impracticable to run the

engines more than is absolutely necessary to take the vessel into some portwhere the facilities can be obtained for making the necessary repairs.

The boilers still leak badly, not having the time while at Hampton Roads to make the necessary repairs, which should have been made immediately. Every day the engines are run greatly increases the amount of repairs to be made and the danger of the engines becoming entirely disabled.

Very respectfully, your obedient servant,

WM. MUSGRAVE,

Second Assistant Engineer, in Charge.

Andrew Bryson,
Lieutenant, Commanding.

Instructions from Flag-Officer Goldsborough, U. S. Navy, commanding North Atlantic Blockading Squadron, to Lieutenant Bryson, U. S. Navy, commanding U. S. S. Chippewa, regarding the movements of that vessel,

U. S. FLAG-STEAMER PHILADELPHIA,

Off Roanoke Island, North Carolina, February 19, 1862.

SIR: I have received your several communications of the 10th [11th],*

13th, and 14th instant, with the papers accompanying them.
Your engines and boilers being entirely new, I am certainly very

much surprised at the reports of your engineer with regard to their condition.

Both England and France, as you may perceive by the late papers, are urging grave complaints against the effectiveness of our blockade, and serious threats are thrown out of an intention to break it up unless it be more rigidly-conducted.

Owing to the absence of the Monticello from Wilmington, in consequence of her crippled condition, we have at this moment, as I understand things, but one steamer off there, and this, too, with vessels in the port determined, if possible, to run the blockade, and thus increase the ground of difficulties with the above powers.

This state of things renders it absolutely necessary that you should return immediately to your station off Wilmington, if it be possible for you to do so, and this is the course I wish you to pursue with the

Chippewa.

On the other hand, if it be absolutely impossible for you to return there with her, and remain at least until another steamer can be sent to increase the present force (which fact is to be ascertained only by a compliance with the accompanying general order from the Navy Department, which you will have carried out strictly and impartially, at the same time showing this communication to the officers appointed for the purpose), then you will return forthwith to Hampton Roads, report yourself to the senior naval officer thereat, get your vessel fixed without a moment's delay by working day and night, and return to your station, and, if you do go to Hampton Roads, I wish you to say to the senior naval officer that I wish him to institute an additional survey upon your engines and boilers, putting Chief Engineer Loring, of the Minnesota, upon it.

Respectfully, your obedient servant,

L. M. Goldsborough, Flag-Officer.

Lieutenant Commanding A. BRYSON,
Communding U. S. S. Chippewa, Hatteras Inlet, North Carolina.

Report of Commander Glisson, U. S. Navy, commanding U. S. S. Mount Vernon, regarding Confederate vessels engaged in sinking obstructions in the Cape Fear River, North Carolina.

> U. S. S. MOUNT VERNON, Off Wilmington, N. C., February 14, 1862.

Sir: I have to report to you that this morning at about 8 o'clock I observed two rebel steamers, having one schooner and two lighters in tow, come down onto the inner bar, and when abreast of Fort Caswell and about 100 yards distance from the shore, they sunk two of the lighters and threw overboard a quantity of heavy articles from the others, with the evident view of obstructing the channel.

I immediately slipped the cable of this vessel and stood in as close to the outer bar as I could with safety to the vessel. I then fired one shot from the long 32-pounder gun, which fell short. After completing their object, the rebel steamers returned up the river with the schooner and remaining lighters in tow. Had I been armed with a rifled cannon I could have reached the rebel vessels, as they were not over 2 miles distant. Everything is quiet off this port. My coal will be out about the 10th of March. We are all well on board.

Respectfully, your obedient servant,

O. S. GLISSON, Commander.

Flag-Officer L. M. Goldsborough.

Report of Lieutenant Chaplin, U. S. Navy, commanding U. S. S. Valley City, of the destruction of the engines and boilers of the Confederate steamers Sea Bird and Fanny.

> U. S. S. VALLEY CITY, Off Elizabeth City, N. C., February 14, 1862.

Sir: In obedience to your order of 12th instant, I proceeded to the wreck of the rebel steamer Sea Bird, accompanied by Second Assistant Engineer John D. Williamson and Third Assistant Engineer James B. Hitchcock, for the purpose of destroying the engines and boiler of that

We completely destroyed the walking-beam, cylinder, air pumps, and eccentrics, rendering the machinery totally incapable of further service, and finally fired a 32-pounder shot into the boiler.

We then proceeded to the rebel (captured) steamer Fanny, and in a few moments so destroyed her engine and boiler as to render them

totally unfit for future service.

I cheerfully bear testimony to the mechanical ability displayed by Mr. Williamson in carrying through the work of demolition.

Very respectfully, your obedient servant,

J. O. CHAPLIN, Lieutenant, Commanding.

Commander S. C. ROWAN,
Commanding U. S. Flotilla, etc.

Report of the senior officer in Hampton Roads, regarding the satisfactory condition of the engines of the U.S.S. Miami.

> U. S. S. ROANOKE, Hampton Roads, February 14, 1862.

SIR: I beg leave to report the arrival yesterday evening (too late for mail) of the U.S.S. Miami, from a three days' cruise at sea, and am happy to say that I learn verbally that her engine worked very satisfactorily. I hope to receive the report of the board of examiners in time to enclose in this.

Very respectfully, your obedient servant,

JOHN MARSTON, Captain and Senior Officer.

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

Report of Lieutenant Harrell, U. S. Navy, commanding U. S. S. Miami, regarding a trial of the machinery of that vessel.

U. S. S. MIAMI, Hampton Roads, February 14, 1862.

SIR: I have the honor to report the return of this vessel, after three days' trial of her machinery by the board of engineers, who were ordered for that purpose.

I beg leave to refer you to their report for information on that subject. The *Miami* steers so very badly as to jeopardize her safety in many situations in which she must necessarily be placed.

I enclose a certificate of the pilot as to her steering qualities.

If I might be permitted to make a suggestion, I would respectfully request that a naval constructor or other competent person be ordered to examine this vessel before any orders are given, in order to ascertain what can be done to improve her steering apparatus.

I have no doubt that greater rudder surface will have the desired effect, but that may be attended with some difficulty, owing to the pecu-

liar formation of the bow and stern.

From my observation during the last three days of the working of the machinery, I have no doubt the alterations which have been and are to be made will make her everything that could be expected of a vessel of her peculiar construction.

She has inspired me with entire confidence, and when a remedy is applied to her rudder, so that she may be steered with some degree of

certainty, she will fully realize all that was claimed for her.

I have the honor to be, your obedient servant,

A. D. HARRELL, Lieutenant, Commanding.

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

[Enclosure.]

FORTRESS MONROE, February 13, 1862.

This is to certify that I have been employed as pilot on board of the U. S. S. *Miami*. I have been to sea in her for three days. I can say her steering qualities are very bad; it is as much as can be done to keep her within from two to three points of her course. Running with the sea and wind on the beam, she will come up head to wind with her helm hard up.

I have been following the piloting business for ten years, and have piloted all classes of vessels, and I can say I never fell in with her

match for bad steering.

CHARLES NUTHALL,

Baltimore Pilot.

Report of the senior officer in Hampton Roads, transmitting a report of the board of examiners on the machinery of the U.S.S. Miami.

U. S. S. ROANOKE, Hampton Roads, February 15, 1862.

SIR: I herewith enclose the report of the board of examiners on the machinery of the steamer *Miami*, and am happy it is so favorable. The diagrams, log book, etc., go to you in a separate parcel by this day's mail.

Very respectfully, your obedient servant,

JOHN MARSTON, Captain and Senior Officer.

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

[Endorsement.]

The performance of the *Miami* has been entirely satisfactory. The cause of the apparent failure was simply the neglect of the senior engineer of the vessel to examine and sweep the flues of the boilers, for which I am of opinion he is censurable and should be reprimanded.

B. F. ISHERWOOD, Engineer in Chief.

[Enclosure.]

U. S. STEAM FRIGATE MINNESOTA, Hampton Roads, February 14, 1862.

SIR: In obedience to the order of Captain Marston, under date of the 9th instant, we have performed the duty therein assigned us and

beg leave to present the following report:

We examined the machinery of the *Miami* on the afternoon of the 9th instant to ascertain its condition before commencing the trial trip. We found the lower steam valve leaking somewhat, and directed its examination, which was done during the night. Some little dirt and grit was found between the back of the valve and the saddle plate. This was removed, and, on replacing the valve, it was found quite tight.

We started on our trial trip about 4:30 p. m. of the 10th, but did not commence our observations until 6 p. m., as it was necessary to adjust

some of the instruments beforehand.

We append a full log, with indicator diagrams, which shows upon the face the result of the trial. It will there be seen that at no time was there any want of steam. The early portion of the trip was made with the blower in full operation, excepting (as will be seen by the log) when steaming against strong head wind and rough sea, at which time the reduced revolutions so increased the steam pressure as to render its use unnecessary. From 10:50 a. m. of the 13th the blower was shut off, the ship having been hauled to the wind. At 2:50 p. m., the wind having come out abeam, so as to permit fore-and-aft sail drawing, the blower was put on and the remainder of the trip was made at the rate of 9 knots. In light weather it will be necessary to drive the blower at its highest speed, but with head winds we are convinced that the natural draft will furnish steam sufficient to drive the engine as fast as is desirable.

The changes which we consider necessary are but few, and can easily be made here. They are as follows: The bridge walls being only 10 inches high, it is difficult to prevent the firemen throwing or pushing coal and ashes over them. This can be raised by bricking on top of them without too much reducing the area. The damper registers in

the doors have little or no lap, and when driving the blower hard, the gases are forced into the fire room, but at no time during our trip was the air of the fire room unbearable.

We also recommend a smaller pulley for the blower shaft, that the revolutions of the engine may be reduced. Mr. Danby, the engineer sent by Messrs. Merrick & Sons, and who accompanied us, fully concurs with us in these conclusions and is desirous of making the changes.

The undersigned are aware that their duty proper under their orders is completed here, but it will not be out of place to state herein the causes that led to the failure of the boilers on the first trial, and justice to the senior engineer of the ship, perhaps, demands we should do (It is due him to say that, in all our experiments, he has displayed an earnest desire to forward them to a successful issue, though such a result unavoidably places him in a somewhat unenviable position). The principal trouble encountered on that trial arose from the flues having become obstructed by coal and ashes pushed or thrown over the bridge walls by the totally inexperienced firemen composing the engineer's gang of the ship. In consequence the blast driven into the furnaces, finding no passage into the pipe, issued through the doors, filling the fire room with suffocating gas, driving the firemen out, and, of course, doing no duty in forming steam; and, secondly, in consequence of a misconception of the relative positions of the water gauges and the tube sheet, the water was carried at the usual height in the glass, which was much higher than necessary, and which so reduced the steam space as to cause foaming and priming, neither of which evils were experienced by us. In conclusion, we have no hesitation in pronouncing the ship perfectly seaworthy so far as her engine and boilers are concerned.

Very respectfully, your obedient servants,

CHAS. H. LORING,
Chief Engineer U. S. Navy.
GEO. S. BRIGHT,
First Assistant Engineer, U. S. Navy.
THOS. J. GRIFFIN,
Second Assistant Engineer, U. S. Navy.

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

Report of the senior officer in Hampton Roads, regarding the movements of vessels.

U. S. S. ROANOKE, Hampton Roads, February 16, 1862.

SIR: I beg leave to report that the U.S. bark Fernandina sailed this day for Wilmington, N. C.

I have received your telegraphic dispatch ordering the Miami to Baltimore, and she will leave this afternoon for that place with orders to report her arrival to you.

The U.S.S. Stars and Stripes will take her departure for Hatteras Inlet at 5 o'clock this afternoon. I have put as many ordnance stores as it was possible for her [to] stow on board of her.

Very respectfully, your obedient servant,

JOHN MARSTON, Captain and Senior Officer.

Hon. GIDEON WELLES, Secretary of the Navy, Washington, D. C. Order of Flag-Officer Goldsborough, U. S. Navy, commanding North Atlantic Blockading Squadron, to Commander Rowan, U. S. Navy, commanding naval division in Pamlico Sound, regarding contrabands.

> U. S. FLAG-STRAMER PHILADELPHIA, Off Roanoke Island, North Carolina, February 16, 1862.

SIR: As it is absolutely impossible for us to accommodate more contrabands on board of our already crowded little vessels, I have to direct that no more of them are to be received on board any vessel of the Navy now in these waters. Be good enough to communicate this order as early as practicable to all commanding officers concerned.

Very respectfully, your obedient servant,

L. M. GOLDSBOROUGH,

Flag-Officer.

Commander S. C. Rowan, U. S. Navy, Comdy. Naval Division of U. S. Expedition in Pamlico Sound.

[Telegram.]

FORT MONROE, February 16, 1862. (Received at Baltimore February 17.)

The propeller Planet arrived this p. m. from Baltimore, having on board the submarine cable to be laid across the bay from this point to Cape Charles. The line has already been completed from Wilmington, Del., to Cape Charles, and also from the headquarters of General Wool, about a mile up the beach, to the place selected for the crossing. The line will be sunk in a few days and as soon as the necessary arrangements can be made. This department will then be connected directly by telegraph with Washington and New York and the Government and the public will become informed of the important news transmitted hence from twelve to twenty-four hours earlier than at present. The line will be under the management of Mr. William H. Heiss, of the United States Military Telegraph, and will be of the greatest value to the Government. By a flag to-day we hear that Fort Donelson surrendered to General Grant yesterday. Generals Pillow, Floyd, Johnson, and Buckner were taken, together with 15,000 other prisoners. We are also informed that fighting has been going on near Savannah and that that city has probably been captured. Fernandina sailed this afternoon. Wind N. E., clear. In anticipation of a visit from Secretary of War, Tenth New York Regiment was ordered to parade at 7 o'clock this morning and Secretary was to be received by salute and other honors.

FULTON.

G. V. Fox.

Report of the senior officer in Hampton Roads regarding the movements of vessels.

U. S. S. ROANOKE, Hampton Roads, February 17, 1862.

SIR: I have the honor to report the arrival here last evening of the U.S.S. Harriet Lane, and herein enclose Lieutenant-Commander Wainwright's report to you, by which you will perceive that the Harriet Lane was slightly injured in passing the battery off Shipping Point. This

injury we shall be able to repair in forty-eight hours, when she will

proceed to her destination.

The U. S. S. Baltimore, Captain Germain, with ordnance stores for Flag-Officer Goldsborough, also came in last evening from stress of weather, but will sail the first favorable opportunity. The bad weather prevented the Stars and Stripes from leaving here, but she, too, will be off as soon as possible.

Very respectfully, your obedient servant,

JOHN MARSTON, Captain and Senior Officer.

Hon. Gideon Welles, Secretary of the Navy.

[Enclosure.]

U. S. S. HARRIET LANE, Hampton Roads, February 17, 1862.

SIR: I have the honor to report the arrival last evening of the vessel

under my command at this anchorage.

I regret to say that on passing the rebel batteries at Shipping Point, on the Potomac River, a shot from them took effect on the port wheel, cutting off an arm and a portion of the outer rim. The master machinist at Fortress Monroe informs me that the damage can be repaired in the course of two days. As soon as completed I shall at once proceed to sea.

I am, with great respect, your most obedient servant,

J. M. WAINWRIGHT, Lieutenant, Commanding.

Hon. Gideon Welles, Secretary of the Navy.

Report of Lieutenant Harrell, U. S. Navy, commanding U. S. S. Miami, of the arrival of that vessel at Baltimore.

U. S. S. MIAMI, Baltimore, Monday, February 17, 1862.

SIR: I have the honor to report the arrival of this vessel at this place, in obedience to an order received from Captain John Marston, senior naval officer at Hampton Roads.

Very respectfully, your obedient servant,

A. D. HARRELL, Lieutenant, Commanding.

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

Order of the Secretary of the Navy to the senior officer in Hampton Roads, to furnish information regarding the defenses near Norfolk.

NAVY DEPARTMENT, February 17, 1862.

SIR: You will advise the Department, as near as possible, what are the defenses at Sewell's Point, Craney Island, Nansemond River, and any other approaches to Norfolk.

Very respectfully, etc.,

GIDEON WELLES.

Captain JNO. MARSTON, U. S. Navy, Senior Officer, Hampton Roads, Virginia. Instructions from Flag-Officer Goldsborough, U. S. Navy, commanding North Atlantic Blockading Squadron, to the senior officer in Hampton Roads, urging the importance of an effective blockade.

> U. S. FLAG-STEAMER PHILADELPHIA, Off Roanoke Island, North Carolina, February 17, 1862.

Sir: The disposition evinced by both England and France, as I infer from the papers recently received, to take every possible exception at the management of our blockade, renders it of paramount importance to the interests of our Government that every exertion should be made to keep it thoroughly effective. It is therefore incumbent on me to urge that you will do everything in your power to keep the vessels detailed by me to guard Beaufort and Wilmington at their stations, and not to allow them to finger longer in Hampton Roads—when they come there for supplies—than is absolutely necessary. As repairs are more likely to involve detention than supplies, in every instance the necessity for them must be rigidly investigated, and all that are not really indispensable must be deferred. In short, every expedient that circumstances will permit must be resorted to to keep the vessels at their work.

As the blockade of the above ports is of a higher consequence than that of the rivers emptying into the Chesapeake, do not hesitate, if necessary for efficiency, to send the *Daylight* off one of them, and a vessel of inferior fitness, if at hand, to take her place—anything avail-

able that will answer the purpose.

It is impossible for me, while in these waters, to attend with sufficient promptness to the matter in view, and therefore I must and do intrust it to your own sound discretion. Be good enough to advise me of any changes of stations on the part of our vessels that you may direct, and of any steamers fit to keep the sea that may be added to our squadron. If possible, at least four steamers should be kept off Wilmington and three off Beaufort. Nor should the York and Rappahannock rivers and the station off Lynn Haven Bay be neglected.

Respectfully, your obedient servant,

L. M. Goldsborough, Flag-Officer.

Captain JOHN MARSTON, Commanding U. S. Frigate Roanoke, Fort Monroe, Va.

Report of the senior officer in Hampton Roads, regarding the U. S. S. Stars and Stripes.

U. S. STEAM FRIGATE ROANOKE, Hampton Roads, Virginia, February 18, 1862.

SIR: I have the honor to report that the Stars and Stripes went to sea this afternoon.

Very respectfully, your obedient servant,

JOHN MARSTON, Captain and Senior Officer.

Hon. Gideon Welles, Secretary of the Navy. Letter from the Secretary of the Navy to flag-officers commanding blockading squadrons, transmitting information regarding the fitting out of blockade runners in English ports.

NAVY DEPARTMENT, February 18, 1862.

SIR: I transmit herewith for your information an extract of a dispatch dated January 24, 1862, received by the Secretary of State from the U.S. consul at Liverpool, respecting the fitting out of vessels at English ports with a view, as it is supposed, to run the blockade.

Very respectfully, your obedient servant,

GIDEON WELLES.

Flag-Officer L. M. Goldsborough,

Comdg. North Atlantic Blockading Squadron, Hampton Roads, Va.

Flag Officer D. G. FARRAGUT,
Commanding Western Gulf Blockading Squadron, Ship Island.

Flag-Officer S. F. Du Pont,

Comdg. South Atlantic Blockading Squadron, Port Royal, S. C.

Flag-Officer W. W. McKEAN,

Comdg. Eastern Gulf Blockading Squadron, Key West, Fla.

[Enclosure.—Extract.]

U. S. Consulate, Liverpool, January 24, 1862.

The Oreto, a screw gunboat, is fitting out at one of the docks at this place. She is built of iron and is 700 tons. She is reported for the Italian Government, but the fact of the machinery being supplied by Fawcett & Preston, and other circumstances connected with it, make me suspicious and lead me to believe she is intended for the South.

The Bermuda arrived here from Havre yesterday. This is the

steamer which ran the blockade.

The Helen, Captain Westrelay, which ran the blockade at Charleston some time back (and of which I addressed you in a previous dispatch), cleared on the 23d instant for Rio de Janeiro and sailed the same day. She has on board 400 kegs containing shot and flints, 70 barrels said to contain lead, between 300 and 400 sheets of copper, a quantity of bar iron, and a number of crates said to contain earthenware. She is a bark, 340 tons, hull painted black, bottom coppered; "Helen, Charleston," and some of the carvings on stern painted white, the remainder of the carvings painted black; scroll for figurehead gilded; two boats, keels upward, on quarter-deck, one painted white, the other, bottom white and sides black; two wood-stock anchors painted red, stocks painted black; lower masts painted white, topmasts bright, yards black; house and gallery abaft the foreinast. When she arrived at this port, she had flying the Confederate flag. She now sails with the English flag. I am informed she was formerly the Rowena, of New York.

A Confederate bark called the West India, Captain Foot, arrived here on the 22d instant, flying the Confederate flag. She was loaded with turpentine, and ran the blockade at Charleston on the 24th of Decem-

ber last.

D. C. Lowber, W. H. Brynes, P. Schneider, and J. O. Baker arrived yesterday in the Etna.

I am, etc.,

THOS. H. DUDLEY, U. S. Consul. Report of Commander Rowan, U. S. Navy, commanding naval division in Pamlico Sound, regarding a reconnoissance of the Chowan River, and engagement at Winton, N. C., February 18–20, 1862.

U. S. S. DELAWARE, Croatan Sound, Roanoke Island, February 22, 1862.

SIR: I left Croatan Sound on the afternoon of the 18th on a reconnoissance of the Chowan River. The *Hunchback* and *Barney*, having on board the Ninth Regiment New York Volunteers (Hawkins Zouaves), were to follow as soon as possible. The commanders of these vessels were directed to rendezvous off Edenton, there to wait my arrival.

I reached Elizabeth City in this ship at 5:06 the same evening, and, without anchoring, ordered the force there, consisting of the Louisiana, Perry, Morse, Lockwood, and Whitehead, to weigh and follow me. I stood up the sound, and at midnight found the Barney at anchor. Hunchback having grounded in Croatan Sound, I anchored for the night to await her arrival. On the morning of the 19th I moved the force to the head of the sound, and sent Lieutenant Commanding Murray to make a reconnoissance of Plymouth in the Lockwood. Hunchback came up in the meantime and anchored. I determined to leave the force off the mouth of the Roanoke, to await Captain Murray's return, and started in this vessel, accompanied by the Perry, for Winton, for the purpose or communicating with the Union men said to be in arms at that place, leaving orders for Captain Murray to follow me with all the vessels as soon as he returned. Being desirous of reaching Winton at an early hour, I directed Captain Quackenbush to go at full speed. At 4 p. m. on the afternoon of the 19th came in sight of the wharf and houses at the landing at Winton, the town being hid by a high bluff covered with oak trees. Ranging up past the wharf and bluff, where a negro woman stood, apparently to assure us that no danger need be apprehended, we were in the act of letting go the anchor, when suddenly a force consisting of the First Battery North Carolina Volunteers and a battery of light artillery, commanded by Lieutenant-Colonel William T. Williams, of the First Battalion North Carolina Volunteers, opened a terrific fire of musketry and artillery on this vessel. Volley succeeded volley in rapid succession, striking us one hundred and twenty-five times with musketry, but his artillery overshot us. We were too close under the highland to return the fire immediately; steamed ahead and turned, after some trouble, and opened fire from our shell gun. The Perry, Lieutenant Commanding Flusser, being in position, promptly threw a shrapuel among the forces, which was followed by this ship as soon as Captain Quackenbush could extricate her from her position and turn the ship in the narrow river. I ran down past the enemy and anchored my force about 7 miles below Winton. Colonel Hawkins and I decided to return next morning to Winton. At early daylight on the 20th moved up to Winton. The leading vessels threw a few shrapuel on shore to cover the landing of the troops. a few moments Colonel Hawkins had possession of the bluff, supported by two of our howitzers. The troops moved back toward the town and, meeting no opposition, entered it and destroyed a quantity of military stores, tents, arms, knapsacks, etc., and the quarters occupied by the troops of the enemy. I made signal "Embark troops," which was promptly complied with, and withdrew my force, bringing off a small schooner found at the wharf, and returned to this place, having dispatched Lieutenant Commanding Flusser, of the Perry, and the Whitehead to watch Elizabeth City.

The officers and crew of this ship showed their usual coolness on this trying occasion. I beg leave to bring to your notice Mr. Gabaudan, my clerk, acting as aid and signal officer, who was with Captain Quackenbush and myself on the upper deck; he is desirous of an appointment in the Marine Corps. I beg your kind offices for him. I must not forget to mention the coolness and presence of mind of the pilot, Nassa Williams, who, in one of the most exposed positions in the ship, was true to his trust and was found at the wheel when Captain Quackenbush went there to give him orders. A sum of money to this poor man would be his best reward.

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

S. C. ROWAN,

Commanding U. S. Naval Flotilla in Pamlico Sound.

Flag-Officer L. M. Goldsborough,

Commanding North Atlantic Blockading Squadron.

Report of Flag-Officer Goldsborough, U. S. Navy, commanding North Atlantic Blockading Squadron, regarding the expedition up the Chowan River.

> U. S. FLAG-STEAMER PHILADELPHIA, Off Roanoke Island, North Carolina, February 23, 1862.

SIR: The reconnoitering expedition sent up the Chowan River, about which I wrote you in my communication of the 20th and 21st, has returned, having found it impracticable to ascend the stream beyond Winton. There the enemy, in considerable force, opened a heavy fire upon our vessel in advance, the *Delāware*, with a battery of artillery and musketry, which induced our force to attack it in return, both by landing the Ninth New York Zouaves and with the guns of the vessels that could be brought to bear. The enemy soon took to flight, and the houses he occupied as quarters were burned. Not a man on our side of either arm was injured.

I am, very respectfully, your obedient servant,

L. M. GOLDSBOROUGH,

· Flag-Officer.

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

Report of the senior officer in Hampton Roads, regarding the U.S. S. Harriet Lane.

U. S. STEAM FRIGATE ROANOKE, Hampton Roads, February 19, 1862.

SIR: I beg leave to report that the steamer Harriet Lane went to sea at midnight.

Very respectfully, your obedient servant,

JOHN MARSTON, Captain and Senior Officer.

Hon. GIDEON WELLES,

Secretary of the Navy.

Report of the senior officer in Hampton Roads, acknowledging the Department's order regarding the defenses near Norfolk.

> U. S. S. ROANOKE, Hampton Roads, February 19, 1862.

SIR: I am this day in receipt of your letter of the 17th instant, ask. ing information as to the defenses of certain points in this vicinity, and, as soon as the weather becomes favorable, will make the necessary observations and report them to you.

At present the weather is thick, with heavy rain. Very respectfully, your obedient servant,

JOHN MARSTON, Captain and Senior Officer.

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

Report of Lieutenant Jeffers, U. S. Navy, communding U. S. S. Underwriter, of a reconnoissance in Currituck Sound, February 19, 20, 1862.

> U. S. S. UNDERWRITER, Off Roanoke Island, February 21, 1862.

SIR: I submit the following report of a reconnoissance up Currituck Sound. At daylight on Wednesday, the 19th, in accordance with General Burnside, I left this anchorage in the stern-wheel steamer Union, having on board the battalion of the Fifth Rhode Island Volunteers, commanded by Major Wright, and two 12-pounder rifle guns, towing two launches and a gig manned from this vessel.

The ultimate destination of this force was the destruction of some

salt works, said to exist near Old Currituck Inlet.

With some difficulty, owing to the shallow water, we reached a point some 10 miles from the reported location of the salt works, where the channel became so exceedingly narrow and crooked that the steamer grounded several times and finally got fast for a considerable time athwart the channel, a position from which she was extricated with difficulty, and I was forced to return some distance to turn. I anchored for the night, and in the morning, the wind coming out quite fresh from the northward and westward, I did not consider it expedient to renew the attempt, satisfied from my experience of the day before in a calm that the vessel was too unmanageable, as well as of too great draft, to accomplish the proposed end; moreover, the shift of wind to the northward would soon render impassable several shoals over which I had dragged coming up.

On our return, Major Wright, myself, most of the officers, and a few men landed at places on both sides of the sound, had interviews with the residents, and assured them, both by our acts and words, that the persons, property, and rights of all peaceable inhabitants would be respected. The Union feeling is no doubt strong, but fears to give itself expression until our occupation has had a longer continuance.

At one place on the western shore I destroyed a flat pointed out to me as having been used to transport the rebels in their flight from Nag's

Head. I brought away a small schooner used by them.

By indirect questioning I heard that the capacity of salt-making establishments had been greatly exaggerated; in fact, that no works exist. A few miserable sheds and hovels sheltered some kettles in which the people of the surrounding country make a small supply, principally for their own use. If desirable, with the further information obtained by this reconnoissance, an expedition can readily be organized to destroy them.

I have the honor to be, respectfully, your obedient servant, WILLIAM N. JEFFERS, Lieutenant, Commanding.

Flag-Officer L. M. GOLDSBOROUGH,
Commanding North Atlantic Blockading Squadron.

Report of Flag-Officer Goldsborough, U. S. Navy, commanding North Atlantic Blockading Squadron, regarding the sinking of the U. S. S. I. N. Seymour, February 20, 1862.

> U. S. FLAG-STEAMER PHILADELPHIA, Croatan Sound, February 28, 1862.

SIR: I regret that I must inform the Department that on the morning of February 20 the U.S. S. I. N. Seymour, while at Hatteras Inlet, stove a hole in her bottom with an anchor, which had been left in the channel of the bulkhead by an army vessel, and sunk immediately in 9½ feet of water. Everything has been taken from her, including most of the machinery. Her present position is such as scarcely to warrant an effort to raise her. No blame can be attached to Acting Master F. S. Wells, her commanding officer. I have distributed her officers and crew among the vessels of this flotilla, and placed Acting Master Wells in charge of the ordnance on board the chartered schooner Charles S. Carstairs, now lying in Oroatan Sound.

I am, very respectfully, your obedient servant,

L. M. GOLDSBOROUGH,

Flag-Officer, Commanding North Atlantic Blockading Squadron.

Hon. GIDEON WELLES,

Secretary of the Navy, Washington, D. C.

Report of Acting Master Wells, U. S. Navy, late commanding the U. S. S. I. N. Seymour, of the loss of that vessel, February 20, 1862.

U. S. S. SHAWSHEEN, Uroatan Sound, February 24, 1862.

Sir: In obedience to your orders of the 18th instant to proceed to Hatteras Inlet with the U.S.S. I. N. Seymour, for the purpose of assisting the U.S.S. Stars and Stripes, etc., I regret to inform you that while transporting ammunition from the U.S.S. Stars and Stripes to a schooner lying at the head of Swash Channel my vessel struck on an anchor which had been left by the transport steamer Louisiana in the center and near the entrance of the channel. The vessel sunk before it was possible to run her aground, taking the bottom in 7½ feet of water. From the time she struck till she filled did not exceed two minutes. Lieutenant Commanding R. Werden, of U.S.S. Stars and Stripes, came promptly to my assistance, as did also the U.S.S. Shawsheen. Lieutenant Werden decided to save everything possible.

We worked till the evening of the 22d instant, by which time everything which could be saved was taken out of her, and abandoned the vessel. The Seymour's crew were transferred to U.S. S. Stars and Stripes, with the exception of three men who were left in charge of the schooner containing machinery, etc.

I remain, sir, most respectfully, your obedient servant,

F. S. WELLS,

Acting Master, U. S. Navy.

Flag-Officer L. M. Goldsborough, Commanding North Atlantic Blockading Squadron.

[Endorsement.]

I regret to have to forward a communication of this kind to the Navy Department. It will explain itself. The loss of the Seymour, however, is of no material consequence, as she was very crank, and her armament light. Her boiler, too, although comparatively new, owing perhaps to the bad quality of the iron, or bad usage, was quite defective.

Most respectfully,

L. M. Goldsborough, Flag-Officer.

FEBRUARY 24, 1862.

Report of Chief Engineer Stimers, U. S. Navy, regarding the trial trip of the U. S. S. Monitor.

NEW YORK, February 20, 1862.

SIR: I have the honor to report to you that the ironclad steamer

Monitor is at the navy yard.

She left Green Point at 2 p. m. yesterday under steam, but in consequence of the engine builders having set the cut-off valves for backing, instead of her going ahead, we made but slow progress, 40 revolutions per minute of the engines and 31 knots an hour of the vessel being the maximum performance. The effect of this mistake in the cut-off valves was to admit steam to the cylinder after the piston had performed onehalf its stroke, so that the consumption of steam was equal to running full stroke; whereas the effect was only one-half what was due to that consumption, without expansion.

There was another difficulty: One of the blower engines had a valve come off its stem, so that during nearly the whole trip only one was in

operation.

We came to anchor off the navy yard at 7:30 p. m., and towed her in

to the wharf with a towboat this morning.

In the operation of weighing the anchor this morning I found that the windlass will require some alterations to make it efficient. This, I think, must detain us several days, but I have not been able to see Captain Ericsson yet this morning.

From what I have seen thus far I think your estimate of her speed being 6 knots an hour will prove very correct, though Captain Ericsson

feels confident of 8.

Aside from the foregoing easily adjusted difficulties, everything was perfectly satisfactory.

I am, very respectfully, your obedient servant,

ALBAN O. STIMERS, Superintendent.

Commodore Joseph Smith, U.S. Navy, Ohief Bureau of Yards and Docks, Navy Dept., Washington, D. C. Order of the Secretary of the Navy to Lieutenant Worden, U. S. Navy, commanding the U.S.S. Monitor, to proceed with that vessel to Hampton Roads.

NAVY DEPARTMENT, February 20, 1862.

SIR: Proceed with the U.S.S. Monitor, under your command, to Hampton Roads, Virginia, and on your arrival there report by letter to the Department. Commodore Paulding has been instructed to charter a vessel to accompany the Monitor, provided none of our vessels are going south about the time she sails. Transmit to the Department a muster roll of the crew and a separate list of the officers of the Monitor before sailing from New York.

I am, respectfully, your obedient servant,

GIDEON WELLES.

Lieutenant John L. Worden, Commanding U.S. Ironclad Steamer Monitor, New York.

Report of the senior officer in Hampton Roads, regarding the defenses near Norfolk.

> U. S. S. ROANOKE, Hampton Roads, February 21, 1862.

SIR: In compliance with your wishes to have the Department advised as nearly as possible what are the defenses at Sewell's Point, Oraney Island, Nansemond River, etc., I beg leave to report that as near as can be ascertained from observation and from contrabands the battery at Sewell's Point, on the water side, consists of at least 20 guns, all in barbette, and in a well-constructed fort. In the rear of this battery is another, intended to defend the land side. The strength of this latter is not ascertained, but it mounts several heavy guns. The whole of Craney Island is a fortified camp, mounting at least 30 guns, perhaps more, bearing directly down the river. Above Craney Island and below the hospital is another battery mounting 7 guns, which rake the whole channel. The sloop of war Germantown is also anchored off Oraney Island, and has 6 or 8 guns. Between Sewell's Point and the land opposite the Rip Raps are several guns mounted, of a large caliber, but which are hidden from view by the trees. At Pig Point is a well-constructed battery mounting 8 or 9 guns; and up the Nansemond are two other batteries, apparently small; also to the north and east of Pig Point are two 5 gun batteries, but not as formidable as that on the point. These constitute all the defenses of the approach to Norfolk of which I have any information.

By a dispatch which I received late last evening from General Wool, I learn that the Merrimack will positively attack Newport News within five days, acting in conjunction with the Jamestown and Yorktown from James River, and that the attack will be at night. I can only regret that the Roanoke should be without an engine, and has a deficiency of 180 men in her crew; but you may be assured we shall do our best. on in her crew; but you may well the very respectfully, your obedient servant,

John Marston,

Captain and Senior Officer.

Hon. GIDEON WELLES, Secretary of the Navy, Washington, D. C. Order of Flag-Officer Goldsborough, U. S. Navy, commanding North Atlantic Blockading Squadron, to Acting Master Germain, U. S. Navy, commanding U. S. S. Baltimore, to proceed with that vessel to Washington, D. C.

> U. S. FLAG-STEAMER PHILADELPHIA, Off Roanoke Island, North Carolina, February 21, 1862.

SIR: You will return to Washington City, D. C., with the Baltimore

under your command.

On your way there you will stop at Hampton Roads, deliver to the senior naval officer all the mail bags placed on board of you, and request him to have the letters forwarded, via Baltimore, at the earliest possible moment; or in other words, mailed at Fort Monroe. Show him this communication.

Respectfully, your obedient servant,

L. M. Goldsborough, Flag-Officer.

Acting Master Chas. Germain, Commanding Steamer Baltimore.

['Telegram.]

WASHINGTON, D. C., February 21, 1862.

It is very important that you should say exactly the day the Monitor can be at Hampton Roads. Consult with Commodore Paulding.

G. V. Fox, Assistant Secretary Navy.

J. ERICSSON, Esq., Constructor of Iron Battery, New York, N. Y.

Report of the senior officer in Hampton Roads, regarding the defective condition of the U.S.S. Whitehall.

U. S. S. ROANOKE, Hampton Roads, February 22, 1862.

Sir: I have had the steamer Whitehall surveyed, and both her machinery and hull are very defective, particularly the latter; and it is highly probable, when her engine is removed, it will be discovered to be still more so than it is now supposed to be, and possibly so rotten as not to [be] worth the expense of repairing. Under these circumstances I would recommend that she should be sent to Philadelphia, or some other navy yard, where she will be under the special supervision of a naval commandant, who can decide whether she is worthy of repairs. If she goes to Baltimore and gets into the hands of outside mechanics I fear the cost will be very great.

Very respectfully, your obedient servant,

JOHN MARSTON, Captain and Senior Officer.

Hon. GIDEON WELLES, Secretary of the Navy, Washington, D. C. Report of the senior officer in Hampton Roads, referring to the chartered schooner L. B. Myers and the expected attack of the C. S. S. Virginia (Merrimack).

U. S. S. ROANOKE, Hampton Roads, February 22, 1862.

SIR: The schooner L. B. Myers is now loading with provisions of all kinds, except sugar, of which there is none here. If, however, there had been, the schooner could not have taken it, as she is full even to the cabin; the sugar, however, will be forwarded by the first opportunity. I enclose invoice and bill of lading, all of which I hope will arrive in good time. I have directed Captain Somers (a grand-nephew of Tripoli Somers) to go directly up the sound to any point where you may be. He is well acquainted in those waters, having been an old trader there, and as his vessel will draw, when light, only 4 feet, he may be able to render you some service. I also enclose to you the charter of the L. B. Myers, signed by Captain Somers and myself. Captain Somers will sail as soon as the weather is favorable. At present it is not so—thick and rainy.

The different ships of your squadron hoisted at sunrise this morning the American flags at the main and mizzen, with French flag at the fore. At 12 o'clock all the ships having proper armament will fire a salute of thirty-four guns. I have deviated from the general order relative to salutes, believing in this period of the history of our country the whole Union should be represented. I communicated yesterday with Commodore le Marquis de Montaignac and informed him of the programme, and he, with much courtesy, replied that he should participate in it, and at sunrise the four French vessels now here hoisted the American flag at the fore and French flags at the main and mizzen, and

the Pomone will fire thirty-four guns at 12 o'clock.

I would remark that much kindness of feeling exists between the marquis and myself. A few days since I received a note from him written on red, white, and blue paper, with the American coat of arms at the corners, surrounded by the motto, "Union and the Constitution." This may be a small affair, and it may be a significant sign, for I can hardly think the marquis would have done such a thing had he not received a

hint from higher authority.

We are still in expectation of a visit from the Merrimack. Night before last General Wool sent me off a dispatch he had received from Norfolk, informing him that "the Merrimack, in conjunction with the Yorktown and Jamestown, would attack Newport News within the next five days; the attack will be at night." When I think of this ship's crippled condition—no engine and 180 of her crew deficient—it makes me sick at heart; but we shall do the best we can. We are all ready to slip, and have the Young America and Dragon to attend us. The Cohasset and Zouave are at Newport News, and the Rescue is intended to cripple, if possible, the rudder of the Merrimack.

You will observe that the charter of the L. B. Myers allows us to keep her one month, or thirty days, and afterwards \$22.50 for every day's detention; but if you should discharge her within the specified month,

she will still be entitled to the sum of \$600.

Trusting that everything will reach in safety and in good time, I remain, very respectfully, your obedient servant,

John Marston, Captain.

Flag-Officer L. M. Goldsborough, Comdg. North Atlantic Blockading Squadron, Hatteras Inlet. Letter from the Secretary of War to the Secretary of the Navy, transmitting information regarding the expected attack upon Newport News by the C. S. steamers Virginia (Merrimack), Yorktown, and Jamestown.

WAR DEPARTMENT, Washington City, D. C., February 22, 1862.

SIR: I have the honor to transmit herewith for your information and official action a copy of a dispatch just received by special messenger from General John E. Wool, commanding at Fortress Monroe.

Very respectfully, your obedient servant

EDWIN M. STANTON, Secretary of War.

Hon. Gideon Welles, Secretary of the Navy.

[Enclosure.]

HEADQUARTERS DEPARTMENT OF VIRGINIA, Fort Monroe, Va., February 20, 1862.

SIR: I hasten to send the copy of the dispatch just received from Norfolk. In five days the Merrimack (steamer), in conjunction with the Yorktown and Jamestown, will attack Newport News, supported by a land force. The attack will be made in the night. We want a larger naval force than we have at present. I will be prepared for them on the land. The Secretary of the Navy ought to be informed.

I have the honor to be, very respectfully, your obedient servant, John E. Wool,

Major-General.

Hon. EDWIN M. STANTON, Secretary of War.

P. S.—The dispatch alluded to I sent to Cape Charles to be telegraphed. Major Jones, aid-de-camp, who went there with the dispatch, has not yet returned. It being half past 4 p. m., I forward my dispatches by a special messenger. I intended to have done so yesterday, but was prevented by the early departure of the steamer.

JOHN E. WOOL, Major-General.

Letter from the senior officer in Hampton Roads to Flag-Officer Goldsborough, U.S. Navy, commanding North Atlantic Blockading Squadron, regarding affairs in that vicinity.

U. S. S. ROANOKE, Hampton Roads, February 23, 1862.

MY DEAR GOLDSBOROUGH: I have this moment heard that the steamer Eastern State leaves in an hour for Hatteras, and I avail myself of the opportunity to say that the L. B. Myers, with your provisions, stores, etc., is loaded, and will sail as soon as the weather is favorable for her. I have kept for her all my letters, papers, etc., as I have ordered her to go directly to you, no matter where you may be. If you should get this first, you can send orders to the inlet in case you would not wish the L. B. M[yers] to come up the sound to you.

Van Brunt has, I presume, kept you fully posted in everything that is going on, but really I have not had time even to write to Mrs. M. The Department keeps me employed constantly. To-day a double mail

came, and I have been half crazy.

I hear that General Wool and staff have gone by invitation to Norfolk. I am inclined to think it is Craney Island and not Norfolk. But what he can be invited over there for I can not conceive, unless they are inclined to give up. The blow you gave them at Roanoke, followed by the victory at Donelson, has staggered the rebels a great deal, and I should not be surprised to hear of anything. You know General McClellan said some time since that when the rebellion began to go it would go quickly.

We got through the 22d very well, though the weather was wretched. The French commodore participated with us, which I acknowledged in

a letter this morning.

But I must hurry, or I shall miss the opportunity. [Wm.] Smith is detached from the O[ongress] and ordered south; no substitute. Livingston is relieved on a sick ticket, and Commander Radford has taken command of the *Cumberland*.

Remember me most kindly to Case, and also all my friends, and

believe me, in much haste, truly and affectionately, yours,

JOHN MARSTON.

Flag-Officer Goldsborough.

Letter from Captain Van Brunt, U. S. Navy, commanding U. S. S. Minnesota, to Flag-Officer Goldsborough, U. S. Navy, commanding North Atlantic Blockading Squadron, referring to the expected attack of the C. S. S. Virginia (Merrimack).

U. S. S. MINNESOTA, Hampton Roads, February 23, 1862.

My Dear Goldsborough: I have this moment learned that the Eastern State is to leave for Hatteras this evening, and I only write this to tell you that we are all well on board and anxiously expecting the long-looked-for Merrimack. We are told that she came out of dock on Monday last and is everything they expected to make her; in other words, a complete success. We are all ready, and the sooner she gives us the opportunity to test her strength the better.

I send you your trunk containing clean clothes for you and Case. There have been several arrivals of troops here within a few days (about 4,000), all of which have been immediately sent to Newport News, as General Wool believes a combined attack will be made upon

that point.

I send you all the late papers with your mail, which will give you all the glorious news from the West. I think it rather unfortunate that the Western victory came so immediately after yours, as it had a tendency to throw yours in the shade; however, you will give them some more glorious news soon. I see by last accounts from Hatteras that you are again preparing to be off. If there is anything I can do for you here, it will give me pleasure if you will inform me.

I hope Henry [Van Brunt] executed his mission to Washington to

your satisfaction.

Please remember me affectionately to Case and Rowan, and believe me, my dear Goldsborough,

Your friend, truly and affectionately,

VAN BRUNT.

Order of the Secretary of the Navy to Flag-Officer Goldsborough, U.S. Navy, commanding North Atlantic Blockading Squadron, regarding Acting Master Robinson, U.S. Navy.

NAVY DEPARTMENT, February 24, 1862.

SIR: Major-General McClellan desires the services of John F. D. Robinson, who is supposed to be a pilot or master's mate in some one of the vessels under your command. If he can be spared, you will send him to Washington. Should the public service admit of your returning to Hampton Roads within two weeks, you will report in person to the Department.

I am, respectfully, your obedient servant,

GIDEON WELLES.

Flag-Officer L. M. Goldsborough, Comdg. North Atlantic Blockading Squadron, Roanoke Island.

Confidential letter from the Assistant Secretary of the Navy to Flag-Officer Goldsborough, U. S. Navy, commanding North Atlantic Blockading Squadron, regarding proposed operations.

NAVY DEPARTMENT, February 24, 1862.

MY DEAR SIR: An official letter goes to day stating that the Department would like to see you in two weeks, if the public service will admit.

General McClellan is cutting out some big work, which requires your cooperation; but, as our army friends change their minds pretty often, I would not leave anything undone which you may have in hand, as we can write again if the matter gets urgent. The general tells me that he has written to Burnside to press the New Berne and Beaufort matter as the most important. I think that plan the best, as it gives us a fine base to push any number of troops into the interior, so that with North Carolina and Tennessee in our possession, or nearly so, we divide them.

The Powhatan will be ready in about three months. I do not see why Rowan should not have her for that gallant dash past their forts.

How came that 80-pounder rifled gun to burst? Maury's letter has been published. The rebels are getting it all round, but it is not yet finished.

Yours, truly,

G. V. Fox.

Flag-Officer L. M. GOLDSBOROUGH, Commanding North Atlantic Blockading Squadron.

Report of Acting Volunteer Lieutenant Flye, U. S. Navy late commanding U. S. S. R. B. Forbes, regarding the loss of that vessel, February 25, 1862.

U. S. STEAM FRIGATE ROANOKE, Hampton Roads, February 27, 1862.

SIR: I regret to have to inform the Department that the U. S. S. R. B. Forbes, under my command, was wrecked about 1 o'clock, on the morning of the 25th instant, about 4 miles to the south of Currituck Inlet.

I sailed from New York in company with the U. S. gunboats West-field, Olifton, and J. P. Jackson, having received orders from Commander D. D. Porter to accompany them to the south of Cape Hatteras.

During a severe gale on the 24th instant, the gunboats stood in to the N. and W., the R. B. Forbes following them. I was on deck until midnight. My orders to the officers of the watch were to follow astern of the Westfield. About twenty minutes of 1, on the morning of the 25th, Acting Master J. H. Hammond, who was officer of the watch, informed me that the gunboats were standing to the eastward. I ordered him to go about and follow them, but had hardly given the order before the Forbes struck the ground. The engines were immediately reversed to endeavor to back her off, but it was without any effect. The vessel soon settled so much in the sand that one of the propellers was broken and the others would not work. As soon as it was light I succeeded in landing all my crew and most of their effects. Early yesterday morning the gunboat Young America came to our assistance. As it was utterly impossible to expect that the R. B. Forbes could ever be got off, I deemed it my duty to destroy her, so that she might not fall into the hands of the rebels.

Therefore, having saved as much of the Government property as was possible, I set her on fire, and then embarked all of my officers and men on board the Young America. We reached the U.S. steam frigate Roanoke last evening. As soon as possible I shall forward to the

Department a list of the property saved from the wreck.

I respectfully request that a court of enquiry may be ordered in regard to the circumstances of the loss of my vessel.

I am, respectfully, your obedient servant,

WILLIAM FLYE,

Acting Volunteer Lieutenant, U. S. Navy.

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

Order of Commander Rowan, U. S. Navy, commanding naval division in Pamlico Sound, to Lieutenant Franklin, U. S. Navy, to forward by flag of truce a letter from Major-General Huger, C. S. Army.

> U. S. S. DELAWARE, Roanoke Island, February 25, 1862.

SIR: You will receive by the Shawsheen a letter from Major-General Huger, commanding Department at Norfolk, which you will please forward to Elizabeth City in one of your boats with a judicious officer under a flag of truce. You will direct the officer not to remain a moment after delivering the letter, nor allow the crew to hold any conversation with the people on shore.

I send the Shawsheen to relieve the Whitehead. You will please order the commander of the Whitehead to report to me without delay, directing him not to land on the river or hold communication with the shore on his way hither.

Captain Behm will be very vigilant to guard against surprise at night from boats or vessels, and keep slip buoys on his chain in case of surprise.

Very respectfully, your obedient servant,

S. C. ROWAN,

Commanding Naval Flotilla, Pamlico Sound.

Lieutenant Commanding FRANKLIN, or, in his absence, Captain BEHM,

[Acting Volunteer Lieutenant].

Letter from the Secretary of the Navy to Flag-Officer Goldsborough, U.S. Navy, commanding North Atlantic Blockading Squadron, transmitting information regarding the building of the Confederate gunboat Oreto.

NAVY DEPARTMENT, February 25, 1862.

STR: I transmit herewith for your information an extract of a dispatch dated the 4th instant, received by the Secretary of State, from the U.S. consul at Liverpool, relative to the gunboat Oreto or Oretis. I am, very respectfully, your obedient servant,

GIDEON WELLES.

Flag-Officer L. M. GOLDSBOROUGH, Comdg. North Atlantic Blockading Squadron, Hampton Roads.

[Enclosure.]

U. S. CONSULATE, Liverpool, February 4, 1862.

SIR: In my last two dispatches I called attention to the iron screw steam gunboat Oreto or Oretis, being built at Liverpool and fitted out by Fawcett, Preston & Co. She is now taking in her coal, and appearances indicate that she will leave here the latter part of this week without her armament. The probability is she will run into some small port and take it and ammunition on board. This of itself is somewhat suspicious. They pretend she is built for the Italian Government, but the Italian consul here knows nothing about it. There is much secrecy about her, and I have been unable to get anything definite about her, but my impressions are strong that she is intended for the Southern Confederacy. She has one funnel, three masts, bark-rigged, eight portholes for guns on each side, and is to carry 16 guns.

The brigantine Fanny Lewis, loaded with cotton and rosin, under the Confederate flag, from Charleston, arrived here last night. She left

Charleston about the 1st of January.

THOS. H. DUDLEY.

Letter from Brigadier-General Mansfield, U. S. Army, commanding at Camp Butler, to the Secretary of the Navy, transmitting diagram and information regarding the York River batteries.

> NEWPORT NEWS, Camp Butler, February 25, 1862.

SIR: I wrote* to you the other day, and then stated I would send

you further information.

Accordingly, I enclose a sketch, which is a diagram, in which I have written facts which you can rely on. I think it important the Navy should be in possession of all matter against which it may have to contend before the war be over. efore the war be over.

Very respectfully, your obedient servant,

J. K. F. MANSFIELD,

Brigadier-General, Commanding.

Hon. GIDEON WELLES, Secretary of the Navy.

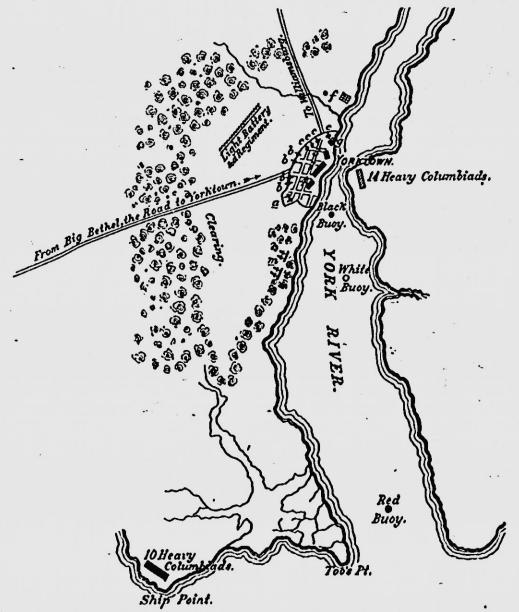
[Enclosure.]

1. At Gloucester Point there are 14 large columbiads on the water battery.

2. At Yorktown there are three batteries, one of 4, one of 7, and one

of 3 heavy columbiads on the water battery.

3. At 2 miles below Yorktown at m, concealed in the wood, are two batteries on the water, of Dahlgren guns each, and completely masked, only intended to be used when vessels are engaged with other batteries.



4. At a there are 2 rifle guns that can fire on both water and land.

5. At b b b b are 4 columbiads.
6. At c c c c are 4 carronades.

7. At Ship Point (supposed to be York Point on the map) are 10 navy

columbiads in a water battery.

8. At fare 23 bales of cotton piled, and at g about 20 bales cotton and tar in barrels (supposed to be ready for fire vessels to descend on our shipping).

9. A telegraph extends along the belted road to York [Yorktown?], and thence to Williamsburg.

10. Two schooners with 2 pivot guns each at the mouth of the river

(station).

Respectfully submitted to the honorable Secretary of the Navy, Gideon Welles.

This information I have from a reliable source. The sketch I have drawn simply as a diagram.

J. K. F. MANSFIELD, Brigadier-General, Commanding at Camp Butler.

Report of the senior officer in Hampton Roads regarding the condition and movements of the U.S. vessels in those waters.

U. S. S. ROANOKE, Hampton Roads, February 26, 1862.

SIR: I am in receipt this day of your letter of the 17th instant, and in reply beg leave to say that, with you, I am fully alive to the necessity of keeping a rigid and strict blockade. Circumstances, however, have been such as to prevent the fulfillment of my wishes on that point being carried out as closely as I could wish. The steamers Albatross and Monticello are now at Baltimore, having been condemned for repairs by a board of survey. Both these vessels will now soon, I hope, be in readiness to resume their stations.

The only vessel of the blockading force now here is the Gemsbok, having come for repairs and provisions, and as soon as she can get her

wood she will again go south.

The tug Whitehall has been found so rotten that I have written to the honorable Secretary for permission to send her to Philadelphia, doubting in my own mind whether she is worth repairing. Mr. Thompson, carpenter of the Minnesota, says he does not know what prevents her whole bottom falling out, so perfectly rotten are her timbers and keelson. The Cohasset has been found to leak so badly that, after having had a survey held on her, I have ordered her to Baltimore. She could not be repaired here, as she must go on or into a dock.

This, you will observe, reduces our tug force very much, which, at this time, when we are expecting the *Merrimack*, is felt most sensibly.

I have received an order from the Department to send the Congress to Philadelphia as soon as the St. Lawrence arrives at this place. I have before informed you that Captain Smith, of the Congress, has been detached and is ordered south. He is still here.

On the 24th we had the heaviest gale from the northwest that has been known for many, many years, and I trust it did not injure your fleet. The schooner L. B. Myers, with provisions, stores, etc., for you, sailed a short time previous to its commencement, but as she is a strong and stanch vessel I do not have any apprehensions for her safety. The gale has caused sad havoc to the steamers of the bomb fleet. The Clifton and John P. Jackson came in yesterday much disabled, and I have ordered both to Baltimore for repairs. The R. B. Forbes is on shore about 25 miles south of Cape Henry, and I fear she will be lost. I sent the tug Young America last evening to her assistance, and I pray she will arrive in time to afford it. I endeavored to get the Spaulding from the Quartermaster's Department to go down, but was unsuccessful. This morning I sent the Cambridge. The Spaulding, which came

in yesterday afternoon and reported the Forbes on shore, says her flag was union down and her foremast gone. The sea was too high for the

Spaulding to go to the assistance of the Forbes.

The steamer Westfield, Commander Renshaw, sailed in company with the Clifton, John P. Jackson, and Forbes, and as nothing has been heard of her I can not but have serious apprehensions for her safety. I shall send this by first opportunity; at present time there is none. Very respectfully, your obedient servant,

John Marston,

Captain.

Flag-Officer L. M. GOLDSBOROUGH.

Report of the senior officer in Hampton Roads of the departure of the French frigate Pomone.

> U. S. STEAM FRIGATE ROANOKE, Hampton Roads, February 26, 1862.

SIR: I beg leave to report that the French frigate Pomone went to sea this morning, leaving the Gassendi and Catinat here.

Very respectfully, your obedient servant,

JOHN MARSTON. Captain and Senior Officer.

Hon. GIDEON WELLES, Secretary of the Navy.

Report of the senior officer in Hampton Roads of the arrival of the U.S. vessels Chippewa and Amanda.

> U. S. S. ROANOKE, Hampton Roads, February 26, 1862.

SIR: I have the honor to report the arrival this evening of the

U. S. S. Chippewa and bark Amanda.

The former brings an order from Flag-Officer Goldsborough to have her machinery surveyed, and the latter comes from off Wilmington, N. C., for provisions, stores, etc., and for repairs.

Very respectfully, your obedient servant,

JOHN MARSTON. Captain and Senior Officer.

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

Report of Chief Engineer Stimers, U. S. Navy, of the expected sailing of the U.S. S. Monitor.

NEW YORK, February 26, 1862.

SIR: The Monitor would have gone to sea this morning, but was detained for her ammunition. At dusk this evening, however, the last shell was snugly stored, and we sail at daylight in the morning, unless the weather prove unfavorable.

The draft of water, taken at the extremes of upper vessel, is: Forward, 9 feet 2 inches; aft, 10 feet 5 inches; mean draft, 9 feet 9½ inches. She has 80 tons of coal in the bunkers, which will lighten the stern as it comes out, and I consider it advisable that she shall always trim by the stern at sea, as when a sea breaks over the bow it has to sustain the superincumbent weight of the wave while it rolls across, which, of course, depresses it, and if we trimmed to an even keel in smooth water we would always be down by the head when underway in rough weather.

I have not yet had time to describe her completely to you, and perhaps had better defer it now until called upon by you to give you the

"list of omissions" contemplated in the contract.

I am, very respectfully, your obedient servant,

ALBAN C. STIMERS, Superintendent.

Commodore Joseph Smith, U.S. Navy, Chief of Bureau of Yards and Docks, Navy Dept., Washington, D. C.

Report of Lieutenant Worden, U. S. Navy, commanding U. S. S. Monitor, of the departure and return of the U. S. S. Monitor.

U. S. S. Monitor, New York, February 27, 1862.

SIR: I have the honor to report that the U.S.S. Monitor, under my command, left the navy yard this morning to proceed to sea. In going down the East River she steered so very badly that I deemed it advisable not to proceed farther with her. I therefore returned, and am now at anchor off the navy yard.

Chief Engineer Stimers will immediately call on Mr. Ericsson to

Chief Engineer Stimers will immediately call on Mr. Ericsson to ascertain from him what he proposes to do to remedy the defect in her

steering apparatus.

Respectfully, your obedient servant,

JOHN L. WORDEN, Lieutenant, Commanding.

Hon. GIDEON WELLES,

Secretary of the Navy.

Letter from the Secretary of the Navy to the senior officer in Hampton Roads, transmitting information regarding the breach of blockade in York River by the schooners Thomas Benjamin and Mary Ellen.

NAVY DEPARTMENT, February 27, 1862.

SIR: Your attention is invited to the accompanying copy of a letter, dated the 24th instant, addressed to the Department by Brigadier-General Mansfield, commanding at Camp Butler, Newport News, who states that he has reliable information that two schooners, the *Thomas Benjamin* and *Mary Ellen*, run the blockade at the mouth of York River about once a fortnight.

I am, respectfully, your obedient servant,

GIDEON WELLES.

Captain John Marston,
Senior Officer, Hampton Roads, Virginia.

[Enclosure.]

CAMP BUTLER, Newport News, February 24, 1862.

SIR: From reliable information I am able to inform you that two gaff-topsail schooners, Thomas Benjamin and Mary Ellen, run the blockade at the mouth of York River about once a fortnight, with valuable return cargoes. Where they obtain their cargoes, whether at Baltimore, Philadelphia, New York, etc., I am unable to say.

I think it would be well to trace these vessels at some one of our

I think it would be well to trace these vessels at some one of our large ports. They probably take oysters or sweet potatoes as far as Maryland and get in return, perhaps, salt, percussion caps, coffee,

sugar, etc.

I shall write to you again in a few days and give you an account of sundry batteries and masked batteries from Yorktown to the mouth of the river.

Very sincerely and truly, your obedient servant,

J. K. F. MANSFIELD,

Brigadier-General, Commanding at Camp Butler.

Hon. GIDEON WELLES,

Secretary of the Navy.

Letter from the Secretary of the Navy to Brigadier-General Mansfield, U. S. Army, commanding at Newport News, returning thanks for information regarding the breach of blockade at the mouth of York River.

NAVY DEPARTMENT, February 27, 1862.

[Sir:] The Department returns its thanks for your letter of the 24th instant. The senior commanding naval officer at Hampton Roads has been written to concerning the two schooners that are in the habit of running the blockade at the mouth of York River, and the Secretary of the Treasury has been also addressed on the subject, so that the vessels may be traced to their port of clearance, if possible, and such action taken as the case demands.

I am, respectfully,

GIDEON WELLES.

Brigadier-General J. K. F. MANSFIELD, Newport News.

Report of the senior officer in Hampton Roads, acknowledging the Department's information regarding the breach of blockade at the mouth of York River.

U. S. S. ROANOKE, Hampton Roads, February 28, 1862.

SIR: I have the honor to acknowledge the receipt of your letter of the 27th instant, enclosing me a letter from General Mansfield, copies of which will be sent to the commanding officer off the York River by the earliest opportunity.

I beg leave to report that the Gemsbok went to sea this day.

Very respectfully, your obedient servant,

JOHN MARSTON, Captain and Senior Officer.

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

Letter from Captain Van Brunt, U. S. Navy, commanding U. S. S. Minnesota, to Flag-Officer Goldsborough, U. S. Navy, regarding affairs in Hampton Roads.

U. S. SHIP MINNESOTA, Hampton Roads, February 28, 1862.

My Dear Goldsborough: I send by the Thomas Jefferson all the letters and the latest papers. The boat did not arrive from Baltimore this morning until 10 o'clock. I am told she was detained to bring the news that General McClellan had made a forward movement, and there is a rumor that General Banks had been repulsed at Winchester, Va., and another that he had been taken prisoner. All the means of conveyance had been seized to convey troops from Washington. One thing is certain, they are fighting on the Potomac. I will send you the result by the earliest conveyance. You know how little reliance can be placed upon reports, but I give you what I have heard within the last hour. We shall undoubtedly know more [by] to-morrow's boat. I sincerely hope the report respecting Banks is not true.

sincerely hope the report respecting Banks is not true.

We have nothing new here; all is quiet. The Merrimack is still invisible to us, but report says she is ready to come out. I sincerely

wish she would; I am quite tired of hearing of her.

What are you doing? The last we heard of you was that you were preparing for another expedition. Go ahead and prosper is the earnest wish of all your friends. For myself, I am heartily sick of this state of inactivity. They are sending down troops here slowly, and I presume an attack upon Norfolk is contemplated, but when! That is the question.

The R. B. Forbes went on shore about 25 miles south of Cape Henry in the gale on Monday last. We sent down the Young America, brought up the officers and crew, and such articles as could be saved, and burned her. The Young America arrived just in time to prevent them all from becoming prisoners, as a rebel force was then in sight.

The chaplain, Mr. Jones, has just come in and says:

General Banks has crossed the Potomac with 40,000 men, and that General McClellan has gone to his assistance with 30,000. I send you these reports as they were given to me. One thing is certain, "Something is up."

VAN BRUNT.

Flag-Officer L. M. Goldsborough, Comdg. North Atlantic Blockading Squadron, Hatterns Inlet.

Letter from Brigadier-General Burnside, U. S. Army, commanding Department of North Carolina, to Commodore Goldsborough, U. S. Navy, commanding North Atlantic Blockading Squadron, requesting transportation for troops.

THURSDAY, February 28, 1862.

MY DEAR COMMODORE: I looked for you to-day until 1 o'clock. Hope you will come ashore to-morrow with Captain Case, take a ride, and dine with us at 3 o'clock.

I have organized two bridge-burning parties, one for New Berne and the other for Washington [N. C.]. They want to start at 8 o'clock to-morrow morning, and are fully equipped with boats, provisions, etc., but want to be transported to Brant Island [North Carolina]. Is it possible for you to send one of the boats that you intend to remain

below, to carry them down that far? I feel sure they will accomplish the work.

Yours, very truly,

A. E. BURNSIDE.

[Flag-Officer L. M. Goldsborough.]

Report of the senior officer in Hampton Roads, referring to the wreck of the U.S.S.R.B. Forbes.

U. S. S. ROANOKE, Hampton Roads, February 28, 1862.

SIR: Since I wrote to you on the 26th instant, my fears relative to the safety of the R. B. Forbes have been realized. On the evening of the 26th the tug Young America returned to this place, with all the officers and men of the Forbes, having found that vessel on shore and a total wreck, about 4 miles from Currituck Inlet. Previous to leaving the Forbes, all her small arms, chronometers, spyglasses, etc., were put on board the Young America, when she was fired, and, as reported by Lieutenant Commanding Flye, totally destroyed. We have on board all the officers (13) and men (51) of the Forbes.

I have informed the Department of the loss of the Forbes, and enclosed the reports of her commander. I am happy to say that I believe the Westfield is safe, as a large ferryboat steamer was seen on the 25th instant, 20 miles north of Cape Hatteras, standing to the

southward.

Since my last, the Chippewa and the Amanda have come in for stores, provisions, and repairs. The former I hope to make short work of, and get her away again in two or three days. The latter has been handled rather roughly by the constant bad weather, and will require some repairs, but you may be assured she will not be detained a moment longer than is necessary. I received yesterday from Lieutenant Commanding Arnold the report of the survey on the engine of the Mystic. That report I submitted to Chief Engineer Loring, asking his opinion what had better be done, and that officer recommended that the Mystic should come here, as she could be of no service off the Rappahannock, and all her repairs could be done at this place. I have accordingly ordered Lieutenant Arnold to come here with the Mystic as soon as possible.

I need not say to you how anxious I feel at this constant decrease of the blockading force, but under the circumstances it could not be avoided, and I hope soon to have everything straight again. The Gemsbok has gone to sea.

I remain, your obedient servant,

John Marston, Captain.

Flag-Officer L. M. Goldsborough,

Commanding North Atlantic Blockading Squadron.

Report of Chief Engineer Stimers, U. S. Navy, of the readiness of the U. S. S. Monitor for another trial.

NEW YORK, February 28, 1862.

Sin: The Monitor left the navy yard yesterday morning for Fortress Monroe, but did not proceed far before it was ascertained that the man

at the wheel had not sufficient command over the rudder to enable him to steer the vessel, and we returned to the anchorage off the yard, where she now lies.

Captain Ericsson is now multiplying the power of the wheel over the rudder, and will have it ready for another trial by to morrow night.

I consider that if we can efficiently command the rudder, we can steer the vessel with ease. In this opinion I am not sustained by Commander Worden, who desires me to state to you that he would like to have a board of three officers to accompany us on a trial trip of twentyfour hours, to test the steering qualities of the vessel after the present change is completed.

I am, very respectfully, your obedient servant,

ALBAN O. STIMERS, Superintendent.

Commodore Joseph Smith, U. S. Navy, Chief of Bureau of Yards and Docks, Navy Dept., Washington, D. C.

Passage of the C. S. S. Nashville into Beaufort, N. C., February 28, 1862.
[For reports of this affair, see Vol. 1, p. 332.]

Report of Commander Glisson, U. S. Navy, commanding U. S. S. Mount Vernon, of assistance rendered by that vessel to the U. S. transport Mississippi, February 28, 1862.

> U. S. S. MOUNT VERNON, Off Wilmington, N. C., March 1, 1862.

SIR: I have to report to you that yesterday I discovered a vessel to the southward and eastward. At 11 a.m. I got underway and stood for her and soon discovered her to be a vessel on shore on the Frying Pan Shoals. On a nearer approach she proved to be a large steamer with the American ensign hoisted [union] down. We were soon boarded by a boat containing an army officer, who informed me that the vessel was the steam transport Mississippi from Boston for Ship Island, Miss., having Major-General Benjamin F. Butler and 1,400 troops on board. I approached her cautiously, sending a boat in charge of Acting Master Henry L. Sturges to sound between us and the Mississippi. half past 3 p. m. we were enabled (though at a great risk to this vessel) to anchor sufficiently near to send a hawser to the steamer. We steamed ahead and succeeded in moving her about half her length ahead, and in hauling her head around about two points, but at about 5 o'clock we found this vessel's head paying off broadside onto the shoal and were compelled to let go the hawser. Her head still paying off, we let go the starboard anchor to get the vessel's head to the wind and She then struck heavily on the shoal three times, and we were obliged to slip the cable and steam ahead to clear the shoal. In steaming ahead the buoy rope of the slipped cable got foul of the propeller and we had to stop the engine and cut it, thereby losing the starboard bow anchor and 15 fathoms of chain cable, but saving the ship. I sent Acting Master Henry L. Sturges on board the Mississippi to assist in getting her off. She was leaking badly in the forward compartment, that compartment being filled with water up to the berth deck, in spite of the bailing of the troops, which was continued through the night. They kept throwing overboard provisions and other heavy articles to lighten the ship, and all of our boats were kept assisting those of the Mississippi in transporting the troops to this vessel to lighten her further. I

received Mrs. General Butler and her attendant on board this vessel. At about 7 p. m., when we had received about 300 troops on board, we had the pleasure of seeing the *Mississippi* come off the shoal. I immediately weighed anchor and proceeded very cautiously into deeper water, displaying lights to guide the other vessel. At midnight both vessels anchored off Bald Head light-house. This morning we transferred the troops to the *Mississippi*; also Mrs. General Butler and attendant. I am thankful to be able to report to you that we were instrumental in saving this noble ship with her large number of passengers; it also affords me much gratification to have to inform you that every officer and man under my command exerted himself to his utmost abilities in this noble cause. The damage and loss sustained by this vessel is trivial when compared with the saving of the lives of 1,400 persons who were on board the *Mississippi*.

Respectfully, your obedient servant,

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

Flag-Officer, L. M. GOLDSBOROUGH,

Commanding North Atlantic Blockading Squadron.

Report of Commander Glisson, U. S. Navy, commanding U. S. S. Mount Vernon, regarding the capture by that vessel of the schooner British Queen.

> U. S. S. MOUNT VERNON, Off Wilmington, March 1, 1862.

SIR: I have to report that this morning about 10 o'clock I observed a sail to the southward and westward. I immediately weighed and proceeded in chase. On my approaching her she hoisted an English

ensign, union down.

On boarding her, I found her to be the British schooner British Queen, of and from Nassau, New Providence, for Baltimore, with a cargo consisting of 1,500 bushels of salt, 23 bags of coffee, and some ship stores. The master of her is a North Carolinian; his manner was suspicious and his statements were contradictory. I therefore sent an officer and crew on board of her and towed her up to this place. A further search disclosed an American, a Spanish, and secession flag in addition to the English one that was hoisted. This fact, added to that of her cargo, consisting of articles much needed by the rebels, convinced me that it was her intention to run the blockade, or, failing in that, to run his vessel on shore. I therefore detailed Acting Master John D. Barclay, of this vessel, to take her to the port of Philadelphia for adjudication, with the following crew, viz: John Newitt, gunner's mate; William Boston, seaman; George Hanell and George W. Hill, ordinary seamen. I also send in her the master's mate, one passenger, and two of the seamen of the schooner.

Respectfully, your obedient servant, O. S. GLISSON, Commander, U. S. Navy.

Flag-Officer L. M. GOLDSBOROUGH,
Commanding North Atlantic Blockading Squadron.

[P. S.]—Names of the passengers, mate, and crew of the captured schooner *British Queen*, of Nassau, New Providence, captured by the U. S. S. *Mount Vernon*, off Wilmington, N. C., March 1, 1862, and now on board the Mount Vernon:

James Hawthorne, passenger; William Russell, mate; John Cummings, seaman; John A. Smith, seaman.

Report of Lieutenant Worden, U. S. Navy, commanding U. S. S. Monitor, of the expected sailing of that vessel from New York.

U. S. S. Monitor,

Navy Yard, New York, March 1, 1862-10:30 a.m.

SIR: I have the honor to report that this vessel, under my command, is on the point of leaving her anchorage here to proceed to sea.

I send herewith a list of the officers and a muster roll of the crew.

Respectfully, your obedient servant,

JOHN L. WORDEN, Lieutenant, Commanding.

Hon. GIDEON WELLES,

Secretary of the Navy.

[Telegram.]

NEW YORK, March 1, 1862.

Your dispatch is just received. Captain Ericsson will have completed some changes in the steering gear to-morrow, and we make a trial trip on Monday morning.

JOHN L. WORDEN, Lieutenant, Commanding.

G. V. Fox.

Report of the senior officer in Hampton Roads regarding the departure of the U. S. S. Miami.

U. S. STEAM FRIGATE ROANOKE, Hampton Roads, Virginia, March 2, 1862.

SIR: I have the honor to report that the U.S.S. Miami sailed this evening.

Very respectfully, your obedient servant,

JOHN MARSTON, Captain and Senior Officer.

Hon. GIDEON WELLES, Secretary of the Navy.

Letter from the Assistant Secretary of War to the Secretary of the Navy, transmitting letter from Major-General Wool, U. S. Army, requesting protection for transports.

WAR DEPARTMENT, Washington City, D. C., March 3, 1862.

SIR: I have the honor to transmit herewith, by direction of the Secretary of War, a copy of a communication addressed to him by Major-General John E. Wool, and to request you to inform this Department whether or not the Navy can furnish the gunboats or afford the protection desired for the transport service at Fortress Monroe.

Very respectfully, your obedient servant,

P. H. WATSON,
Assistant Secretary of War.

Hon. Gideon Welles, Secretary of the Navy. [Enclosure.]

HEADQUARTERS DEPARTMENT OF VIRGINIA, Fort Monroe, Va., February 28, 1862.

SIR: Owing to the exchange of prisoners and other duties, I am not able to fulfill my promise of yesterday. I, however, avail myself to say that I want one or two gunboats, with two guns each. The Navy has but one fit for use in this harbor, and that can not be spared for the service I require. I have a steamer that plies daily between this post and Newport News, which transports, back and forth, large amounts of property and soldiers. As the enemy have several tugboats that ply about Sewell's Point, Craney Island, and Pig Point, I am not without apprehensions we may lose the steamer, and perhaps a large amount of stores, including ammunition, arms, etc. As the Navy can not furnish me with the requisite protection, I hope you will be able to obtain two boats to be at my disposal for the protection of our common steamers, which could be sunk by a single ball, or at least captured. We have but recently lost a schooner for the want of this protection.

I have the honor to be, very respectfully, your obedient servant, JOHN E. WOOL,

Major-General.

Hon. EDWIN M. STANTON, Secretary of War.

Letter from the Secretary of the Navy to the Secretary of War, regarding protection for transports.

NAVY DEPARTMENT, March 5, 1862.

SIR: I have the honor to acknowledge the receipt of your letter of the 3d instant, enclosing a copy of one addressed to you by Major-General John E. Wool, asking for two gunboats, etc.

Flag-Officer Goldsborough has withdrawn the class of vessels desired by Major-General Wool, for operations in the North Carolina waters. It is presumed that he will soon return with most of them. Until that period arrives, this Department has no other force to place at Hampton Roads.

I am, respectfully, your obedient servant,

GIDEON WELLES.

Hon. E. M. STANTON, Secretary of War.

Report of the senior officer in Hampton Roads regarding the injuries. received by U. S. vessels in a gale.

> U. S. STEAM FRIGATE ROANOKE, Hampton Roads, Virginia, March 4, 1862.

SIR: I regret to inform you that during the heavy gale of last night the U.S. steamers Chippewa and Mystic drifted foul of each other and both vessels seriously damaged. The U.S. bark Amanda also received injury; all of which I shall endeavor to repair as soon as the proper surveys are held on them. The Minnesota and this ship escaped almost by a miracle.

Very respectfully, your obedient servant,

JOHN MARSTON, Captain and Senior Officer.

Hon. GIDEON WELLES, Secretary of the Navy. Report of Flag-Officer Goldsborough, U. S. Navy, commanding North Atlantic Blockading Squadron, regarding the increase of armament of the U.S. steamers Commodore Perry and Commodore Barney.

> U. S. FLAG-STEAMER PHILADELPHIA, Croatan Sound, March 4, 1862.

SIR: I have the honor to report my having increased the armament of the steamers Commodore Perry and Commodore Barney by giving them each two 32-pounders, captured from the enemy at Fort Forrest, N. C., on the 8th February, as follows:

Commodore Perry.—One 32-pounder, No. 9, 47 cwt. 2 qrs. 15 lbs.; C. A. & Co.; date, 1846; inspector's initials, G. A. M. One 32-pounder, No. 13, 47 cwt. 3 qrs. 17 lbs.; C. A. & Co.; date, 1846; inspector's

initials, G. A. M.

Commodore Barney.—One 32-pounder, No. 15, 51 cwt.; T. F.; J. R. A.; date, 1847; inspector's initials, J. S. C. One 32 pounder, No. 7, 47 cwt.; C. A. & Co.; date, 1846; inspector's initials, G. A. M.

Respectfully, your obedient servant,

L. M. Goldsborough, Flag-Officer.

Captain A. A. HARWOOD,

Chief of Bureau Ordnance and Hydrography, Navy Department, Washington, D. C.

Report of Flag-Officer Goldsborough, U. S. Navy, commanding North Atlantic Blockading Squadron, regarding changes of armament of the U. S. vessels Granite and Hetzel.

U. S. FLAG-STEAMER PHILADELPHIA, Croatan Sound, March 4, 1862.

Sir: I have the honor to report that the 32-pounder, 57 hundredweight, mounted on the sloop Granite, has been transferred from her to the steamer Hetzel, to supply the place of the rifled 80-pounder burst in the action of the 7th February.

Also that a rifled 32-pounder (bore 6.4), captured on board the steamer Fanny at Elizabeth City, has been mounted on board the

sloop Granite on a pivot carriage captured at Fort Forrest.

Respectfully, your obedient servant,

L. M. Goldsborough, Flag-Officer.

Captain A. A. HARWOOD, U. S. Navy, Chief of Bureau Ordnance and Hydrography, Navy Department, Washington, D. C.

Order of the Secretary of the Navy to the senior officer in Hampton Roads, regarding the U.S.S. Monitor.

NAVY DEPARTMENT, March 4, 1862.

Sin: Did Lieutenant Commanding Harrell make any report of the performance of the Miami from Baltimore to Old Point?

Do not allow the Monitor to go under fire of the enemies' batteries, except for some pressing emergency, until further orders from the Department. Her commander should exercise his men at the guns, and in all respects prepare for serious work.

I am, respectfully, your obedient servant,

GIDEON WELLES. '

Captain John Marston, Senior Officer, Hampton Roads, Virginia.

Order of the commandant navy yard, New York, to Lieutenant Worden, U. S. Navy, commanding U. S. S. Monitor, to proceed with that vessel to Hampton Roads.

NAVY YARD, NEW YORK, March 4, 1862.

SIR: When the weather admits you will proceed with the Monitor under your command to Hampton Roads and on your arrival report to the senior naval officer there.

I have hired the steamer James Freeborn to tow the Monitor, and have also directed the propellers Sachem and Currituck to attend on you to the mouth of the Chesapeake. If it should be necessary to retain them longer, you are authorized to do so. When you shall have no further occasion for the Freeborn, be pleased to give the captain a certificate with directions to return to New York, and immediately on his arrival report to me.

Wishing you a safe and successful passage, I am, respectfully, your

obedient servant,

H. PAULDING, Commandant.

Lieutenant Commanding John L. Worden, U. S. S. Monitor.

Order of the commandant navy yard, New York, to Acting Master Shankland, U. S. Navy, commanding U. S. S. Currituck, to convoy the U. S. S. Monitor to the mouth of the Chesapeake Bay.

NAVY YARD, NEW YORK, March 4, 1862.

SIR: You will, with the steamer Currituck under your command, proceed to sea to-morrow morning in company with the Monitor, and attend on her until you see her safely up to the mouth of the Chesapeake Bay. After doing so, continue on to Port Royal, in obedience to the orders of the Department.

Respectfully, your obedient servant,

H. PAULDING, Commodore.

Acting Master W. F. SHANKLAND, Commanding U. S. S. Currituck, New York.

Report of Commander Armstrong, U. S. Navy, commanding U. S. S. State of Georgia, requesting an increased force off Beaufort, N. C., to prevent the escape of blockade runners.

U. S. S. STATE OF GEORGIA, Off Beaufort, N. C., March 1, 1862.

SIR: Since my communication* of the 28th of February, informing you that a steamer had run the blockade at this port, I have to report

that she still remains at anchor in the harbor, a portion of the time with steam up.

The ship Condor [Gondar?] has made two ineffectual attempts to

escape us.

The U. S. bark Gemsbok arrived here on the 2d instant. As she can not prevent the steamer coming out, if left here alone, and as my coal is getting so low as to make it unsafe for me to remain much longer, I request that you will dispatch such a force as you may deem necessary to prevent the exit of the steamer and ships.

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

JAS. F. ARMSTRONG, Commander.

Flag-Officer L. M. GOLDSBOROUGH,
Comdy. North Atlantic Blockading Squadron, Hampton Roads.

Report of the senior officer in Hampton Roads of the arrival of the U.S. S. Mount Vernon.

U. S. STEAM FRIGATE ROANOKE, Hampton Roads, Virginia, March 5, 1862.

SIR: I have the honor to report the arrival of the U.S.S. Mount Vernon from off Wilmington, N.C., for supplies and repairs.

Very respectfully, your obedient servant,

JOHN MARSTON, Captain and Senior Officer.

Hon. Gideon Welles, Secretary of the Navy.

Report of Acting Master Gillespie, U. S. Navy, commanding U. S. bark Braziliera, of the collision of that vessel with the U. S. bark Amanda in a gale.

> U. S. BARK BRAZILIERA, Hampton Roads, March 5, 1862.

SIR: In the S. S. E. gale we experienced on the night of the 3d, the U. S. bark Amanda dragged her anchor and fell foul of us, striking us on the port bow, carrying away the port cathead, martingale, and port jibboom guys, also chafing us severely. With the help of 11 men from the Amanda, gave our vessel 15 fathoms more chain. The bark's anchor having hooked our moorings, she lay in this position, chafing us badly till 1 a. m.; then she swung round on our starboard bow, carrying away cathead and chafed our head-stay considerably. At 1:30 swung clear, the bark lying close aboard to starboard and the ship Marcia Greenleaf close to on the port quarter. At 11:20 a. m., tide making flood, the bark fouled us again, carrying away mainsail in the way of No. 3 gun on starboard side, starting three stanchions and damaging our rigging severely. With the assistance of 14 men from the Amanda hove in spare chain, housed topgallant mast, and rigged jibboom.

Respectfully, your obedient servant,

W. T. GILLESPIE, Acting Master, Commanding.

Captain John Marston, U. S. Steam Frigate Roanoke, Hampton Roads, Virginia. Order of Flag-Officer Goldsborough, U. S. Navy, commanding North Atlantic Blockading Squadron, to the navy agent at Philadelphia to forward coal to Roanoke Island.

> U. S. FLAG-STEAMER PHILADELPHIA, Croatan Sound, March 5, 1862.

SIR: I will thank you to dispatch from Philadelphia, direct for this island by the 20th instant, another thousand tons of coal. Any vessel drawing less than 8 feet (say not more than 7 feet 9 inches) can now get over the bulkhead or swash at Hatteras Inlet and deliver her coal to us here. Charter the vessel, if you please, to come here. No apprehension of any interference by the enemy need be entertained for a moment, as I keep a force constantly this side of the inlet, between it and the mainland, to guard our intercourse.

Respectfully, your obedient servant,

L. M. Goldsborough, Flag-Officer.

James S. Chambers, Esq., Navy Agent, Philadelphia.

Letter from Major-General Dix, U.S. Army, to Major-General Wool, U.S. Army, transmitting telegraphic order for the U.S.S. Monitor to proceed to Washington.

HEADQUARTERS, Baltimore, March 5, 1862.

GENERAL: I am directed by Major-General Dix to enclose to you a translated copy of telegram received in cypher, with a request that it be forwarded to Old Point this afternoon.

I am, very respectfully, your obedient servant,

WM. H. LUDLOW, Major and Aid-de-Camp.

Major-General John E. Wool, Commanding Department of Virginia.

[Enclosure.—Telegram.]

WASHINGTON, March 5, 1862. (Received at Baltimore 3:20 p. m.)

Direct Lieutenant Commanding John L. Worden, of the Monitor, to proceed immediately to Washington with his vessel.

GIDEON WELLES, Secretary of Navy.

General J. A. Dix, for Captain John Marston, Senior Naval Officer at Hampton Roads.

[Annexed to the original copy was the following direction:] Please translate the above, and send by this afternoon's boat to Old Point.

A. V. COLBURN, Assistant Adjutant-General.

Report of the senior officer in Hampton Roads, regarding telegraphic order to send the U.S. S. Monitor to Washington.

U. S. S. ROANOKE, Hampton Roads, March 6, 1862.

Sir: I have the honor to acknowledge the receipt of your letter of the 4th instant, and in reply beg leave to state that Lieutenant Commanding Harrell did not make any report of the performance of the Miami from Baltimore to Old Point.

The Monitor will be sent to Washington immediately on her arrival at this place, in accordance with your telegraphic dispatch through General Dix.

Very respectfully, your obedient servant,

JOHN MARSTON. Captain and Senior Officer.

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

[Telegram.]

NAVY DEPARTMENT, March 6, 1862.

Let the Monitor come direct to Washington, anchoring below Alexandria.

> GIDEON WELLES, Secretary Navy.

Commodore PAULDING, Commandant Navy Yard, New York.

[Telegram.]

NAVY DEPARTMENT, March 6, 1862.

Please telegraph so soon as the Monitor leaves. What vessels did you send after the Vermont?

GIDEON WELLES, Secretary of the Navy.

Commodore HIRAM PAULDING, Commandant Navý Yard, New York.

Report of the senior officer in Hampton Roads, regarding the supplying of coal to the U.S. revenue steamer Flora.

> U. S. S. ROANOKE, Hampton Roads, March 6, 1862.

SIR: I beg leave to report that the revenue steamer Flora arrived this morning on her way to Port Royal, in want of coal. As the Flora was ordered to report to the military authorities at Port Royal, I referred Captain Coffin, the commander of the Flora, to General Wool, but that officer refused to supply the coal and referred him to me. Under these circumstances, for the public good, I gave Captain Coffin 20 tons. As this is the second instance that vessels in the military service have failed to receive assistance from General Wool in the way of coal, I beg leave to ask whether I am right in doing so under any circumstances? very respectfully, your obedient servant,

John Marston,

Captain and Senior Officer,

Hon. Gideon Welles, Secretary of the Navy, Washington, D. C. Order of the Secretary of the Navy to the senior officer in Hampton Roads, regarding orders from the Department, and the escape of the C. S. S. Nashville into Wilmington, N. C.

NAVY DEPARTMENT, March 6, 1862.

SIR: An order was sent to you on the 23d ultimo to send Commander Smith, of the Congress, out in the Mississippi. The next day a duplicate was sent by General Butler's aid. Did the first order reach you? The Department does not understand why the order was not complied with.

Please acknowledge the receipt of all communications on the day of their reception. Also notify the Department daily of matters transpiring at Old Point, particularly whether any of the blockading vessels are in port, for what purpose and when they will sail.

Have you any information, except through Norfolk, of the Nashville's escape into Wilmington? So soon as a steamer is available, send her

off Wilmington to enquire into the facts.

The envelopes which cover the communications to you, with the date of mailing written on them, you will return to the Department, writing on them the date of their reception.

I am, respectfully, your obedient servant,

GIDEON WELLES.

Captain JOHN MARSTON, Comdg. U. S. Steam Frigate Roanoke, Senior Officer, Hampton Roads.

Letter from the Secretary of the Navy to the flag-officers commanding blockading squadrons, transmitting information regarding the steamers Bermuda, Herald, and Oreto.

NAVY DEPARTMENT, March 6, 1862.

SIR: I herewith enclose for your information a copy of dispatch No. 15, dated 12th ultimo, received by the Secretary of State from the U. S. consul at Liverpool, respecting the steamers Bermuda, Herald, and Oreto.

I am, respectfully, your obedient servant,

GIDEON WELLES.

Flag-Officer SAML. F. DU PONT,

Comdg. South Atlantic Blockading Squadron, Port Royal, S. C.

Flag Officer D. G. FARRAGUT,

Commanding Western Gulf Blockading Squadron, Ship Island.

Flag-Officer L. M. GOLDSBOROUGH,

Comdg. North Atlantic Blockading Squadron, Hampton Roads.

Flag-Officer W. W. McKean, Commanding Eastern Gulf Blockading Squadron, Key West, Fla.

[Enclosure.]

U. S. CONSULATE, Liverpool, February 12, 1862.

Sir: The Bermuda is taking on board her cargo as fast as possible. She has already taken 200 cases of shells (supposed to contain 6 shells in each case), 7 rifled cannon, 12 field carriages for cannon, and 60 bags saltpeter. I understand she is to sail about Tuesday next, and go direct to Bermuda, where her cargo will be placed on the two steamers, the Caroline and the steamer Herald, hereinafter referred to, and run

into Savannah or Charleston. All that has been put on board thus far has come from Fawcett, Preston & Co. A small silk Confederate flag hangs at one of the windows in the officers' cabin on the deck, which can be seen from the pier. The Southern agents have purchased the steamer Herald, one of the liners between Dublin and Glasgow. The purchase was effected through the house of Cunard, Wilson & Co., who brought her to this port last week, and have put her up nominally for Bermuda. She is said to be a very fast boat. In order to secure her, they had to pay a large price. She has taken in her coal and is receiving her cargo, which will consist of arms and munitions of war. She is to sail on Friday next, and will make direct for Charleston or Her clearances will be for Bermuda, but she will not visit this port until after she has landed her cargo at Savannah or Charleston. Captain Coxetter, formerly of the U.S. Navy [1], and more recently the commander of the Jeff. Davis, is to command her. This gentleman was on the Trent at the time Mason and Slidell were taken off. passes himself here as Captain Mitchell, and most probably will assume this name when on the Herald. A man by the name of Atroll will be the nominal commander until after they clear and leave the port. she lands her cargo, she is intended to run between the Southern States and Bermuda, and has been purchased especially for this purpose. understand that the Bermuda and other vessels now loading will land their cargoes at Bermuda, and that the Herald and Caroline will run regularly and carry all of these cargoes into the Southern ports. They have also purchased two other steamers, one called the Bahama, the other the Victoria, so I am informed, the latter now at Queenstown. The purchase of the two last-mentioned vessels requires confirmation. I will ascertain the truth and report to the Department. municated the facts about the Bermuda and Herald to Mr. Adams, our minister at London. Enclosed find a full description of the steamer Herald, marked No. 1.

Everything I see and hear confirms me in the belief that the gunboat Oreto, referred to in previous dispatch, and which is being built and fitted out at this place, is intended for the Southern Confederacy. Mr. Miller, the man who built the hull, says she is owned by Fawcett, Preston & Co., or at least they gave him the contract and have paid him for his labor. She is a very complete and perfect vessel, no pains or expense having been spared in her construction, and will, when fully armed and equipped, in the opinion of those competent to judge, be a formidable and dangerous craft. I enclose you a more full and accurate

description of her, marked No. 2.

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

THOMAS H. DUDLEY, U. S. Consul.

Hon. WM. H. SEWARD, Secretary of State.

Report of Lieutenant Worden, U. S. Navy, commanding U. S. S. Monitor, of the departure of that vessel from New York Harbor.

U. S. S. MONITOR, Off New York Harbor, March 6, 1862.

SIR: By the pilot I have the honor to report that we passed the bar at 4 p. m., the U.S. steamers Currituck and Sachem and the steam tug Seth Low in company.

The weather is favorable. In order to reach Hampton Roads as speedily as possible, whilst the fine weather lasts, I have been taken in tow by the tug.

Respectfully, your obedient servant,

JOHN L. WORDEN, Lieutenant, Commanding.

Hon. GIDEON WELLES,

Secretary of the Navy.

Letter from the Secretary of the Navy to the senior officer in Hampton Roads, transmitting information regarding suspected blockade runners Robert Bruce, Gambia, and Windward.

NAVY DEPARTMENT, March 7, 1862.

SIR: I herewith enclose a copy of a communication that has been referred to the Department from Ed. Brennan, dated at Bristol, February 14, 1862, in relation to the *Robert Bruce*, the *Gambia*, and the *Windward*, vessels that are suspected of a design to attempt to run the blockade.

The U. S. consul at Halifax [Nova Scotia] telegraphs under date of the 1st that the British brig Stanley and British schooner Oasis, with general cargo, have been chartered for Matanzas, but their actual destination is believed to be some Southern blockaded port. The Department desires to know if the information it sends to you from time to time in relation to suspicious vessels is communicated to the vessels of the blockading squadron.

I am, respectfully, your obedient servant,

GIDEON WELLES.

Captain John Marston, Senior Officer, Hampton Roads, Virginia.

[Enclosure.]

BRISTOL, February 14, 1862.

SIR: The Robert Bruce (a brig of about 350 tons, black hull, with white topsides, white galley abaft foremast, a bust of a man for figure-head), Captain Muir, which has before succeeded in running the block-ade, left here yesterday in ballast for Cardiff to load coals there, thence for Havana.

The Gambia, loaded with gunpowder (as heretofore reported), is also a brig of about 300 tons, black hull with yellow streak, fiddle figure-head, and a smart craft. She is said to be bound to the west coast of Africa, but I have ascertained that she is about to attempt running the blockade.

The Windward left at 4 a. m. this day.

There is a smart-looking screw boat of about 500 tons, pierced for eight guns, fitting out here, but great secrecy is observed as to her destination. I will keep my eyes upon her, as I have good reasons for believing that she is intended for the Southerners.

I am, sir, yours, etc.,

ED. BRENNAN.

J. POLLAKY, Esq.

Report of the senior officer in Hampton Roads of the departure of the U.S. S. Chippewa to Baltimore for repairs.

U. S. S. ROANOKE, Hampton Roads, March 7, 1862.

SIR: The Chippewa has been found to be so much injured by her collision with the Mystic that I have deemed it best to send her to Baltimore to be repaired. This work could have been done here, but the Amanda, Mystic, and Mount Vernon fully employ all the carpenters we can raise from the several ships. The Chippewa sailed this afternoon. A large ship is anchored below, which I presume is the St. Lawrence. As soon as she comes in, I shall send the Congress to Philadelphia. I have received your second telegraphic dispatch about the Monitor, and shall send her to Washington immediately on her arrival.

Very respectfully, your obedient servant,

JOHN MARSTON, Captain and Senior Officer.

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

Order of the Secretary of the Navy to Commander Prentiss, U. S. Navy, commanding U. S. S. Albatross, to proceed at once to sea.

NAVY DEPARTMENT, March 7, 1862.

SIR: The exigencies of the service require you to use the utmost exertions to get to sea at the earliest possible moment. Acknowledge the receipt of this order and inform the Department when you can sail.

I am, respectfully, your obedient servant,

GIDEON WELLES.

Commander Geo. A. PRENTISS, Commanding U. S. S. Albatross, Baltimore, Md.

[Telegram.]

NAVY DEPARTMENT, March 7, 1862.

Can you send a boat this eve to Old Point? Answer immediately. I am in the office.

G. V. Fox, Assistant Secretary.

Lieutenant F. A. PARKER, Navy Yard, Washington.

[Telegram.]

NAVY DEPARTMENT, March 7, 1862.

Send the following message at once to Old Point by special boat, and direct Lieutenant Wyman, of the flotilla, to report at the Department to-morrow.

G. V. Fox, Assistant Secretary.

Lieutenant F. A. PARKER, Washington Navy Yard. [Enclosure.—Telegram.]

NAVY DEPARTMENT, March 7, 1862.

Send the St. Lawrence, Congress, and Cumberland into the Potomac River. Let the disposition of the remainder of the vessels at Hampton Roads be made according to your best judgment after consultation with General Wool. Use steam to tow them up. I will also try and send a couple of steamers from Baltimore to assist.

Let there be no delay.

GIDEON WELLES, Secretary of the Navy.

Captain John Marston, Senior Naval Officer, Hampton Roads, Virginia.

[Telegram.]

NAVY DEPARTMENT, March 7, 1862.

Is the telegraph to Captain Marston received and understood, and will it go to-night?

G. V. Fox,
Assistant Secretary.

Lieutenant F. A. PARKER,

Washington Navy Yard.

[Telegram.]

NAVY DEPARTMENT, March 7, 1862.

Can you charter and send a couple of steamers to Old Point to assist in towing two or three sailing vessels into the Potomac? Do so, if possible, on the best terms.

G. V. Fox,
Assistant Secretary.

F. S. CORKRAN,
Naval Officer of Customs, Baltimore, Md.

[Telegram.]

NAVY DEPARTMENT, March 8, 1862.

The Assistant Secretary will be at Old Point by the Baltimore boat of this eye. Do not move the ships until further orders, which he will carry.

GIDEON WELLES, Secretary Navy.

Captain John Marston, Senior Naval Officer, Hampton Roads.

[Telegram.]

NAVY DEPARTMENT, March 8, 1862.

Wait further instructions. I go to Old Point in the 3 p. m. train.

G. V. Fox, Assistant Secretary.

F. S. CORKRAN, Naval Officer, Baltimore, Md. [Telegram.]

NAVY DEPARTMENT, March 8, 1862.

I must go to Old Point by the 3 p. m. train. Two or three friends. Don't let the Old Point boat go.

G. V. Eox,
Assistant Secretary.

Moor N. Falls,

Baltimore, Md.

Abstracts of logbooks of United States vessels* which served in the Atlantic and North Atlantic Blockading Squadrons during the period from July 16, 1861, to March 7, 1862.

Abstract log of the U.S.S. Albatross, June 25, 1861, to March 7, 1862.

June 25, 1861.—Ship put in commission.

July 11.—At 11:30 a. m., 2½ miles distant from Oregon Inlet, latitude 35° 48′ N., longitude 75° 29′ W., opened fire from a rifle gun on an earthwork battery of 6 guns and an encampment of 16 tents and a large number of men. As we approached the shore the men were mustering in fine style, but before they could man their guns the balls from our rifle gun were flying through the embrasures of their battery, dismounting one of their guns and rendering the place quite untenable; after throwing in 6 shots from rifle gun, 7 balls and 5 (6-inch) shells from long 32s, some of which were seen to explode directly in their camps and fort, the soldiers were distinctly seen putting off from shore, some wading and swimming, in their hurry to get away. Two small rebel steamers picked them up and started up the Roanoke Sound.

rebel steamers picked them up and started up the Roanoke Sound.

July 18.—At 3 p. m. spoke and boarded the schooner Velasco, of Galveston, Tex., from Matanzas, with sugar for New York. Her papers being incorrect, and being under the Texan flag, she was seized

as a prize.

July 21.—At 11 a. m. beat to quarters and cast loose the guns, fired 9 shots from long 32s and 10 shots from rifle gun on spar deck at a steamer lying inside of Bodie's Island. Our fire was returned by the enemy with some 9 or 10 shot and shell, some going over us, others falling short, none taking effect. At 11:30 the enemy hauled off out

of reach of our guns and stood away for the mainland.

July 22.—At 9 a. m. sighted a steamer N. ½ E.; ran in toward her. Steamer stood out for us till within about 6 miles, when she put about and ran in for Hatteras Inlet. We ran within 3½ miles of the harbor, and discovered inside the inlet 9 schooners and 2 steamers at anchor under cover of an earthwork battery. Also 2 ships' hulls under water, with masts standing, on the beach to the northeast of the inlet. Put to sea again. Gave chase and came up with a schooner at 1:45. Hailed schooner, when a negro jumped overboard, exclaiming, "Save me, captain, she's bound to Charleston." Turned our guns on her and ordered her to heave to, and sent a boat aboard with Lieutenant Neville, picking up [the] negro on the way. Boat returned at 2, with schooner's crew of 5 men. Name of schooner, Enchantress, of Newburyport, taken by the pirate Jeff. Davis on 6th of July, in charge

^{*}Where vessels are mentioned in the preceding text and no abstract log appears in this volume, it is either because the log books have not been found, or the incidents mentioned in them are sufficiently covered by reports.

of a prize crew, bound to Charleston, S. C. Put the crew in double irons and sent Master's Mate Wendell and 5 men to take charge of her, with negro who belonged to the schooner when captured.

August 1.—At 6:45 a. m. boarded schooner Elizabeth Ann, of Accomac, Va. from Penn's Grove [N. J.], bound to Chincoteague. Her

papers being incorrect, seized her as a prize and took her in tow.

September 14.—Cruising along the Maryland shore, near mouth of the Potomac. At 5 p. m. boarded schooner Alabama, of New York, bound to Washington. Her papers incorrect; took charge and sent Master's Mate J. H. Harris with one seaman on board. Took prize in tow and proceeded down the Chesapeake.

September 17.—At 5 p. m., Fort Macon [N. C.] distant 5 miles, observed

a number of troops on top and a rebel flag flying from the same.

October 1.—At 5 p. m. came up with and spoke French war steamer Catinat, on a cruise. At 6 she came to anchor off Beaufort [N. C.]. At 7 sent a boat aboard the Catinat, but they refused to allow anyone on board by order of their admiral.

October 2.—At 3:30 p. m. the French war steamer Catinat got under-

way and stood out to sea.

October 7.—At 11 p. m., off Bogue Inlet [N. C.], Lieutenant Neville, with gig and 12 men, and Master's Mate Harris, in first cutter and 12 men, in company with three boats from the Cambridge, left on an expedition to fetch some schooners out of the inlet. Ships laid outside.

October 8.—At 2 a. m. Lieutenant Gwin, in the Cambridge cutter, came alongside and informed us our boats had capsized in the surf, and that he had picked up one of our men, H. E. Hopkinson, outside the breakers on an oar. Manned the second cutter and sent her in search of the men, in charge of R. O. Patterson, master. At 4 a. m. saw our two boats' crews and officer on the beach at Bogue Inlet. The second cutter and two boats from the Cambridge went in to their rescue and succeeded in bringing them off, with the exception of James R. Hobby, ordinary seaman, and Samuel Nichols, seaman, who were lost out of the gig when she capsized, and supposed to be drowned. Captain's gig was stove in and a quantity of arms and a compass were lost in the expedition.

November 6.—At 2 p. m. sighted a steamer wrecked on the beach to the east of Bogue Inlet. Observed people on shore signaling for us to communicate. They displayed a flag of truce. Lowered the first cutter with Master's Mate Harris to speak with them. At 5:50 boat

returned, the surf being too high to land.

November 7.—Called away the first cutter, and Master's Mate Harris went ashore with a flag of truce to get information respecting the wreck and fate of the crew, etc., of wrecked steamer. At 12 boat returned, having learned from the so-called Confederate officers that the wreck was the U. S. steam transport Star of the Union, Captain John J. Garvin, laden with hay, horses, provisions, etc., bound south. Was run ashore on the night of Friday, 1st instant, during a S. E. gale, all on board being taken prisoners, with exception of one man; he was drowned. They also report two steamers ashore off Charleston and two off Hatteras.

December 14.—At daybreak a suspicious-looking schooner was in sight off Lookout Breakers. Signaled U.S.S. State of Georgia to give chase. Got underway and stood out W. by S. At 10:45 the Georgia

came in with the schooner [Jane Campbell] in tow.

December 15.—At 12 m. master went aboard prize schooner. Observed the rebel flag on Fort Macon at half-mast all day.

December 16.—At 12:30 p. m. made signals and fired two guns at a strange steamer; she still kept on her course; supposed to be the U.S. transport S. R. Spaulding.

December 17.—At 8 p. m. Master T. [B.] Du Bois went aboard prize schooner Jane Campbell with her sailing orders for New York. Returned

at 9; brought eight Enfield rifles from the schooner.

December 18.—At 4 p. m. stood down the coast; signaled State of Georgia to follow. Saw a large fire inshore; beat to quarters and ran close in. Proved to be the wreck of the steamer Union on fire. Mr. R. O. Patterson went in the dingey, in company with a boat from the State of Georgia, to reconnoiter.

December 19.—At 9:15 State of Georgia fired 8 guns at wreck of the steamer Union; we ran within 500 yards and tried our port battery at the wreck, and 2 shots from rifled gun. At 4 p. m. fired a shot from

rifled gun at a squad of men on beach near light-house.

January 16.—At 7 a. m. lookout reported a ship ashore to the east of Bogue Inlet. Steamed in to the wreck; made her out to be the British ship York, of Dublin. U. S. bark Gemsbok came up and was ordered to anchor abreast the wreck. At 3 p. m., our guns being trained to cover our boats, two boats from us and three from the Gemsbok pulled in for the ship York. Acting Master Du Bois boarded the wreck; found the cargo had been discharged and set fire to her.

Abstract log of the U. S. S. Cambridge, August 29, 1861, to March 7, 1862.

August 29, 1861.—Went into commission, navy yard, Boston, Mass. September 7.—At 10:30 a. m came to anchor off Fortress Monroe.

September 9.—At 6 a. m. got underway and steamed through the roads. At 8:30 passed Cape Henry. At 11 boarded the schooner Louisa Agnes, of Lunenburg, Nova Scotia. Finding her papers unsatisfactory, and from letters found on board showing her intention to run the blockade, considered her a legitimate prize. Placed a prize crew in charge of her and sent her to New York.

September 10.—At 3:30 p. m. boarded English schooner Revere, of Yarmouth, Nova Scotia, with a cargo of salt and fish, bound for Beaufort, N. C. Put her in charge of a prize crew. At 10 p. m. anchored

off Beaufort.

September 23.—At 5 a. m. weighed anchor and went in chase of a schooner. At 9:20 came in hail of English schooner Julia, of St. John, New Brunswick. Considering her a lawful prize, put on her a prize crew and sent her to Boston, Mass.

September 24.—At 7 a.m. saw an English ship of war standing to the

W. S. W.

September 25.—At 4:30 p. m. made a steamer bound in. Proved to be the British steam sloop Rinaldo.

September 26.—At 9:30 a. m. the Rinaldo started for New York.

October 1.—At 10 a. m. spoke the schooner Edwin, of Barbados, bound to Baltimore. Sent her into Hampton Roads in charge of a

quartermaster and two men.

November 6.—At 10:30 a.m. came to anchor off Corrotoman River, Virginia. At 12:15 p.m. sent an expedition under command of Lieutenant Gwin, composed of 4 officers and 30 men, in the steamer Rescue and one of our boats, to cut a schooner out of the Corrotoman River. At 4:45 the Rescue returned, having been engaged by the enemy on

both sides of the river with rifled cannon on one side and rifled muskets on the other. The schooner being fast aground, stripped her of sails and rigging and burned her with her cargo of wood. Also burned some 75 cords of wood on shore. The only damage on our side was the destruction of a canoe and a boat's spar. The firing was returned vigorously from the *Rescue*, one of our shells exploding in and nearly destroying a house, from which muskets were being fired upon us.

November 8.—At 8 a.m. stood down the river. At 11:04 a.m., abreast of Grey's Point, opened fire on said point with broadside and pivot guns with shell, in company with the tug Rescue. Fired from pivot guns and broadside battery in all 10 shells. At 11:17 ceased firing, stood up river again, and at 1 p. m. opened fire upon a house in Urbana, said by the negroes to be a storehouse of ammunition, and upon a camp of soldiers in the rear of the town. At 2:30 ceased firing and anchored in front of the town. Lieutenant Gwin went on board the Rescue and went closer inshore, and fired round shot and shell at the house and camp. At 3 the Rescue ceased firing, came out and weighed anchor, and stood down the river. Expended 22 8-inch shells and cartridges, 27 Parrott shells and cartridges, and 18 Schenkle shells and cartridges.

November 12.—At 6 a. m. proceeded up river. At 8 threw 3 shell from Parrott gun at the magazine at Urbana, turned down the river,

and anchored.

Abstract log of the U.S. S. Commodore Perry, February 19 and 20, 1862.

February 19, 1862.—Albemarle Sound. At 4:15 p. m. found the rebels encamped abreast of the town of Winton, N. C. They fired a volley of musketry at the U. S. gunboat Delaware, we returning their fire with 8 shrapnel. Finding it too dark to engage, stood down the river and anchored.

February 20.—Winton, Chowan River [N. C.]. Got underway and took the lead of all the gunboats. At 9:30 a. m. commenced shelling the shore close to the town. Landed Colonel Hawkins's zouaves and naval forces and set fire to the town. At 1:30 took zouaves on board and took a raft in tow and stood down the river, and anchored abreast of Edenton Bay.

Abstract log of the U.S.S. Daylight, July 17, 1861, to March 7, 1862.

July 17, 1861.—At 2 p. m. saw a steamer inshore, making her way for Fort Caswell, N. C.; tried to cut her off, but she had the heels of us and escaped past the fort. Fired a rifled howitzer at her, but could not see the result. Hauled off again, being in range of the guns of Fort Caswell, and came to anchor. At 4:30 weighed anchor, seeing a steamer within the mouth of the river, but, as she did not come outside, we ran outside a little farther and anchored.

July 18.—At 5:45 p. m. saw a sail skimming along the land, making for Cape Fear River. Stood in to head her off, but having the wind and tide in her favor, she far reached us and dodged into the river. We could not pursue her farther than the bar, owing to our draft of water. We fired 10 shot at her, but the steamer rolled so heavily could not sight the guns. Every ball, however, struck very

near her.

July 21.—At 10 a.m. Lieutenant Lynch and Master's Mate Kelly went on shore in the whaleboat with a flag of truce, carrying information of the blockade. They were not allowed to proceed to the fort, but were obliged to land in the surf. Were received by a person calling himself Colonel Allen; delivered the documents and returned on board.

July 24.—From 12 to 4 p. m. very heavy firing at Fort Caswell.

August 3.—At 1:30 p. m. proceeded up James River [Virginia],
reconnoitering. Fired 4 shot at the shore, but could see no effect.

Abstract log of the U.S.S. Delaware, December 7, 1861, to March 7, 1862.

December 7, 1861.—At 2 p. m. vessel went into commission, navy yard, Philadelphia.

December 13.—At 1 p. m. came to anchor off Fortress Monroe. At 7

batteries ready for action.

December 29.—At 7 a. m. was hailed by a boat from the flagship, who reported an enemy off Newport News, and with the command to take her. Hastened toward Newport News, hearing continuous firing from the enemy, who had made prize of a schooner, taking her from the steamer Express. Gave up the chase when off Newport News, as the enemy were inside of Craney Island. Fired at the batteries on Sewell's Point. Rifle gun expended 2 grapeshot, 4 rifle shell; 32-pounders, 3 5-second shell and 2 15-second. At 5 p. m. got underway and proceeded to Newport News.

February 5.—At 12 m. running slowly up Pamlico Sound, the squad-

ron all keeping along. At 5 p. m. came to anchor.

February 19.—At 11:30 a. m. steamed at a moderate rate up Chowan River, followed by the steamers Louisiana, Morse, Hunchback, Whitehead, Barney, Perry, and Lockwood. When off the town of Winton, and within 50 yards of the shore, was assailed by the enemy with a discharge of musketry. Called all hands to quarters, and running above the bank from which the firing proceeded, gave them back shell and shrapnel from the IX-inch gun and the 32-pounder. Returned back by the embankment, and with the Perry and balance of the fleet came to anchor 7 miles below. Found 185 bullet holes in and around the ship, damage sustained from the enemy.

February 20.—At 8 a. m., in company with squadron, proceeded on up the Chowan River. When off the town of Winton part of fleet opened fire and landed D'Epineuil Zouaves, who advanced toward the town. After destroying buildings, etc., returned and were reembarked on board their respective vessels. Cavalry of the enemy reported in sight by the lookout at the masthead. We fired from 32-pounder and IX-inch gun. Steamed down the river with flotilla and anchored at the

mouth at 6:30 p.m.

March 5.—At 10:30 a. m. passed Brant Island Shoal, off Swan Quarter Island [Pamlico Sound]; captured a schooner with 10 men on board. Sent crew on board in charge of Master's Mate Kerens; took

her in tow and proceeded back toward Hatteras.

March 6.—At 6:30 a.m. fired a howitzer to bring to a sail discovered off Jones Bay. Took prize the schooner Zenith, laden with corn, and took prisoners her captain and crew, 3 in number. At the same time a small open boat, schooner-rigged, having on board a few barrels of corn, was made prize of and her captain and crew (3) taken prisoners. Master's Mate J. H. Raymond, with a crew of 4 men, was placed in charge of the Zenith, taking her in tow toward the Ceres, who was

chasing a schooner. At 8:30 the Ceres made prize of the schooner. At 9:30 rebel steamer in sight; fired 3 shots from howitzer and proceeded on our course. At 1 p. m. came to anchor near Stars and Stripes. We proceeded to Roanoke Island at 2 p. m., having in tow our prizes and the prize schooner of the 5th. At 8:15 came to anchor off the marshes.

Abstract log of the U.S. bark Gemsbok, August 30, 1861, to March 7, 1862.

August 30, 1861.—Went into commission at the Charlestown [Boston] navy yard.

September 11.—At 2:15 p.m. came to anchor between the Rip Raps

and Fortress Monroe.

September 19.—At 4:30 a. m. made a sail standing to the westward; made sail for pursuit. Threw a 32-pound shot across her bow; hove her to; Mr. Lunt, executive officer, boarded and took possession. Her captain stated he was bound to Key West, but her log and private papers found in her cabin proved that she was bound to evade the blockade for a market. The schooner captured was of about 30 tons burden, Captain James M. Davis, called the Harmony, of Yarmouth, Nova Scotia, loaded with fish and other cargo. The captain subsequently confessed that he was bound for Ocracoke, and signed a statement to that effect. Latitude 34° 47′, longitude 75° 41′.

September 22.—At 6:30 a.m. fired 2 32-pound shot and 3 8-inch shell at a sail on weather bow. All fell short. Continued the chase to windward. At 9 schooner came to anchor close inshore and her crew deserted her, landing in boats on the beach. Federal Point bears S. W. by W. & W., distant 12 miles. Sent port cutter, in charge of Mr. Lunt, to take possession. At 10 she was boarded; at 10:30 she was alongside. She proved to be the Mary E. Pindar, of Edenton, N. C., with about 50 casks of lime on board. At 12:40 she was placed in command of Mr. Burke, master's mate, and 4 men and ordered to report at Hampton Roads. At 4 p. m. passed Camp Weir, 5 miles south from New Inlet [Cape Fear River]; hoisted jack for a pilot, keeping men out of sight and officer of deck in plain clothes. Two men came off in a boat and were made prisoners of war. stated they were Union men at heart and glad of the protection of the stars and stripes once more, and of their own accord took the oath of allegiance and joined the ship. They stated that there were 2 rifled guns and 1,000 men in Camp Weir. At 6 Bald, Head light house bore S. W. by W. and Federal Point light-house W. by S.

November 12.—As we approached Bogue Inlet, saw the wreck of a steamer and a great crowd of people on the beach; also discovered a great many barrels and boxes, horses, etc. When abreast of them, kept off and threw some shell amongst them, at which they scattered. We must have killed and wounded a great many, as our shells exploded in their midst. Expended 10 68-pound shell [and] 1 32-pound shell.

We then beat up toward Beaufort Harbor.

Abstract of the log of the U. S. S. Hetzel, October 5, 1861, to March 7, 1862.

October 5, 1861.—Baltimore, Md. Ship in the hands of the carpenters and machinists.

November 18.—Got underway and stood up James River; came to anchor three-fourths of a mile from Newport News.

December 1.—At 4:30 p. m. got underway and proceeded to our

night station, Newport News bearing S. E.

December 2.—At 6:20 a. m. a rebel steamer ran out from under the lee of the eastern shore [James River, Virginia] and fired a shot, which passed over us. Called all hands to quarters and cleared ship for action. At 6:25 slipped cable and opened fire with our after gun. At 6:30 the action became general; firing was kept up by the U.S. steamers Hetzel, Shawsheen, Seymour, and Whitehead, against the so-called Confederate steamer Yorktown [Patrick Henry]. After an action of one hour and forty minutes the Yorktown stood up river. During the engagement this vessel expended 28 solid shot and 3 15-second shell. At 8:15 stood for Newport News and anchored.

December 11.—At 7:30 a.m. the Congress made signal "Come within hail." Received orders to proceed to Hampton Roads. Went along-side the storeship Brandywine and shifted battery. Received, in place

of our 32, a 9-inch Dahlgren gun.

December 28.—At 8 a.m. made Cape Hatters light, bearing N. N. E., distant 12 miles. At 12 m. came to anchor inside the bar.

January 13, 1862.—Twenty-four steamers of Genenal Burnside's expedition arrived and several gunboats under command of Flag-Officer

Goldsborough.

January 11.—Fresh gale from N. W. At 7:30 a. m. a steamer outside the bulkhead raised ensign, union down. At 8 one of the steamers of General Burnside's expedition ran ashore on the bar. At 8:45 steamer on bar cut away her foremast and at 11 her smokestack went by the board.

January 15.—At 3:30 p. m. proceeded over the bulkhead and came

to anchor.

January 21.—At 1:30 p. m. saw two of the enemy's steamers. Got underway in company with several other gunboats and gave chase.

Returned, per signal from flag-officer, and came to anchor.

February 6.—At 8 a. m. got underway in company with remainder of fleet and stood up Pamlico Sound. At 10:30 enemy in sight. At 11 very foggy; flagship made signal to anchor. At 3 p. m. five of the enemy's vessels hove in sight.

[February 7-10, 1862.—Put under date of battles of Roanoke Island

and Elizabeth City.]

Abstract log of the U.S.S. Monticello, July 16, 1861, to March 7, 1862.

July 16, 1861.—Discovered a new camp of 40 tents, as near as we could tell, across the river [James River, Virginia] from Jones's house.

July 17.—Proceeded up river to Godwin's Point; went close inshore and fired one 10-inch shell, 15-second, and three 32-pounder, 15-second shells, but could not reach the encampment. Reconnoitered the shore carefully, but could see nothing new.

August 26.—At 2:25 p. m. got underway and followed the frigate Minnesota and other vessels as one of the expedition bound to Hatteras

Inlet to attack the fort there.

[August 27-31.—Capture of Confederate batteries at Hatteras Inlet. See p. 134.]

October 9.—Off Charleston, S. C.

October 13.—At 1:30 p. m. steamed toward Stono Inlet to reconnoiter. Saw a small flag upon a sand hill with three or four men around. A small schooner lay anchored in the entrance. At 4 flag-ship reported a sail inland; we gave chase. At 5, not seeing any sail, gave up

chase and stood in for Dewees Inlet. At 5:05 saw a schooner standing out of Caper's Inlet; gave chase, but the schooner made her escape

up the inlet.

October 18.—At 3 a. m., in company with the U. S. S. Flag, chased the British schooner Emeline. She was boarded by the Flag and detained until further orders from senior officer. At 6:10 a. m. made a side-wheel steamer standing up the coast about halfway between Breach and Dewees inlets; gave chase. She put about and stood for Charleston, ran inside Rattlesnake Shools, and escaped up Maffitt's Channel. Gave up chase and stood off.

October 19.—Off Savannah [Ga.].

October 30.—At 10:15 a. m. discovered a sail ashore at the mouth of Wassaw Inlet. Saw two other schooners in the inlet and a steamer. At 3 p. m. took two launches from the Savannah in tow and proceeded down the coast. At 5 p. m., close in to Wassaw Inlet, sent the launches, accompanied by second cutter; opened fire with our rifle gun on a schooner near shore. All the shell fell short. At 7:30 boats returned to the ship, after making an unsuccessful attack upon the schooner. Several shots were exchanged on both sides, but no one was hurt. The rebels seemed to be in great force and ready to resist an attack. Boats were commanded by Lieutenants A. W. Johnson and W. P. Buckner.

November 5.—Came to anchor of Fortress Monroe.

November 11.—Bound down the coast.

November 12.—From 8 to meridian stood in toward Beaufort [N. C.] and reconnoitered. At 1:45 stood in toward the land. At 2 discovered a number of men on the beach at work on the wreck of the U. S.

transport Union. Opened fire upon them. At 3 stood off.

November 15.—Stood in toward Federal Point light-house, reconnoitering. Found a large fort near Federal Point light-house commanding the inlet, as near as we could ascertain, mounting 8 guns, and one small fort of 3 guns and an earthen casemate mounting 3 guns. Could see men at work on the same. On Zeek's Island could see still another fort, but not see the number of guns. Both forts flying a red flag with a white star. At 11 a.m. came to anchor.

November 18.—While reconnoitering close inshore 5 miles northeast of Federal Point saw a new house with a battery of 2 guns close to it. While in the act of turning round a gun was fired to the northward, when the battery near the house opened on us and fired 3 shots. Hoisted our colors and fired the rifle gun three times, reaching them once. All their shot fell short. Discovered another battery near by, making in all three.

November 26.—At 9 a. m. off the east end of Smith's Island, it bearing W. S. W., distant 4 miles; ran along shore to the northward and eastward reconnoitering. After passing the fort on Federal Point, saw red flags every half mile for the distance of 8 miles.

December 1-1.—Blockading New Inlet, Cape Fear River, North Carolina.

December 7.—At 11:30 anchored at Fortress Monroe [Va.].

December 16.—At 4:55 p.m. stood out to sea.

December 19.—At 5 p. m. came to anchor off Federal Point [N. C.].

December 30.—Blockading New Inlet, North Carolina. At 2 a. m. received on board two contrabands from Federal Point. They report that the steamer Gordon arrived at Wilmington on Friday, the 27th day of December, with a shot hole through her wheel. The crew left there the next day for Charleston, S. C., by land. They also report that the steamer North Carolina is loading with rosin and cotton and that she

has no guns mounted, and that the steamer Uncle Ben has 1 gun mounted and the steamer Maryland [Mariner] has 3 brass pieces and

one iron gun.

December 31.—At 11 a. m. saw a steamer and two schooners inside between Zeek's Island and Smithville; opened fire upon them from our rifle and pivot gun, expending 10 shots. Many of the rifle shell turned end over end and struck short of the object. At 7 p. m. saw a number of lights scattered along the beach to southward.

of lights scattered along the beach to southward.

January 7, 1862.—At 7 a.m. a colored man came on board from Federal Point. He reports that there are about 1,000 men in the batteries at Federal Point, and also that they have sunk two vessels in the channel near Zeek's Island and that they are getting ready to sink another

in the river channel.

January 25.—Got underway [and stood out to sea].

February 3.—At 9:30 a.m. came to anchor off the city of Baltimore [for repairs].

Abstract lcg of the U.S.S. Mystic, November 30, 1861, to March 7, 1862.

November 30, 1861.—At 2 p. m. put the ship in commission.

December 15.—Anchored in the Rappahannock River.

December 19.—At 5:30 p. m. sent second cutter with armed crew, in charge of W. R. Morton, master's mate, to cooperate with the Dawn in an expedition.

December 24.—At 7 p. m. observed boat inshore of us; armed boats

and pursued her, but she escaped up the river.

December 27.—Got underway in company with the Dawn and ran up to the mouth of Indian Creek for a reconnoissance. Saw nothing of the enemy, and at noon returned and proceeded up the Rappahannock. Steamed up the river as far as Carter's Creek; saw nothing, and returned and anchored at the mouth of the river.

January 6, 1862.—At 9:30 a.m. got underway and went up to Mosquito Point for oysters. Sent in two boats. At 1 p. m. the boats were fired on from the woods on shore; as no person could be observed, did not return the fire. Proceeded on board and dropped a shell into the woods where the shot came from. Returned to our previous anchor-

age off Windmill Point.

January 15.—At 11:30 a. m. discovered a vessel bearing W. S. W.; got underway and ran for her. At 12:15 first and second cutters left the ship in chase. As they pulled in, we opened fire on the shore to cover their attack. At 12:45 the enemy opened fire on the boats with a small fieldpiece and rifles, when the boats were recalled. At 1 we were joined by the Dawn, when the enemy opened on both vessels, which was returned promptly by both, and a brisk interchange of shots was kept up for thirty minutes, when we deemed it prudent to haul off, the onemy's guns being concealed by the trees and their range superior to our own. Expended in the action 9 shell and 8 shot.

January 25.—At 8:15 p. m. sent Acting Master Meader with first

cutter to reconnoiter. At 11:45 first cutter returned.

January 26.—At 2:15 a.m. sent first cutter with Acting Master Blakiston to reconnoiter. At 5 a.m. the first cutter returned.

February 12.—Ran up as far as Grey's Point to reconnoiter. At 6 p. m. steamed down the river.

February 28.—At 8 a. m. left for Fortress Monroe. At 3:30 p. m. arrived at Fortress Monroe.

March 2.—Boilers undergoing repairs.

Abstract log of the U.S.S. Stars and Stripes, September 19, 1861, to March 7, 1862.

September 19, 1861.—At 1 p. m. ship was put in commission [New

York navy yard].

October 29.—[Hatteras Inlet.] At 11:30 a. m. a steamer in sight to northward and westward; called to general quarters and exchanged shots; fired 4 shots from pivot gun, when the enemy retreated.

November 18 .- A rebel steamer came in sight, coming to within about

4 miles, when she rounded to and stood away to the northward.

November 20.—A steamer in sight; called all hands to quarters, the enemy firing 2 shots at us. At 12:30 p. m. the enemy left; secured the guns.

December 4.—At 4:45 p.m. mustered the crew at quarters, armed the watch, and got the battery ready for action; saw the masts of a large

schooner, supposed to be inside Ocracoke.

December 5.—At 6:30 a. m. discovered two steamers in the N.N. W., coming into the Swash Channel; fired 5 shots from the pivot gun with shrapnel (plugged), one 15-second shell from broadside gun, and 1 shot from howitzer. The rebels returned the fire sharply for some thirty minutes, when they ceased firing, and at 8 o'clock rounded to and stood off to the N. N. W. The nearest shot from the enemy fell short about 200 yards. At 1 p. m. a steamer in sight. At 1:30 made our number, which was not answered. At 1:45 made signal for the Ceres to get underway and overhaul her. After getting underway, in turning around, she got aground and could not get off. At 2:20 the steamer in sight passed the inlet.

January 21, 1862.—At 1 p. m. two rebel steamers in sight; flagship

Delaware, with six of the fleet, gave chase.

February 6.—From 8 a. m. to meridian [Pamlico Sound]: Two rebel steamers in sight ahead. From 4 to 6 p.m.: Called to quarters and got the battery ready for action.

CONFEDERATE REPORTS AND CORRESPONDENCE.*

Order of Captain Barron, Virginia Navy, Chief of Office of Detail and Equipment, to Lieutenant Jones, Virginia Navy, regarding construction of batteries in Burwell's Bay.

> OFFICE OF NAVAL DETAIL AND EQUIPMENT, Richmond, Va., April 29, 1861.

SIR: Proceed to Burwell's Bay in company with Colonel Talcott, and after obtaining from him such information as you may require in the construction of the battery there, you will proceed to execute the work. Guns and munitions will be sent to you, and there will be a volunteer force to aid you in the protection of the battery.

Captain H. H. Cocke is in command, and you will report to him by

letter or otherwise.

By order of Major-General Lee:

Respectfully, etc.,

S. BARRON, Captain, in Charge.

Lieutenant CATESBY AP R. JONES, Virginia Navy, Norfolk, Va.

^{*}The reports and correspondence from April 29-June 11, 1861, should have been printed in Vol. 5, but were not avaliable at time of publication.—Compilers.

Additional order of Captain Barron, Virginia Navy, Chief of Office of Detail and Equipment, to Lieutenant Jones, Virginia Navy, regarding the construction of batteries in Burwell's Bay.

OFFICE OF NAVAL DETAIL AND EQUIPMENT, Richmond, Va., April 29, 1861.

SIR: Proceed to Norfolk for the purpose of carrying out the instruc-

tions contained in the order to you of this date.

Upon application to the commandant of the yard, he will furnish you with mechanics, carrylogs, guns, and such other articles as you may require. Dispatch is very important.

By order of Major-General Lee:

Respectfully, etc.,

S. BARRON, Captain, in Charge.

Lieutenant CATESBY AP R. JONES, Virginia Navy, Richmond, Va.

The superintendents or conductors of the railroad between Richmond and Norfolk will pass you under this order, and charge the account to the Commonwealth of Virginia.

Letter from Major Ewell, Virginia Volunteers, to Lieutenant Jones, Virginia Navy, regarding a force for the protection of batteries under construction in Burwell's Bay.

WILLIAMSBURG, May 4, 1861.

SIR: Such is the present condition of the force of volunteers here it is impossible to comply with your request, viz, to send a force sufficient to protect the battery you are erecting. To reassure the workmen and thus hasten the construction, a detachment of the Junior Guard is under orders to proceed at once to the island.

Respectfully,

BENJ. S. EWELL, Major, Virginia Volunteers.

Captain CATESBY AP R. JONES, Virginia Navy,

Jamestown Island.

Letter from Captain Barron, Virginia Navy, Chief of Office of Detail and Equipment, to Captain Cocke, Virginia Navy, regarding a force for the protection of batteries under construction.

OFFICE OF NAVAL DETAIL AND EQUIPMENT, Richmond, Va., May 5, 1861.

SIR: Please say to Captain Allen that Major-General Lee wishes him to assume command of his company and station them for the support of your work. Should this not be a sufficient force for the protection of the works, you are authorized to call on Major Ewell at Williamsburg for such contingent as you may deem necessary.

When application is made by Captain Allen, the major-general will

have his company mustered into service.

We have received information that the vessels of the blockading squadron are extending their visits high up the river. You are directed to prevent their ascent above your fort, observing the usual practice in such cases, first, a shot across the bow; if not attended to, one immediately over the vessel. Should these signals be disregarded, you must fire into them. It is, however, the major-general's desire to keep off hostile collision, if it be properly avoidable. It is thought advisable that no opportunity of gaining information by the enemy of what we are doing should be afforded. To this end you are authorized to prevent any vessel from passing down the river.

By order of Major-General Lee: Respectfully, etc.,

S. BARRON, Captain, in Charge.

Captain H. H. COCKE, Virginia Navy, Petersburg, Va.

Report of Lieutenant Jones, Virginia Navy, of the selection of Jamestown Island as a suitable position for a battery.

JAMESTOWN ISLAND, May 5, 1861.

SIR: In obedience to your order of the 29th ultimo, I proceeded the next morning, in company with Lieutenant Randolph, to Norfolk, for the purpose of hastening the preparation of a battery for Burwell's Finding that I could not, without much delay, obtain more than six guns (one IX-inch and five 32-pounders), I made the necessary arrangements for that number and left Lieutenant Randolph to bring them on when ready, whilst I accompanied Colonel Talcott on a reconnoissance for a suitable position for a battery. After some days' examination, Colonel Talcott selected this island as the lowest place on the river for a battery, and therefore a very important position. Mr. William Allen (the proprietor of the island) had, himself, commenced constructing a battery here, for which he informs me eight 32-pounders are preparing at Norfolk, but these, it is to be apprehended, will not be sent here now without an order from you, as it may be thought that the battery for Burwell's Bay will answer; but supposing them to be sent, there will yet remain two guns to complete the battery as laid out, which Colonel Talcott recommends shall be taken from the twelve 1X-inch guns now mounted at Fort Norfolk. Lieutenant Randolph writes that some of the guns and articles selected for this place have been appropriated for batteries above. This will cause delay where it is most injurious, as from our position we are most exposed. The Glencove was fired into yesterday only a few miles below this. I requested Major Ewell, of Williamsburg, to order a force to protect our operations. He last night sent a detachment of the Junior Guard, consisting of 17, but without artillery. They may serve to reassure the workmen, who have been most alarmed, and thus hasten the work.

I have assumed command and commenced constructing the battery. The work will, owing to the course of the channel which it is to command, be an extensive one, with five faces and sixteen guns. We have over a hundred negroes, but are delayed for want of barrows; tools, and provisions. We shall, however, be ready to-morrow, if the guns arrive, to mount a portion of them temporarily. Mr. Allen and other gentlemen have thus far supplied the negroes, but they are short of meat, and we require 1,000 pounds of meat, besides subsistence for the volunteers. Please have it furnished, or direct me how to obtain it. I have been embarrassed in this and other cases where expenditures

were necessary, and respectfully request instructions.

We require a force to protect the battery and a force to work the

guns, and of course provisions to protect them.

I have reported by letter to Captain Cocke, and also addressed him important communications relating to matters mentioned in this, but to this time have had no instructions from him and have been forced to act without them. I have thought proper, therefore, to communicate directly with you.

[CATESBY AP R. JONES.]

Captain S. BARRON, Virginia Navy, Richmond, Va.

Letter from Lieutenant Jones, Virginia Navy, to Captain Allen, commanding Jamestown Guard, requesting protection of the battery under erection at that place.

...

JAMESTOWN ISLAND, May 6, 1861.

SIR: I am authorized by Major General Lee to call upon you, with your command, for the protection of Jamestown battery.

Yours, respectfully,

CATESBY AP R. JONES.

Captain WILLIAM ALLEN,
Commanding Jamestown Guard.

Letter from Lieutenant Jones, Virginia Navy, to Major Ewell, Virginia Volunteers, requesting protection for Jamestown battery.

JAMESTOWN ISLAND, May 6, 1861.

SIR: I am authorized by Major-General Lee to call upon you for two companies to protect the battery under my command.

Will you be pleased to give the necessary orders, that they may be

here with the least practicable delay?

I will also thank you to make the necessary arrangements for subsisting them, as we are entirely without provisions.

I should like to be informed of what steps you take, and also when I

may expect the men.

I have the honor to be, your obedient servant,

CATESBY AP R. JONES, Virginia Navy, Commanding Battery.

Major EWELL, Williamsburg.

Letter from Lieutenant Jones, Virginia Navy, to the commanding officer at Fort Powhatan, requesting an increased force on Jamestown Island.

JAMESTOWN ISLAND, May 6, 1861.

SIR: I have to request that you will send the remainder of Captain Briggs's company to this island for the purpose of assisting in protecting and fighting the battery. The present force is entirely inadequate. We now have four guns mounted; it would require at least fifty men to

fight them; and we are hourly expecting other guns, which will require

With the men will be required provisions, etc.

I have the honor to be, your obedient servant,

CATESBY AP R. JONES, Commanding Battery.

Major [John P.] Wilson, or Commanding Officer,

Fort Powhatan.

Report of Lieutenant Jones, Virginia Navy, commanding Jamestown battery, regarding the lack of suitable force for its protection.

JAMESTOWN ISLAND, May 6, 1861.

SIR: Yesterday evening Commander Maury, by your order, delivered four 32-pounders for this battery, but without purchases, tackles, or any other means of handling them, and we have consequently been forced to suspend operations on the work and employ all hands to land and place the guns where they can be fired, which I do not expect to accomplish this forenoon. No train or side tackles have been sent, Commander Maury informing me that Captain Cocke said they were all needed at Fort Powhatan; nor has there been any force sent to work the guns or to protect them.

The 17 men from Williamsburg were ordered to return there last evening, leaving the guns entirely unprotected. Commander Maury, at my request, represented our condition at the fort above, where I understand there were some 200 men, and returned last night with 20 men, a detachment of the Greenville Guards, which is now the only

guard we have.

Your letter to Captain Cocke of the 5th instant has been placed in my hands. I shall act as if it were addressed to me. I have called upon Captain Allen this morning for his company. He informs me that they are without arms or uniform. I respectfully request, as they are fine marksmen, that rifled guns be sent them at this place. I shall also call upon Major Ewell for two companies, though I do not expect to obtain them, as his command are somewhere on York River.

Yesterday I received a message from Captain Cocke, saying that he would send some provisions down to day. I would respectfully request that immediate steps be taken to provision the forces shortly expected

here.

The above message is the only communication of any kind that I have had from Captain Cocke. It would appear that the fort above is considered of much greater importance than this. Of course I am not the judge of that, but I consider it my duty to represent the facts, so that you can determine whether it is proper that we should be left with guns without men or means of working them, and without a force to protect them. It would appear that they consider themselves at liberty above to supply themselves without reference to our wants, though we are more exposed to attack and more remote from the source of supply.

I will conclude by stating that imperfect as are the means of defense, I shall endeavor to use them to the best advantage, and in accordance

with the instructions in your letter to Captain Cocke.

Very respectfully, CATESBY AP R. JONES, Virginia Navy, Commanding Battery.

Captain S. BARRON, Virginia Navy, Richmond. P. S.—Lieutenant Maury, in order to enable me to keep a lookout and stop the passage of vessels down the river, left the tug Raney here. Both he and I consider it very necessary.

C. AP R. JONES.

It may be proper to state that not the least blame can be attached to Lieutenant Maury for the condition the guns were delivered in.

Letter from Captain Briggs, Virginia Volunteers, to Lieutenant Jones, Virginia Navy, commanding Jamestown battery, regarding the needs of his command.

JAMESTOWN, May 8, 1861.

[Sir:] The Greenville Guards in my command is composed of 1 captain, 3 lieutenants, 4 sergeants, 4 corporals, and 73 privates. We have 50 Enfield rifles, 18 flint-lock muskets, with no flints, and entirely out of order.

We have about 2 rounds only of cartridges for Enfield rifles, and about 10 rounds balls. Ammunition is absolutely required.

We have no knapsacks, no cartridge boxes, no tents, no stationery;

in fact, no camp equipage, except a few camp kettles.

The old muskets being entirely useless, we would respectfully ask for 30 good guns to correspond as nearly as possible to our rifles.

Very respectfully,

WM. H. BRIGGS, Captain.

Captain CATESBY AP R. JONES.

P. S —There are 13 without any guns at all. We need also 2 good swords. Two of the muskets have no rammers.

W. H. B.

Report of Lieutenant Jones, Virginia Navy, regarding the mounting of guns in the Jamestown battery.

JAMESTOWN BATTERY, May 10, 1861.

Sir: In obedience to your order conveyed by Lieutenant Randolph, I have ordered the remaining tug to return to Richmond. She will have the lighter that brought the guns in tow. I have previously stated the importance of having a steamer here. I will add that I have no

reason to change opinion.

We have now 8 guns mounted, two IX-inch, and six 32-pounders of 57 hundredweight, and had succeeded, after great labor, in having temporary platforms constructed where they could be worked, but it proved to be labor thrown away, for Captain Cocke yesterday visited the battery and ordered the side and train tackles for three of the guns to be sent to his battery at Fort Powhatan. I considered it my duty to say to him that this battery must first be attacked, and that the guns above (32-pounders of 52 hundredweight) were lighter than ours, and could, with less difficulty, be worked without tackles than ours, and that they had more men than we had. He replied that it was necessary to complete the battery above, and he had ordered other tackle for this battery. The IX-inch sent from Richmond has no sights or sight boxes,

and is without an elevating screw or roller handspike. Captain Cocke brought some cartridges for the Enfield rifles, but the balls were too large to enter. I suppose they must have been made for the new rifled musket which was purposely made a few thousandths of an inch larger than the Enfield.

We are working a large force; about 250 are now employed. Our supply of provisions is running low, a company from Charles City, num-

bering 50, having just arrived.

This morning we fired a 32-pounder with 9 pounds of powder and round shot to see if the breeching could not be dispensed with. The recoil was but little more than necessary to the load. The inclination of the platform is 1 inch to the foot. As anticipated, the breeching is entirely unnecessary.

Mr. Myers, the engineer of the work, is, I regret to say, quite unwell; if possible he will see you in person and give you any information you

may require in reference to the work.

Very respectfully, your obedient servant,

CATESBY AP R. JONES.

Captain BARRON, Richmond, Va.

Personal letter from Captain Barron, Virginia Navy, to Lieutenant Jones, Virginia Navy, regarding the issuance of a general order.

MAY 11, 1861.

My Dear Jones: I have succeeded in getting a general order issued, which, I think, will relieve you of all embarrassment hereafter. I have sympathized with you fully in your annoyance, and hope that you have found comfort in the full appreciation of your very successful efforts in preparing for the defense of our "good old mother." The navy batteries are designed for the defense of the rivers, and the military force for the protection of the batteries. They all are expected to play into each other's hands. We have nothing particularly new. President Davis is looked for here in a few days, and the next Congress will probably meet here.

Bert has resigned and wants to know where you are. Very sincerely, yours,

S. BARRON.

Lieutenant Catesby AP R. Jones, C. S. Navy.

Letter from Captain Barron, Virginia Navy, to Lieutenant Jones, Virginia Navy, expressing appreciation of his zealous prosecution of the work on the battery.

RICHMOND, May 12, 1861.

MY DEAR SIR: Your two letters were duly received yesterday. Provisions will be sent you to-morrow, also some tackles for your battery. I wish it were in my power to settle things in such a manner as to give you less trouble and more entire control. As it is, we must work away with all our might and main. Be assured that both the major-general and I fully appreciate your promptness, energy, and zeal in the efficient prosecution of the work confided to your well-known and appreciated

intelligence and patriotism. You have overcome immense difficulties, and your success has given great comfort to the good people of this city and the river. What arrangement has been or can be made for the safe-keeping and proper expenditure of the provisions that may be sent? The guns at York River, Gloucester Point, and West Point are at last in battery; also some guns on Aquia Creek. I hope and believe that the Navy will give satisfaction to the people.

Very sincerely, yours,

S. BARRON.

[Lieutenant CATESBY AP R. JONES.]

Letter from Captain Barron, Virginia Navy, Chief of Office of Detail and Equipment, to Lieutenant Jones, Virginia Navy, regarding the erection of an additional battery.

RICHMOND, May 23, 1861.

MY DEAR JONES: Colonel Magruder is to assume command of the forces between your station and York River. You are to hold intercourse with him. I shall send you an officer or two midshipmen; sorry I can't do better for you. Your battery is to be increased five more heavy guns; that is, another battery is to be erected on your island. This is to be the future capital. Davis will probably be here in a few days. Excuse great haste.

Very truly, yours,

S. BARRON.

Lieutenant Catesby AP R. Jones, C. S. Navy.

Detailed report of Lieutenant Jones (?), Virginia Navy, regarding the battery of Fort Pocahontas.

> FORT POCAHONTAS [JAMESTOWN ISLAND?], May 24, 1861.

SIR: There are 2 IX-inch and 6 32-pounders in this battery. One of the IX-inch is marked W. P., and numbered 110; the other I. F., No. 276.

The 32-pounders are all marked I. F., and numbered, respectively, 392, 394, 401, 406, 403, and 408. Weight, 57 hundredweight. For the IX-inch we have 70 cartridges (10 pounds), 700 pounds, 35

rounds; 70 shell, 35 rounds; 8 stand of grape, 4 rounds.

For the 32-pounders we have 396 cartridges (8 pounds), 3,168 pounds, 66 rounds; 498 shot, 83 rounds; 75 shell, 12 rounds; 20 stand of grape,

3 rounds; four barrels of powder (400 pounds).

The following ammunition is required: 130 10 pound cartridges for IX-inch, 65 rounds; 130 shell, filled and fuzed, for IX-inch, 65 rounds; 22 stand of grape for IX-inch, 11 rounds; 12 canister for IX-inch, 6 rounds; 204 9-pound cartridges for 32-pounder, 34 rounds; 102 shot for 32-pounder, 17 rounds; 45 shell, filled and fuzed, 32-pounder, 7 rounds; 70 stand of grape, 32-pounder, 12 rounds; 36 canister, 32-pounder, 6 rounds; 200 spare fuzes, 500 primers, 2 fuze wrenches.

There are also required: Spare lock strings (ours are all too short), 2 vent drills, 2 spare beds and quoins, 2 spare trucks, spare double blocks and spare rope for falls (our falls are too short), spun yarn, 1 ladle for IX-inch gun, 1 worm, 12 lanterns, black lead, red lead, indiarubber shoes (2 pair) for magazine, 1 set of weights and scales, 1 set of measures (copper), 1 funnel for filling shell, copper tools for opening powder barrels, water buckets (2), copper bound, dustpan (copper).

It is very important that a sufficient number of men should be stationed at this battery to man all the guns and to be solely and exclusively engaged in the duties appertaining to it. The efficiency of the battery would be very much increased by the addition of a competent gunner and a few seamen accustomed to the handling of heavy guns.

I have just been informed that five 8 inch army guns have been dispatched to this place. This will readily suggest the necessity of an experienced gunner, to avoid, as much as possible, the necessary complications arising from the supply of guns of three different calibers in the same battery.

P. S.—For 8-inch army guns, 500 cylinders, 2 gunner's quadrants, cartridge-formers for 32-pounder 8-inch and 9-inch guns, and cartridge material.

[CATESBY AP R. JONES (?), Lieutenant, C. S. Navy.]

Letter from Captain Barron, Virginia Navy, Chief of Office of Detail and Equipment, to Lieutenant Jones, Virginia Navy, regarding the command of the battery on Jamestown Island.

RICHMOND, May 27, 1861.

MY DEAR JONES: The Army have been within the last few days landing troops and supplies at the Grove's [wharf], or some point several miles below your station, which is considered to be rather hazard-Let me know, for the information of the general, your opinion on this point, and whether the same sort of troops and supplies may not be landed under the protection of your battery at or near Jamestown Island. I am very sorry about the thoughtlessness in sending your guns down in a vessel drawing so much water. We are getting to be anxious about your island, and the general and Colonel Talcott determined on the additional guns which have been sent you. The spot on which the battery or redoubt is to be erected was, or is to be, selected by Colonel Talcott, the batteries to be under your command; and when the requisition for men to work the guns is filled, you are to have the entire control of them, exercising, stationing, etc. There has been some sad mistake on this point on your river and at Norfolk, which I trust I have succeeded in correcting. If Captain Cocke be not on the spot, when you have opportunities to write me, or when you have requisitions or reports to make to this office, don't hesitate to do so This is no time for circumlocution. I am trying to get a gunner's mate for you. Had you not better write to Page, at Norfolk, and ask him to beat up a volunteer or so for you? You can offer the gunner's mate's pay, etc., to four men. Be assured that you have my sympathies in all your trials, and shall have my hearty cooperation in all that you may desire to have done, nor shall you be superseded by any person. Pegram has been ordered to Pig Point, and now it is presumed that Cocke will devote himself still more exclusively to his first love-Powhatan.

President Davis is expected here early this week. Page will give you all the news.

Very sincerely, yours,

S. BARRON.

[Lieutenant Catesby AP R. Jones.]
N W R—VOL 6—45

Order of Captain Barron, Virginia Navy, Chief of Office of Detail and Equipment, to Captain Cocke, Virginia Navy, commanding James River defenses, regarding the duty of the C. S. S. Teaser.

OFFICE OF NAVAL DETAIL AND EQUIPMENT, Richmond, Va., May 29, 1861.

SIR: Your letter of the 27th instant has been received.

Lieutenant James H. Rochelle has been ordered to proceed with the steam tender *Teaser* to Jamestown Island and to report to you for duty on James River.

The proper station for the *Teaser* is under the guns of Jamestown Island, and she is to render all possible service to the Army in transporting men, munitions of war, etc., from one place or station to another, principally in crossing from Jamestown Island to the mainland.

Lieutenant Rochelle has been informed that no enterprise is to be

undertaken without special orders.

By order of Major-General Lee:

Respectfully, etc.,

S. BARRON, Captain, in Charge.

Captain H. H. COCKE, Commanding James River Defenses, Petersburg, Va.

General instructions from Captain Barron, Virginia Navy, Chief of Office of Detail and Equipment, to Lieutenant Jones, Virginia Navy.

RICHMOND, May 29, 1861.

My Dear Jones: The Teaser is ordered to be stationed near to your battery. Her principal service is to transport or aid in transporting men, arms, munitions, etc., from the island to the mainland, it being deemed inadvisible to send troops or anything else to landings lower down the river. There is now a large force at Hampton and the neighborhood, which may be designed for this city, passing up the peninsula. Therefore, keep a bright lookout and, if necessary, spike your guns and retire to the stream. There may be attempted an ascent of the river on its right bank; if so, your steamer, with the scows or lighters placed under your orders, will be used for transporting the army to that bank of the river. The major-general commanding directs that no enterprise be undertaken without special orders. We must still act on the defensive.

President Davis arrived here this morning; have not yet seen him. Cabinet will all be here in a day or two. Events are crowding in upon us. Your battery is looked to with deep anxiety. It is considered in Richmond the battery for the defense of the city.

Yours, very sincerely,

S. BARRON.

[Lieutenant CATESBY AP R. JONES.]

Have any men been transferred to you yet for your battery?

Letter from Captain Lee, Virginia Navy, Chief of Office of Ordnance and Hydrography, to Lieutenant Jones, Virginia Navy, commanding Jamestown battery, regarding supplies.

OFFICE OF ORDNANCE AND HYDROGRAPHY, Richmond, May 29, 1861.

SIR: Your letter of the 28th [24th?] instant is received, and in reply I have to state that your request in regard to the future transportation of guns shall be strictly attended to. I did not send your cartridges because we had but one man in Richmond who could fill them, and he was absent at the time. We sent the powder cylinders.

As previously advised, we have no filled or live shells of any size here.

As previously advised, we have no filled or live shells of any size here. We have no scales, weights, or measures, but as soon as they are received from Norfolk they shall be forwarded to you. Also the other

articles you require for elevating the guns.

That portion of your letter referring to the want of a gunner and crew for the more effectual working of your batteries has been referred to Captain Barron for his action.

The sending to you the army guns was a sudden determination from headquarters. They were ordered to be sent without delay, and we had no time to advise you of their coming.

I am, very respectfully, your obedient servant,

S. S. LEE, Captain, in Charge.

Lieutenant CATESBY AP R. JONES,

Commanding Battery at Jamestown Island.

Order from Captain Cocke, Virginia Navy, commanding James River defenses, to Lieutenant Jones, commanding Jamestown battery, regarding the duty of the C. S. S. Teaser.

FORT POWHATAN, May 30, 1861.

SIR: I have directed Lieutenant Rochelle, of the steamer *Teaser*, to report to you for duty. I have also enclosed Captain Barron's letter to me, in relation to her, which you will be pleased to observe.

All official communications from the officers under my command will have to pass through my hands, agreeably to general orders from headquarters.

Very respectfully, yours,

Н. Н. Соске.

Lieutenant CATESBY AP R. JONES, Commanding Battery, Jamestown.

P. S.—Your communications to me be pleased to direct to this place. H. H. C.

General order from Captain Lee, Virginia Navy, Chief of Office of Ordnance and Hydrography, urging care in the expenditure of ammunition.

OFFICE OF ORDNANCE AND HYDROGRAPHY, Richmond, May 31, 1861.

SIR: This office feels called upon to remind the officers in charge of the several batteries along the rivers that unnecessary expenditure of ammunition, shells, and other projectiles must be avoided. You will please, therefore, impress upon the minds of the officers in charge of said batteries the great necessity of not throwing away their ammunition, shells, etc., uselessly, as our means of supplying ammunition and projectiles is very limited. Of live shells we have none and no person upon whom we can lay our hands to fill a shell, consequently are dependent upon the small supply that has been already furnished to the batteries. Hence, you will perceive the stern necessity of carefully holding on to those we may now have.

You will please furnish each officer commanding a battery with a

copy of this order.

I am, very respectfully,

S. S. LEE, Captain, in Charge.

Captain H. H. Cocke, Commanding District, James River, City Point.

Letter from Captain Barron, Virginia Navy, Chief of Office of Detail and Equipment, to Lieutenant Jones, Virginia Navy, commanding Jamestown battery, regarding guns and shells.

JUNE 1, 1861.

My Dear Jones: I have made out an appointment as acting carpenter for Mr. Hitchings, and as soon as he appears I will send him to you. I have also caused Mr. Myers's case to be laid before the Governor and council, and hope to get his commission properly dated. I am endeavoring to get slides, beds, etc., made for some of our casemates. If I succeed, I will send you some of the light guns for your redoubt. We have no filled or fuzed shells. We are trying to manufacture fuzes at the Norfolk-yard. When we get some you shall be supplied. I have heard of a gunner, who, if I get, shall be sent to you. If any more officers present themselves I will not forget you, be assured. The council think of making you a visit on Tuesday next.

President Davis is here. Toombs also. Mallory and Walker are to be here to-day. To-morrow or next day we shall all be placed under

President Davis, I think.

Yours, very truly,

S. BARRON.

[Lieutenant CATESBY AP R. JONES.]

The officers of our Navy will be incorporated in the Confederate States Navy without any application other than such as will be attended to by the Government here. I have been before the council on this subject. Walker must be rated by you—i. e., his date of entrance on duty with you, and the rate of pay received by ship's carpenters will be allowed him as if he had been at work in the Norfolk navy yard.

S. BARRON.

Letter from Captain Barron, Virginia Navy, Chief of Office of Detail and Equipment, to Lieutenant Jones, Virginia Navy, commanding Jamestown battery, referring to the transfer of the Navy.

WEDNESDAY EVENING [JUNE 2, 1861?].

MY DEAR JONES: If I-can possibly find an officer you shall have him. Jones is in a battery at Norfolk. Murdaugh has not got here yet. If you have anything to communicate, always write me privately, if you think it desirable that I should be informed. I am truly sorry that you should be trammeled, but necessity has no law. Mr. Mallory is here, and we shall all be transferred over to-morrow or next day. Nothing new. Nobody hurt at Aquia Creek, notwithstanding Yankee Ward's lying report.

Yours, sincerely,

S. BARRON.

[Lieutenant CATESBY AP R. JONES.]

If anything is due to Walker and Mr. Hitchings before they were appointed, have an account made out, certified by Captain Cocke or yourself, and I will attend to it.

S. B.

Letter from Captain Barron, Virginia Navy, Chief of Office of Detail and Equipment, to Lieutenant Jones, commanding Jamestown battery, regarding the transfer of the Virginia Navy.

June 11, 1861.

MY DEAR JONES: I have only time to say that yesterday we were all transferred to Mr. Mallory. The appointments in the Confederate States Navy will be made without any individual action, the governor and council having done all that is necessary in the premises. I am retained in this office—Detail and Orders. Ingraham is in Ordnance and Hydrography; De Bree, Provisions and Clothing; Spotswood, Surgery and Medicine. Address communications accordingly. I have written a circular telling of the change.

Very truly, yours,

S. BARRON.

[Lieutenant CATESBY AP R. JONES.]

Order of the commandant navy yard, Norfolk, to Commander Lee, C. S. Navy, regarding articles required by the C. S. S. Patrick Henry.

NAVY YARD, GOSPORT [NORFOLK], July 16, 1861.

SIR: The steamer Patrick Henry, alias Yorktown, is now waiting for awnings, hammocks, wind sails, etc., and, in accordance with a request from the Bureau of Ordnance and Detail, you will proceed to fill the order with all possible dispatch, even to the exclusion of work now on hand.

In addition, you will please forward 500 fathoms 1-inch manila rope to Commander M. F. Maury.

Very respectfully, etc.,

F. FORREST, Commandant.

Commander S. S. Lee, Executive Department.

Order of the commandant navy yard, Norfolk, to Paymaster Peters, C. S. Navy, regarding chartered steamer Harmony.

NAVY YARD, GOSPORT [NORFOLK], July 20, 1861.

SIR: I herewith would inform you for your guidance that the State of Virginia will pay for the use of the steamer Harmony up to the 1st

instant. After that date the accounts will be made out against, and paid by, the Confederate States.

Respectfully,

F. FORREST.

Paymaster WILLIAM H. PETERS.

Order of the Secretary of the Navy of the Confederate States to Captain Barron, C. S. Navy, Chief of Office of Orders and Detail, to proceed to the command of naval defenses of Virginia and North Carolina.

C. S. NAVY DEPARTMENT, Richmond, July 20, 1861.

SIR: You are hereby detached from the office of Orders and Detail and will take charge of the naval defenses of the States of Virginia and North Carolina afloat, and adopt every means in your power to make them efficient against the enemy.

You will make an examination of the coast and waters of North

You will make an examination of the coast and waters of North Carolina, and make such suggestions as your judgment may dictate

for the protection of the honor and interests of the country.

The Department is unwilling to circumscribe your action by detailed

instructions, relying as it does upon your judgment.

The following vessels, to which others will be added, are placed under your command, viz: The Patrick Henry, Jamestown, St. Nicholas, George Page, Raleigh, Edwards, and Ellis.

I am, respectfully, your obedient servant,

S. R. MALLORY, Secretary of the Navy.

Captain Samuel Barron, C. S. Navy,
Office of Orders and Detail, Navy Department, Richmond, Va.

Order of the Secretary of the Navy to Lieutenant Simms, C. S. Navy, to assume command of the C. S. S. George Page.*

C. S. NAVY DEPARTMENT,
Office of Orders and Detail, Richmond, Va., July 20, 1861.

SIR: You are hereby detached from the Potomac River defenses and you will proceed to Aquia Creek and report to Captain William F. Lynch for the command of the C. S. S. George Page, which vessel constitutes a part of the command of Captain S. Barron, appointed to command the naval defenses afloat of Virginia and North Carolina.

By command of the Secretary of the Navy: I am, respectfully, your obedient servant,

S. BARRON, Captain, in Charge.

Lieutenant C. C. Simms, C. S. Navy, Fredericksburg, Va.

General order of Flag-Officer Barron, C. S. Navy, on assuming command of naval definess of Virginia and North Carolina.

RICHMOND, VA., July 22, 1861.

Having been assigned by the honorable Secretary of the Navy to the charge of the naval defenses of the States of Virginia and North Carolina, I hereby assume command.

The officers in command of the steamers Patrick Henry, St. Nicholas, Jamestown, George Page, Raleigh, Ellis, and Edwards, constituting the present command, will report accordingly to me, by letter directed to this city.

S. BARRON,

Commanding Naval Defenses of Virginia and North Carolina.

Order of the commandant navy yard, Norfolk, to Lieutenant Alexander, C. S. Navy, to assume command of the C. S. S. Raleigh.

NAVY YARD, GOSPORT [NORFOLK], July 22, 1861.

SIR: You will report yourself to Commander Lee as the commander of the C. S. S. Raleigh.

Captain Lee will proceed at once to fit her out with all expedition.

By order of commandant:

T. T. HUNTER,

Commander and Adjutant.

Lieutenant Commanding J. W. ALEXANDER, C. S. S. Raleigh.

Order of the commandant navy yard, Norfolk, to Commander Lee, C. S. Navy, regarding the command of the C. S. steamers Ellis and Raleigh.

NAVY YARD, GOSPORT [NORFOLK], July 22, 1861.

SIR: The flag-officer directs that the captains of the *Raleigh* and *Ellis* turn their respective vessels over to you, and will give further orders on the subject.

By order of the flag-officer:

THOS. T. HUNTER, Commander and Adjutant.

Commander LEE.

Report of First Assistant Engineer Clark, C. S. Navy, C. S. S. Patrick Henry, regarding amounts expended for repairs to that vessel.

C. S. S. PATRICK HENRY, City Point, Va., July 23, 1861.

SIR: Below you will find the amounts expended for repairs to the engines, boilers, and cost of armature of this vessel to this date:

For repairs of engines	
For repairs of boilers	264.51
For repairs of smoke pipe	
For one forward shield of wrought iron 38 feet long, 8 feet 6 inches high,	
and 3\(\frac{1}{2}\) inches thick, weighing 48,760 pounds	3, 487, 02
For one after shield, same dimensions and weight	3, 487. 01
For two side sheathings of wrought iron 50 feet long, 7 feet 6 inches high,	3, 477, 50
and 2 inches thick, weighing 26,750 pounds each	3, 477, 50 976, 25
For bolts, nuts, spikes, and wood screws, weighing 7,392 pounds	928. 31
Total	13, 125. 83

All of which is most respectfully submitted. Very respectfully, your obedient servant,

Hugh Clark,

First Assistant Engineer, C. S. Navy.

Commander J. R. TUCKER, C. S. Navy.

Letter from Major-General Magruder, C. S. Army, commanding at Williamsburg, Va., to Lieutenant Jones, C. S. Navy, commanding Jamestown battery, regarding the removal of a gun from that place.

HEADQUARTERS DEPARTMENT, Williamsburg [Va.], July 23, 1861.

SIR: General Lee having decided that any guns at Jamestown Island not bearing immediately upon the main channel, Captain Jones, of the C. S. Navy, is requested to send to a point on Spratley's shore, threequarters of a mile above the point where a work is erected, the VIIIinch columbiad, mounted for the protection of the bridge at Jamestown Island, with the implements and ammunition for the same; also the platform for the gun, if that can be removed without making it unserviceable. Captain Allen, now on ordnance duty, will superintend their transportation. The property will be receipted for in due season by a naval officer. Captain Jones will send a gun, if he has one, and a carrylog also. Captain Sands, of the light artillery, will proceed to Williamsburg with his company, bringing his pieces, harness, etc., and camp and garrison equipage and company property, etc., and report to Colonel McLaws, commanding officer at this station. The quartermaster, Captain Morrison, will make arrangements to transport his company and battery in arks through College Creek to within a mile of Williamsburg, where they will be furnished with wagons to transport them to Fort Magruder.

Captain Sands's company will constitute a part of the garrison of

that fort.

By command of General Magruder:

G. B. Cosby,

Acting Assistant Adjutant-General,

Captain Jones.

Report of Flag-Officer Barron, C. S. Navy, commanding naval defenses of Virginia and North Carolina, regarding vessels available for purchase by the Confederate Government.

NAVY YARD, GOSPORT [NORFOLK], July 25, 1861.

SIR: I hope to get the Edwards off for Hatteras to morrow and the Ellis on Monday. There is an iron propeller here—the Kahuha [Kakakee?]—which can be purchased for \$15,000 or \$20,000, 95 feet length, 17-foot beam, 100 tons; speed about 9 or 10 miles; boiler six years old. She is now in the service of the Army, and can carry one VIII-inch gun. In North Carolina there is a side-wheel steamer, the Curlew; length, about 150 feet, 260 tons; draft, 4½ feet; speed, 12 or 13 miles; carries from eight to ten days' fuel; can probably be bought for \$35,000.

Shall I purchase either of these vessels? If yea, I should like to have Commander Arthur Sinclair detailed with me in the waters of

North Carolina. He is anxious for this service.

There is a strongly built boat here, without anything in her, which can be bought for—say \$4,000. She can carry three guns, to wit, one XI-inch, one X-inch, and one solid-shot VIII-inch, together with a furnace for heating shot. She can be towed down to attack the *Minnesota*.

If I can thus fit her, shall I make the purchase?

Very respectfully, your obedient servant,

S. BARRON,

Comdg. Navy Defenses in waters of North Carolina and Virginia.

Hon, SECRETARY OF THE NAVY.

Letter* from Major Thompson, C. S. Army, chief engineer Department Coast Defense, to Colonel Winslow, regarding measures of defense in Hatteras Inlet.

FORT HATTERAS, July 25, 1861.

Colonel: The day before yesterday we hoisted our glorious flag over Fort Clark, a strong battery I have nearly finished, of five heavy 32-pounders, about half a mile from Fort Hatteras, which secures to us a cross fire upon the bar and the entrance to this inlet. I now consider this inlet secure against any attempt of the enemy to enter it. Our force of men I think rather weak to resist a land attack in case the enemy should effect a landing in the bight of Hatteras. If we had three or four additional companies here, I should feel quite safe, even in that event.

As I have before remarked, this inlet is the key to Albemarle Sound, and it can not be too strictly guarded. We certainly are under the espionage of the United States steamers, as they are seen every day or two in the offing, although they keep without the range of our guns.

If I had received the 10-inch columbiad, we could have damaged them

some on their last visit three days since.

We now have two privateers in this harbor, besides the war steamer Winslow. The Gordon, of Charleston, Captain Lockwood, armed with three guns, is a fine, large steamer. She returned this morning with a

prize brig laden with 360 hogsheads of molasses.

We have also a saucy-looking little pilot schooner, the *Florida*, mounting one 6-pounder rifled cannon. She captured a prize two days since, took her crew out, and sent her in with her own men. A U. S. Government steamer gave chase to the prize, and they were obliged to beach her near Nag's Head. She, of course, is a total loss.

W. BEVERSHAW THOMPSON, Major, Chief Engineer Department Coast Defense.

Colonel WARREN WINSLOW,

Military Secretary.

Instructions* from Major Thompson, C. S. Army, chief engineer Department Coast Defense, to Thomas H. Allen, esq., assistant engineer, regarding execution of work at Fort Clark, N. C.

- HEADQUARTERS ENGINEERS' DEPARTMENT, Fort Hatterns, July 26, 1861.

DEAR SIR: The following are your instructions for the execution of the work at Fort Clark, which you are hereby directed to carry out literally. The work is to be constructed in all respects as indicated upon the plan and explained to you from time to time. The broken line enclosing the gorge of the work, it is important to bestow care upon, in order that the parapet may not exceed 5 feet between the internal and external crests, the superior slope of the gorge being 6 feet horizontal to 1 foot vertical. The entrance to the fort will be through the gorge, as pointed out this morning. It will be 7 feet wide, properly riveted with sod at as abrupt a slope as you can make the material stand, by using the sod as in the revetment of the interior slope. The opening will be protected by a traverse, allowing a passage

^{*} From Richmond Dispatch, September 6, 1861.

between it and the interior slope of 7 feet. The top of the traverse will slope outward in the same manner as the superior slope of the parapet at the gorge, and be provided with a similar banquette on its interior face.

First, erect the magazine and bombproof, and then the traverses, as shown upon the drawing, binding the material throughout at every foot of elevation by brush of proper dimensions, in order that they may stand as nearly vertical as possible. These will be 15 feet wide on the bottom and battered so as to have a width at top of 7½ to 8 feet, and 7 to 8 feet high, the sod well secured by stakes. The banquette will rise to within 4½ feet of the interior crest. It should be 2 feet wide on top and sodded.

Should a steamer arrive from Norfolk with guns and barbette carriages, take out eleven guns—three 8-inch shell guns and eight heavy 32-pounders. Should the X-inch columbiad arrive from Fort Macon, have it landed and taken into Fort Hatteras; it will occupy the pancoupe facing the encampment and the sea front, the 8-inch shell gun taking the place of one of the heavy 32s.

Yours, respectfully,

W. BEVERSHAW THOMPSON, : Major, Chief Engineer Department Coast Defense.

THOMAS H. ALLEN, Esq.,
Assistant Engineer.

Report of Flag-Officer Barron, C. S. Navy, commanding naval defenses of Virginia and North Carolina, regarding vessel available for purchase.

NAVY YARD, GOSPORT [NORFOLK], July 26, 1861.

SIR: I can probably purchase a North Carolina steamer of 115 or 120 feet length, 23½ feet beam, 7 or 7½ feet hold, 2 years old, well built, of iron, for about \$10,000.

It is believed that the machinery in this yard of the old Arctic can be made to suit this vessel. I incline to think she can be made more immediately available than any other within our waters, and is the best for a gunboat.

Can I have Mr. Meades to go into Carolina to examine her? If yes,

to decide upon the purchase?

Very respectfully, your obedient servant,

S. BARRON, Commanding Defenses, etc.

Hon. SECRETARY OF THE NAVY.

Letter from Flag-Officer Barron, C. S. Navy, commanding naval defenses of Virginia and North Carolina, to commandant navy yard, Norfolk, regarding transfer of machinery from C. S. S. Arctic.

NAVY YARD, GOSPORT [NORFOLK], July 26, 1861.

SIR: I respectfully request that an examination may be held of the machinery of the old *Arctic*, now in this yard, with a view to having it placed in a vessel about to be purchased by the Confederate States and converted into a gunboat.

Very respectfully, your obedient servant,

S. BARRON.

Flag-Officer F. FORREST,

Commanding Navy Yard.

Order of Flag-Officer Barron, C. S. Navy, commanding naval defenses of Virginia and North Carolina, to Lieutenant Cooke, C. S. Navy, commanding C. S. S. Edwards, to proceed to duty in Hatteras Inlet.

COMMANDANT'S OFFICE, NAVY YARD, Gosport [Norfolk], July 27, 1861.

SIR: The vessel under your command being ready for service, you will proceed to the waters of North Carolina and take your station at Hatteras Inlet, from which place you will make every exertion to defend the coasts of that State and harass and annoy the commerce of the enemy.

Should you make prizes you will send them either to Norfolk, Va., or some port in North Carolina, as your judgment may determine to be most proper, proceeding in accordance with the law of the Confederate States on the subject of prizes.

You will ship any seamen that may offer.

I am, sir, respectfully, etc.,

S. BARRON.

Lieutenant Commanding J. W. Cooke, C. S. S. Edwards.

Order of Flug-Officer Barron, C. S. Navy, commanding naval defenses of Virginia and North Carolina, to Commander Tucker, C. S. Navy, commanding C. S. S. Patrick Henry, to proceed to execution of Department's orders.

COMMANDANT'S OFFICE, NAVY YARD, Gosport [Norfolk], July 27, 1861.

SIR: Whenever the opportunity, in your judgment, offers, you will proceed to carry out the within orders given you by the Hon. S. R. Mallory, Secretary of the Navy.

You will report to me from time to time, as opportunity may offer, the progress made in your duty, and send the report through the Navy Department at Richmond.

Before sailing from your present station make the usual return of the officers and crew attached to the vessel under your command.

I am, sir, respectfully, etc.,

S. BARRON,

Commanding Naval Defenses Virginia and North Carolina. Commander Jno. R. Tucker,

C. S. S. Patrick Henry.

Letter from Brigadier-General Magruder, C. S. Army, commanding at Yorktown, to Lieutenant Jones, C. S. Navy, commanding Jamestown battery, regarding construction of boats.

DEPARTMENT HEADQUARTERS, Yorktown, August 22, 1861.

SIR: You are hereby directed to immediately construct boats for the use of the Jamestown and Mulberry Point batteries.

Very respectfully, your obedient servant,
J. BANKHEAD MAGRUDER,

BANKHEAD MAGRUDER,
Brigadier-General, Commanding.

Lieutenant Commanding CATESBY AP R. JONES, Commanding Jamestown Island. Order of the Secretary of the Navy of the Confederate States to Flag-Officer Barron, C. S. Navy, to proceed to the command of the naval defenses of Virginia and North Carolina.

> O. S. NAVY DEPARTMENT, Richmond, August 23, 1861.

SIR: You will take command afloat of the force organized for the coast defense of Virginia and North Carolina and hoist your flag upon any vessel of the squadron you may deem expedient.

I am, respectfully, your obedient servant.

S. R. MALLORY, Secretary of the Navy.

Flag-Officer S. BARRON,
Commanding Naval Defenses, etc., New Berne, N. C.

Letter from Flag-Officer Barron, C. S. Navy, commanding naval defenses of Virginia and North Carolina, to Commodore Rousseau, C. S. Navy, Chief of Office of Detail and Equipment, recommending a transfer of command for Lieutenant Jones, C. S. Navy.

NEW BERNE, N. C., August 23, 1861.

SIR: I have the honor to request that Lieutenant Catesby ap R. Jones may be detailed for the command of the Germantown, now fitting up for a floating battery. The climate of Jamestown Island, the present station of Lieutenant Jones, seems to be very inimical to his health, and this application is made with his consent and approbation. The practical skill of Mr. Jones in gunnery, superadded to other fine qualifications as an officer, point him out as a very suitable person for this command.

I am, sir, very respectfully, your obedient servant, S. BARRON,

Comdg. Naval Defenses Afloat, Virginia and North Carolina.

Commodore L. ROUSSEAU,

Office of Detail, Equipment, etc., Richmond, Va.

Letter from Flag-Officer Barron, C. S. Navy, commanding naval defenses of Virginia and North Carolina, to Lieutenant Jones, C. S. Navy, commanding Jamestown battery, regarding the fitting of the C. S. S. Germantown as a floating battery.

NEW BERNE, N. C., August 23, 1861.

My Dear Jones: On the eve of my leaving Norfolk your letter reached me. To day I forward an application to have you ordered to command the Germantown, now being fitted up as a floating battery. I confess, the more I reason upon the propriety and expediency of getting this ship thus prepared afloat, the more my anxiety is increased and my confidence in the project confirmed. She is to have her bulwarks cut down to her spirketing all around, from her spar deck down to her berth deck, which is some 18 inches below the water line. She will have a bulkhead running around the ship about 7 feet from the sides of the ship, which locker will be filled with sand, thus placing 14 feet of sand in addition to the sides of the vessel herself between the enemy and the steamer which will have us in tow. This arrangement, I think, will render our motive power secure against the shot from an adversary. No masts, no machinery, or anything else in the vessel, but provisions

and other necessaries for, say, one month. Her battery will consist of 1 rifle gun, pivot, forward; 1 VIII-inch solid-shot gun aft; 1 XI-inch gun amidship, and 4 IX-inch guns for either side, giving us 7 broadside guns. With this ship well manned and officered, assisted by the Patrick Henry and perhaps the four gunboats, carrying each 1 32 pounder, could we not render very important aid to General Magruder when he attacks Newport News? Indeed, would it be very unreasonable in us to attack the Savannah and her two steamers, which are not much, anyhow, even though they be under the guns of Newport News? And, lastly, must we do nothing with these means? I really do not think we would be thought overrash to attempt to worry the Wabash, if she dared to come out from under Fortress Monroe. Why not? We have land batteries to take refuge under if she worsts us, and we get fatigued. Think of all this. The Navy must do something!

I shall remain here until I get this service organized. The vandals have their eyes upon us here. A report has just come in that a large vessel of the Confederate States has arrived at Beaufort from Europe. If true, it will make our Northern friends even more wrathy. If you be ordered, I shall apply for Robert Carter to go with you, unless you

prefer another.

Very truly, your friend,

S. BARRON.

Lieutenant Commanding CATESBY AP R. JONES, C. S. Navy.

Letter from Brigadier-General Magruder, C. S. Army, commanding at Yorktown, Va., to Lieutenant Jones, C. S. Navy, commanding Jamestown Island, requesting his superintendence in sinking of stone boats.

HEADQUARTERS, Yorktown, August 26, 1861.

SIR: General Magruder desires that you will take charge of four canal boats filled with granite and sand, forwarded from Richmond 23d of August, and intended to block up the channel of James River and Warwick River. You will superintend the sinking of these four boats in the swash channel between Mulberry Point and Harden's* Bluff, at or near the point where the others were sunk, but which failed to accomplish the obstruction of the channel as intended. You will select the exact spot. The general also desires that you will retain at Jamestown Island the other canal boats now on their way down the river from Richmond until their final disposition is determined upon, which will be communicated to you. You will please report progress.

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

G. B. Cosby,

Acting Assistant Adjutant-General.

Captain CATESBY AP [R.] JONES, Commanding Jamestown Island.

There are now six of these boats at Mulberry Island, which you will please cause to be sunk in the swash channel between the batteries at Harden's Bluff and Mulberry Point. You will have to take a tug to tow them to position. You are authorized to take any tug for that purpose on the river.

I am, sir, very respectfully, your obedient servant, G. B. Cosby,

Acting Assistant Adjutant-General.

C. AP R. JONES, C. S. Navy.

Order of Flag-Officer Barron, C. S. Navy, commanding naval defenses of Virginia and North Carolina, to Commander Sinclair, commanding C. S. S. Winslow, regarding the duty of that vessel.

NEW BERNE, N. C., August 27, 1861.

Sir: When the Winslow is ready for service you will take your station at Hatteras Inlet, and use your best exertions for the defense of the honor and integrity of the Confederacy.

When, in your judgment, it may be right and proper to go outside of the harbor, you will do so, and annoy and damage the commerce of the

enemy to the utmost of your ability.

Should you succeed in making prizes, you will send them to New Berne, or such other convenient town as you may select, proceeding in accordance with the laws of the Confederate States of America in such cases.

I am, sir, respectfully, your obedient servant,

S. BARRON,

Comdg. Naval Defenses Afloat, Virginia and North Carolina.

Commander ARTHUR SINCLAIR,

Commanding U. S. S. Winslow, New Berne, N. C.

Order of Flag-Officer Barron, C. S. Navy, commanding naval defenses of Virginia and North Carolina, to Lieutenant Murdaugh, C. S. Navy, to take command of the U.S. schooner Manassas.

NEW BERNE, N. C., August 27, 1861.

SIR: You are hereby appointed to the command of the C. S. schooner Manassas and the two launches Mosquito and Sand Fly.

When you are ready for service in the schooner you will report to me

in person.

I am, sir, respectfully, your obedient servant,

S. BARRON,

Comdy. Naval Defences Afloat, Virginia and North Carolina.

Lieutenant WM. H. MURDAUGH, C. S. Navy, New Berne, N. C.

Report of Flag Officer Barron, C. S. Navy, commanding naval defenses of Virginia and North Carolina, regarding the use of the schooner Manassas as a temporary flagship.

NEW BERNE, N. C., August 27, 1861.

SIR: I have the honor to inform you that I have taken possession of the schooner Minot, of the Treasury Department, the name of which I have changed to Manassas, and appointed Lieutenant Murdaugh to the command of her and the two launches, Mosquito and Sand Fly, which are expected here in the course of this week.

I shall establish myself on board of the Manassas for the present. There is very great need in this State of a paymaster, who should

also be invested with the duties of navy agent.

I enclose a requisition for \$1,000 for immediate use in the purchase of various articles which are required from time to time.

Should there be no paymaster available, I beg leave to suggest Mr. Richard Taylor, of Norfolk, for an appointment as acting assistant paymaster, with orders to report to me.

I am, sir, respectfully, your obedient servant,

S. BARRON,

Comdg. Naval Defenses Afloat, Virginia and North Carolina.

Hon. STEPHEN R. MALLORY, Secretary of the Navy, Richmond, Va.

Order of the commandant navy yard, Norfolk, to Commander Hunter, C. S. Navy, to assume command of the expedition for the defense of the inlets of North Carolina.

NAVY YARD, GOSPORT [NORFOLK], August 28, 1861.

SIR: You will take command of the expedition designed for the defense of the inlets of North Carolina, together with such troops as General Huger may attach to it, and be guided by circumstances. Should you meet with Flag-Officer Barron, you will cooperate with him.

So soon as the necessity for your presence in the waters of North Carolina ceases, you will return with your command and report to this

station.

Keep me informed of your progress and operations. Relying on your discretion and energy in this emergency, without further detail,

I am, respectfully, etc.,

F. FORREST, Flag-Officer.

Commander T. T. HUNTER, C. S. Navy.

Order of the Chief of Office of Orders and Detail to Lieutenant Simms, C. S. Navy, to return to the C. S. S. Richmond.

C. S. NAVY DEPARTMENT,

Office of Orders and Detail, Richmond, Va., August 28, 1861.

SIR: You will return to the C. S. S. Richmond and remit no exertion in fitting her for service. An engineer has been ordered to report to you.

By command of Secretary of Navy:

Respectfully, your obedient servant,

W. F. LYNCH, Captain, in Charge.

Lieutenant Commanding C. C. SIMMS, Aquia Creek, Virginia.

[Endorsement.]

Midshipman Harrison will return to Game [Cockpit ?] Point battery. In consideration of Lieutenant [B. W.] Frobel's indisposition, I wish you to continue in the discharge of your present duty till further orders. Respectfully, your obedient servant,

C. H. KENNEDY, Commanding Potomac Defenses.

Lieutenant Commanding C. C. SIMMS, C. S. Navy.

Letter from Colonel McLaws, C. S. Army, to Lieutenant Jones, C. S. Navy, commanding at Jamestown, transmitting information of a Federal expedition from Fortress Monroe.

HEADQUARTERS, CAMP NEAR FORT MAGRUDER, August 28, 1861.

The following is a copy of a dispatch received this morning from headquarters, Yorktown:

YORKTOWN, August 27, 1861.

Notify the batteries along James River that a naval expedition is affoat from Fortress Monroe; to hold the batteries in readiness for instant action.

By order of General Magruder:

G. B. Cosby,
Acting Assistant Adjutant-General.

Colonel McLaws.

Very respectfully, your obedient servant,

L. McLAWS,

Colonel Tenth Georgia Regiment, Commanding.

COMMANDING OFFICER,

Jamestown.

Order of the commandant navy yard, Norfolk, to Lieutenant Spotswood, C. S. Navy, to superintend the transportation of six guns to North Carolina.

COMMANDANT'S OFFICE, NAVY YARD, Gosport [Norfolk], August 30, 1861.

SIR: You will take charge of six guns, with their carriages, accouterments, and ammunition complete, and proceed without delay to the nearest point in the State of North Carolina at which you may find Commander Hunter, or any commander of a regiment, and deliver them over, taking a receipt for them; and should your services be deemed necessary there, you will remain until they can be dispensed with.

Respectfully, etc.,

F. FORREST, Flag-Officer.

Lieutenant C. F. M. Spotswood, Navy Yard, Gosport.

Order of the commandant navy yard, Norfolk, to Lieutenant Parker, C. S. Navy, to assume command of the C. S. S. Beaufort.

NAVY YARD, GOSPORT [NORFOLK], September 2, 1861.

SIR: You will proceed to New Berne, N. C., and report to Commander Arthur Sinclair for the purpose of taking command of the C. S. S. Beaufort.

Respectfully, your obedient servant,

F. FORREST.

Lieutenant W. H. PARKER, C. S. Navy.

Order of the commandant navy yard, Norfolk, to Midshipman Reynolds, C. S. Navy, to proceed to duty at Roanoke Island.

NAVY YARD, GOSPORT [NORFOLK], September 2, 1861.

SIR: You will proceed in the steamer Junaluska to Roanoke Island and there report to Commander T. T. Hunter for further instructions. Very respectfully, etc.,

F. FORREST.

Midshipman REYNOLDS, Receiving Ship United States.

Order of Captain Lynch, C. S. Navy, Chief of Office of Orders and Detail, to Lieutenant Simms, C. S. Navy, regarding his present duty.

C. S. NAVY DEPARTMENT,

Office of Orders and Detail, Richmond, Va., September 2, 1861. SIR: You will remain with General Holmes until the guns are placed in position.

By command of Secretary of Navy: Respectfully, your obedient servant,

W. F. LYNCH, Captain, in Charge.

Commander C. C. SIMMS, Aquia Creek, Virginia.

Letter from H. K. Burgwyn, esq., to the Secretary of the Navy of the Confederate States, regarding the condition of Fort Macon, N. C.

Goldsboro, September 4, 1861.

Fort Macon has not one practical gunner; has only forty reliable fuzes, no rifled cannon, no ordnance officer, and only raw troops, without proper supplies. It must fall. It should be supplied at once with a competent naval ordnance officer. May I suggest Lieutenant G. T. Sinclair, with gunners, with two rifled cannon, fuzes, etc.? I beg to refer to Mr. President Davis for my position.

H. K. BURGWYN.

Hon. S. R. MALLORY, Secretary of the Navy.

Instructions from the commandant navy yard, Norfolk, to Commander Hunter, C. S. Navy, regarding the defenses at Roanoke Island.

NAVY YARD, GOSPORT [NORFOLK], September 4, 1861.

SIR: I have received your dispatch by Lieutenant Spotswood and one by Lieutenant Butler, and am glad to find that you are so actively engaged in preparing the defenses of the island of Roanoke. I will forward to you the steamer and the barge Superior, with all the material you mention, having already anticipated many of your requirements. I wish we could furnish the gunboats, but it is not practicable.

The Superior, with her battery, will be of infinite importance to you, and I am glad you sent her to me. I do not understand why you desire a hot-shot furnace, since you have only to contend with boats of small dimensions and draft of water. Grape and canister are the best for such purposes. I have ordered Lieutenant Parker to command the Beaufort. I believe she is at New Berne, subject to the approval of the Department. You can keep Midshipmen Gardner and Gregory under your command. I have no chart that I can rely upon to ascertain your exact position in regard to defenses necessary for the different points in the immediate vicinity of Roanoke Island. You will therefore exercise your best judgment in protecting them, and should you require additional guns and ammunition to that already furnished, as well as the amount about being sent, you will take the earliest occasion to communicate with me on the subject. I believe, from what I can learn from Lieutenant Butler, that you could, with the Harmony alone, drive everything from the sound in the neighborhood of Hatteras. send projectiles to enable you to make the attack, while at the same time a sufficient force can be left to go on with the defenses at the island of Roanoke. In the matter you must of course use a wise discretion. It will be remembered that, although a force of but 4,500 men are left by the enemy, the vessels badly crippled, and no guns on the boats they left inside the bar, they could be easily whipped. If the steamer Curlew can be had to mount the rifled gun, she should accompany you, and two small guns mounted in the stern, to be used in case of a retreat.

Respectfully,

F. FORREST.

[Commander T. T. Hunter, C. S. Navy, Commanding Expedition to Inlets of North Carolina.]

P. S.—The spiked guns should be sent to Norfolk by the very first conveyance. You ask if the approaches to Norfolk by the canal are being fortified. The work is going on rapidly. The Kakakee I will send to-morrow or the following day. I send additional provisions, with a list of articles sent from here by Captain Lee.

Letter from Lieutenant Minor, C. S. Navy, to Lieutenant Jones, C. S. Navy, commanding Jamestown battery, regarding requisitions.

BUREAU ORDNANCE AND HYDROGRAPHY, Richmond, September 4, 1861.

MY DEAR SIR: Mr. Castolor [Castelar?], from Tredegar, will report to you to-morrow, and I hope he may be able to attend to the vents of the IX-inch gun to your satisfaction.

There is some difficulty in procuring the steel taps for the locks, as the threads are not known to be of the same size as those on hand at Tredegar. If you will permit Castolor [Castelar?] to take the measure of the threads, or, which is better, to bring up a lock with him, it can be attended to very soon.

Your requisition for paints, oils, etc., a drum and fife, canvas, and other articles has been ordered, and they will reach you by the Northampton on Friday. Instead of sending you fuzes, we send 100 VIII-inch shells. I have been unable to see Mr. Anderson yet about the expense incurred for your boxes, etc., but Mr. Tanner tells me that some charges were entered against Mr. Anderson's account for the

freight on them. He (Anderson) has been made a brigadier-general and ordered to North Carolina, where, too, Captain Lynch has just been sent to fill Barron's place. Murdaugh is not a prisoner, but is

badly hurt, we hear.

I tried to get sights for your VIII-[inch] columbiads to day, but Gorgas tells me that there are none, and they are only a small knob set in the dispart piece, and a circular one for the breech. If you will send up a plan and sketch by Castolor [Castelar?], with full instructions to guide the workmen, I will try and have them made for you at Tredegar.

I spoke about your defense to Gorgas to day, and told him how necessary it was for you to have some light artillery, but he says there is none to be had, unless Governor Letcher will supply you, which he will perhaps do if you request it. He might arrange it so that a light artillery company be sent as an addition to your garrison. Gorgas says if you have no bombproofs to protect your men, your defenses had better be abandoned. What do you think of it? The impression is that they will make a dash up James River before long. I will see Mr. Currie about the cook and steward for you.

Lynch's sudden detachment from the Bureau prevents an arrangement just now about the Germantown, about which, however, I will

endeavor to do as you requested me.

With kind regards to Captains Nelson, Allen, and the gentlemen of your mess,

I am, very truly, yours,

R. D. MINOR.

[Lieutenant Catesby AP R. Jones.]

Order of Brigadier-General Magruder, C. S. Army, to Lieutenant Noland, C. S. Army, commanding Mulberry Island, in view of a probable attack by Federal force.

HEADQUARTERS, Williamsburg, September 5, 1861.

SIR: I am instructed by General Magruder to state that, from information received from below, there may be an expedition up the river with a view to attack our batteries. A very large number of your boats have recently arrived at Newport News and also reenforcements. Everything must be got and kept in perfect readiness at Mulberry Island Point and at the other batteries below. General M. wishes a copy of this letter sent to the commanding officers at Harden's Bluff. He also wishes the commanding officer at Harden's Bluff to send a copy to the captain of the *Patrick Henry* and the commanding officers of the battery at Day's Neck.

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

G. A. MAGRUDER, Jr.,
Aid-de-Camp.

Lieutenant Noland, C. S. Army.

Order of the commandant navy yard, Norfolk, to Commander Sinclair, C. S. Navy, commanding at New Berne, N. C., to cooperate in dispossessing the enemy of Hatteras Inlet.

NAVY YARD, GOSPORT [NORFOLK], September 5, 1861.

SIR: Upon receipt of this order you will proceed to join Commander Hunter at Roanoke Island and cooperate with him in dispossessing the enemy of the position he now occupies.

I have sent the Superior with 4 guns, the Harmony with 2 rifled guns, [which] are to be taken for the Empire, if she be there. I shall send the Kakakee with a rifled gun to-day. With this force I am of opinion you can drive the enemy from the island.

I learn their steamers are in a crippled condition, and if brought soon

to action can not long hold out.

I leave this matter much to your discretion.

Respectfully, etc.,

F. FORREST.

Commander A. SINCLAIR, Commanding Naval Forces at New Berne, N. C.

Monthly report of Commander Whittle, C. S. Navy, commanding York River defenses.

WEST POINT, York River, September 6, 1861.

SIR: I make the following monthly report in obedience to your orders contained in your letter of the 2d instant:

Commander Thomas Jeff. Page, Gloucester Point battery. Commander Jas. L. Henderson, Yorktown battery. Captain R. K. Hudgins, Virginia Revenue Service, attached to Yorktown battery.

Commander William Leigh, of Virginia Navy, West Point battery. Lieutenant William E. Hudgins, Virginia Revenue Service, attached to West Point battery.

Stephen Rollins, acting gunner at West Point battery.

Very respectfully, your obedient servant,

WM. C. WHITTLE,

C. S. Navy, Commanding York River Defenses.

Captain W. F. LYNCH, ~ Office of Orders and Detail, Navy Department, Richmond, Va.

Letter from Brigadier-General Magruder, C. S. Army, to Lieutenant Jones, C. S. Navy, commanding at Jamestown, regarding the obstruction of the mouth of the Warwick River.

HEADQUARTERS, Williamsburg, September 7, 1861.

SIR: General Magruder desires me to state that he is very much pleased to learn that the canal boats have been sunk in the swash channel, and desires you to have the remainder of them and such others as may come down sunk across the mouth of the Warwick River with the least possible delay. It would be well to have the mouth of the river sounded before sinking them. General Magruder says that Lieutenant Young, Virginia volunteers, who resides at the mouth of Warwick River, will be able to show the officer in charge of the boats the best locality for sinking them. The general understood to day that you had taken charge of the steamer Towns for this purpose, and he hopes that, with her light draft of water and experienced pilot, there will be no difficulty in towing the boats into Warwick River.

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

G. A. MAGRUDER, Aid-de-Camp. Letter from the governor of North Carolina to the Secretary of the Navy of the Confederate States, regarding an intended attack by the Federals upon Fort Macon.

RALEIGH, September 7, 1861.

The British ship Alliance, at Beaufort, communicated with a British war steamer off the port yesterday, which informed them that the blockading fleet would attack Fort Macon to-morrow. I hope the fort is ready, but they have no gunners who can manage the guns, and the same complaint is made at Fort Caswell. Can it be supplied with officers who understand the use of guns?

HENRY T. CLARK.

S. R. MALLORY,
Secretary of the Navy.

Letter from Commander Hunter, C. S. Navy, commanding expedition to North Carolina, to Brigadier-General Huger, C. S. Army, commanding at Norfolk, regarding the holding of Roanoke Island.

> O. S. S. RALEIGH, Off Roanoke Island, September 10, 1861.

GENERAL: As you have doubtless been informed by the engineer of the progress of our works here, I will confine myself to one remark. It is this: From all I have seen and heard since taking possession of this island, I am free to declare that I regard the maintenance of this position possible only so long as it is defended by troops from another State, or from a more loyal part of North Carolina.

I have the honor to be, your obedient servant,

THOS. T. HUNTER,

Commander, C. S. Navy, Comdg. Expedition for Defense of N. C. General B. HUGER,

Commanding Forces.

Letter from Brigadier-General Magruder, C. S. Army, to the Secretary of the Navy of the Confederate States, regarding the Yorktown battery.

DEPARTMENT HEADQUARTERS, Williamsburg, Va., September 11, 1861.

Sir: Captain Henderson was detached from the naval battery at Yorktown three or four weeks ago. I have detained him, nevertheless, until a naval officer could be sent to relieve him. When in Richmond ten days ago, I was informed that Lieutenant Fauntleroy, of the C. S. Navy, had been ordered to report to me at Yorktown to fill Captain Henderson's place. He has not yet arrived, and I am much in need of his services. About the same time I ordered Major Randolph to report to the Navy Department the utter worthlessness of the carriages in this battery. He informed me that the Navy Department had immediately ordered every barbette carriage for these guns (8-inch columbiads, six in number), and that they would be furnished, probably one a week. I have not heard of the arrival of any as yet. Please do me the favor to let me know when to expect them. They are of the first importance, indeed, and absolutely essential to the successful defense of the mouth of York River. Please address me at Yorktown.

I am, very respectfully, your obedient servant,

J. B. MAGRUDER, Brigadier-General, Commanding.

Hon. S. R. MALLORY, Secretary of the Navy, C. S. General report of Flag-Officer Lynch, C. S. Navy, commanding naval defenses of Virginia and North Carolina.

NEW BERNE, N. C., September 12, 1861.

SIR: I have the honor to report that Colonel Bridgers having requested me to be present with the officers under my command, I repaired to the fort with two of them, having first come to this place to consult with General Gatlin, and returned with him, his staff, and 800 men to support the regiment stationed on the coast about 6 miles south of the fort.

In consequence of traveling by night, I made an error in the computation of time and dated my last but one preceding letter the 11th instead of the 10th.

On Sunday morning there was only one large steamer in sight, and I directed Commander Sinclair to proceed to Norfolk for a rifled gun, reconnoitering as he passed Hatteras Inlet and touching at Roanoke Island, with conditional instructions to remain there if his services were required, and Commander Muse was directed to proceed with the steamer *Ellis* to the mouth of the Pamlico River and keep a vigilant watch for the enemy.

On Sunday night the ship off the port again interchanged signals with others further in the offing, but the next morning the ship at anchor was alone visible. This satisfied me that a strict blockade was being kept, either to prevent the escape of the British ship Alliance, loading with naval stores, or to intercept the expected steamer with a cargo of ordnance stores.

On Monday night no signals were seen, and on Tuesday night the large steamer moved off and was replaced by a smaller one, resembling the *Daylight*.

Being now persuaded that no attack was in contemplation, and as an ordnance officer had arrived at the fort, I took my departure with the officers. Last night I sent Lieutenant Commanding Parker with the Beaufort to the mouth of the Neuse River, with similar instructions to those given to Commander Muse.

On the bar about 5 miles below this town a line of vessels is sunk across the river, leaving only a narrow passage, which can be speedily blocked up.

In similar manner on the Pamlico, below the town of Washington, strong piles are driven across, leaving also a narrow and easily closed passage.

Abreast of and immediately above these barricades on each river are two efficient batteries; on this river, one of eight heavy 32s and [one] of six of the same caliber, but lighter metal. On the Pamlico are two of four 32s each, which General Gatlin considers sufficient.

The commanders of the *Ellis* and the *Beaufort* are directed, on the first approach of the enemy in force, to come up the rivers, giving information to the military commandant and taking position at the barriers to aid in the defense.

Finding among Commodore Barron's papers a telegram from you directing him to take charge of the steamer *Uncle Ben*, and it being represented to me that the citizens of Wilmington are complaining bitterly because of her not being fitted out, and General Gatlin expressing an earnest desire to turn her over to the Confederate service for the purpose of aiding in the defense of the Cape Fear, I have determined to take preparatory measures until your pleasure can be known.

Under your authority to purchase the cargo of coal at Beaufort, I send Lieutenant Commanding Murphy to Charleston for that purpose,

with instructions as soon as the purchase is effected to proceed to Wilmington and with Carpenter Ed. Williams, who has been ordered to report to him, together with a competent engineer, to survey the *Uncle Ben* and the *Arctic* and report to me their condition.

I have included the latter vessel in the survey, as from all I can learn she is admirably fitted for a floating battery if her machinery be

not worthy of transportation. The latter lies at Norfolk.

But for the anticipated attack upon and the inexperience of the garrison of Fort Macon, I would long since have been at Roanoke Island, which is the back door to Norfolk; but I knew that men and guns had been taken there and that it was not remote from the control of high military capacity; while here, with so much at stake, the capacity for defense was questionable.

I felt, too, that the disaster would be overwhelming and the disgrace

irretrievable if it fell into the hands of the enemy.

Now it mounts upward of 40 guns (one rifled), and is impregnable. Paymaster De Bree arrived last night. I leave this morning for Norfolk and Roanoke Island.

I am, very respectfully, etc.,

W. F. LYNCH, Flag-Officer.

Hon. S. R. Mallory, Secretary of the Navy.

Order of the commandant navy yard, Norfolk, to Commander Hunter, C. S. Navy, commanding expedition to North Carolina, regarding hot-shot furnace.

NAVY YARD, GOSPORT [NORFOLK], September 12, 1861.

SIR: You will please to return to this yard as early as practicable the hot-shot furnace taken for use at Roanoke Island, as it is wanted immediately for shipment to Fredericksburg, Va., under General Trimble's command.

Very respectfully,

F. FORREST.

Commander T. T. HUNTER, Commanding Expedition to North Carolina.

Letter from Brigadier-General Magruder, C. S. Army, to Lieutenant Jones, C. S. Navy, commanding Jamestown battery, requesting names of artillery companies and their commanding officers.

DEPARTMENT HEADQUARTERS, Williamsburg, September 12, 1861.

SIR: I have the honor to request of you to send me the names of the commanding officers of all artillery companies under your command, and the names of each company.

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

J. BANKHEAD MAGRUDER, Brigadier-General, Commanding.

Captain Jones, Commanding Jamestown [Battery].

[Endorsement.]

Bedford Light Artillery Company, Captain T. C. Jordan; Hanover Artillery Company, Captain W. Nelson; Jamestown Artillery Company, Captain William Allen; Cockade Mounted Battery, Captain G. V. Rambaut.

Order of the commandant navy yard, Norfolk, to Commander Sinclair, C. S. Navy, commanding steamer Winslow, regarding transfer of officers and crew.

NAVY YARD GOSPORT [NORFOLK], September 13, 1861.

SIR: You will transfer from the Winslow, under your command, to the receiving ship United States, all the officers and crew of your vessel, the latter to be entered for rations, the officers to be put on duty.

Respectfully, etc.,

F. FORREST.

Commander SINCLAIR, Steamer Winslow.

Letter from Lieutenant Minor, C. S. Navy, to Lieutenant Jones, C. S. Navy, commanding Jamestown battery, on general matters relating to the C. S. Navy.

BUREAU ORDNANCE AND HYDROGRAPHY,

September 14, 1861.

MY DEAR SIR: I wrote rather hurriedly yesterday, and did not have

time to "say my say."

I saw Gorgas about the saddles. Someone had drawn a pen across that item in your requisition, but on explaining to him your wants he directed them to be supplied, and I hope you will receive them by the next trip of the *Northampton*. No martingales are allowed.

De Bree is at present on a visit to North Carolina, but will return in a few days. If you will address a letter to him he will no doubt attend to your pecuniary affairs with promptness, for he is one of the most accommodating paymasters I have ever been associated with. No detail yet for the *Merrimack*. I hope to be one of her lieutenants, and I need not say how pleased I would be to serve with you. Brooke, too, will join her, I suppose. He is an indefatigable fellow, and works with

heart and head for our glorious cause.

Your letter, or that part of it at least referring to the Curtis Peck and Schultz, has worked its way all right with the officials here. I read it to Ingraham, and this morning to the Secretary, who expressed a wish that Walker, Secretary of War, should know its contents, and when I read it to him and Mr. Benjamin at the same time he thanked me for the information, and will no doubt act upon it by arming the two boats, as I suggested. Captain Wood, of the Quartermaster's Department, will refer it also to headquarters, and the result will be that the Northampton will be armed also. General Lee will soon have a fight in western Virginia, as a general order of his just issued says the march of his army "must be onward." The telegram about Floyd's defeat is not credited here, as it comes from Northern sources, and reads like a lie.

Farrand has the Evansport battery, and in ten days, if the roads remain passable, the Potomac will be closed to the enemy. He is to have 15 guns, and the battery is to be supported by a large force of infantry. Ingraham is absent for a few days. Please have the hundred VIII-inch solid shot (landed by mistake at Jamestown Island) sent to the Grove's Landing for batteries at Williamsburg immediately, if you have not already done so, as transportation was provided for them to that point, and Hicks or his mate blundered in landing them for you when they were intended for General Magruder.

If I can do anything for you let me know. How much powder should I put up as charges for a ritled 32-pounder of 33 hundredweight? Three pounds enough?

Very truly, yours,

R. D. MINOR.

[Lieutenant CATESBY AP R. JONES.]

Letter from the Inspector of Ordnance, navy yard, Norfolk, to Brigadier-General Huger, C. S. Army, commanding at Norfolk, regarding the removal of guns.

ORDNANCE DEPARTMENT, GOSPORT NAVY YARD, Norfolk, Va., September 16, 1861.

GENERAL: I am directed by the commandant to apprise you that already 15 of the guns laid aside for the defenses of Norfolk and its vicinity, on the requisition of the engineer, approved by yourself, have been otherwise disposed of by the Bureau of Ordnance and Hydrography, and to suggest the propriety of the speedy removal of the remainder to the custody of your own ordnance officers. The commandant also recommends the garrisoning of the outworks for the defense of this yard between Paradise and Scotch creeks previous to and preparatory to laying the platforms and mounting the guns, which would not be safe without a guard. There is as yet but one magazine among them all. Some definite understanding between the engineer and myself as to the kind of carriages to be used there is desirable. Your 12 last 24-pounder shells from Richmond will be ready to-day with navy fuzes.

Respectfully, etc.,

A. B. FAIRFAX, Inspector of Ordnance.

Brigadier-General HUGER.

Letter from Flag-Officer Lynch, C. S. Navy, commanding naval defenses of North Carolina and Virginia, to Brigadier-General Huger, C. S. Army, commanding at Norfolk, making suggestions regarding army cooperation in the defense of Roanoke Island.

FLAGSHIP MANASSAS, Off Roanoke Island, September 17, 1861.

GENERAL: So great is the breadth of Oroatan Sound, with a channel of 6 feet near the mainland, 3 miles distant, that I am reluctantly forced to the conclusion that but little dependence can be placed upon land batteries for its defense. After a careful reconnoissance, I am persuaded that the defense of this sound must be made at the marshes, 7 miles below, with floating batteries and gunboats, there being no soil wherewith to construct redoubts. But, general, if my information be correct, there is another point demanding immediate and serious consideration.

The fortification at Oregon Inlet, being on the south side thereof, was of course untenable with Forts Hatteras and Clark in the possession of the enemy; but if, as pilots represent to me, a fleet outside can sail within a mile of the beach, thus covering an advancing force toward Norfolk, it seems to me important that the northern side of the inlet be fortified, with a strong sustaining force at hand, and the troops

upon this island be held in constant readiness to be conveyed across Roanoke Sound, to reenforce the former.

I respectfully suggest, if the information I have received be confirmed by experienced pilots, that you send an officer, in whose judgment you confide, to accompany me to the inlet.

Before this, I would have made a reconnoissance of that locality, but that I had not a vessel of sufficiently light draft at my command.

I have the honor to be, etc.,

W. F. LYNCH,

Flag-Officer, Comdg. Naval Defenses N. C. and Va.

Brigadier-General BENJ. HUGER, C. S. Army, Commanding at Norfolk, Va.

Letter from Brigadier-General Huger, C. S. Army, commanding at Norfolk, Va., to Flag-Officer Lynch, C. S. Navy, commanding naval defenses of North Carolina and Virginia, acknowledging suggestions regarding the defense of Roanoke Island.

HEADQUARTERS OF THE FORCES, Norfolk, September 18, 1861.

SIR: I have received your letter of the 17th instant, and am obliged for the suggestions. As Colonel Custis Lee, aid de-camp to the President, has been to Roanoke Island especially to examine it and the defenses, and I hope to see him to-morrow, I will defer immediate action until I consult with him. It does not appear to me possible for any large body of men to advance on Norfolk by the sand spit along the coast.

I remain, very respectfully,

BENJ. HUGER,
Brigadier-General.

Flag-Officer W. F. LYNCH.

Letter from Brigadier-General Magruder, C. S. Army, to the Chief of Bureau of Ordnance and Hydrography, urging the placing of additional guns in the battery at Yorktown.

DEPARTMENT HEADQUARTERS, Williamsburg, Va., September 19, 1861.

SIR: Several weeks ago Captain Henderson was detached from the Yorktown naval battery, but no officer ordered in his place. I applied to the Navy Department for an officer, and was informed that Commander Fauntleroy had been ordered to repair to Yorktown in his place. He has not arrived. I have since written once or twice on the subject, but have received no answer. As Yorktown is perhaps the most important point on the coast at which there is a naval battery, I beg that this may be attended to as soon as possible.

The heaviest ships can be brought against naval batteries at the mouth of York River, and in great numbers. It is obvious, therefore, that the heaviest guns should be placed there. This subject has been again brought to my notice by Colonel G. W. Randolph, Chief of Ordnance, an officer in whose judgment I place great confidence. He

says in a letter just received:

If the expedition fitting out at Washington should come here and bring with it a large number of 10 and 11 inch Dahlgren guns the odds against us would be very

great. Should our batteries be silenced, the fleet may pass up and land troops at defenseless points, and either take the James River batteries and the fortified lines of the peninsula in reverse or march on Richmond, passing by them. Guns of equal caliber are necessary to put us on an equal footing with the enemy.

I concur fully in this opinion, and would respectfully recommend that six of the long 32-pounder rifled guns, said to be now in Richmond, be placed in battery at this point, or that six of the 10 and 11 inch Dahlgren guns be sent if possible. I would also report that I fired two shots from the 8-inch columbiad at Spratley's farm, opposite Hog Island, on James River, with 15-second fuzes and charges of 8 pounds, giving the gun the highest elevation which its casemate carriage would admit. The river is about 13 miles wide, and the shells fell short of the other side and exploded in the water, showing that the charges were too small. The carriage, however, was a good deal injured even by these small charges, and if the charges were increased to 10 pounds it would be shattered after a few rounds. This carriage is—like that on which similar guns are mounted in the naval battery at Yorktown—almost entirely worthless. The columbiads at Jamestown are mounted on equally unreliable carriages. I indulge a hope, however, from the last letter received from the Navy Department, that the columbiads at Yorktown will soon be mounted on army barbette carriages, after which I recommend that those on James River be so mounted with the least possible delay. I beg leave to ask the attention of the Navy Department to the immediate necessity of placing in battery at Yorktown the 32-pounder rifled guns mentioned in the above.

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

J. BANKHEAD MAGRUDER,

Brigadier-General, commanding.

Captain Lynch, Chief of Bureau of Ordnance.

Letter from Lieutenant Minor, C. S. Navy, to Lieutenant Jones, C. S. Navy, commanding Jamestown battery, referring to the C. S. S. Virginia (Merrimack) and the arrival from England of munitions of war.

BUREAU ORDNANCE AND HYDROGRAPHY, September 20, 1861.

MY DEAR SIR: Brooke and I have read your letter with suggestions for the armament of the Merrimack, and as you say heavy guns are to be mounted, but not one of X-inch but rather of IX-inch, the heaviest to be cast of this caliber, say 14,000 pounds. Buchanan will probably be her captain, and I hope you will be her first lieutenant. I am overwhelmed with duty, some of it, too, not mine, and as rifled guns and projectiles are all the go, I am kept hard at work preparing them for service. A steamer from England has come into Savannah with powder (thank God!), blankets, and munitions of war. North, who is in England, had a hand in it, I believe. I hope this supply will not make the people in power here relax their efforts to make a supply for ourselves. I am glad to say that our prospects for a plenty of this munition are improving, and on yesterday I had the pleasure of obtaining a quantity of saltpeter and sulphur for a mill at Raleigh. Good news, is it not? and I confess that my breath comes easier now than it did when our prospects were so blue. Officers are being sent off to New Orleans for defenses there, and it seems to be the opinion now that Fernandina will soon be attacked.

I send eight tackles for Whittle at Spratley's farm, which please have forwarded to him. How shall I send other and heavier things to him? I did not mean to rifle an old 32, but to ask the charge for a new gun of 33 hundredweight, just made. How much? Three and a half pounds?

Excuse haste.

Very truly, yours,

R. D. MINOR.

[Lieutenant CATESBY AP R. JONES.]

Order from the commandant navy yard, Norfolk, to Flag-Officer Lynch, C. S. Navy, commanding naval defenses of North Carolina and Virginia, regarding the detail of Lieutenant Spotswood, C. S. Navy.

NAVY YARD, GOSPORT [NORFOLK], September 21, 1861.

SIR: Lieutenant Spotswood is directed to report to you to assist in getting guns in battery, after the discharge of which duty he will return to this station.

I send you 2 barrels of pork and 1 of beef; the bread will be for-

warded as soon as received.

At the earliest practicable moment please order the *Harmony* up, as her services are much needed.

Very respectfully,

F. FORREST.

Captain Lynch.

Order of the commandant navy yard, Norfolk, to Lieutenant Morgan, C. S. Navy, to prepare a detail of men for Roanoke Island.

NAVY YARD, GOSPORT [NORFOLK], September 23, 1861.

SIR: You will be pleased to detail 15 men and hold them in readiness to be sent to Captain Lynch at Roanoke Island, North Carolina, by the first conveyance.

These men may be taken from the crews of the Edwards and Wins-

low.

Very respectfully,

F. FORREST.

Lieutenant Commanding V. R. MORGAN, Receiving Ship United States.

Letter from the commandant navy yard, Norfolk, to Flag-Officer Lynch, O. S. Navy, commanding naval defenses of North Carolina and Virginia, regarding the preparation of the C. S. S. Curlew, and other matters.

NAVY YARD, GOSPORT [NORFOLK], September 23, 1861.

SIR: I wrote you by the captain of the *Currituck* a very hasty note, and sent you some provisions and other articles you mentioned as being necessary for your squadron. I am sorry I was unable to send you bread, but by this conveyance have directed 3 barrels to be sent.

I have received your letter to-day from Edenton. I am glad to hear that the *Curlew* is nearly ready for service. Most of your boats, I believe, burn wood, but at your desire I ac id you 6 tons anthracite coal. This will, no doubt, be sufficient until you receive that which

was purchased by Lieutenant Murphy for your use. I am now busily engaged fitting out the large barge you sent here. You have four rifled guns, one of which you will have to put on the *Ourlew*, as the demand for rifled guns is so great that we can not supply them fast enough. We have just sent those that were ready to New Orleans. Your requisition for two 32-pounders of 61 hundredweight, with carriages, etc., with the other articles mentioned, will be sent to you. I am very glad to find that you have made a discovery, the information of which the pilots could not afford you in relation to the depth of the water east of the channel. I suppose you will have it all shipped out to enable you to take advantage of it.

You mention having sent a requisition for stationery. It has not reached me. I will, however, send some to you. I am clearly of the opinion that the lieutenants of the Navy should be detached from some of the batteries and placed upon their appropriate duty. You certainly ought to have the benefit of their services, while commanders should also be designated for such positions as their rank entitles them to. These matters are being entirely overlooked or neglected at Richmond.

I wish you would send the *Harmony* back as soon as you receive this. Her services are indispensable as an ordnance transportation boat. I did not design to part with her longer than a day or two at furthest when she left here.

I am, truly, yours,

F. Forrest,

Flag-Officer and Commandant Norfolk Station.

Flag-Officer WM. F. LYNCH, Commanding Virginia and North Carolina Coast Defenses, etc.

Order of the commandant navy yard, Norfolk, to Commander Sinclair and Lieutenants Sinclair and Maury, C. S. Navy, to proceed for temporary duty to Wilmington, N. C.

NAVY YARD, GOSPORT [NORFOLK], September 24, 1861.

SIR: You will proceed without a moment's delay to Wilmington, N. C., and report yourself to the general commanding for temporary duty.

It is all important that you should leave by the first and earliest opportunity.

If possible, a separate train should be provided, as your presence at Wilmington demands the utmost expedition.

Respectfully,

F. FORREST.

Commander A. SINCLAIR.

(The same to George T. Sinclair and W. L. Maury.)

Letter from the Secretary of the Navy of the Confederate States to the Secretary of War of the Confederate States, transmitting suggestions regarding the river batteries in Virginia.

C. S. NAVY DEPARTMENT, Richmond, Va., September 26, 1861.

DEAR SIR: The enclosed letter was this day handed to me by the officer in charge of orders and detail of this Department, Captain Buchanan. I find a decided impression prevailing in circles informed upon the condition of the river batteries in Virginia that they are less efficient than they might be made by certain changes, and Captain Buchanan's suggestions are therefore worthy of consideration. Perhaps an assignment of the James River batteries, especially to naval officers, who are all more or less familiar with this particular river, in the manner he speaks of might result advantageously, and I desire to say that I will be very glad to adopt this or any similar measure which may conduce to the greater security of the river.

I am informed that there are no naval officers at the extensive and

important works on Craney Island.

Very respectfully, your obedient servant,

S. R. MALLORY, Secretary of the Navy.

Hon. SECRETARY OF WAR.

[Enclosure.]

OFFICE OF ORDERS AND DETAIL, Navy Department, C. S., Richmond, Va., September 26, 1861.

SIR: Under the present arrangement the batteries in the neighborhood of Norfolk and on the various rivers in which are mounted naval guns, and many of which are commanded by naval officers, are not as efficient as they ought to be. Several of these batteries are under the orders and control of the Army and no naval officers attached to them, and others are commanded by naval officers, but the men are not placed under the control of those officers, consequently the efficiency of the batteries is impaired. Soldiers should be detailed for duty in those batteries and placed under the exclusive orders of the naval officers, and their removal subject only to the orders of the commanding general of the division in which they are placed. The company officers should be present at the exercises of the guns, so as to enable them to succeed the naval officer in the event of death, and they should drill their men daily at the small arms and assist the naval officers in the general police duties of the batteries. Under this system discipline, efficiency, and harmony will be obtained, and the batteries rendered much more serviceable to the country than they now are.

Very respectfully, your obedient servant,

FRANKLIN BUCHANAN, Captain, in Charge.

Hon. S. R. MALLORY, Secretary of the Navy, Richmond, Va.

Report of Commander Whittle, C. S. Navy, commanding York River defenses, regarding the batteries at Gloucester Point, Yorktown, and West Point.

WEST POINT, YORK RIVER, September 28, 1861.

SIR: In answer to your circular of the 24th instant, just received, I have the honor to report that there are at Gloucester Point, 1 commander, in command of battery; nine IX-inch shell guns; two 32-pounders of 57 hundredweight; and platforms ready for 3 more guns, which I earnestly desire may be supplied.

At Yorktown, 1 commander in command of battery; 1 lieutenant, Virginia Revenue Service; six 8-inch columbiads on barbette carriages,

very inferior and untrustworthy.

At West Point, 1 captain, Virginia Revenue Service, commanding battery; 1 acting gunner; two IX-inch shell guns; one 32-pounder of 57 hundredweight, and 5 embrasures ready for guns, which I hope may be

supplied.

I have been in the habit of making monthly reports, such as required by your circular to Bureau of Ordnance and Hydrography. As this month is so nearly expired, I presume another report will not be necessary on the 1st proximo, unless changes should be made in the officers and armament of batteries.

I am, respectfully, your obedient servant,

WM. C. WHITTLE, Commanding York River Defenses.

Captain Franklin Buchanan, In Charge of Office of Orders and Detail, Richmond, Va.

[Telegram.]

CHARLESTON, S. C., October 1, 1861.

All right so far, but impossible to move on account of weather. I will telegraph immediately when the time comes.

W. H. T.

R. M. T. HUNTER, Secretary of State.

Order of Major-General Holmes, C. S. Army, to Lieutenant Simms, C. S. Navy.

HEADQUARTERS DEPARTMENT OF FREDERICKSBURG, Brooke's Station, October 2, 1861.

SPECIAL ORDER, }
No. 149.

Lieutenant Simms, C. S. Navy, having performed the duties required of him at Evansport under instructions from the Navy Department, will report for duty to Captain Kennedy, C. S. Navy, commanding batteries near Aquia Creek.

The general commanding takes great pleasure in stating that while acting under his orders Lieutenant Simms has uniformly shown the utmost devotion, and his whole conduct has been characterized by an energy and zeal in the highest degree commendable.

By order of General T. H. Holmes:

D. H. MAURY,
Assistant Adjutant-General.

[Telegram.]

CHARLESTON, S. C., October 3, 1861.

Three steamers and a sloop of war now blockading the harbor; two of the steamers, frigates, arrived in the last twenty-four hours. It is thought thus an even chance of success. We shall accordingly take

the route through Texas to Matamoras, Mexico, unless otherwise directed. Reply at once, and, if the change of route is acceded to, request the Secretary of War to direct officers of the Army on the route to give all facilities of transportation. Write to New Orleans.

JOHN SLIDELL. J. M. MASON.

Hon. R. M. T. HUNTER, Secretary of State.

Letter from the Adjutant and Inspector General, C. S. Army, to Brigadier-General Hill, C. S. Army, commanding at Goldsboro, N. C., regarding ordnance from the Navy.

ADJUTANT AND INSPECTOR GENERAL'S OFFICE, Richmond, October 3, 1861.

SIR: Your letter of the 29th ultimo, requesting authority to draw directly from Norfolk such ordnance as the navy officer there could spare, without the delay and hindrance of an application in any other quarter, was duly submitted to the Secretary of the Navy, who has control of the ordnance referred to. He has returned your letter to this office with the following endorsement, viz:

We have sent from Norfolk to North Carolina, up to July 15, 203 guns; in addition, up to 2d of October, 39; in all, 242 guns, including 6 rifled 32-pounders. We have rifled and banded 23 guns, 6 of which have gone to North Carolina, and we can not send any more rifled guns at present, our vessels being in want of them. Two additional were ordered yesterday to North Carolina.

S. R. M[ALLORY], Secretary of the Navy.

Flag-Officer Lynch, of the C. S. Navy, is charged with the naval defenses of the coast of North Carolina. He is now at Roanoke Island, and it is suggested that you confer with him in regard to the armament of the coast within your district, as he may be able to give you more information on the subject than may possibly be had elsewhere.

I am, respectfully, etc.,

S. Cooper,

Adjutant and Inspector General.

Brigadier-General D. H. HILL, Goldsboro, N. C.

Order of the commandant navy yard, Norfolk, to Lieutenant Cooke, C. S. Navy, commanding C. S. S. Edwards, to proceed to Roanoke Island, North Carolina.

NAVY YARD, GOSPORT [NORFOLK], October 3, 1861.

SIR: You will take the command of the steam gunboat Edwards and proceed with all dispatch to Roanoke Island, North Carolina.

Upon your arrival there you will report yourself to Flag-Officer Lynch

for such instructions as he may give you.

Respectfully, etc.,

F. FORREST, Flag-Officer.

Lieutenant Commanding J. W. COOKE, Steamer Edwards. [Telegram.]

CHARLESTON, October 4, 1861.

Your telegraph received. We can not get out safely by the Nashville; route to Mexico believed impracticable from delay. Steamer Gordon now chartered by Government at two hundred a day for harbor services; light draft; strengthening for carrying cannon and been in use as a privateer; a good seaboat; tonnage upward of 500 tons; can go at any time and by any route to Nassau or Havana. Offered at \$62,000 or chartered to either port at \$10,000 for the trip; owners to pay all expenses; Government to pay value if captured. Will be very useful for coast defense. We will go at once in her if authorized, and think the charter price may be reduced one-half. One or more naval officers to go in her, as may be ordered.

JOHN SLIDELL. J. M. MASON.

Hon. R. M. T. Hunter, Secretary of State.

Letter from Colonel Hunt, C. S. Army, to Lieutenant Jones, C. S. Navy, commanding Jamestown battery, regarding the detail of a naval officer.

HEADQUARTERS FORCES AT AND AROUND WILLIAMSBURG, Williamsburg, October 4, 1861.

SIR: In a letter from headquarters, addressed to me as the commanding officer of this post, under date of 2d October, 1861, the general directs as follows:

As soon as you receive this letter you will send to Captain Jones for a navy officer to teach a detachment from the battalion of your regiment, now at Williamsburg, the service of the 42-pounder carronades.

You will accordingly detail a navy officer for the purpose mentioned. I am, sir, very respectfully, your obedient servant,

T. G. HUNT, Colonel, Commanding Post.

Captain Jones, of the Navy, Jamestown, Va.

Letter from Lieutenant Jones, C. S. Navy, commanding Jamestown battery, to Colonel Hunt, C. S. Army, responding to a request for the detail of a naval officer.

OCTOBER 4, 1861.

COLONEL: I have just received yours of this date, conveying General Magruder's order to send a naval officer to Williamsburg to teach a detachment the service of the 42 pounder carronade. I would state in reply that there is no naval officer under my command, and that (excepting myself) there is no person on the island who understands the service of the carronade. I might, with proper facilities, in the intervals of my duties here, give the necessary instruction.

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

C. AP R. JONES.

Oolonel T. G. HUNT,
Williamsburg,
N W R-VOL 6-47

Armament and ordnance stores on board the C. S. S. Fanny, October 8, 1861.

1 32-pounder rifled cannon, with locks, sights, and aprons.
1 8-pounder rifled cannon.

1 sponge and 1 rammer for 32-pounder. 1 scraper for 32-pounder.

2 rammers and sponges for 9-pounder rifled cannon.

1 worm for 9-pounder. 6 25-second shells for 32-pounder. 9 20-second shells for 32-pounder.

Very respectfully, etc.,

4 15-second shells for 32-pounder. 18 unloaded shells for 32-pounder. 24 6-pound charges for 32-pounder.

9 8-pound charges for 32-pounder.
42 shells for 9-pounder [8-pounder?]

rifled gun, 47 charges for 9-pounder [8-pounder?] rifled gun.

26 cutlasses, with belts and frogs.

JAMES L. TAYLOE, Master, Commanding.

Flag-Officer W. F. LYNCH, Commanding Naval Defenses of Virginia and North Carolina.

Letter from Messrs. Mason and Slidell to the Secretary of State of the Confederate States, regarding the charter party of the steamer Gordon.

CHARLESTON, October 11, 1861.

SIR: We have the honor to send to you herewith the charter party* we have made with owners of steamer Gordon, in conformity with your telegraphic instructions; also a letter * from Messrs. John Fraser & Co., of this place, by which you will perceive that if the Gordon return safely the cost of the charter to the Government will be reduced to \$5,000.

Very respectfully, your obedient servants,

JOHN SLIDELL. J. M. MASON.

Hon. R. M. T. HUNTER, Secretary of State, Richmond.

[Telegram.]

CHARLESTON, October 12, 186[1].

Our friends left here last night at 1 o'clock. A fast steamer, good officers, and very dark night, with heavy rain. The guard boat reported that they crossed the bar about 2 o'clock, and that they could neither have been seen nor heard by the fleet. A strong northwest wind helped them, and the fleet this morning seems not to have changed position at all. As soon as we hear further I will telegraph. The steamer ought to be back in about a week, and nothing said until her return. Communicate to Mrs. Mason.

WM. HENRY TRESCOTT.

Hon. R. M. T. HUNTER.

^{*} Not found.

Letter from Brigadier-General Hill, C. S. Army, to the Secretary of the Navy of the Confederate States, regarding the defenses of North Carolina.

PORTSMOUTH, VA., October 18, 1861.

SIR: Having been placed by the honorable Secretary of War in charge of the coast defense of North Carolina from Fort Macon to the Virginia line, I have the honor to call your attention to the following statement of the condition of the fortifications. I make my report to you because the only hope of getting the proper ordnance is the navy vard in this place:

Fort Macon can not be held without 4 more efficient guns of long range. There are but 4 guns now of long range, and these are illy supplied with ammunition and are mounted on very inferior carriages.

The battery at New Berne is well constructed and has 2 heavy 8-inch

columbiads, but the ammunition is very scarce.

Washington has two good batteries as far as the earthwork is concerned, but the guns are of inferior caliber.

Hyde, the richest county in the State, has ten landings and only a

9-pounder fieldpiece—an old English gun. Roanoke Island is the key to one-third of North Carolina, and its possession by the enemy would enable him to seize the great railway connection between north and south of the Confederacy. This allimportant island is in want of men and guns. It should have at least 6 more rifled cannon. Feeling that everything depended upon holding it, I came up last night to apply to the Navy Department for ordnance and ordnance stores. I found Commodore Forrest, Captain Fairfax, and General Huger fully as much concerned about the island as I was, but they could do nothing for me without your order. Under these circumstances I most earnestly appeal to you for 6 additional rifled cannon-4 for Fort Macon and 2 for Roanoke Island. There ought to be, however, 4 at least for the latter place. I am confident that Manassas itself is not more important than it.

With great respect,

D. H. HILL, Brigadier-General, C. S. Army.

Hon. S. R. MALLORY, Secretary C. S. Navy.

Letter from the Secretary of the Navy of the Confederate States to the Secretary of War of the Confederate States, stating his inability to furnish additional guns as requested.

> C. S. NAVY DEPARTMENT, Richmond, Va., October 23, 1861.

SIR: Brigadier-General D. H. Hill, in a report upon the condition of certain coast defenses of North Carolina, informs me that Fort Macon can not be held without 4 more effective guns of long range; and he calls upon this Department to furnish him with 6 additional rifled guns, 4 for Fort Macon and 2 for Roanoke Island. I regret to say that I can not furnish these guns, and respectfully refer the subject to you.

Very respectfully, your obedient servant,

S. R. MALLORY, Secretary of the Navy.

Hon. SECRETARY OF WAR,

Letter from Brigadier-General Magruder, C. S. Army, commanding at Yorktown, Va., to Lieutenant Jones, C. S. Navy, commanding Jamestown battery, announcing the presence of the enemy's fleet in Hampton Roads.

HEADQUARTERS, Yorktown, October 27, 1861.

CAPTAIN: Captain Henderson is absent, sick. We think it probable we shall have an attack soon. The enemy's fleet is still in Hampton Roads; 30,000 men are there.

Send me, if you can, Captain de Lagnel, or some officer who knows something of the duties of a naval battery, and of landing, manning, etc., heavy guns and gun carriages.

Yours, very respectfully,

J. B. MAGRUDER, Brigadier-General, Commanding.

[Lieutenant Catesby AP R. Jones, C. S. Navy.]

Report of the armament of batteries around Norfolk, October 29, 1861.

SEWELL'S POINT. For defense of the river.

Lor worthout by the record	
32-pounders, 61 cwt	4 7
32-pounders, rifled	2 6
IX-inch guns	
Interior defenses.	19
32-pounders, 61 cwt	. 6 1
42-pounders, carronades	3
	10
Total	20
FORT NORFOLK.	
IX-inch guns	8
32-pounders, 57 cwt	2
32-pounders, 27 cwt	2 1
Total	15
FORT NELSON.	
32-pounders, 57 cwt	8
32-pounders, 51 owt	5 2
32-pounders, 51 cwt. 8-inch guns, 55 cwt.	
	15
November report adds 1 gun, rifled (English)	
Total	16
PINNER'S POINT.	
32-pounders, 57 cwt	7
32-pounders, 42 cwt	4
Total	11
. The state of the	

Report of the armament of batteries around Norfolk, October 29, 1861-Continued.

LAMBERT'S POINT.	9
8-inch gun, 63 cwt	
Total	10
NEW BATTERY, NEAR PINNER'S POINT.	
32-pounders, 61 cwt	4
oz-pounders, or ewe	4
CRANEY ISLAND.	
X-inch gun, pivot	
8-inch gun	18 7
8-inch solid-shot guns	3
32-pounders	12
32-pounder, rifled	-1
Total	42
PIG POINT.	J
32-pounders, 57 cwt	5 4
8-inch guns, 55 cwt	4
32-pounder rifled gun	1
Total	14
TANNER'S CREEK.	
32-pounders, 62 owt	3 2
Total	5
<u>.</u>	
BUSH'S BLUFF.	
32-pounders, 42 owt	5
Total guns for harbor defense	150
ENTRENCHED CAMP,	
32-pounders, 61 cwt	15
42-pounders, carronades	14
Total	29
Total guns around Norfolk	179
ADDRESS OF OFFICE ACTION ASSESSMENT OF THE PROPERTY OF THE PRO	110
FORREST ENTRENCHMENTS.	
32-pounders, 61 cwt	16

Order of Captain Buchanan, C. S. Navy, Chief of Office of Orders and Detail, to Lieutenant Simms, C. S. Navy, commanding C. S. S. Richmond, to proceed to the defense of the Rappahannock River.

FREDERICKSBURG, VA., October 30, 1861.

SIR: You will accompany me to Lowry's Point, to assist in making arrangements for the defense of the Rappahannock River. After performing this duty you will return to the command of the *Richmond*.

Respectfully, your obedient servant,

FRANKN. BUCHANAN, C. S. Navy.

Lieutenant Commanding C. C. SIMMS, C. S. Navy, Commanding C. S. S. Richmond. Order of Captain Buchanan, C. S. Navy, Chief of Office of Orders and Detail, to Lieutenant Jones, C. S. Navy, detaching him from the command of Jamestown battery.

> OFFICE OF ORDERS AND DETAIL, Navy Department, C. S., Richmond, Va., November 6, 1861.

SIR: You are hereby detached from the command of the Jamestown Island batteries, and you will report forthwith to this office for duty. leaving the senior officer under you in command in charge of the batteries.

By command of Secretary of the Navy:

Respectfully, your obedient servant,

FRANKLIN BUCHANAN, Captain, in Charge.

Lieutenant Commanding C. AP R. JONES, C. S. Navy, Jamestown Island, Virginia.

[Endorsement.]

NAVY DEPARTMENT, November 9, 1861.

Lieutenant Jones reported in obedience to above orders.

E. M. TIDBALL, Ohief Olerk.

Letter from the commandant navy yard, Norfolk, to Flag-Officer Golds-borough, U.S. Navy, commanding North Atlantic Blockading Squadron, regarding the transfer of the officers of the French corvette Prony.

NOVEMBER 11, 1861.

I send by the flag of truce, in charge of Commander S. S. Lee, the captain, officers, and crew of H. I. M. steam corvette *Prony*, recently wrecked on Ocracoke Bar, coast of North Carolina. Captain De Fontages is extremely anxious to avail himself of the first opportunity of getting passage to New York, in view of proceeding to Europe.

I trust that he will receive from you every facility for carrying out

his purpose.

rpose.
I am, sir, respectfully, your obedient servant,
F. FORREST,

Flag-Officer and Commandant.

Flag-Officer L. M. GOLDSBOROUGH, Commanding Blockading Naval Forces, Hampton Roads, Virginia.

[Telegram.]

NORFOLK, November 18, 1861.

Enemy sending troops up James River; embarking at Newport News in steamers, chartered gunboats. Our steamers in the river should be notified accordingly; no idea of where they purpose making a demonstration.

> J. F. MILLIGAN. Captain and Signal Officer.

Hon. J. P. BENJAMIN.

Order of the Secretary of the Navy of the Confederate States to Lieutenant Simms, C. S. Navy, transferring him from the command of the C. S. S. Richmond to duty on the C. S. S. Virginia (Merrimack).

CONFEDERATE STATES OF AMERICA, Navy Department, Richmond, November 20, 1861.

SIR: You are hereby detached from the command of the steamer Richmond and will proceed to Norfolk without delay and report to Flag-Officer Forrest for duty on board the Merrimack.

I am, respectfully, your obedient servant,

S. R. MALLORY, Secretary of the Navy.

Lieutenant Chas. C. Simms, C. S. Navy, Commanding Steamer Richmond, Quantico Creek, Virginia.

Letter from the commandant navy yard, Norfolk, to Major General Huger, C. S. Army, commanding at Norfolk, requesting the detail of a company to St. Helena, Va.

NOVEMBER 21, 1861.

GENERAL: As the guns on the intrenchment at St. Helena [Va.] are almost being mounted, may I ask the favor of you to direct a company detailed there. I learn that you have one stationed at Oak Grove Church, which is near at hand. They could be advantageously employed and drilled at the great guns at St. Helena, where they can be well provided with winter quarters.

I am, sir, respectfully, your obedient servant,

F. FORREST, Flag-Officer.

Major-General B. HUGER, Commanding Forces, etc., Norfolk, Va.

Order of the commandant navy yard, Norfolk, to Lieutenant Jones, C. S. Navy, to test the guns for the C. S. S. Virginia (Merrimack).

COMMANDANT'S OFFICE, DOCKYARD, Gosport [Norfolk], November 23, 1861.

SIR: On the arrival of the rifled guns designed for the Merrimack, you will be pleased to ascertain by actual firing their range and capacity.

For this purpose the guns will be placed temporarily in battery at the naval hospital, and, on your requisition, the necessary powder, not to exceed 300 pounds, will be furnished.

Very respectfully,

F. FORREST,
Flag-Officer and Commandant.

Lieutenant CATESBY AP R. JONES, C. S. Navy, Executive Officer Merrimack. Letter from the commandant navy yard, Norfolk, to Major-General Huger, O. S. Army, commanding at Norfolk, regarding plan for the protection of guns.

COMMANDANT'S OFFICE, DOCKYARD, Gosport [Norfolk], November 24, 1861.

GENERAL: I send by Captain Pinkney a plan* for the better protection of the guns, particularly at Sewell's Point.

One has already been furnished General Hill, who approves and intends adopting it at Roanoke Island.

Very respectfully,

F. FORREST, Flag-Officer and Commandant.

Major-General HUGER,

Commanding Department of Norfolk.

Letter from the commandant Navy Yard, Norfolk, to W. G. Webb, esq., regarding the shipment of iron for the C. S. S. Virginia (Merrimack).

COMMANDANT'S OFFICE, DOCKYARD, Gosport [Norfolk], November 25, 1861.

SIR: You will proceed without delay to Richmond, via Petersburg, and, after seeing the agents, superintendents, and other officials of the Seaboard and Roanoke Railroad, together with the proprietors of the Tredegar Works, you will make all necessary arrangements for the shipment of the iron for the Merrimack by way of Weldon.

You are necessarily left to your own discretion in this matter to some extent, and I rely greatly upon your energy and intelligence in carrying

out this order.

Very respectfully,

F. FORREST, Flag-Officer and Commandant.

W. G. WEBB, Esq., Dockyard, Gosport | Norfolk |.

Letter from the commandant navy yard, Norfolk, to Major General Huger, C. S. Army, commanding at Norfolk, regarding guns for the batteries.

NOVEMBER 25, 1861.

I have to report that the six rifled guns (banded) which I transferred to you some time since have been approved by the Secretary of the Navy by letter of the 23d instant, an extract of which I herewith append:

A few rifled guns of long range are unquestionably desirable in each battery, but the belief is fast gaining ground that the 8-inch and 9-inch guns, with shell and hot shot, will make the best defense against vessels. The enemy's success at Port Royal may prompt him to attempt the capture of Norfolk by similar means, and to this his naval pride may prove a strong stimulant. This it would seem he can not do with his wooden vessels if our batteries are well commanded and served.

Respectfully, your obedient servant,

F. Forrest, Flag. Officer.

Major-General HUGER, Commanding Forces, Norfolk. General Order of the commandant navy yard, Norfolk, regarding companies of mechanics organized as small-arms men.

GENERAL ORDER, No. 10. Commandant's Office, Dockyard, Gosport [Norfolk], November 25, 1861.

Captains of companies of mechanics, organized as small-arms men in this dockyard, will report to Captain [John D.] Simms, C. S. Marine Corps, who has been detailed to command them.

They will report on Wednesday (27th) at the office of Commander

Lee at 11 o'clock.

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F. FORREST, Flag-Officer and Commandant.

Commander S. S. Lee, C. S. Navy, Executive Officer, Dockyard.

Letter from the commandant navy yard, Norfolk, to Major-General Huger, O. S. Army, commanding at Norfolk, requesting the use of a steamer to carry a flag of truce.

NOVEMBER 26, 1861.

GENERAL: I have received a communication from the Department which requires that a flag of truce be sent as early as practicable to Flag-Officer Goldsborough, in view of an exchange of Captain Barron and Masters Hudgins and Hicks. I have prepared a dispatch for the purpose, and will place it in the hands of Lieutenant J. S. Maury to be delivered.

If you can spare a steamer for the purpose, you would add to the many obligations already conferred on

Your obedient servant,

F. FORREST,
Flag-Officer.

Major-General B. Huger, Commanding Forces, Norfolk.

Order of the commandant navy yard, Norfolk, to Lieutenant Morgan, O. S. Navy, regarding transfer of guns for the defense of Savannah.

COMMANDANT'S OFFICE, DOCKYARD, Gosport [Norfolk], November 26, 1861.

Sir: You will be pleased to get ready for delivery to Commander Page, on his arrival here, eight of the 32-pounders on board the frigate *United States*, with their carriages and equipments, for the defense of Sayannah.

Respectfully, your obedient servant,

F. Forrest, Flag-Officer.

Lieutenant Commanding V[AN R.] MORGAN, Frigate United States. Batteries of York River, as reported by commanding officer, December 1, 1861.

Gloucester Point Battery .- Commander Page, commanding.

Nine IX-inch; 2 32-pounders, 57 cwt. One 32-pounder, 61 cwt.; 2 32-pounders, rifled.

Two 42 pounders, carronade; 2 32-pounders, 27 and 32 owt.

Yorktown Battery.—Captain J. M. Maury, commanding.

Six 8-inch columbiads on barbette carriages.

West Point Battery.—Captain R. K. Hudgins, commanding.

Two IX-inch shell guns.

One 32-pounder, 57 cwt.

All under command of Captain V. M. Randolph, C. S. Navy.

Instructions from the Chief of Office of Ordnance and Hydrography to Commander Tucker, C. S. Navy, commanding C. S. S. Patrick Henry, regarding a change of the armament of that vessel.

BUREAU OF ORDNANCE AND HYDROGRAPHY,

December 4, 1861.

SIR: The Secretary of the Navy has referred to this Bureau that portion of your letter relating to the change of armament of the steamer Patrick Henry.

The Bureau has no rifled gun at its disposal of 24-pounder caliber,

nor does it propose to have any cast of that class.

The bow and stern guns for the Merrimack are 7-inch bore, or 42-pounders, and weigh 14,000 pounds each. The enclosed tracing will show you the dimensions of this gun. If you find it will fit the pivot carriage you now have, one of these guns can be furnished to the Patrick Henry.

There are also some guns in the course of fabrication weighing 9,000 pounds, banded and rifled. They are the caliber of the smoothbore

32-pounders (6.40-inch), and are longer than the old 32s.

If a rifled gun, or two of them, is furnished to the *Patrick Henry*, it is desirable that they should be of such dimensions as to fit the pivot carriages she now has on board, for, independent of the cost of new carriages, they can not be supplied from the Norfolk yard until after the work on the *Merrimack* is finished.

The steamer Jamestown is armed with two rifled 32-pounders of 57 hundredweight. To secure rapidity of fire it is desirable that she should have a smoothbore gun. If your 8-inch gun, with its carriage, can be transferred to the Jamestown, and her rifled gun to the Patrick Henry, the Bureau thinks that the armament of both vessels would be improved.

If this arrangement meets your views, please inform the Bureau.

I am, respectfully, your obedient servant,

GEORGE MINOR, Commander, for Chief of the Bureau.

Oommander J. R. TUCKER, Commanding Steamer Patrick Henry, James River. Report of Lieutenant Barney, O. S. Navy, commanding O. S. S. Jamestown, regarding the complement of officers and men for that vessel.

C. S. S. JAMESTOWN, Richmond, December 4, 1861.

FLAG-OFFICER: In compliance with your order, I herewith enclose a list of the officers and crew of this vessel; also the complements as established by the Department. By this exhibit you will see that the Jamestown is short of the complement twenty-three men. The excess in some grades over the complements arises from the fact that I have not permanently rated the petty officers, keeping men on probation until I ascertained their fitness for their positions. It is impossible to get men of the proper kind unless from the Army, and I have applied for the discharge from that branch of the service of a number of men who have expressed a desire to enter the Navy.

Very respectfully, your most obedient [servant],

J. N. BARNEY, Lieutenant, Commanding.

Flag-Officer WM. F. LYNCH, C. S. Navy, Commanding Naval Forces Virginia and North Carolina.

Order of the commandant navy yard, Norfolk, to Acting Master Parrish, U.S. Navy, regarding the removal of obstructions in view of the movement of the C.S. S. Virginia (Merrimack) to Hampton Roads.

DECEMBER 6, 1861.

SIR: As the period is fast approaching when it is presumed that the Merrimack will be in readiness to proceed down to Hampton Roads, care must be taken that the obstructions in the channel be removed at a sufficient distance to allow her passage through them. In view of such facilities, you will immediately ascertain by actual observation, and have opened for her passage, the necessary breadth of channel, removing all and every impediment likely to obstruct her way, and report to me accordingly.

I am, sir, respectfully, your obedient servant,

F. FORREST, Flag-Officer.

Acting Master WILLIAM PARRISH, C. S. S. Merrimack.

Report of Lieutenant Sharp, C. S. Navy, giving information obtained while a prisoner on the U. S. ship Congress in Hampton Roads.

BUREAU ORDNANCE, Richmond, Va., December 9, 1861.

MY DEAR SIR: In a moment of leisure it occurs to me to write you of my observations while on board of the *Uongress*, Commander William Smith, off Newport News, during nine days.

There is a strongly built battery of five large guns riverward, at the upper bridge toward the river. The southeast gun is on a semicircular battery alone; the others on a parapet. The battery seems continuous,

looking inland, but the Congress's deck being about as high as the sandbank, I could not count inland guns, or even see them, though the parapet curvature satisfied me that the battery is circular or oval. The same parallel line of view prevented me from the judging of the number of troops, but it was extensive. The river-edge trees remain; inland, they have been cut down, and houses, etc., are built and being built. In addition to the original old bridge, a fine, large one has been constructed, similar to the ordnance bridge, you may recollect, at Old Point. Steamers go to both bridges. The Express, steamer, runs twice daily between Newport News and Old Point; the other boats are hos-

pital, house boats, etc.

While there one night, about 8 p. m., a steamer was seen and reported as the P. H. [Patrick Henry]. General quarters and thorough preparations were made, but relieved on falsifying the statement. The Congress has removed her gun deck cabin and has two long 32s out of stern ports. The original crew she had in Brazil, Lieutenants J. B. Smith and A. Pendergrast, Purser Buchanan, and Dr. Shippen; all the rest are masters and masters' mates from the merchant service, unless forward officers. At sunset, though always loaded, batteries are primed, guns cast loose and ranged obliquely; regular sea watches kept; no hammocks allowed on gun deck, or lights above water; stream anchor. at port quarter, hawsers bent, and others on deck; buoys all around ship, and spars in angular form reach from forward of flying jibbooms, lashed, hung by tackles from head booms and fore channels, passing the last so as to glance off passing objects, torpedoes, etc. Crew well drilled, furnished with Sharps and Minié rifles, and all modern appliances. Boat howitzer in quarter deck after ports. Stevens, Butt, and I were confined on the Congress; Dalton and Loyall on the Cumberland, Captain Livingston; officers, Lieutenants G. U. Morris and Selfridge, Dr. Jackson, and others merchantmen appointments. The Cumberland rows guard nightly. Both ships two cables' length apart, under the battery, less than half a mile distant. The Cumberland has outriggers like the Congress. I left the Congress on the 20th ultimo, when the Cambridge, Commander W. A. Parker, Lieutenant Gwin; Hetzel, Captain H. K. Davenport; Shawsheen, Lieutenant E. R. Colhoun; and another tugboat, armed, were near us permanently. Nightly the small ones distributed themselves above the ship anchorage, keep steam up always, and retire off the battery each morning. The Cambridge is a fore-topsail, schooner-rigged propeller, of 700 or 800 tons, with four or six broadside guns, and one forward and aft; flush hurricane deck. The smaller ones have each a Parrott gun forward and aft. cations from the Newport News points to Old Point are communicated by flag signals from the terminus of Newport News, doubtless Signal Major Myer's invention. Bright lookouts are always kept up on Pig Point, Sewell Point, Elizabeth River, and all batteries. Not a boat ever escapes observation. As I did not go forward, I did not see what I saw from the Connecticut while passing the Minnesota and Roanoke from seaward. They have grapnels hung from all head booms, spritsail yards, etc., dangling in the water. I suppose ours had, too. nesota has only two lieutenants, Grafton and Watters. Clary commands the propeller Dawn, which has only two Parrott guns in broadside. While on board of the Congress, old Glisson passed a night near us in the Mount Vernon, a vessel similar to the Cambridge.

I asked Captain Hicks to tell you all this, but thought best, later, to write, hoping that the information sent may be advantageous to you. I left Captain Barron well; they are (south) endeavoring to give

exchange for him. I hope they will succeed. I was two and a half months in Fort Columbus, nine days in Fort Warren, one half day on board the North Carolina, Captain Meade, and nine days on board of the Congress.

Hoping that the contents of this letter may prove agreeable to you, and that you will present my warmest regards to the officers,

I am, sir, with high respect, very truly, yours,

WM. SHARP.

Commander JNO. R. TUCKER, Commanding Patrick Henry.

Captain Maury directs me to say that if you will lengthen your trigger line twice the length of the distance from the end of the flying jibboom to the cutwater, the Congress's fenders will not prove obstructions.

Letter from the Chief of Office of Ordnance and Hydrography to Commander Tucker, C. S. Navy, commanding C. S. S. Patrick Henry, regarding guns for that vessel.

BUREAU OF ORDNANCE AND HYDROGRAPHY, December 9, 1861.

Sir: Your letter of the 6th instant was received to-day. I enclose you a tracing of-the 9,000-pound gun. Its caliber is to be 6.4-inch and

the weight of the projectile about 62 pounds.

An order has been sent by this Bureau to Commander Forrest to send two 32-pounders, of 57 hundredweight, rifled and banded, with their carriages, equipments, and projectiles, to City Point for the Patrick Henry.

Possibly the Bureau made a mistake in ordering broadside rifled guns for the Patrick Henry; if so, you will please say whether you

need them. If you do not, the order will be countermanded.

I am, respectfully, your obedient servant,

GEORGE MINOR, Commander, for Chief of Bureau.

Commander J. R. TUCKER, Commanding Steamer Patrick Henry, James River.

Letter from the commandant navy yard, Norfolk, to Major-General Huger, O. S. Army, commanding at Norfolk, regarding the removal of obstructions for the passage of the C. S. S. Virginia (Merrimack).

> COMMANDANT'S OFFICE, DOCKYARD, Gosport [Norfolk], December 9, 1861.

GENERAL: In reply to your communication of the 6th I have to inform you that there is no vessel here for the purpose indicated.

I have to-day issued orders for the pile heads below to be cut down at low-water mark, and in the event of an attack will have the United States, frigate, towed into position and anchored athwart the channel at the light-house below Craney Island, so as not to be in range of that work or Sewell's Point.

To obstruct the channel would be to blockade the Merrimack, and, with a view to get her out when completed, I have ordered the obstructions below to be sufficiently removed to admit her passage. Mr. Parrish, who will present this, will explain this more satisfactorily.

Very respectfully,

F. FORREST,
Flag-Officer and Commandant.

Major-General Huger, Commanding Department of [Norfolk].

Letter from the commandant navy yard, Norfolk, to Major-General Magruder, C. S. Army, commanding Department of Eastern Virginia, regarding boats and guns for the use of his command.

COMMANDANT'S OFFICE, DOCKYARD, Gosport [Norfolk], December 10, 1861.

GENERAL: I regret to inform you that the boats required by you for service on the peninsula can not now be supplied, as I am informed that those on hand are designed for a specific purpose, but boats such as you desire are now in process of construction.

We can furnish you some guns of small caliber and will most cheerfully do so, for I know that under your command they will be well

placed and gallantly fought.
Very respectfully,

F. FORREST, Flag-Officer and Commandant.

General John Bankhead Magruder, Commanding Department of Eastern Virginia.

Order of the commandant navy yard, Norfolk, to Lieutenant Davidson, U. S. Navy, regarding seamen.

DECEMBER 10, 1861.

[SIR:] As an order has been issued by the War Department directing Generals Huger and Magruder to discharge all seamen that may be wanted for the naval service, you will report to General Huger for permission to make the selection of such seamen as, upon examination, you may deem qualified for such service.

Respectfully, your obedient servant,

F. FORREST, Flag-Officer.

Lieutenant Hunter Davidson, C. S. Navy.

Letter from Major General Magruder, C. S. Army, commanding Department of Eastern Virginia, to the Secretary of War of the Confederate States, urging the retention of the C. S. S. Patrick Henry in the James River.

YORKTOWN, December 11, 1861.

SIR: I have just learned that the Patrick Henry is going up the river for repairs. Her presence is absolutely essential, in my judgment, in

her present position, to the safety of James River and pernaps the peninsula. I had hoped that the Jamestown would at once be ordered to join her. I hope, under the circumstances, the Patrick Henry may be ordered to retain her present position and the Jamestown ordered to join her.

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

J. B. MAGRUDER, Major-General, Commanding.

Hon. SECRETARY OF WAR.

Letter from the commandant navy yard, Norfolk, to the mayor of Norfolk, Va., regarding the placing of additional obstructions for the protection of Norfolk.

COMMANDANT'S OFFICE, DOCKYARD, Gosport [Norfolk], December 12, 1861.

MY DEAR SIR: I have this moment received your letter in relation to the obstructions necessary, in the opinion of the citizens, to be added to those already placed for the protection of Norfolk in the channel way below. In reply, I beg leave to say that I have had a conference with General Huger this morning, and I have agreed to send the Germantown down to be anchored across the channel, in order the more effectually to stop the ingress of the enemy's vessels.

The harbor guard under Mr. Young are to be kept on board, and she will be in readiness to be sunk should any necessity arise for doing so. The frigate *United States* will be prepared to go down at the shortest notice, not only to add to the obstructions but to fight in cooperation

with the batteries on shore.

You may rely upon it that I feel as you do, and as your citizens, and will protect the city and important trust committed to my charge at this dockyard with all the means at my command and to the best of my ability.

Very respectfully,

F. FORREST,
Flag-Officer and Commandant.

Hon. W. W. LAMB,

Mayor of Norfolk.

Order of Flag Officer Lynch, C. S. Navy, commanding naval defenses of North Carolina and Virginia, to Commander Tucker, C. S. Navy, commanding O. S. S. Patrick Henry, referring to proposed attack upon the vessels of the enemy.

RICHMOND, December 13, 1861.

SIR: Being called upon by the Department for muster rolls of the vessels under my command, and the *Patrick Henry* being one of them, I desire you to send me, as soon as practicable, directed to Norfolk, a correct list of officers and men attached to your command.

Interrupting circumstances have prevented me from paying you a visit and arranging for a simultaneous attack by the *Patrick Henry*, the *Jamestown*, and some of the gunboats from Pamlico Sound upon

the vessels of the enemy.

With a particular object in view, I am pushing the repairs of the Sea Bird and the Beaufort, in order to get to the sound as soon as possible. As soon as the purpose is attained or frustrated I will either see or write to you respecting the attack alluded to in the preceding paragraph.

I am, very respectfully,

W. F. LINCH,

Flag-Officer, Comdy. Naval Defenses North Carolina and Virginia.

Commander J. R. TUCKER,

Confederate Steamer Patrick Henry.

Report of Lieutenant Barney, C. S. Navy, commanding C. S. S. Jamestown, regarding supplies of oil.

> O. S. S. JAMESTOWN, Richmond, December 16, 1861.

SIR: By an invoice of stores for this ship sent by the naval storekeeper at Gosport [Norfolk] yard, I find but 15 gallons of sperm oil supplied instead of 50 gallons, for which requisition was made 11th November. When I handed that requisition to Flag-Officer Forrest he informed me that there was none in store at the yard, but there was some in Norfolk belonging to the Treasury Department, and that if I could get that oil transferred to the yard my requisition would be supplied.

Upon my return to Richmond I waited upon the honorable Secretary of [the] Navy upon the subject and he procured the transfer of said oil to the navy yard. I would therefore suggest that I am entitled to have my requisition filled. I will add that it is impossible to procure oil that will burn in the open air at this season, and it is, of course, very impor-

tant to have some for binnacle and signal lights.

Very respectfully, your most obedient servant,

J. N. BARNEY, Lieutenant, Commanding.

Captain F. BUCHANAN.

Letter from the Secretary of the Navy of the Confederate States to Commander Tucker, U.S. Navy, commanding O.S. S. Patrick Henry, placing under his command the C. S. S. Jamestown.

> CONFEDERATE STATES OF AMERICA, Navy Department, Richmond, December 19, 1861.

SIR: Lieutenant Commanding J. N. Barney, commanding the steamer Jamestown, will report to you for duty on the James River.

You will give him such orders as the interests of the service and your cooperation with General Magruder may require. I am, respectfully, your obedient servant,
S. R. MALLORY,

Secretary of the Navy.

Commander John R. Tucker, C. S. Navy, Commanding Steamer Patrick Henry, James River. Report of Lieutenant Barney, C. S. Navy, commanding C. S. S. Jamestown, of the execution of the Department's order.

> C. S. S. JAMESTOWN, Mulberry Island, December 26, 1861.

SIR: I have the honor to inform you that this ship arrived at this anchorage yesterday, and that in obedience to your order I have reported for duty to Commander J. R. Tucker.

Very respectfully, your most obedient,

J. N. BARNEY, Lieutenant, Commanding.

Hon. S. R. MALLORY, Secretary of Navy, Richmond, Va.

Letter from Flag-Officer Lynch, C. S. Navy, commanding naval defenses of North Varolina and Virginia, to Commander Tucker, C. S. Navy, commanding C. S. S. Patrick Henry, regarding the preparation and testing of guns.

O. S. FLAGSHIP SEA BIRD, Off Gosport [Norfolk] Navy Yard, December 30, 1861.

SIR: Your muster roll of the *Patrick Henry* was duly received. The rifled broadside guns, I am assured, will be ready for you in a week or ten days, and I will leave directions for them to be forwarded to City Point as soon as possible.

Recent experiments at the batteries in this vicinity lead to the conclusion that 6 pounds should be the maximum charge for rifled 32s of heaviest caliber, and that 5 pounds, except for extreme long range, is more efficacious, with less strain upon the gun.

I am, very respectfully,

W. F. LYNCH, Flag-Officer.

Commander J. R. TUCKER,

Commanding Steamer Patrick Henry.

Letter from Captain de Lagnel, C. S. Army, commanding Harden's Bluff battery, to Commander Tucker, C. S. Navy, commanding C. S. S. Patrick Henry, transmitting information of the assembling at Fortress Monroe of a Federal fleet.

HARDY'S [HARDEN'S] BLUFF BATTERY, January 4, 1862. Sir: The following is a copy of communication this morning received from the headquarters of the Army [of the] Peninsula.

Very respectfully, your obedient servant,

J. A. DE LAGNEL, Commanding Battery.

Commander John R. Tucker, Commanding C. S. S. Patrick Henry.

[Enclosure.]

YORKTOWN, January 4, 1862.

SIR: I am instructed by the major-general commanding to inform you that a large fleet, said to include several frigates, is now assembled

N W R-VOL 6-48

at Fortress Mouroe. He thinks that it will attack this place or Norfolk, or our batteries on James River, and considering that the last contingency [is] the most probable he therefore directs you to carefully inspect and prepare your batteries and hot-shot furnaces for batteries, and provide without a moment's delay an ample supply of the best firewood for these furnaces. The rapid advance of a fleet of steamers will leave no time for preparation.

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

HENRY BRYAN,
Assistant Adjutant-General.

COMMANDING OFFICER HARDY'S [HARDEN'S] BLUFF BATTERY.

Letter from Captain Noland, C. S. Army, to Commander Tucker, C. S. Navy, commanding C. S. S. Patrick Henry, transmitting an order to prepare to repel attack of Federal vessels.

[JANUARY 6, 1862.]

DEAR TUCKER: I enclose you an order just received to-night. I am glad we had determined to defer our visit to Yorktown. I thank you most kindly for your most acceptable present. Mr. Lamb, by order of General Magruder, will commence the survey of the river and beach contiguous to the battery to-morrow. Any assistance that you can render him will be gratefully acknowledged by myself.

Truly, yours, etc.,

C. ST. GEO. NOLAND.

Captain TUCKER, Commanding C. S. S. Patrick Henry.

[Enclosure.—Extract.]

HEADQUARTERS ARMY OF THE PENINSULA,
ASSISTANT ADJUTANT-GENERAL'S OFFICE,
Yorktown, Va., January 6, 1861 [1862].

SIR: I am instructed to say to you that the enemy's fleet in Hampton Roads, according to official information received by the majorgeneral, numbers 150 to 200 sail.

He directs that you hold your command in readiness to repel attack,

defending your position to the last.

Letter from Brigadier-General Wise, O. S. Army, to Flag-Officer Lynch, O. S. Navy, commanding naval defenses of North Carolina and Virginia, regarding a conflict of command.

C. S. S. SEA BIRD, January 9, 1862.

SIR: I received yours of this morning, and regret to be informed of the indefensible condition of the floating battery at Redstone Point, on Croatan Sound. I need not inform you that I have just arrived, and amyet to visit various points of defense at the Roanoke Island. On conference with Colonel Shaw, I find that the report of Midshipman Gardner was made December 28 last, and immediately Colonel Shaw (December 29) issued the accompanying order, in which he states that "Midshipman Gardner, having been detailed by Flag-Officer Lynch to instruct and drill Captain White's company, stationed in the naval battery, Captain White will see that strict obedience is given to all

orders given by him while in the discharge of that duty. Captain White retains the entire command of his company, except during such hours each day as the men may be under drill by Midshipman Gardner," etc. This order would seem to cover sufficiently all the purposes of Midshipman Gardner's services. But this order to Captain White, you inform me, has been violated by him in not enforcing the obedience of his men under the command of Midshipman Gardner, as verbally reported by the latter to you. My desire and purposes are to cooperate with you in the way to insure the most efficient military and naval service. To that end I have issued the accompanying order, which I trust will be satisfactory.

If you claim the command of this battery as a naval battery, I yield it at once. If it is a military battery, it must be under military command. But, in either case, when naval and military officers cooperate in service, the command must depend upon the laws and regulations of rank. In this case I presume that Captain White will command and rank Midshipman Gardner; yet, you will observe that under my orders to Captain White, Midshipman Gardner will have ample authority to command the men for drill and instruction in working and fighting the

guns and to control the magazine for artillery purposes.

The men need instruction, and I trust Midshipman Gardner will not be taken away from the battery. If you choose to regard this battery under my military command, the accompanying order, if duly enforced by Colonel Shaw in my absence, will effect our mutual desires and efforts to make the battery efficient.

With the greatest respect, your obedient servant,

HENRY A. WISE,
Brigadier-General.

Captain W. F. Lynch, Flag-Officer.

Report of Flag-Officer Lynch, C. S. Navy, commanding naval defenses of North Carolina and Virginia, regarding the importance to the service of the Albemarle and Chesapeake Canal.

C. S. S. SEA BIRD, Off Roanoke Island, January 10, 1862.

SIE: I understand that it is contemplated to improve the navigation of the Albemarle and Chesapeake Canal. To carry out improvements which will very much enhance the usefulness of the canal, I further learn that the cooperation of the Government is indispensable.

Being enabled to speak from experience, I feel justified in saying that without the use of the canal heretofore, supplies from, and imperatively requisite repairs at, Gosport [Norfolk] navy yard could not have been received or effected. The vessels composing the squadron under my command could not, without regular supplies and effectual repairs, have been kept together, and by consequence, acting dispersively, would have been prevented from periodically maneuvering in sight of the enemy, and thus, up to this time, deterred him from venturing within Pamlico Sound, the great reservoir of the waters of North Carolina this side of Cape Fear.

Although very great facilities have been afforded by the canal, through which every vessel of the squadron save one has repeatedly passed, the occasional lowness of the water, consequent upon prevalent northerly winds, has repeatedly caused delays highly detrimental to

the service. I therefore most earnestly recommend the canal to your fostering care, the more so that a large portion of its stock will be confiscated by the Government, and submit to your better judgment a conation of the proposed improvement.

I have the honor to be, your obedient servant,

W. F. LYNCH, sideration of the proposed improvements.

Flag-Officer.

Hon. S. R. MALLORY, Secretary of the Navy.

Letter from the Chief of Office of Orders and Detail to Commander Tucker, C. S. Navy, commanding C. S. S. Patrick Henry, referring to a floating depot for coal off Mulberry Island.

> OFFICE OF ORDERS AND DETAIL, C. S. Navy Department, Richmond, Va., January 14, 1862.

SIR: Your communication of the 29th of December last has been

received.

The Department is endeavoring to carry out your recommendation, but there is a difficulty in procuring a suitable vessel for the purpose. As soon as arrangements can be made, a floating depot for coal will be placed off Mulberry Island. Your letter of a subsequent date has also been received. No midshipmen will be detached from the Patrick Henry at present.

By command of Secretary of Navy:

Very respectfully, your obedient servant,

FRANKN. BUCHANAN. Captain, in Charge.

Commander JNO. R. TUCKER, C. S. Navy, Commanding C. S. S. Patrick Henry, City Point, Va.

Letter from Captain Harwood, C. S. Army, of Mulberry Point Battery, to Commander Tucker, C. S. Navy, commanding C. S. S. Patrick Henry, announcing the return of the Burnside fleet in Hampton Roads.

MULBERRY POINT BATTERY, January 16, 1862.

STR: Lieutenant-Colonel Noland has received information from General Magruder that the Burnside fleet had returned to Old Point, and is ordered to hold his force in readiness to defend his position, which he wishes me to make known to you.

Most respectfully, your obedient servant,

J. C. HARWOOD,

Captain and Executive Officer [of | Battery.

Captain J. R. Tucker, C. S. S. Patrick Henry.

Report of Lieutenant Barney, C. S. Navy, commanding C. S. S. James. town, requesting a supply of light ordnance for that vessel.

> C. S. S. JAMESTOWN. Mulberry Island, January 21, 1862.

SIR: I enclose receipts for ordnance stores which were overlooked in Richmond. Also a requisition for some articles required.

I have seen General Magruder about the Teaser's guns. He tells me that he has been authorized by the Navy Department to retain them. I beg leave, respectfully, to call the attention of the Department to the necessity of supplying this ship with some pieces of light ordnance as a means of defense against a boat attack or attempt to board. Howitzers would be most serviceable, and mounted without expense. As we keep the flintlock muskets loaded, and the priming requires to be frequently renewed, cartridges are destroyed for priming. It would be economy to supply a small quantity of priming powder.

The two magazine dresses have been received. I have repeated the

belt, spyglass, and thermometers in this requisition.

I have been prevented by the illness of an officer from trying the range of the guns. I would be glad to have any information on the subject of rifled guns that you may have in your possession.

The trunnion sights are of very little service without spirit levels.

Could not these be attached in Richmond?

Very respectfully,

J. N. BARNEY, Lieutenant, Commanding.

Commander GEORGE MINOR,

Chief of Office Ordnance and Hydrography, Navy Department.

Letter from the commandant navy yard, Norfolk, to Major-General Huger, O. S. Army, commanding at Norfolk, requesting a supply of oil for the C. S. S. Virginia (Merrimack).

COMMANDANT'S OFFICE, DOCKYARD, Gosport [Norfolk], January 25, 1862.

GENERAL: I have just learned that one of the enemy's vessels has been driven on shore with several hundred gallons of oil on board, and hasten to lay before you the request that this, or as much thereof as can possibly be spared, may be transferred to the navy yard.

I make this request because we are without oil for the Merrimack, and the importance of supplying this deficiency is too obvious for me to

urge anything more in its support.

Very respectfully,

F. FORREST,
Flag-Officer and Commandant.

Major-General HUGER,

Commanding Department of [Norfolk].

Letter from the Chief of Office of Ordnance and Hydrography to Commander Tucker, C. S. Navy, commanding C. S. S. Patrick Henry, regarding guns for that vessel.

OFFICE OF ORDNANCE AND HYDROGRAPHY, Richmond, Va., January 28, 1862.

SIR: Your letter of the 24th instant has been received.

This office has heard nothing from Norfolk navy yard respecting the two rifled 32-pounders of 57 hundredweight ordered for the steamer Patrick Henry. It is presumed that the carriages for them are not yet ready.

It has been decided not to mount on the *Patrick Henry* a 9,000-pound rifled gun. All the guns of that class have been disposed of by special orders from the Department.

Your requisition for powder can not be complied with at present.

We have none on hand.

Respectfully, your obedient servant,

GEORGE MINOR.

Commander, in Charge.

Commander John R. Tucker, Commanding C. S. S. Patrick Henry, City Point, James River.

Letter from the commandant navy yard, Norfolk, to Flag-Officer Lynch, O. S. Navy, commanding naval defenses of North Carolina and Virginia, regarding the transfer of men from the C. S. S. Virginia (Merrimack).

COMMANDANT'S OFFICE, DOCKYARD, Gosport [Norfolk], January 29, 1862.

Sin: Your letter has been received by the commodore, and, as we have no men in ordinary, I send you, by his order, 20 men from the crew of the *Merrimack*.

Their accounts do not accompany them, and I beg you to remember that they are loaned for the emergency.

I wish you all possible success.

Very respectfully,

S. S. LEE,

Executive Officer, for Commandant.

Commodore LYNCH.

Order of the commandant navy yard, Norfolk, to Acting Master Evans, O. S. Navy, commanding O. S. ship United States, regarding transfer of men from the O. S. S. Virginia (Merrimack.)

JANUARY 29, 1862.

[Sir:] By direction of Flag-Officer Forrest, you will be pleased to get in readiness the 20 men of the *Merrimack's* crew, who volunteered their services for Commodore Lynch's squadron. Send them with their bags and hammocks. Their accounts, if found necessary, will be sent afterwards. You will keep one list of the men on board and the other list for the officer in charge of them.

Respectfully, your obedient servant,

S. S. LEE, For Flag-Officer.

Captain EVANS,
Commanding Receiving Ship United States.

Letter from Colonel Hodges, C. S. Army, to Colonel Noland, C. S. Army, transmitting copy of telegrams regarding the Federal vessels in Hampton Roads.

LAND'S END [VA.], January 31, [1862]—9:30 p.m.

SIR: I send you a copy of the telegrams which I have just received. You will be pleased to have Captain Tucker notified and get him to inform Hardy's [Harden's] Bluff. Be pleased to notify Captain Poor also.

J. GREGORY HODGES, Colonel Fourteenth Virginia Volunteers.

Colonel NOLAND.

[Enclosures.]

WILLIAMSBURG, January 31, 1862.

The following vessels are off Old Point: Two steam frigates (Minnesota and Roanoke), 6 gunboats, 2 sloops of war (22 guns each), 7 steam transports, 2 small gunboats, 2 transport ships, 42 sail (small sail, mostly coasters). This is believed to be Porter's squadron of bomb vessels. Have everything on the alert. Put on the alert the officers in charge [at] Land's End, Mulberry Point, our ships of war in James River, and Hardy's (Harden's) Bluff.

J. B. MAGRUDER, Major-General.

Brigadier General McLaws.

The above dispatches just received. Send word to Mulberry Point battery, with orders to inform the *Patrick Henry* and *Jamestown* and the commanding officer at Hardy's [Harden's] Bluff.

L. McLAWS, Brigadier-General.

Colonel HODGES.

Inform the Mulberry Point battery, the Patrick Henry and Jamestown, and Hardy's [Harden's] Bluff battery that if the vessels are seen coming up James River a gun will be fired from Land's End and repeated five minutes afterwards.

L. McLaws, Brigadier-General.

Colonel Honges.

Letter from the Chief of Bureau of Ordnance and Hydrography, to Commander Tucker, C. S. Navy, commanding C. S. S. Patrick Henry, regarding the guns for that vessel.

OFFICE OF ORDNANCE AND HYDROGRAPHY, Richmond, Va., February 1, 1862.

SIR: The two 32-pounders of 57 hundredweight (rifled and banded) for the *Patrick Henry* were forwarded from the navy yard, Norfolk, to City Point on the 28th ultimo.

The shells are not yet ready, but will be forwarded as soon as the

orders for the Merrimack are filled.

Respectfully, your obedient servant,

GEORGE MINOR, Commander, in Charge.

Commander John R. Tucker, Commanding C. S. S. Patrick Henry, City Point, James River.

Letter from the commandant navy yard, Norfolk, to Major-General Huger, C. S. Army, commanding at Norfolk, regarding the forwarding of men and supplies for his command.

FEBRUARY 3, 1862.

GENERAL: After examining the letters enclosed to me by you from the Secretary of War, Commodore Lynch, and General Anderson, I have to inform you that all the men that can be possibly spared from this station have been sent to Commodore Lynch (23 in number). These were furnished transportation when General Wise went down. All other stores, munitions, etc., have gone forward, as required, with the exception of her light guns, for which the carriages are now being made.

The articles required by General Anderson go forward to-morrow.

Very respectfully,

F. FORREST,
Flag-Officer and Commandant.

Major-General HUGER, Commanding Department of Norfolk.

Letter from Major General Huger, C. S. Army, commanding at Norfolk, to Brigadier General Wise, C. S. Army, commanding at Roanoke Island, transmitting copies of letters regarding the deficiencies in the defenses of the latter place.

HEADQUARTERS DEPARTMENT OF NORFOLK, Norfolk, Va., February 3, 1862.

Sir: I enclose herewith copies of a letter, dated January 22, from Commodore Lynch to the Secretary of the Navy, and a copy of a letter of the Secretary of War addressed to me, dated January 31. I am sure you will with pleasure aid the naval officers as far as may be in your power. Without adopting the plans of Commodore Lynch for the defenses of Roanoke Island, I count upon your promptness and energy in rendering the defenses as formidable as possible.

I am, very respectfully, your obedient servant,

BENJ. HUGER,
Major-General.

Brigadier General HENRY A. WISE, Commanding Fourth Brigade, Roanoke Island.

[Enclosure.]

Confederate States of America, War Department, Richmond, Va., January 31, 1862.

SIR: I have the honor of enclosing for your information a copy of a letter from Captain Lynch to the Secretary of the Navy. This letter has excited the deepest solicitude of the President and myself, and you are requested to take the most prompt and energetic measures in your power to remedy the deficiencies in the defenses at Roanoke Island suggested by Captain Lynch, as well as to furnish him men to man his gunboats, even if necessary to detach temporarily some of the soldiers under your command.

Your obedient servant,

J. P. BENJAMIN, Secretary of War.

Major-General B. Huger, Norfolk, Va.

[Subenclosure.]

Off Roanoke Island, January 22, 1862.

SIR: I have the honor to report that on the 20th instant, with this steamer and the Raleigh, I started on a cruise in Pamlico Sound and

for a reconnoissance of Hatteras. Yesterday afternoon we looked into the inlet and there saw a large fleet of steamers and transports. We counted 21 of the former, all inside the spit; a fog bank concealed those outside. Two large steamers were outside the bulkhead, and one was being lightened over by two schooners. They are evidently prepared

for a general movement.

The commanding officer at Middletown, in Hyde County, learned through a deserter that the enemy's force consists of 24 gunboats, 7 large steamers, and 16 transports. To meet these I have 2 old sidewheel steamers and 6 propellers, the former possessing some speed, the latter slow in their movements, and one of them frequently displacing its shaft; but my greatest difficulty is in the want of men. So great has been the exposure of our crews that a number have been necessarily invalided; consequently, the complements are very much reduced, some of them one-half. I have sent to Washington, Plymouth, Edenton, and Elizabeth City for recruits without success, and an earnest appeal to Commodore Forrest brought me only four from Norfolk. To meet the enemy I have not more than a sufficient number of men to fight half the guns.

In a former communication I have informed you of my appeal to Colonel Shaw, commanding the military forces here, for some of the North Carolina volunteers who had been sailors and wished to enlist in the naval service, and of my limited success. Enclosed I send a letter addressed this day to him, asking for 50 men, and detailing Lieutenant Commanding Parker to personally urge compliance. I request the letters to be placed on file, to be referred to in the event of calamity.

My opinion is that North Carolina volunteers will not stand to their guns. Men so devoid of energy are incapable of determined and long-

continued resistance.

General Wise has sent troops to Nag's Head, upon the seabeach, where they can be driven from their position by a single gunboat, and is selecting points of defense in Currituck which can scarcely be reached in rowboats, owing to the shallowness of the water. Here is the great thoroughfare from Albemarle Sound and its tributaries, and if the enemy obtain lodgments, or succeed in passing here, he will cut off a very rich country from Norfolk market. His next aim, I presume, will be to obtain possession of the Seaboard and Roanoke Railroad.

Since the preceding page was written I have received a note from Colonel Shaw, wherein he promises to let me have some men temporarily, but declines increasing the garrison at the floating batteries. Those two batteries mounted together 7 guns, manned by 70 men; on my last inspection only three and a half guns' crews could be mustered. Thirty-two pounders of 5 hundredweight require 13 men each to work them, and when the sick and casualties are taken into consideration, it will be seen how very inefficiently those batteries are manned.

I mention these things to protect, in a very probable event, the reputation of the Navy. The Army now has the batteries in charge, as General Wise refused to allow the volunteers to remain unless the control was assigned to him. Not having any men to send, I was constrained to comply, but have placed an officer there to train the men.

Should General Wise be in Richmond, you can not exert your great influence more patriotically than by urging him to come here at once, or at least to send some energetic officer of rank to take command.

I have this moment received your communication of the 17th instant. General Huger is misinformed. When the propeller *Powhatan* was offered to me, Mr. Parks told me that another party had offered him

\$10,000 for her, but that he would not take less than \$12,000. Understanding him to mean a private person, I told him I would telegraph to you, and that the desire of individuals to purchase should not conflict with the wants of the Government. He did not undeceive me. I did telegraph to you; next day received your authority, and immediately sent my secretary, with a note to Mr. Parks, closing the purchase. Mr. Parks was not in his office, but my note was delivered to his brother, who transacts business for him. In the meantime the Powhatan had left for this island, and I overtook her in the Currituck Canal with Mr. Parks on board. 'I then told him of my note, and claimed the Powhatan. He informed me that Major Johnston, quartermaster at Norfolk, was the one who had offered him \$10,000, but that the offer was a conditional one, based upon the approval at Richmond of his application for authority to make the purchase. As Mr. Parks had told me that \$12,000 was his very lowest price, and as the quartermaster's offer, if sanctioned, would not be accepted (supposing Mr. Parks to be truthful), I felt justified (as there was a large force at Hatteras) in taking possession of the Powhatan.

If the enemy is coming this way—and there is every indication that such is his intention—his visit has only been delayed by the inclemency of the weather; and I submit to you whether I would not have been derelict to my duty if, under the circumstances, I had not availed myself of an auxiliary means of defense. The crisis will soon be over, and desirable as it is to keep the *Powhatan* until some of the new gunboats are ready, I have no wish to detain her unjustly. I do not think the claim of the Army as good as our own; yet, although we were treated unkindly in the matter of the *Kakakee*, I feel no disposition to

retaliate.

I have the honor to be, your obedient servant,

W. F. Lynch, Flag-Officer.

S. R. MALLORY, Secretary of the Navy.

Letter from Brigadier-General Wise, C. S. Army, to Brigadier-General Huger, C. S. Army, commanding at Norfolk, responding to statements made by Flag-Officer Lynch, C. S. Navy, regarding preparation for the defense of Roanoke Island.

GREAT BRIDGE, NORFOLK COUNTY, VA., February 17, 1862.

SIR: It has been utterly out of my power heretofore to reply to yours of the 3d instant, enclosing to me a copy of a letter from the Secretary of War, dated January 31, ultimo, addressing to you a copy of a letter from Captain William F. Lynch, which excited, the Secretary says, the deepest solicitude of the President himself. Justice to myself demands that I should put-upon the record a reply to this unwarrantable letter of Captain Lynch.

His report of the enemy's force was wholly inaccurate, and he was not timely apprised of the enemy's approach when they came. They were nearly up the marshes, at the south end of the island, before his fleet were aware of it, as I have every reason to believe. Captain Lynch took his position opposite or between the batteries instead of keeping

a lookout at the marshes, or even far below them.

His information from the first I found very inacccurate in respect to the waters of the Croatan Sound. His difficulty in the want of men took away forces from the island twice the number of which were wanted there, and he hindered operations of the army materially. He was furnished by Colonel Shaw with more men than ought to have been spared from the infantry, with which or at the batteries they would have been far more useful than with Captain Lynch's useless and worthless gunboat fleet. The North Carolina volunteers at the batteries did stand at their guns, and were able to do so much more firmly than did or could Captain Lynch's fleet before the force of the enemy.

His letter was dated January 22—two days after I had sent my first regiment of infantry to Nag's Head. My troops were not upon the sea, but upon the sound beach, where the men could not be shelled from their position by a force much superior to a single gunboat, or to even Captain Lynch's fleet, from the sea. My men were sent there for three

principal reasons:

First. There were no quarters for my men on the island and there were ample quarters for them at Nag's Head, and it was a comparatively safe place for ordnance and other stores, whence, indeed, nearly all were saved in the disaster which came, while none were saved on the island.

Second. It was a necessary position for part of the forces, in order to prevent the enemy from landing on the Roanoke Sound beach and crossing that sound, which they easily could, to the island, unless the sound beach was guarded.

Third. It was the only position which could cover a retreat from the island and from which to construct a floating bridge or ferry of lighters,

while it was convenient to reenforce the island.

It was unauthorized intermeddling in Captain Lynch to criticise military positions without better information than he had, and it would have been well for the service to have employed his boats as tugs for transports instead of vainly trying to turn tugs into gunboats to encounter a Burnside fleet of sixty vessels, any one large steamer of which could

easily have taken his seven boats.

He asserts further that I was selecting points of defense in Currituck which could scarce be reached in rowboats, owing to the shallowness of the water. This statement is wholly untrue and without a shadow of foundation. I selected no place whatever for defense in Currituck except the landings of Pugh and Ashby, on the island, and at the latter the enemy did land under cover of the shot and shell of a heavy steamer which ran in with her train of transports quite up to the landing. Captain Lynch's fleet afforded not the least protection to any landing. He could not have known where my points of was far above them all. defense were except from some idle rumor. My defenses were wholly on the island, and, weak as they were for want of men, were incomparably beyond any Captain Lynch's fleet could possibly render. Captain Lynch was so jealous of the reputation of the Navy, he should have been a little careful not to assail that of the Army. The truth is that the greatest assault upon the reputation of the Navy was the want of judgment and skill in getting up a tugboat fleet of seven to meet a Burnside expedition of sixty vessels.

Captain Lynch does not precisely or accurately state the facts correctly when he says "General Wise refused to allow the volunteers to remain unless the control was assigned to him." This statement applies to all the batteries. It is not exactly correct as to one of them only. The Redstone battery, on the Tyrrel side, was constructed of two vessels or barges, embanked in the mud of the marshes. There Captain

White, of the North Carolina volunteers, was posted with his company. A midshipman, Mr. Gardner, had been sent to drill the men at the guns of the battery. Captain Lynch chose to call this a floating battery, and claimed to command it as part of the naval armament, and that Midshipman Gardner should command the company of Captain White.

Colonel Shaw issued what I deemed a very proper order in the case. This he and Captain Lynch submitted to me, the latter claiming for the midshipman the entire command of the battery and the men. I declined to subject a captain of the Army to the orders of a midshipman of the Navy, but ordered Captain White, the officer in command, to submit his men to the drill of Midshipman Gardner and to put him in charge of the keys of the magazine. With this Captain Lynch professed to When he threatened to take his drill officer away unless be satisfied. he could command a captain of infantry and his company, I offered to give the battery up to him wholly, but said I must remove the company of infantry from the battery rather than have a midshipman of the Navy put in command of a captain of the Army, on the land, at least. My record of orders and correspondence will sustain this correction of Captain Lynch's statement. There was no controversy about any other battery. Captain Lynch, it seems, called for me to be sent at once from Richmond to Roanoke Island. This, I suppose, accounts for the sudden order which I received from the War Department to repair to the island. I was on duty in Richmond, urging my legion to be sent; urging for supplies of ammunition and reenforce-It was extraordinary meddling with my movements in this instance, also, for Captain Lynch, of the Navy, to be asking for my orders from the War Department.

The truth is, I had just left Captain Lynch in Croatan Sound to go to Norfolk and to Richmond and apprise our superiors of the lamentable deficiency of defenses at the island. I was not more zealous in the mission than Captain Lynch was in urging me to go on to hasten supplies and reenforcements. He was urgent that I should do so. gone down in the large and comfortable tug Powhatan, to the surprise of her owner (Mr. Parks), who had already bargained to sell her, conditionally, to the Quartermaster of the Army. Captain Lynch, immediately on her arrival, sent an officer or agent on board of her to take an inventory of everything belonging to her, and he claimed to have purchased her for \$12,000, when the Army had purchased her for \$10,000. By his own statement he had not bargained, but said he had been so badly treated by Quartermaster Johnston in respect to another steamer (the Kakakee) that he was determined to have the Powhatan, whether the bargain by him for her was legally binding or not. The Powhatan was given up to him, and I returned in the little Roanoke to

Elizabeth City, and thence by land to Norfolk.

The truth undoubtedly is that if Captain Lynch had never attempted to make the futile fleet he did make out of the canal company's tugs we could have had them for the purpose of transportation. The piles could have been brought, perhaps, in sufficient number to obstruct the channels; the wharves could have had timber brought for their construction and repairs, and the transportation of the troops and tools would have been in time. All this was a want of judgment only on the part of Captain Lynch. A braver, more earnest, and active officer is not to be found in either Army or Navy, but he was too vainglorious of the fleet that got the name of the Mosquito Fleet, and really the enemy did not take time to brush it away while he was bombarding the batteries. It fought bravely and well for its size and construction, but

had to run into a trap, where, when pursued, it was nearly destroyed. My only complaint of Captain Lynch is that he was superserviceable and overzealous; grasped at too much command and meddled too much with mine. But this complaint would never have been made by me against so gallant and patriotic an officer except in response to what I deem his injustice to me. I beg that you, sir, will forward this letter, or a copy, to the Secretary of War and President of the Confederate States. As Captain Lynch gave me no notice of his letter, but sent it to his Department, I follow his example by sending this to my Department without notice to him.

With great respect, your obedient servant,

HENRY A. WISE, Brigadier-General.

Major-General B. HUGER, Commanding, etc.

Letter from Lieutenant Loyall, C. S. Navy, to Colonel Shaw, C. S. Army, regarding the movements of the enemy in vicinity of Roanoke Island.

PORK POINT [ROANOKE ISLAND], February 6, [1862]-1 p. m.

COLONEL: The fog has cleared away from below, and I can distinctly see that the enemy is about 8 miles from us, in full force. I can make out more than fifty vessels, either at anchor or underway, in tow of steamers. I believe that they are at anchor. I am of opinion that they have stopped to consider, but it requires a bright lookout to keep the run of them.

Very respectfully,

B. P. LOYALL, Lieutenant, C. S. Navy.

[Colonel SHAW, C. S. Army.]

Order of Captain Buchanan, C. S. Navy, Chief of Office of Orders and Detail, to Commander Tucker, C. S. Navy, commanding C. S. S. Patrick Henry, regarding the preparation of that vessel and the Jamestown for cooperation with the C. S. S. Virginia (Merrimack).

C. S. NAVY DEPARTMENT, Office of Orders and Detail, Richmond, February 8, 1862.

SIR: Your requisition and drawing have been received and forwarded to Flag-Officer Forrest, with a request to have the work done without delay. No fire brick can be had. Engineer Williamson says any common brick will answer the purpose.

Please inform me how much more coal the Patrick Henry and Jamestown will require to fill up. I wish you to keep both vessels in readiness to cooperate with the Merrimack when that ship is ready for service, which will be in a few weeks. The latter part of this communication I wish confined to Lieutenant Commanding Barney and yourself.

By command of Secretary of Navy: Respectfully, your obedient servant,

FRANKLIN BUCHANAN, Captain, in Charge.

Commander JNO. R. TUCKER, Commanding Patrick Henry, City Point, Va. Memorandum of orders issued on the 9th of February (of which no copies were retained) to Flag-Officer Lynch at Elizabeth City, sent by Commander Hunter and Captain Thom.

Commodore Lynch to make his way up the Blackwater, if possible, to the bridge and await ammunition and instructions at that point; or, if unable to do this, to endeavor to make his way through the Dismal Swamp Canal, obstructing it behind him.

Memorandum approved.

F. FORREST, Flag-Officer and Commandant.

Order of the commandant navy yard, Norfolk, to Midshipman Marmaduke, C. S. Navy, to proceed in charge of ordnance stores to Elizabeth City, N. C.

FEBRUARY 10, 1862.

You will proceed in charge of ordnance and ordnance stores to the Dismal Swamp Canal and proceed up that work as far as practicable, with the view of communicating with Elizabeth City, at which point Commodore Lynch is understood to be awaiting a supply.

In the execution of this order the utmost promptness and energy are expected, and I rely upon your intelligence and courage in carrying it

into effect.

Very respectfully,

F. FORREST, Flag-Officer and Commandant.

Midshipman H. H. MARMADUKE, C. S. Navy.

In case Commodore Lynch has left for Blackwater you will, if possible, secure transportation for your ammunition to that point. You will first be certain of dispatch before doing so. Failing in this, bring it back without delay.

F. F.

Order of the Chief of Office of Orders and Detail, to Commander Tucker, C. S. Navy, commanding C. S. S. Patrick Henry, regarding the shipment of men for that vessel.

C. S. NAVY DEPARTMENT,

Office of Orders and Detail, Richmond, February 10, 1862.

SIR: Your letter of the 7th instant, relating to deficiencies in the crew

of the Patrick Henry, has been received.

I have a rendezvous open in Richmond and Norfolk to ship men for the Navy. As yet but few have offered. As soon as men are procured from the Army or rendezvous, your complement shall be furnished to you. You are authorized to ship men should any offer themselves. The *Merrimack* has not yet received her crew, notwithstanding all my efforts to procure them from the Army.

By command of Secretary of Navy:

Respectfully, your obedient servant,

FRANKLIN BUCHANAN, Captain, in Charge.

Commander JNO. R. TUCKER, Commanding C. S. S. Patrick Henry, City Point, Va.

Memorandum of orders.

NAVY DOCK YARD [GOSPORT, VA.], February 10, 1862.

Captain Wallace will, upon receipt of this order, set his men at work immediately and mount the guns and see that all the necessary ammunition is in readiness at Fort St. Helena [Va.].

He will use all diligence and let his men be exercised at the great

guns after they are mounted.

Respectfully,

F. FORREST, Commandant.

Order of the commandant navy yard, Norfolk, to Lieutenant Parker, C. S. Navy, commanding C. S. S. Beaufort, to proceed to the defense of the canal.

FEBRUARY 12, 1862.

You will proceed immediately with the men you have here to rejoin your vessel, the Beaufort, for the purpose of cooperating with the Army in defending the canal. ending the canal.
I am, sir, respectfully, your obedient servant,
F. FORREST,

Flag-Officer.

Lieutenant Commanding WILLIAM H. PARKER.

Letter from Pilot Moore, C. S. S. Patrick Henry, to the Secretary of the Navy of the Confederate States, regarding proposed expedition of the Federal forces against Jamestown Island.

> C. S. S. PATRICK HENRY, James River, February 12, 1862.

SIR: About one month since, while returning to this vessel from Norfolk, I met on the cars a prisoner whom I have known during many years intimately. A conversation ensued, during which he informed me that, till captured, he had been in the service of the Northern Government; also, that the expedition of General Burnside was intended for Roanoke Island, and that later another expedition, to be assisted by a part of Burnside's expedition, would take Jamestown Island, in order to be within convenient distance of the York River and Petersburg Railroad, which would compel General Magruder to evacuate Yorktown.

In view of the fact that his statement relative to Roanoke Island has been verified, some credit may be assigned to that referring to James River.

I am under oath not to give his name in writing, but would not hesitate to inform the honorable Secretary of the Navy of it in person.

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

EDWARD X MOORE, mark

James River Pilot, attached to this vessel.

Hon. S. R. MALLORY, Secretary of the Navy, Richmond, Va. Letter from the commandant, navy yard, Norfolk, to Major-General Huger, C. S. Army, commanding at Norfolk, regarding ordnance and equipments ready for shipment to Sewell's Point.

FEBRUARY 13, 1862.

GENERAL: I have the eight rifled 32-pounders ready, with their carriages and equipments, for Sewell's Point. If you desire it, I will have them sent to the point by the steamer *Harmony*. If the platforms are not ready for them, it should not retard the delivery. Projectiles will be sent to you, and I hope you have powder sufficient to enable you to drive the fleet from the roads. At all events, these guns will greatly assist the expedition which we are about sending in the roads.

Respectfully, your obedient servant,

F. FORREST,

Flag-Officer.

Major-General B. HUGER, Commanding, Norfolk.

Report of Lieutenant Barney, C. S. Navy, commanding C. S. S. Jamestown, regarding the insufficient armament of that vessel.

FEBRUARY 13, 1862.

SIR: * * I have been informed that the rifled shell made at the Gosport [Norfolk] yard have been condemned. If this be the case, I beg leave to call the attention of the Department to the inefficient condition of this ship. Having but two guns, with a small supply of those projectiles, large and vulnerable as she is, she would be overmatched by the meanest tug in the enemy's fleet. I earnestly request that a supply of efficient shells may be furnished me. I have already urged the necessity of giving this ship some guns or howitzers for close quarters to resist boat attacks.

Very respectfully,

J. N. BARNEY, Lieutenant, Commanding.

Captain F. BUCHANAN,
Chief of Office Orders and Detail, Navy Dept., Richmond.

Letter from the Chief of Office of Ordnance and Hydrography to Commander Tucker, C. S. Navy, commanding C. S. S. Patrick Henry, regarding the preparation of shell at the Norfolk navy yard.

OFFICE OF ORDNANCE AND HYDROGRAPHY, Richmond, Va., February 14, 1862.

SIR: Your letter of the 12th instant has been received.

The Secretary of the Navy has also referred to this office your letter

to Captain Buchanan of the same date.

Improved rifled shell have been ordered to be made at the Norfolk yard for vessels on James River, and you will be notified when they are finished and sent to City Point.

Respectfully, your obedient servant,

GEORGE MINOR, Commander, in Charge.

Commander JNO. R. TUCKER, Commanding C. S. S. Patrick Henry, City Point, Va. Letter from the commandant navy yard, Norfolk, to Major-General Huger, C. S. Army, commanding at Norfolk, regarding proposed cooperation in the erection of a battery at Great Bridge.

COMMANDANT'S OFFICE, February 14, 1862.

GENERAL: I received last night a dispatch from Mr. Parks, which has determined me to send the steamer Beaufort, Lieutenant Commanding Parker, to Great Bridge [Va.], to cooperate with General Wise, and to assist in mounting the three 32-pounders which have been removed to that place. I send the articles also necessary to put the guns in position, but I am at a loss to understand how they are provided with powder and ammunition. I heard that Mr. Parks embraced an early occasion to see and communicate with you on the subject. I am busily preparing the Raleigh for the same service. She requires some repair, having had a hole through her ironwork, which causes her to leak very badly. Can I do anything more? Do let me know if I can serve you in any way.

In great haste, yours,

F. FORREST.

[Major-General Huger, C. S. Army, Commanding Department of Norfolk.]

Order of the commandant navy yard, Norfolk, to Lieutenant Parker, C. S. Navy, commanding C. S. S. Beaufort, to proceed to Great Bridge to assist in the erection of a battery.

COMMANDANT'S OFFICE, February 14, 1862.

SIR: You will proceed without delay, with the steamer Beaufort under your command, to Great Bridge [Va.] and take in tow any dredge boat that may be there to North Landing, where she will be sunk in the first bend below the canal. You will put your vessel in such position as best to protect this obstruction and cooperate with the army in the general defense of the place.

You will take with you a tripod or gin, with all necessary articles for mounting the three 32 pounders at the point designated for the

battery.

Great confidence is felt in your prudence and discretion, and much must be expected of your judgment. You will be pl ased to communicate with me as often as the opportunity is afforded for it.

I am, respectfully.

F. FORREST,
Commandant.

Lieutenant Commanding W. H. PARKER.

Letter from the commandant navy yard, Norfolk, to Major-General Huger, C. S. Army, commanding at Norfolk, suggesting means for defeating communication by signal, regarding the undocking of the C. S. S. Virginia (Merrimack).

COMMANDANT'S OFFICE, DOCKYARD, Gosport [Norfolk], February 15, 1862.

GENERAL: There can be little question that communications are held by the unfaithful people of these two towns with the enemy, and

N W R-VOL 6-49

the successful undocking of the Merrimack will, without doubt, be communicated by means of signal rockets or lights. Such being the case, I beg that you will cause all the signal officers to be supplied with rockets, so that every battery may repeat these signals if made, by which means the enemy will understand us as signalizing among ourselves. I submit the suggestion for your consideration, and hope you will have it put in force should the necessity arise.

Very respectfully,

F. FORREST,

Flag-Officer and Commandant.

[Major General HUGER, C. S. Army, Commanding Department of Norfolk.]

I have 68 picks and 64 spades, which, on requisition, can be furnished the Engineer Department.

Order of the commandant navy yard, Norfolk, to Lieutenant Morgan, C. S. Navy, commanding C. S. ship United States, to move that vessel up to her moorings.

COMMANDANT'S OFFICE, DOCKYARD, Gosport [Norfolk], February 15, 1862.

SIR: You will be pleased to move the frigate [United] States up to her moorings as soon as practicable and take your position.

I rely greatly upon your energy and courage, and feel satisfied your conduct will come up to the requirements of the occasion, should it arise in that quarter.

Mr. Smith, the boatswain of the yard, will report to you, to assist in taking your ship upstream.

Very respectfully,

F. FORREST,

Flag-Officer and Commandant. -

Lieutenant Commanding VAN R. MORGAN, Receiving Ship [United] States.

Letter from the commandant navy yard, Norfolk, to Naval Constructor Porter, C. S. Navy, regarding two additional boats for the C. S. S. Virginia (Merrimack).

COMMANDANT'S OFFICE, February 15, 1862.

SIR: Captain Buchanan is anxious to carry two small, light boats, hung at davits, with him. I have no objection to this if you can have iron davits placed so as to hoist them just clear of the water. I have determined to send two boats, with a tug, to accompany the ship, to remain in the distance and out of the line of fire, to be in readiness to obey any signal he may make for them; still, if a couple of small, light boats can be advantageously hoisted up at the stern quarters, to supply any contingency that might happen, such as a dispatch boat, or in the event of any accident of a man's falling overboard, perhaps it would be advisable to have them. Let me know your views on this subject.

Respectfully,

F. FORREST,
Commandant.

Mr. PORTER, Constructor, Dockyard [Gosport, Va.]. Letter from the commandant navy yard, Norfolk, to Major-General Huger, C. S. Army, commanding at Norfolk, suggesting that communication by flag of truce be suspended.

FEBRUARY 16, 1862.

GENERAL: In view of the approaching departure of the Virginia (late Merrimack) from the harbor, I beg leave to suggest that communication with Fort Monroe by flag of truce may be suspended until the great experiment we have in contemplation has been submitted to the test. of which I will give you due notice.

Very respectfully,

F. FORREST, Flag-Officer and Commandant.

Major-General HUGER,

Commanding Department of Norfolk.

Order of the commandant navy yard, Norfolk, to Lieutenant Jones, C. S. Navy, executive officer C. S. S. Virginia (Merrimack), regarding the commissioning of that vessel.

COMMANDANT'S OFFICE, DOCKYARD,
Gosport, February 17,-1862.

SIR: You will be pleased to receive on board the Virginia, immediately after dinner to-day, all the officers and men attached to the vessel, with their baggage, hammocks, etc., and have the ship put in order throughout. She will remain where she is to coal and receive her powder.

You will report to me when your men and officers are on board, and use every effort to get the ship in order, as this day she is put in com-

mission.

I am, very respectfully,

F. FORREST,

Flag-Officer and Commandant.

Lientenant CATESBY AP R. JONES,

Executive Officer Virginia.

Order of the commandant navy yard, Norfolk, to Lieutenant Morgan, C. S. Navy, C. S. receiving ship United States, regarding the crew of the C. S. S. Virginia (Merrimack).

COMMANDANT'S OFFICE, DOCKYARD, Gosport, February 17, 1862.

SIR: You will be pleased to hold the crew of the Virginia in readiness to go on board that ship with their baggage, as an order has been issued to Lieutenant Catesby ap R. Jones for their transfer.

Very respectfully,

F. FORREST,

Flag-Officer and Commandant.

Lieutenant Commanding VAN R. MORGAN,

Receiving Ship [United] States.

Order of the Chief of Office of Orders and Detail to Commander Tucker, C. S. Navy, commanding C. S. S. Patrick Henry, regarding deficiency in the crew of that vessel.

OFFICE OF ORDERS AND DETAIL, C. S. Navy Department, Richmond, Va., February 18, 1862.

SIR: Your communications of the 12th and 14th instant were received during my absence to Norfolk. I will direct the brick and coal to be

sent to you. There are no marines to send to you. The guard of the Merrimack, now Virginia, takes all those in Norfolk. I have directed Lieutenant Parker, commanding the rendezvous, to supply the deficiencies in your crew as soon as possible.

By command of Secretary of Navy:

Respectfully, your obedient servant,

FRANKLIN BUCHANAN, Captain, in Charge.

Commander JNO. R. TUCKER, Commanding Patrick Henry, City Point.

Order of the commandant navy yard, Norfolk, to Lieutenant Bier, C. S. Navy, to report for temporary duty on Sewell's Point.

COMMANDANT'S OFFICE, DOCKYARD, Gosport [Norfolk], February 18, 1862.

Sir: You will report yourself to General Huger for temporary duty at the rifled battery on Sewell's Point and associate with you Midshipman Gardner.

You will assist in mounting the guns and preparing the battery should it be necessary to its more expeditious completion.

Very respectfully,

F. FORREST, Flag-Officer and Commandant.

Lieutenant BIER, C. S. Navy.

Order of the Chief of Office of Ordnance and Hydrography to Commander Tucker, C. S. Navy, commanding C. S. S. Patrick Henry, regarding shells for that vessel, transmitting information from the inspector of ordnance at Norfolk.

OFFICE OF ORDNANCE AND HYDROGRAPHY, Richmond, Va., February 18, 1862.

SIR: Herewith you will receive a copy of a letter from Commander Fairfax in relation to the shells for rifled 32-pounders sent to City Point for the Patrick Henry.

It appears that Lieutenant Rochelle was misinformed when he stated to you that these shells had been condemned. You will therefore receive the shells on board and use them until others are supplied.

Please communicate this information to Lieutenants Commanding

Barney and Webb.

Respectfully, your obedient servant,

GEORGE MINOR, Commander, in Charge.

Commander John R. Tucker, Commanding C. S. S. Patrick Henry, City Point, Va.

[Enclosure.]

ORDNANCE DEPARTMENT, C. S. NAVY YARD, Gosport [Norfolk], Va., February 15, 1862.

SIR: The 100 shells sent to the Patrick Henry via City Point were the very best we have, save those we are preparing for the Merrimack,

which, if we have time, will be supplied with those fitted with Tennessee plates, or with heavy leaden packing, as near the Dahlgren pat-

tern as the shells (already cast) will admit of.

The reports as to the results of various trials of the Reed shell, like those sent to the *Patrick Henry*, are so diverse as to leave us in doubt as to their accuracy. These shells have never, to my knowledge, been condemned. No one pretends that they are as good as either of the other kinds mentioned above, but as it must be some time before we can supply any others it might be well if Captain Tucker would try a few of them with 5 or 6 pound charges, as even their severest critic, Colonel Smith, said they would bear 5 pounds.

Only the scarcity of lead induced me to continue their manufacture after their trial, in comparison with the Dahlgren shell in August last, in which their range was deficient one-quarter of a mile at 22 degrees elevation, with 7 and 8 pound charges. It was also shown conclusively to my mind at that trial that they were not so strong as the others; but as some of each kind broke in or near the gun, other trials were waited for, which have since been made and have shown that where the edges of the wrought-iron cap were left as much as one-eighth of an inch thick they took and kept the rifle motion well. I have enquired as to the thickness of those in question and am informed that they are at least that thick. Many of those which were of less thickness at the edge of the saucer took the rifle motion. It will be remembered by the Bureau that we have been deterred from any experimental firing with rifle guns since August, till authorized by the Department to try the Merrimack guns and projectiles, by the scarcity of powder.

I would remind the Bureau that, in my letter to it of the 6th instant, I requested authority or the direct action of the Bureau to recall to this yard all the shells with leaden bands, having projecting flanges to fit the grooves of the rifle guns, for alteration. This has been proved necessary, by the melting of the lead by the charge in the gun, on such as did not nearly approach the Dahlgren pattern. This recommenda-

tion I reneat.

In conclusion, let me hope hereafter to escape the unworthy and undeserved charge of sending ammunition which has been condemned to any Confederate States vessel, or that I may be brought before the proper tribunal.

Respectfully, etc.,

A. B. FAIRFAX,
Inspector of Ordnance.

CHIEF OF BUREAU ORDNANCE AND HYDROGRAPHY.

Letter from the Chief of Office of Ordnance and Hydrography to Commander Tucker, C. S. Navy, commanding C. S. S. Patrick Henry, regarding supplies of ammunition.

OFFICE OF ORDNANCE AND HYDROGRAPHY, February 19, 1862.

SIR: Your letter of the 14th instant has been received. Every effort will be made to supply you with the filled cylinders you require for the rifled 32-pounders.

It is probable that the amount of powder needed will be forthcoming next week. If so, it will be sent to you without delay in filled

cylinders.

Twenty kegs of blasting powder will also be sent to fill the rifled shells.

I am, respectfully, your obedient servant,

GEORGE MINOR, Commander, in Charge.

Commander J. R. Tucker, Commanding Steamer Patrick Henry, City Point.

Order of the commandant, navy yard, Norfolk, to Commander Hunter, C. S. Navy, to recall the crew of the C. S. S. Curlew.

FEBRUARY 20, 1862.

You will reenlist the crew of the C. S. S. Curlew for the new gunboat, to which you are ordered as commander, for three years, or the war, and have them transferred to the frigate United States; and until your ship is ready to receive them you will place them on board the receiving ship to be drilled, ready for active service.

Respectfully, your obedient servant,

F. FORREST, Flag-Officer.

Commander Thos. T. Hunter, C. S. Navy.

Letter from Brigadier-General Colston, C. S. Army, to Captain Tucker, C. S. Navy, commanding C. S. S. Patrick Henry, regarding the practicability of obstructing James River.

HDQRS. FIRST BRIGADE, DEPARTMENT OF NORFOLK, Smithfield, February 23, 1862.

SIR: I desire to have your opinion, with the least possible delay, as to the practicability of obstructing James River at some point commanded by the guns of our forts. If such an obstruction as would prevent or at least delay considerably the passage of a fleet could be placed under the guns of Fort Boykin or Fort Huger it would add materially to the defenses of the river, but I am inclined to think that we have neither time nor means to establish such an obstruction at these points. But it must be practicable at some point above. Can it be done at Jamestown? Perhaps some point still higher up must be selected and a strong battery erected to defend the obstruction when it is established. From our unfortunate experience at various points we must conclude that earthen forts are insufficient defenses against fleets; and if so, a fleet may go up James River at any time and pass our forts with trifling loss, then pursue its way up James River without interruption until within shelling distance of Richmond.

I am, captain, very respectfully, your obedient servant, R. E. Colston,

Brigadier-General, Commanding First Brigade.

Captain Tucker, C. S. Navy, Commanding Steamer Patrick Henry. Letter from Commander Tucker, C. S. Navy, commanding C. S. S. Patrick Henry, to Brigadier-General Colston, C. S. Army, regarding the practicability of obstructing James River.

C. S. S. PATRICK HENRY, Off Mulberry Island, February 23, 1862.

SIR: Your communication of this date has been received, and I am happy to give my opinion, as well as that of my officers and pilots, whose opinion, based on practice and observation, are worth notice and

preservation.

We reply: It is possible to place (and practicable) obstructions just below Fort Boykin, but under full command of its-battery. It is also possible and practicable to place similar obstructions just below Fort Huger [Harden's Bluff], These obstructions should be a series of piles, not less than three in a tier, or more than six, varied in angular position, and connected by heavy chains, connecting and keeping them together, retained in position by heavy anchors. Simple tiers could be removed; a series of such difficulties would not be attempted, and, if attempted, would not be successful; at any rate, if the enemy should attempt the passage of James River fortifications, during their attempted removal of obstructions ample time would be given to the forces afloat and adjacent batteries to operate against their labors before successful efforts could enable them to continue on to Jamestown Island. should be cut down after being planted awash at low water. While desirable to obstruct the James River, it should be permitted to leave a distance of 60 feet in the channel (or an opening) between the obstruction sufficient to admit vessels easily of 60 feet width. When desirable to close in toto this channel (which is the route to Richmond), it will be necessary to have ready for sinking (prepared for a moment's notice) one vessel or vessels (about 300 tons) similar in size to vessels now in the Richmond docks belonging to Messrs. David Currie & Co., with These vessels should be loaded with stone, in readiness for being sunk in five minutes. (This can be effected by boring a dozen holes 8 or 10 inches). The holes should be plugged, having them in momentary readiness for withdrawal of the same. The vessel should be kept in readiness for sinking, with reliable persons on watch, ready to draw the plugs at a moment's warning, sufficient to haul her in position. As many obstructions as can be placed opposite each battery on the river in the way of piling, etc., up to Hardy's [Harden's] Bluff battery, The greater the number, greater will be the security will be efficient. to Richmond City. So soon as the piling opposite Fort Boykin shall have been completed, it is our opinion that a similar line of piling should be placed below Fort Huger, and under its guns, distance not to exceed one-half mile. Of course, facilities will be requisite for filling up the gateway, necessary at all times for the transit of our own vessels backward and forward. The depth of water near Mulberry Island precludes the possibility of piling; the water will not permit it. Jamestown Island is equally unfortunate as regards water course and impracticability of water obstruction.

Obstructions higher up James River would be advisable and most important, adding more to the safety of Richmond than perhaps all defenses hitherto suggested. The lower batteries may be efficient in preventing the *entrée* of the enemy to the lower part of the river. Having passed Trent's Reach (15 miles above City Point), it will be possible (in the shoalest part) to obstruct James River impassably.

Arks, filled with stone, plugged, ready for sinking, in the hands of watchmen, and every facility for placing them across the river (lines, hawsers, etc.), must be at hand and ready in a moment.

Preparations for the obstruction of the upper part of James River should be made and held in immediate readiness, while the obstructions for the lower part of the river should be advanced with the greatest rapidity.

City Point is suggested as a prominent locality for a battery. be obstructed one-half mile below, in 24 feet water. This refers to the

channel, which is narrow, and does not exceed 300 yards in width.

All intervals between Jail Island (near Warwick River) and the Point of Shoals should be thoroughly obstructed; this secures the river

from shore to shore.

When it shall be found necessary to close the entrance and passage of James River for the enemy's exclusion, it will be advisable to plant several of Maury's submarine batteries beyond the barrier; many would be requisite in so wide a channel.

Hoping that my reply will be deemed satisfactory,

I am, general, very respectfully, your obedient servant, J. R. TUCKER, Commanding, C. S. Navy.

Brigadier-General R. E. Colston, Commanding First Brigade, Smithfield, Va.

Instructions from the Chief of Office of Orders and Detail to Commander Tucker, C. S. Navy, commanding C. S. S. Patrick Henry, regarding coal and bounty.

> OFFICE OF ORDERS AND DETAIL, C. S. Navy Department, Richmond, Va., February 24, 1862.

- Sir: Your communications of the 20th and 21st instant have been The order is given to have the check valve chest repaired.

Coal was sent to you and the Jamestown some days since, and enough was ordered to fill you up. You are authorized to give the bounty of \$50 to all persons, except boys, who will enlist for three years or the war, including those who ship on board, under the law you refer to. In the term "seaman" is embraced all persons who ship in the Navy. I leave here to-morrow for Norfolk.

By command of Secretary of Navy: Respectfully, your obedient servant,

FRANKLIN BUCHANAN, Captain, in Charge.

Commander JNO. R. TUCKER, Commanding Patrick Henry, City Point, Va.

Order of the Secretary of the Navy of the Confederate States to Captain Buchanan, C. S. Navy, to proceed to the command of the James River defenses.

> C. S. NAVY DEPARTMENT, Richmond, February 24, 1862.

SIR: You are hereby detached from the Office of Orders and Detail and will proceed to Norfolk and report to Flag-Officer Forrest for the command of the naval defenses, James River.

You will hoist your flag on the Virginia, or any other vessel of your squadron, which will, for the present, embrace the Virginia, Patrick

Henry, Jamestown, Teaser, Raleigh, and Beaufort.

The Virginia is a novelty in naval construction, is untried, and her powers unknown, and the Department will not give specific orders as to her attack upon the enemy. Her powers as a ram are regarded as very formidable, and it is hoped that you may be able to test them.

Like the bayonet charge of infantry, this mode of attack, while the most distinctive, will commend itself to you in the present scarcity of ammunition. It is one also that may be rendered destructive at night against the enemy at anchor.

Even without guns the ship would be formidable as a ram.

Could you pass Old Point and make a dashing cruise on the Potomac as far as Washington, its effect upon the public mind would be important to the cause.

The condition of our country, and the painful reverses we have just suffered, demand our utmost exertions, and convinced as I am that the opportunity and the means of striking a decided blow for our Navy are now for the first time presented, I congratulate you upon it, and know that your judgment and gallantry will meet all just expectations.

Action—prompt and successful action—now would be of serious importance to our cause, and with my earnest wishes for your success, and for the happiness of yourself, officers, and crew,

I am, very respectfully, your obedient servant,

S. R. MALLORY,

Secretary of Navy.

Flag-Officer Franklin Buchanan, Navy Yard, Norfolk, Va.

Letter from the Chief of Office of Ordnance and Hydrography to Commander Tucker, C. S. Navy, commanding C. S. S. Patrick Henry, regarding powder and guns.

OFFICE OF ORDNANCE AND HYDROGRAPMY, February 25, 1862.

SIR: Fifteen kegs of blasting powder will be sent to you on Thursday by Mr. Hall, to fill the rifled shells now on board the Patrick Henry.

You will please inform this Bureau of the disposition that has been made of the smoothbore guns that have been replaced by the rifled 32-pounders of 57 hundredweight.

I am, respectfully, your obedient servant,

GEORGE MINOR, Commander, in Charge.

Commander J. R. Tucker, Commanding Steamer Patrick Henry, City Point.

Letter from the commandant navy yard, Norfolk, to Major General Huger, C. S. Army, commanding Department of Norfolk, regarding the detention of the C. S. S. Virginia (Merrimack) for lack of powder.

COMMANDANT'S OFFICE, DOCKYARD, Gosport [Norfolk], February 27, 1862.

GENERAL: The Virginia is now detained for powder. When it will arrive I am unable to say, and in the present exigency I write to

suggest that if you feel authorized to make the transfer from Forts Norfolk and Nelson of the necessary ammunition, it would relieve us greatly and add materially, in my judgment, to the strength of our front and left flank defenses.

When the powder for the ship arrives, it will be delivered, or so much as required, to you, to replace that which you may be able to spare me to meet the present emergencies.

Very respectfully,

F. FORREST,
Flag-Officer and Commandant.

Major-General Huger, Commanding Department of Norfolk.

Letter from the commandant navy yard, Norfolk, to Colonel Anderson, C. S. Army, regarding the amount of powder required by the C. S. S. Virginia (Merrimack).

COMMANDANT'S OFFICE, DOCKYARD, Gosport [Norfolk], February 28, 1862.

COLONEL: In reply to your communication of the 27th, I have to inform you that I consider it of vital importance that the *Virginia* be furnished with as much powder as you can possibly spare.

I require 18,000 pounds, of which I have received 1,000 from Rich-

mond.

The quantity you can furnish will be wanted at once, as it will take three days to fill the ship's cartridge bags.

The messenger is instructed to wait for your reply.

Very respectfully,

F. Forrest, Flag-Officer and Commandant.

Colonel S. S. Anderson, C. S. Army.

Order of the commandant navy yard, Norfolk, to Lieutenant Morgan, C. S. Navy, commanding C. S. ship United States, regarding powder.

FEBRUARY 28, 1862.

You will be pleased to reserve for the [United] States, under your command, 50 rounds of powder for each gun, and transfer the balance to the Virginia.

Respectfully, your obedient servant,

F. FORREST,
Flag Officer.

Lieutenant Commanding VAN R. MORGAN, Frigate [United] States.

Report of Commander Tucker, C. S. Navy, commanding C. S. S. Patrick Henry, regarding the delay in the receipt of needed ammunition.

> O. S. S. PATRICK HENRY, Off Mulberry Island, James River, February 28, 1862.

SIR: I have been anxiously expecting the 100 charges for the 32-pounder rifled guns. They have not yet arrived.

I also hoped that the gunner's requisition of the 13th ultimo for powder and shell (a duplicate of which is herewith enclosed) would have been furnished.

We are particularly in want of the full charges for the after pivot of

106 hundredweight.

Very respectfully, your obedient servant,

[J. R. TUCKER,] Commander, C. S. Navy.

Commander George Minor, C. S. Navy, Office of Ordnance and Hydrography, Richmond, Va.

Order of the Secretary of the Navy of the Confederate States to Commander Tucker, C. S. Navy, commanding C. S. S. Patrick Henry, to report to Flag-Officer Buchanan at Norfolk.

CONFEDERATE STATES OF AMERICA, Navy Department, Richmond, March 2, 1862.

SIR: You will regard yourself as under the command of Flag-Officer Buchanan and subject to his orders, and will report to him by letter at Norfolk.

I am, respectfully, your obedient servant,

S. R. MALLORY, Secretary of the Navy.

Commander John R. Tucker, Commanding Steamer Patrick Henry, City Point, Va.

Order of the Sccretary of the Navy of the Confederate States to Flag-Officer Buchanan, U. S. Navy, appointed to command defenses of James River, to act independently of the Army.

> C. S. NAVY DEPARTMENT, Richmond, March 2, 1862.

SIR: I am requested by the Adjutant-General to inform you that it will be impossible for General Magruder to act in concert with or render you any aid in the plans agreed upon to attack the enemy at Newport News, and you will therefore be governed accordingly, and for the present act independently.

I am, very respectfully, your obedient servant,

S. R. MALLORY, Secretary of the Navy.

Flag-Officer F. Buchanan,
Appointed to Command Naval Defenses of James River,
Navy Yard, Norfolk, Va.

Report of Commander Tucker, C. S. Navy, commanding C. S. S. Patrick Henry, of his readiness for cooperation.

C. S. S. PATRICK HENRY, Off Mulberry Island, James River, Virginia, March 4, 1862.

SIR: I respectfully acknowledge the receipt of your communication of the 3d instant, and inform you that the Patrick Henry, Jamestown,

and Teaser are ready and will be happy to meet you off Newport News at the time mentioned in your letter.

Very respectfully, your obedient servant,

JOHN R. TUCKER, Commander, C. S. Navy.

Flag-Officer Franklin Buchanan, C. S. Navy, Commanding C. S. Naval Forces, James River, Virginia.

Letter from the Chief of Office of Ordnance and Hydrography to Commander Tucker, C. S. Navy, commanding C. S. S. Patrick Henry, regarding supplies of powder.

OFFICE OF ORDNANCE AND HYDROGRAPHY, March 4, 1862.

SIR: Your letters of the 28th ultimo and 1st instant have been received.

Every pound of powder that could be procured has been sent to Norfolk for the Virginia. This office expects, however, to get enough in a few days to send you 50 rounds for each of your rifled guns, and also the quantity you require for the VIII and X inch guns. The cylinders for the rifled guns went to the Patrick Henry by mistake. As they are now there, it would be better to retain them and fill them on board. But if that plan is not practicable, and there is no place on shore convenient for the purpose, you can send them back to Richmond.

The powder and filled cylinders will be probably sent to you this

week.

Respectfully, your obedient servant,

GEORGE MINOR,

GEORGE MINOR,
Commander, in Charge.

Commander J. R. Tucker, C. S. Navy, Commanding Steamer Patrick Henry, James River.

Letter from the Secretary of the Navy of the Confederate States to Flag Officer Buchanan, C. S. Navy, commanding naval defenses, James River, suggesting the attack by the C. S. S. Virginia (Merrimack) upon New York City.

Confidential.]

C. S. NAVY DEPARTMENT, Richmond, March 7, 1862.

SIR: I submit for your consideration the attack of New York by the Virginia. Can the Virginia steam to New York and attack and burn the city? She can, I doubt not, pass Old Point safely, and, in good weather and a smooth sea, could doubtless go to New York. Once in the bay, she could shell and burn the city and the shipping. Such an event would eclipse all the glories of the combats of the sea, would place every man in it preeminently high, and would strike a blow from which the enemy could never recover. Peace would inevitably follow. Bankers would withdraw their capital from the city. The Brooklyn [New York] navy yard and its magazines and all the lower part of the

city would be destroyed, and such an event, by a single ship, would do more to achieve our immediate independence than would the results of many campaigns.

Can the ship go there? Please give me your views.

Very respectfully, your obedient servant,

S. R. MALLORY, Secretary of the Navy.

Flag-Officer FRANKLIN BUCHANAN,
Commanding Naval Forces, etc., Navy Yard, Norfolk, Va.

Abstract log of the C. S. S. Ellis, August 2, 1861, to February 7, 1862.

Officers of the Ellis,

Commander, W. T. Muse, C. S. Navy. Midshipman, James M. Stafford. Pilot, John W. Walker. Engineer, John P. Wohmsley. Clerk, A. Tredwell.
Fireman, Acting Boatswain Valerius A.
Knight.

Left Norfolk at 5:30 p. m. August 2 (1861) for Ocracoke Inlet, by way of Albemarle and Chesapeake Canal. Reached the lock at about 8 p. m.; remained there all night. Got underway at about 5 a. m. August 3, and arrived at canal bridge at meridian; made fast to the shore; remained two hours. Shipped the following men: Seamen, William E. Ball, William D. Knight, Lemuel Ball; ordinary seamen, William T. Muse, jr., George Doughty; seaman, Nathan Walker. Left at 2 p. m. and came to off Croatan light about 8 p. m. Got underway August 4 and arrived at Ocracoke about 5 p. m., finding at anchor C. S. S. Weldon N. Edwards, Lieutenant Commanding J. W. Cooke, and the North Carolina steamer Beaufort, Lieutenant Commanding Duvall.

August 5, 1861.—From 8 a. m. to 8 p. m.: At first, light winds; later, variable weather, occasionally heavy squalls of rain. Privateer Gordon

came in.

August 6.—Privateer Gordon went to sea at 5 a.m. August 10.—The steamer Albemarle left at 6 a.m.

August 13.—About 5 a. m. discovered a large bark lying at anchor south of the bar. At 1.p. m. the steamer Gordon came in the roads.

August 14.—The steamer Gordon left her anchorage at 6 a. m. At 7 a. m. the steamer Beaufort left her anchorage. At 1 p. m. steamer Winslow arrived from Beaufort. At 4:30 p. m. steamer Winslow weighed anchor and sailed for Hatteras.

August 17.—At 7:20 a. m. weighed anchor and left for Washington,

N. C. At 5 p. m. came to anchor in front of Washington, N. C.

August 21.—At 8:30 a. m. weighed anchor and left Washington for Portsmouth [N. C.]. At 3 p. m. anchored under Wade's Point. At 12,

midnight, weighed anchor and got underway for Portsmouth.

August 22.—At 7:10 a. m. passed steamer Colonel Hill. At 8:30 a. m. the light-ship grounded on the swash; tide falling. At 5 p. m. ran out small anchor of the light-ship; tide flood. At 6:30 p. m. ran out large anchor; could not get off. Ran the steamer in Wallace's Channel and came to anchor at 7:45 p. m.

August 23.—At 6 a. m. ran down to the light-ship; weighed both anchors, hauled her off with steamer, and anchored her at 8 a. m. outside the swash. At 8:30 a. m. left the light-ship moored in the channel

outside of the swash and then made for our anchorage in Wallace's Channel; came to in 2 fathoms water at 9:15. Midshipman R. A.

Camm reported on board for duty at 2:30 p. m.

August 25.—Steamer Winslow anchored in channel at 6:30 a.m. 10 a.m. steamer Winslow left for Hutteras. At 4 p. m. steamer Edwards came alongside and put out sea stores, etc. At 5:25 p. m. steamer Albemarle came to anchor in Wallace's Channel.

August 26.—The steamer Beaufort left for New Berne at 5:30 a. m. From 8 a. m. to 8 p. m.: Got underway and went alongside the schooner; took her in tow and went alongside light-boat; lightened and took light-boat in tow; went ashore soon afterwards; crew were then employed in shifting ballast to port side and heaving her [light-boat] At 5:15 p. m. large ship standing in on the starboard tack; soon afterwards tacked and stood out to sea. Steamer Edwards got underway and stood for Beacon Island Channel. At 9:45 p. m. lightship floated. At 10:15 came to anchor in Wallace's Channel.

August 27.—At 6: 40 got underway. Steamers Edwards and Albemarle standing out for sound. At 8:30 anchored light-ship in Wallace's Channel. At 2:20 p. m. steamer Gordon came in from sea; went to

sea again at 2:30.

August 28.—At 1:10 a. m. heard a report of a gun from Fort Ocracoke. At 7:30 a.m. schooner Alexina sailed for Norfolk, Va. From 8 a. m. to 8 p. m.: War movements; the troops were ordered from Portsmouth to Cape Hatteras. Several vessels left Portsmouth for the cape. The steamer Ellis weighed anchor at 11:15 a.m. and had on board Captain Sharp's company, together with several other officers. Met the steamer M. E. Dowing at 1:50 p. m. with dispatches for shot and ammunition for Hatteras. We can hear guns all the time from the direction of Hatteras. Four Federal steamers were seen off the cape, lying at anchor. At 2:50 three other steamers were discovered off the coast. From 8 to 12 p. m. (midnight): Severe cannonade off Hatteras by the Federal steamers, with resistance from the fort, the fleet finally retiring. No damage done at the fort. Federal steamer Harriet Lane supposed to be badly damaged. Engaged in transporting troops from the vessel, together with ammunition from C. S. S. Winslow, just arrived, under direct fire from the Federal steamer; no damage done. Captain and clerk on shore. Weather cloudy and pleasant, with fresh breezes from southward and westward. At anchor off Fort Hatteras.

August 29.—From 4 to 8 a.m.: Wind from southward and westward. Federal steamers were seen off the cape at 5 a.m. At 5:20 a.m. heard signal gun from flag-steamer, when the steamers began to draw in line. A strong breeze from southward and westward; weather clear and pleasant. At 8:10 a.m. Federal frigate Wabash opened fire on Fort Hatteras, followed by firing from three other men-of-war. Changed our anchorage about a quarter of a mile from fort. Shells bursting all around and over us; no damage being done. At 9:15 a.m. steamer Colonel Hill arrived from Portsmouth with few troops and powder, though neither were landed, as the fort could not be reached under the fire. At 10:30 a.m. Lieutenant Murdaugh was brought alongside, having had his left arm fractured while firing a gun at the fort. At 11:10 a.m. the fort surrendered, when we weighed anchor and left for Portsmouth. As soon as the fort surrendered a small Federal gunboat steamed over the bar and anchored under the fort. Steamer Ellis arrived at Portsmouth at 4:20 p. m., where we took on board several families and weighed anchor at 7 p. m. and stood up the sound. Night coming on, anchored in the mouth of Flounder Slough.

August 30.—At 5 a.m. called all hands and weighed anchor and left for Washington. At 7 a.m. spoke sloop *Pine*; gave directions for her to report to Captain Leech at Fort Ocracoke. Arrived at Washington at 4 p. m.

August 31.—At 9 p. m. steamer Governor Morehead ran down river after the troops that evacuated Fort Ocracoke. At 11 p. m. the steamer arrived towing the schooner Sarah with troops on board.

September 3.—At 2 p. m. got underway and ran down to Fort Hill.

At 6:45 returned.

September 6.—A small boat left the wharf, bound to the fort with workmen, at 3:35 a.m. At 11 a.m. received orders from shore to let no boat of any description pass down river without a pass signed by B. F. Havers or G. H. Brown.

September 7.—At 6:30 p. m. brigantine Hannah Balch came to anchor in stream.

September 13.—The steamer Ellis left Washington [N. C.] at 8 a. m. and met steamer Beaufort. Arrived [at Swan Quarter] at 6 p. m. 'At 10:15 p. m. left our anchorage at Swan Quarter and stood for Pamlico Point.

September 14.—At 12:45 a.m. came to anchor off Pamlico Point. At 6 a.m. came alongside the steamer Beaufort. Midshipman Peters reported on board for duty. At 11:15 a.m. got underway from our anchorage under Wade's Point and stood up for Fort Murdaugh; came to anchor at 3:30 p.m.; captain and officers visited the fort. At 4 p.m. fired at target. Got underway and stood up for Washington, N. C., where we came to anchor.

September 16.—Weighed anchor at 12:35 p. m. Came to under Wade's Point at 5:35 p. m.

September 17.—At 8:30 a. m. discovered a schooner beating out Swan Quarter Bay. Sent a boat alongside; found her to be the schooner John Benjamin, of Washington, N. C., from Hatteras Banks. Brought the captain on board steamer and ordered the schooner into Swan Quarter. Delivered the captain, crew, and boat to the civil authorities. At 3:35 p. m. weighed anchor. At 6 p. m. discovered a steamer in sound, heading for mouth of Pamlico River.

September 18.—At anchor off Fort Murdaugh. At 5:50 a.m. sent a boat ashore to get wood. At 8 a.m. got underway and stood down for Pamlico light. At 11:30 a.m. hove to at Pamlico Point; sent a boat ashore with signals. At 12 m. stood over to Wade's Point. At 3:30 stood for Washington, N. C. At 8 p. m. came to in 2 fathoms water.

September 20.—At 6 a. m. the Colonel Hill left her wharf for the fort. Steamers Cotton Plant and Governor Morehead underway, bound up the river.

September 21.—At 6:20 a. m. steamed down the river. Anchored under Wade's Point at 11:55 a. m. and spoke the Colonel Hill. Weighed anchor at 1:15 p. m. and stood up the river and anchored at Washington, N. C., at 6:15 p. m.

September 23.—Got up steam and at 6:20 a.m. weighed anchor and got underway for Willards to take in coal.

September 25.—At 5 p. m. C. S. S. Albemarle arrived. At 8 p. m. C. S. S. Cotton Plant left for marshes with troops on board.

September 26.—At 6 a. m. steamed down the river. At 7 p. m. came to anchor off Swan Quarter Bay.

September 28.—At 2 p. m. weighed anchor and stood up for Washington, N. C. At 6:30 p. m. anchored.

October 1.—At 6 a. m. got underway and towed schooner Petrel down river with guns on board to be rifled. Came alongside at 9 a. m.; took on some wood, then came to anchor at 9:40.

October 3.—At 10:30 a.m. weighed anchor and steamed down the

river. At 7:40 p. m. came to anchor at Swan Quarter.

October 5.—At 10:05 a. m. anchored at Wade's Point; got underway

at 11:20. Anchored at Washington at 3:45 p.m.

October 7.—At 6:30 a. m. got underway. Standing down the river, with a portion of Captain Swindell's company on board and a transport schooner in tow, for Swan Quarter. At 5:30 p. m. came to off Swan Quarter; sent troops ashore.

October 9.—At 5 a. m. weighed anchor and steamed up for Washing-

ton, N. C.

October 10.—Came alongside wharf at 9:10 a. m. to take in wood and

coal. At 12:35 p. m. came to anchor in stream.

October 11.—At 2:25 p. m. came to anchor in Swan Quarter Bay. At 6 p. m. got underway and left Swan Quarter for Washington, N. C. October 12.—At 1:20 a. m. came to anchor at Hill's Point.

October 23.—At 8:30 a.m. took all hands ashore to drill with small

arms.

October 25.—At 2 p. m. the Winslow came up from Roanoke Island. October 26.—Left Washington at 11 a. m., bound to Pungo River;

arrived there at 6 p. m.

October 27.—At 8:20 a. m. got underway and tried the range of our gun, and, after speaking schooner Manumit, from Ocracoke, stood up Pamlico River for Washington. At 5:30 p. m. came to off Washington.

October 28.—At 5 p. m. weighed anchor and started for New Berne.

At 11:30 came to anchor off Pamlico Point.

October 29.—At 5 a. m. got underway from Pamlico Point for New Berne. At 7 a. m. spoke O. S. S. Winslow. At 7:30 spoke O. S. S. Curlew. At anchor off New Berne at 3:50 p. m.

October 30.—Weighed anchor at 8:20 a.m., at same time put out our kedge anchor. At 10:30 Commodore Lynch came on board. At 11:50 a.m. Captair Cooke took command of the C. S. S. Ellis. At 5:50 p. m.

Captain Muse left the Ellis for New Berne.

October 31.—At 5:10 a.m. the Curlew weighed anchor and proceeded to New Berne. At 3 p.m. left to go to New Berne and coal up and left New Berne at 6 p.m. and towed the Napoleon down to the flagship and came to anchor at 7 p.m.

November 1.—At 4 p. m. C. S. S. Curlew came in from the sound and went up to New Berne. At 5:30 the Curlew came back and anchored

in position in the squadron.

November 2.—At 5:20 a. m., blowing a strong gale, discovered that the steamer was dragging. Called all hands, let go the starboard bower, and veered out on both cables, furled the awning and piped down. At 1:20 p. m. steam up. At 4:20 p. m. flagship steamed down the river, the others following in their positions. At 7:25 p. m. all came to anchor in 4 fathoms water off Williams Point.

November 3.—At 5 a. m. weighed anchor and took our position in line and followed the motion of the flagship Sea Bird. At 11:30 the Curlew comes about and goes after the Forrest. At 2:30 the Curlew passes us with the Forrest in tow and at the same time the Sea Bird opens fire upon Hatteras. After firing 2 shots, the enemy not firing any in exchange, she takes the Fanny in tow and we start for Pamlico River. Came to anchor at 9 p. m., the whole fleet, Sea Bird, Curlew, Ellis, Fanny, and Forrest, near the Middle Grounds in Pamlico Sound.

November 4.—Lying at anchor in the Middle Grounds. The vessel lying badly to her anchor and rolling considerably. At 5:50 a.m., in obedience to signals from the flagship, we weighed anchor, and having dropped astern of the Forrest, we steered for Pamlico light-house. Came up the sound and to anchor at Washington at 1 p. m.

November 5.—At 9 p. m. steamed up and followed the motions of the

flagship.

November 6.—The Sea Bird took us in tow at 1:50 a.m. At 1:30 p.m. came to anchor with small anchor in Wale's [Wallace's ?] Channel at Ocracoke, at which place we discovered a French man-of-war on shore. At 2:30 p. m. the C. S. S. Curlew and Albemarle went out to rescue them, which they succeeded in doing, and returned to their posi-

tions at 2:45 p.m. At 5:30 p.m. let go the large anchor.

November 7.—At 6:30 a.m., steamer Curlew weighed anchor and steamed out to the wrecked ship. A few minutes after 8 a.m. we weighed anchor and proceeded to the Swash buoy. At the same time I [J. A. Peters] went in a boat to the flagship and brought three French naval officers aboard. At 9:30 a.m. we anchored at the Swash buov. At 10:20 the C. S. S. Winslow put her flag up at half-mast. We immediately weighed anchor and anchored very near her. We found out afterwards that a hole had been knocked in her bottom by the lightboat which the Yankees had sunk and burned in September. We then put the boats and crew to bringing off such things as we could save. At 2:30, the flagship having sent up signals and fired two guns, the Curlew set fire to and left the wrecked French man-of-war Prony. 3 p. m., everything having been carried from the Winslow to the steamers Beaufort and Ellis that could be conveniently saved, much to the regret of all she was fired and in a few minutes she was wrapped in flames. At 4:20 the flagship took us in tow and we started for Roanoke. At 6 p. m. the flagship cast us adrift,

November 8.—At 6 a. m. weighed anchor and stood for Roanoke and anchored there at 7 a. m. At 10:50 a. m. the C. S. S. Curlew came alongside from New Berne and landed the French officers and men on board, then towed us up to the bar. At 7 p. m. arrived at Canal bridge.

November 9.—At 6:20 a. m. got underway and arrived at Norfolk at 3:50 p. m. Landed men on board the O.S. frigate [United] States, carried officers and effects over to the Atlantic Hotel. At 6 p. m. came up to the navy yard and made fast to dock.

November 11.—Lying alongside the wharf [at Norfolk] and discharg-

ing our stores preparatory to having the steamer repaired.

November 12.—At 11:30 a. m. took the gun off. At 5 p. m. dropped down to the lower shears.

December 17.—Undergoing repairs. Received stores on board. Removed store rooms for the purpose of placing bales of cotton to protect the boiler, by order of Flag-Officer Lynch.

December 23.—Received the following supply of ammunition, viz: Thirty rifled shell, 20 of them loaded, 10 not loaded, and 10 charges of

powder, 5 pounds to the charge.

December 24.—At 9 a. m. got underway for Roanoke Island. At 10:30 a. m. got ashore; after waiting two hours [sic] floated off. At 11 a. m. again ashore, but backed off. At 9 p. m. made fast alongside the wharf at Pungo bridge and remained all night.

December 25.—At 10:30 a.m. passed Blackwater Flats, drawing about 41 feet of water. At 1 p. m. reached Canal bridge, made fast, and gave

the crew liberty.

December 26.—At 9 a. m. got underway, hoisted in boats, and stood down for Roanoke Island. At 3 p. m. came to anchor off Roanoke Island, C. S. steamers Raleigh and Forrest lying close by. At 6:20 p. m. the Forrest got underway and went down to the marshes. At 7 p. m. the C. S. S. Curlew came up from Edenton and anchored.

December 27.—At 8 a. m. got underway and went to assist the steamer Wilson, but without success. Steamed over to the floating battery and landed a pilot-house; then steamed to the C. S. schooner Manassas and came to anchor in 7 feet water. At 7 p. m. the C. S. S. Curlew, with the Forrest in tow, steamed up the sound to Durant's Island.

December 28.—At 4 p. m. the C. S. S. Curlew went over to Roanoke Island. At 7 p. m. C. S. S. Raleigh passed from Durant's Island to Roanoke.

December 29.—At 3 p. m. went down to the C. S. S. Raleigh; then went to the Manassas and took lighter, having the boiler of the Leonora in it, in tow and steamed up the sound for Currituck bridge. Arrived at the bridge at 10 p. m., made fast alongside a schooner and gave the men liberty.

December 30.—At 9:30 a. m. left for Roanoke Island. At 2:20 p. m. spoke the C. S. S. Curlew, having the Forrest in tow, bound for Edenton to repair. At 5 p. m. came to anchor at Roanoke Island; immediately got underway and took schooner Manassas in tow and went to the wreck of the steamer Leonora.

December 31.—Men sent on board the C. S. schooner Manassas to assist in raising the boiler of the Leonora. At 3 p. m. got underway and went down to tow the Wilson off; after parting our hawser several times moved off up to the wreck and anchored.

January 1, 1862.—At 8 a. m. got underway and went over to the Wilson; after making fast to her, succeeded in hauling her off. Weighed anchor and went over to the barge Superior, where an anchor, chain, and windlass were given to the Wilson. At 5 p. m. the Wilson left for Roanoke Island.

January 2.—At 2 p. m. got underway and went over to the Forrest; then went down to Stumpy Point, came about, and, at 7 a. m., came to off Roanoke Island.

January 3.—At 8 a. m. hauled up to the coal schooner and coaled. The Forrest came alongside and took on board some of our soft coal. We then dropped astern and anchored. Supplied Captain Hunter, C. S. S. Curlew, with 20 pounds tea and some spare cylinders.

January 5.—At 8 a. m. the C. S. S. Forrest came up with two schooners and two lighters in tow; the steamer Raleigh carried the two lighters ashore.

January 6.—At 8:20 a. m. the Curlew and Raleigh left for Pamilico Sound. At 1:20 p. m. the Roanoke arrived from Norfolk. At 6 p. m. the Curlew and Raleigh returned and came to anchor off the lower battery.

January 7.—C. S. S. Curlew left for Elizabeth City. At 10 a.m. steamer Wilson came in from Elizabeth City. Flagship Sea Bird arrived at 1:30 p.m. At 4:20 p.m. got underway and took a schooner up to Weir's Point battery to be filled with sand, then took our position in line. At 7:30 p.m. the Curlew arrived from Elizabeth City with two schooners in tow. Fleet in position above Weir's Point battery.

January 8.—At 10 a. m. got underway and spoke schooner Comet, from Elizabeth City. Sent William Knight, gunner's mate (sick), on board of her. Went down and took a schooner up to the upper battery to be filled with sand. At 3 p. m. got underway; went down and took

the pile driver and schooner with it and placed them in position, then resumed our position in line. At 8 p. m. steamer Roanoke arrived.

January 9.—At 9 a. m. steamer Raleigh got underway and stood up the sound; soon returned, in company with the Powhatan. At 10 a. m. Commodore Lynch came on board and inspected the vessel; had the cotton removed from the boiler so as to heat the berth deck. Received six charges of powder. The Raleigh employed in towing vessel to be sunk in the channel up to the battery to be filled with sand. At 5:40 p. m. she returned to her position.

January 10.—At 10 a.m. the Cora arrived from New Berne and went alongside the flagship. At 3 p.m. the Powhatan came alongside and gave us some cable for ballast, by order of Commodore Lynch. At 3:30 p.m. went down and anchored a little above the lower battery E. by S. from the Raleigh. Fleet in position at that place. Sent four men ashore to-day to assist in loading a schooner with piles. At 5 p. m. the Cora left for Elizabeth City, carrying the mail with her.

January 11.—At 9 a. m. C. S. S. Raleigh went up to Weir's Point battery to tow schooner in the channel. At 1:20 p. m. the flagship left her anchorage and went down the sound. At 4 p. m. sent a boat on board the schooner Hawley for the mail from Elizabeth City. At 8 p. m. the flagship returned to her anchorage.

January 12.—At 10 a. m. the Powhatan left for Elizabeth City. At 1 p. m. the Curlew went down the sound; the Cora returned from Eliz-

aboth City. At 7 p. m. the Curlew returned to her position.

January 13.—At 8 a. m. the Raleigh went up the sound with schooner in tow. Sea Bird employed in sinking vessels. Got underway and went alongside the Manassas; took her in tow and went alongside the barge. Took the works of the Leonora and put them on the barge. Blowing very hard from the northward and eastward. At 4 p. m. returned to our position.

January 14.—At 3 p. m. schooner Hawley came in from Elizabeth City

and anchored.

January 15.—At 8 a. m. Sea Bird and Curlew got underway and went alongside the wood schooner. At 8:20 went alongside and took the Manassas in tow and went over to the floating battery. At 2 p. m. the Raleigh returned from Currituck. At 4 p. m. returned to our position, not being able to discover the gun.

January 16.—At 9 a.m. got underway with the Raleigh and went down to Spencer's Creek to reconnoiter; not discovering any traces of the enemy, returned and anchored in position at 5:40 p.m. At 6 p.m.

steamer Wilson arrived from Norfolk.

January 17.—At 8 a. m. got underway; employed in sinking schooners at the barricade.

January 18.—At 9 a. m. got underway and went up to Little Alligator River to tow the Manassas down. At 3:50 p. m. returned and took the Curlew up to her position; then anchored. The C. S. steamers Fanny

and Beaufort arrived from Beaufort.

January 19.—At 3 p. m. went alongside the Cora and placed Nathan Walker, seaman, on board to send him home. Then went to the upper battery; took schooner A. C. Williams down and sank her at the barricade. At 8 p. m. returned to our position. George S. Allen, captain's clerk, resigned and left the ship.

January 20.—At 10 a. m. Sea Bird and Raleigh went down the sound. At 2 p. m. got underway and went up to the upper battery with two schooners in tow; then took one down to the barricade and sank her—

the Josephine; then returned to our anchorage.

January 21.—At 8 a.m. took a schooner up to the upper battery; then went down to the barricade and chained several vessels together. At 2 p. m. returned and took the schooner Carter down and sank her. At 6:50 p. m. returned to our position. Flagship Sea Bird and Raleigh returned from the sound.

January 22.—At 8 a. m. left for Elizabeth City; arrived there at 6 p. m.; filled our tanks with water. At 8 p. m. left for Roanoke, but came into Pasquotank River.

January 23.—At 8 a. m. left for Roanoke; arrived at 10:50 a. m. and

came to anchor.

January 25.—At 1:50 p. m. the Hawley arrived from Elizabeth City.

The C. S. S. Curlew left for Elizabeth City at 4 p. m.

January 26.—At 8 a. m. went to the barricade and sunk the schooner Spuell and Moss. The Cora arrived from Norfolk. At 10 a. m. the Curlew arrived with three schooners in tow. At 12 noon took a schooner up to Weir's Point battery to be filled with sand. At 4 p. m. carried some troops over to the floating battery; then returned and took a schooner in to the battery and anchored her; then took a schooner down to the barricade and anchored her ready to scuttle. At 8 p. m. returned to our position and anchored. Captain's clerk, George Bagley, reported for duty. Received on board three supernumeraries from the Eighth North Carolina Regiment.

January 27.—At 8 a. m. got underway and went over to the barricade and sunk the schooner Zenith; then returned and went up to the Manassas for wood; returned and anchored in position. At 4:30 p. m. the Curlew left for Elizabeth City. The Cora went down to the marshes.

January 28.—At 8 a. m. the Cora came up from the marshes; no signs of the enemy. At 9 the Curlew arrived from Elizabeth City with two schooners in tow. At 10 a. m. went over to the barricade and hauled the Rio in position; then went alongside a schooner and took her alongside the Rio and put some ballast in her to sink her; then towed the same schooner to Weir's Point battery to be filled with sand. At 3:40 p. m. the Roanoke arrived. About 4 p. m. went down to the barricade and towed the pile driver from her former position to one about the center of the sunken vessels. At 6 p. m. returned to our position and anchored.

January 29.—At 8 p. m. the Ourlew arrived from Elizabeth City with three schooners in tow. At 9 a. m. exercised the men at the gun. At 10 a. m. went up to the Weir's Point battery and took the schooner Tripleet in tow and sunk her at the barricade. At 2 p. m. received a howitzer and 8 boxes of ammunition from Lieutenant Simms. At 3 p. m. went up to the battery and anchored. At 4:30 p. m. went down to the fleet; went alongside the flagship and took a new schooner and

anchored her; then returned to our position.

January 30.—At 8 a. m. the Raleigh employed in towing schooners. At 8:20 a. m. the Cora came up from the marshes; schooner Hawley arrived from Elizabeth City. The Cora on the other side engaged in making soundings. At 5 p. m. the Comet went up to Elizabeth City. At 3 p. m. the Raleigh anchored in position. At 7 p. m. the Appointment arrived.

January 31.—At 8 a. m. got underway and went up to Weir's Point battery; took the schooner Southern Star in tow and carried her down and put ballast in her from the new schooner. The Raleigh employed in sinking schooners at the barricade. At 11 a. m. the Beaufort came alongside and filled her tanks with water. At 1 p. m. the flagship and

Appoint ox went down the sound; the other vessels returned to their positions and prepared for action. At 3 p. m. the Curlew returned from down the sound and anchored in position. At 4 p. m. went alongside the coal schooner and filled with wood; then went alongside the Raleigh and gave her about 300 gallons of water. At 2 p. m. the Forrest came

alongside and took about 400 gallons of water.

February 1.—At 9 a. m. the Appomattox left for Elizabeth City. At 10:50 got underway and went up to Weir's Point battery; then took the schooner Lydia and Martha in tow and carried her to the second barricade and anchored her. At 4:30 p. m. went up to the Weir's Point battery and took a flat in tow, and brought her down and anchored her ahead of the Manassas. Men of the Curlew employed in taking out the contents of the flat.

February 2.—At 8 a. m. the Appomattox returned from Elizabeth City with two schooners in tow. At 12 m. the Curlew went alongside the Manassas. At 2:20 p. m. the Appomattox went alongside the new schooner. At 5 p. m. the Appomattox returned to her position. At 8 p. m. the Appomattox went up the sound; the Curlew returned to her

position.

February 3.—At 8 a. m. the Appomattox returned with a schooner in tow. At 8 a. m. the Beaufort went alongside the wood schooner; then went alongside the Fanny and took the lighter in tow. At 12 m. the Curlew left for Edenton. At 2 p. m. we got underway and went alongside the pile driver and placed her in position. At 5:45 returned to our position.

February 4.—At 8 a. m. the Raleigh went alongside the wood schooner. At 9 a. m. the Curlew arrived from Edenton with a schooner in tow. At 10 a. m. the Rebel arrived from Norfolk. At 2:30 p. m. the Sea Bird

went alongside the wood schooner.

February 5.—At 8 a. m. the Cora left for Edenton. At 8 a. m. the Rebel left for Norfolk. At 9 a. m. went alongside the wood schooner and wooded up; the Curlew also came and wooded up. At 11 a. m. went alongside the Fanny and gave her about 300 gallons of water; then returned and anchored in position. At 3:20 p. m. got underway and took the schooner Manassas alongside the large schooner; then went up and took the new schooner from the Appoint and towed her up to Weir's Point wharf and anchored her. At 6 p. m. returned

and anchored in position.

February 6.—At 8 a. m. got underway and went up to Weir's Point battery to raise a sunken schooner. At 11 a. m. six steamers of the enemy appeared in sight; cleared the ship for action and waited for them. At 1:20 p. m. went up to Weir's Point battery and brought a schooner and sunk her at the barricade. The Appomattox went down to the marshes to reconnoiter; reported 51 vessels of the enemy below, of which 23 are steamers. We then went to Weir's Point and towed down to the barricade the white schooner and sunk her. At 7 a. m. returned and anchored in position. No movement so far upon the part of the enemy. At 9 p. m. discovered lights among the enemy's vessels. At 12 p. m. [midnight] Purser Moore came alongside to try to get recruits for floating battery.

February 7.—At 12:30 a.m. weather thickened up again, wind blowing fresh from southwest. At 1:30 a.m. wind calmed down again, but

weather remained cloudy during the balance of the night.

[The log book of this vessel ends here,—Compilers.]

Abstract log of the North Carolina naval steamer Beaufort, Lieutenant R. C. Duvall, commanding, from July 9 to August 24, 1861.

July 9, 1861.—Finished all preparations for sea, hoisted the ensign, and put the North Carolina naval propeller Beaufort in commission [at Norfolk, Va.]. During the day occupied in getting the crew on board, the sailors' peculiarity on leaving shore for a cruise, giving us much annoyance. At 6 got underway and went down to the magazine for powder; took on board 300 pounds and some other equipments. The fort gave us three cheers on leaving, which we answered. The engineer failing to get his crew off, anchored near the navy yard and sent senior engineer on shore to find his absent crew.

July 10.—At 10:40 the engineer came off, bringing his crew on board. Hoisted, up boats, weighed anchor, and stood up for our destination. On passing the frigate United States she dipped her flag in honor of our departure; answered by dipping ours. At 12:20 entered the Albemarle and Chesapeake Canal. Gave an order on Marshall Parks, navy agent, for tollage, \$26.50. Discovered fire in forward bulkhead. Knocked out forward bulkhead door and extinguished it. At 6:30 p.m. got aground off and to southward of Currituck Court-House. At 8 got off and stood for the entrance of the North Carolina Canal. Discovered the coal on fire again; came to anchor and extinguished it.

July 11.—At 9 [a. m.] passed schooner with guns for Oregon [Inlet], lying at anchor. The captain certainly is not in a hurry. At 11:20 passed schooner Mary Eliza, Captain Thompson, standing down for Oregon [Inlet], with guns and gun carriages and lighter in tow for Oregon [Inlet]. Captain Thompson has evidently taken advantage of light winds, and has manifested proper anxiety in getting his vessel to Oregon [Inlet]. At 12:40 [p. m.] passed Nag's Head. At 2:30 [p. m.] off Croatan light-house. Heard from Captain Hoft, of the steamer Roanoke, that the enemy had fired about 40 shells at Oregon Inlet battery. Discovered the steamer Currituck standing out from Oregon Inlet toward us. Anchored for further news.

July 12.—At 6:30 a.m. C. R. Barney, engineer in charge of Oregon Inlet, and Colonel B. J. Sproel [Spruill?], commissary, came on board and reported that at 9 a.m. yesterday three steamers appeared off the entrance of Oregon Inlet, two of which commenced shelling the works and the other one stood to the southward and threw shell promiscuously over the island. They also say that the conduct of the officers was such as to completely demoralize their men, and a general stampede took The engineer had some 130 negroes (48 of whom were slaves), who broke for the marshes, and have not as yet been heard from. also suppose that forces were landed at New Inlet, and fear that some of the negroes were captured. Mr. Barney and Colonel Sproel's [Spruill?] party left the island in a scow, and succeeded in reaching Roanoke Island. Boats were seen to land afterwards, and it is supposed that the works are certainly destroyed, and Mr. Barney and Colonel Sproel [Spruill?] fear that a number of muskets, etc., which were stowed in the light-house are taken. At 10 the steamer Roanoke, with Mr. Barney, Captain Johnson, and Captain Thompson, left for Oregon Inlet to ascertain the facts and to return and report the facts A schooner with six guns, two carriages, and a quantity of shot arrived here and anchored. At 4:25 [p. m.] stood for Oregon Inlet. Took the responsibility of sending five kegs of powder on board Captain Thompson's schooner to have it in readiness to serve the guns when mounted.

July 13.—Sent the pilot to sound out the channel. At 10:45 a.m. Mr. Midget came alongside and left with me his black boy Sam to assist in piloting the ship over the bulkhead. At 11:30 pilot returned on board, bringing Captain Taylor to also assist in piloting the ship. At 12:35 stood back for the marshes to tow Captain Thompson's schooner, loaded with guns, etc., up to the bulkhead. At 2 took schooner and lighter in tow and stood back for the bulkhead off Oregon Inlet. At 4:35 anchored off the bulkhead.

July 14.—Another schooner arrived with guns, etc., for Oregon Inlet. Captain Dickerson sent an order to Captain Thompson to remove his schooner back to the marshes, but I advised him to hold on until General Gwynn arrived. At 6:30 p. m. a steamer appeared to the southward which was believed to be the Post Boy, with General Gwynn and suite. At 7 the Post Boy came in and anchored near us. Boarded her and found General Gwynn and suite, last from Hatteras, with gun carriages, etc., for this place. The news of the engagement at Hatteras was confirmed, and it was ascertained that the steamer making the attack was struck three times with shot, when she drew off, dipping her flag as a parting salute. From 8 to midnight saw signals again to the southward.

July 15.—At 8:20 [a. m.] Captain Dickerson came off and informed me that it would require ten days before he would be ready to mount any guns, the previous works being worthless; moreover, he had now with him only about fifteen men. He expected General Gwynn here to-day with more men. Sent a gang of men under boatswain's mate to hoist out gun carriages, shot, and shot heater from schooner Mary Eliza, and place them on a camel, in readiness to tow them on shore. Captain Dickerson signalized me, as the commanding officer, not to go in over the bulkhead nor to attempt to land any guns now, as it would attract the attention of the enemy. My ideas differ from his in this respect, and I would have had two guns mounted and in readiness for use, but, not wishing to interfere with the army, I shall remain where I am and guard the channel from ingress into the sound. During the watch from 8 to midnight signal lights were made outside, probably to some accomplices on shore. I hear that there are several Northern men among our forces on shore.

July 16.—At 6:30 [a. m.] the Post Boy got underway and stood up for the bulkhead; shortly after the Currituck followed, having in tow a schooner with guns, etc. At 7 the Post Boy got aground on the bulkhead and the Currituck grounded the schooner on this side. The Currituck cast off and went alongside the Post Boy, and thence to the shore. In the evening the Post Boy followed and returned outside at 5 and went alongside of a schooner for wood. The schooner Mary Eliza got underway and stood for the anchorage off the fortifications. A boat came alongside and reported a large steamer lying off and on, off the inlet outside; supposed to be the same engaged in the bombardment At 6:30 General Gwynn and suite came on board to visit General Gwynn informed me that he had placed Colonel Morris in command on shore, and requested that I would render him assistance any way I could, and concurred in the great importance of guarding the entrance into the sound. Colonel Sproel [Spruill?] and Captain Dickerson also came on board. Let them have the use of my boat to get on board the steamer Roanoke, they being bound to Edenton for hands to work the fortifications. At 8 the steamer got underway for Edenton.

July 18.—No signals seen on shore and no steamer in sight along the That the enemy have some spies on shore there can be no doubt. When any of the blockading vessels are lying off and on at night, signals have always been seen on shore. At 5 [a. m.] stood up for the bulk-At 5:30 anchored about 1 mile from the fortifications. schooner Lynnhaven, with coal, etc., for us, came up and anchored near our old anchorage.

July 19.—At 3 [a. m.] determined to go over the bulkhead to the inlet and insist upon the guns being mounted immediately. After getting aground several times and backing off, lowered a boat and sounded until we found the narrow channel, some 40 feet wide, and passed over I had always been informed that after passing over bulkhead we dropped into 18 feet of water and no further difficulty would offer in going up the inlet. This information proved, as most information has here, to be false. We had great trouble, much hard work, and placed in a dangerous position, until we finally brought up in some 3 feet water. The shore pilot came off; we finally anchored near the marsh, the tide running out and very strong; this placed the vessel in such a position as to prevent the use of the gun to seaward. Got underway again, dropped near the shore, ran a hawser on shore to a stake, and sprung the vessel around to the westward. Made preparations for a night attack. Received the following note from Colonel Morris, commanding officer: "A schooner passed north yesterday at 7 p. m., with fore-topsails and brailed foresail, evidently a man-of-war of the revenue At 9 a. m. this day a three-masted steamer was visible in the northeast quarter, watching us. She is now out of sight."

July 20.—Got up steam and assisted in backing up against the wind and tide. The tide runs here stronger than I have ever witnessed in any part of the world, rushing through the inlet seaward 6 or 8 miles per hour. No ordinary anchor would prevent a vessel from drifting out to sea, and it was fortunate that we got alongside the marsh; otherwise we must have drifted out. The steamer Currituck stood up for Nag's Head. The Post Boy came in and anchored in the sound outside the bulkhead. I examined the works thrown up, and find them a complete abortion for the purpose designed. They had just placed a gun in position without any rigging, and had another ready. Colonel Morris said that was the first work (to day) performed by the volunteers. They had previously refused to do any work. Whilst at the fort, Captain Lee, C. S. Army, son of General Lee, landed from the Post Boy's boats and visited the works; also an engineer. They are on a tour of inspec-Captain Lee spoke of alterations for protecting the men from seaward and south and eastward immediately. I established a set of signals and sent a man at daylight to the light-house to look out for vessels, to be relieved every four hours until dark. No vessels in sight More preparations for a night attack.

July 21.—[Fully covered by report on page 21.—Compilers.]

July 22.—At 11 a.m. a signal was waved from the light-house. a boat on shore. Received a note from Colonel Morris saying that a large ship was coming down from the northward, supposed to be a manof-war, but if a merchantman a red flag would be shown. At 11:15 the Currituck came out and anchored near us, to be out of danger should the ship prove to be a man-of-war. Colonel Morris sent off a note saying he had 12 rounds of ammunition ready, but no wads, and asked for 12. I sent him 24.

July 24.—Got off the bank south side of the channel, and in the morning would have got over the bulkhead, but the wind having blown

the water out of the sound, struck on a flat; ran out anchors and made all efforts to get off. The constant firing of the engine, thumping and jerking, did great injury to the bearing and gearing of the machinery. Continued at intervals during the day [trying] to get off, but failed to do so. The *Post Boy* came in, and by her heard of the great and glorious battle at Manassas. The enemy's loss reported at 16,000, our loss at 4,000. This victory was hailed with joyous delight and gave new vigor to our crew.

July 25.—At 2 [a. m.] we had the satisfaction of getting over afloat, and I hope never to be compelled to try to enter this most tortuous and treacherous inlet. At 9:30 passed the marshes; saw Colonel Sproel [Spruill?] on board of a schooner with a number of negroes, bound for Oregon Inlet. At 4, made fast to the wharf at Elizabeth City [N. C.] for the purpose of taking on board water casks. After making efforts of many citizens (who appeared indifferent about making any exertions to supply us) we finally got information that the State had a number of 40-gallon casks in the arsenal in charge of Captain Vaughn; made out a requisition for the use of this vessel ten 40-gallon casks and some sperm oil which belonged to the light-house.

July 26.—Elizabeth City, N. C. Getting engine in order, making

repairs, etc.

July 27.—Saluted the city with one gun and steamed away for Oregon Inlet; hove to off Roanoke Marshes. At 7:20 [p. m.] came to anchor

off Oregon Inlet.

July 28.—There was to day considerable interchange of news between the three steamers and the large sailing frigate which is backing and filling to the southward of the fort. I am surprised no attack was made by such a big force. Colonel Morris wrote me a note, saying that they were tolerably strong, but would like to have the use of my long 32. We nearly ruined the steamer and engine in getting over the bulkhead and coming out when last there, and without it is of vital importance I do not desire to try it again. I, however, offered myself and the volunteers from my vessel to assist in working the guns at the fort in case an attack was made. If the water was deep enough, I would not hesitate to go up and select my position; but to do so with the certainty of getting aground in range of the enemy's heavy guns is reckless foolishness, and, moreover, I do not think that 250 men with 4 heavy guns mounted and ready for use should ask of me to put my vessel and one gun under the battery of four 40-gun frigates. One of the steamers was doubtless the Roanoke, with the new flag-officer, Pendergrast, on her way to the Gulf, as she received a salute from one of the steamers and proceeded southward. One of the other steamers proceeded down the coast about 15 [miles] to Chickamicomico and opened a heavy shelling, which we could plainly see from our masthead, on a wrecked brig, run on shore by a prize crew, chased by a steamer. The pilot boat York had captured it with a cargo of staves and a sugar mill. The enemy fired some 30 or 40 shells and finally succeeded in setting fire to a part of the cargo which had been landed. The inhabitants of the island fled in dismay, leaving everything to the enemy should be land. Some five or six boats passed here on their way to Roanoke Island, filled with women and a surprisingly great number of small children for such a small population. They were badly At sunset only one of the enemy's ships in sight, and that the same sailing frigate that was off, last evening, keeping her position some 6 or 8 miles to the southward. They don't allow any prizes to be caught at this station. I am nevertheless ready to meet any number

of launches they may please to send to the sound, and, as they hang around New Inlet, it may be that they intend to try that inlet and take me in the rear.

July 29.—At 9:40 [a.m.] got under way for Ocracoke. At 7:30 [p.m.] came to anchor off Old Swash.

July 30.—At 6 [a.m.] the swash pilot came on board and took charge, piloting usin Wallace's Channel and opposite Portsmouth [N.C.]; came to anchor at 8. At 6:30 the Post Boy arrived from New Berne, N.C. One of her officers came alongside, bringing a document to Captain Duvall from the honorable Secretary of the Navy.

July 31.—At 7:30 [a.m.] the pilot came on board and took us outside the bar; discovered a large steamer outside; returned, and came to anchor opposite the fort and distant probably 2 miles. At 2 p.m. sent two of the crew to the light-house on Ocracoke Island to signalize the

approach of vessels.

August 1.—The lookout at the light-house signalized a man-of-war steamer to the southward. At 12 m. cleared ship for action and got the ship ready for slipping cable. Enemy stood down for the entrance and laid to for some time, then stood back close inshore, reconnoitering the harbor, and finally steamed away to the northward. At 3:25 called all hands to quarters and prepared the ship for action, bringing our gun to bear on the steamer standing in for the entrance and which afterwards was ascertained to be the Mariner. At 4:25 the Mariner came to anchor in the Old Swash. At 5 p. m. steamer Edwards signalized, bearing to the southward. At 5:30 the Edwards came to anchor in Wallace's Channel.

August 2.—At 7:30 [a.m.] the Mariner put to sea, returning and anchoring in Wallace's Channel. At 10:15 the Post Boy came to anchor off Beating [Beacon?] Island. At 12:40 steamer signalized from the light-house, which was soon discovered to be the privateer Gordon, bound to the northward.

August 3.—At 5:10 [a. m.] a fore and after reported off the bar. Got up steam immediately and at 5:30 stood out in chase of schooner, the privateer Teaser also getting up steam. At 6:15 crossed the bar, the steamer Teaser standing out after us. Stood up N. E. by E. for the chase, and when near enough to see her, a squall of rain being between us and the schooner, saw a steamer near her, which we took to be the Gordon, and being satisfied that we had lost the prize stood back again for our anchorage. The Teaser stood on for the schooner. The Gordon finally left the schooner and stood in for Hatteras. The Teaser went alongside of the schooner and afterwards left her and stood out to sea. The schooner must have been one of our own vessels or under British colors and clearance. Took up our usual anchorage. Sent a boat with pilot and second master to erect a proper mast for signals. At 10:45 a sail reported in sight to the southward. At 11:20 the steamer Colonel Hill hove in sight. At 12: 30 got underway and stood out for a threemasted schooner, and, on nearing her, discovered the Gordon near by and-that the schooner was sailing under British colors and bound to one of our ports-New Berne, I think; returned to our anchorage.

August 4.—At daylight signal made from the lookout at Ocracoke light-house, "Man-of-war to the northward." The Mariner and Gordon went to sea. The Gordon stood to the northward and eastward, the Mariner to the southward and eastward. Signals made from the lighthouse, "Several sail in sight." Waiting the appearance of the man-of-war signalized. At 11, not seeing any man-of-war, concluded to go out to sea, and got underway, crossed the bar, and stood out to sea S. E. by

E. and ran out about 10 miles. Saw the smoke of a steamer to the northward and eastward. A thick, black squall of rain setting in ahead of us and shutting off our view to seaward, and not considering it proper to go out farther, a signal made from the light-house which we read to be "A man-of-war to the northward," stood in for the bar and steamed up to our anchorage. Sent to the light-house; signal was wrong, and that no man of war was in sight. Also learned that the Winslow had towed one brig into Hatteras and the Gordon two schooners. The man at the lookout said had we stood on (which we should have done if the signal had been made right) twenty minutes longer we would have come up with a schooner, the thick rain squall preventing us from see-At 4:30 the Ellis came in and anchored near Portsmouth, Captain Muse commanding. At 5:20 the Junaluska came in and anchored near Portsmouth, having on board Commodore Barron and suite, on a tour of inspection to the different stations. Captain Cooke, of the Edwards, reported his ship as being entirely worthless, the boilers worn out and the timbers of his vessel rotten.

August 5.—At 9:15 [a. m.] sent a boat to the light-house to give instruction relative to signals and to attach halyards for the purpose of more distinctly displaying the signals to us. Signal made from the light-house on Ocracoke "A small sail to the northward and eastward," which proved to be the privateer York, which stood off to the southward and eastward. At 7 the Gordon came in and anchored inshore of us. No chance for the Beaufort as long as these fast steamers are here.

August 6.—At 2 p. m. the steamer Post Boy came in and anchored inshore, near Portsmouth. At 5:40 a fore-and-aft schooner went to

sea; stood for the east.

August 7.—At 7:30 [a. m.] the steamer Curlew came to anchor in Wallace's Channel. At 3:15 [p. m.] lookout for light-house signalized "Man-of-war to the northward," which, on nearing the land, discovered to be an English steamship. She displayed her colors, which we answered by hoisting the English ensign at the fore. She steamed along close inshore, slowly, and disappeared to the southward down the coast.

August 8.—At 5:55 [p. m.] the steamer Albemarle came in and

anchored near Portsmouth [N. C.].

August 9.—At 10 [a. m.] the schooner Isabella Ellis, having finished discharging gun carriages at the fort, made sail and took her departure for Oregon Inlet. At 11:30 the Post Boy came in and anchored off the fort.

August 10.—At 9:55 [a. m.] the schooner Crinoline came in from

Hatteras and anchored off the fort.

August 11.—At 9:10 [a. m.] a boat from the fort came alongside having on board Captain Hanks, from whom we learned that a few days since the privateer York, of Norfolk, Va., was chased by the Federal steamer Monticello [Union] and so closely pressed as to cause the crew of the York to beach, set fire to, and abandon her near New Inlet. At 11:30 the steamer Colonel Hill took departure. At 12:10 the schooner Crinoline also left Hatteras.

August 13.—At 4:35 a.m. pilot boat [arrived] and delivered a letter to the captain. At 1:30 p.m. the steamer Gordon came in and anchored off Portsmouth [N. C.]. At 2:20 the schooner Isabella took her departure.

August 14.—At 7:35 a.m. stood out through the Old Swash for New Berne. At 5:15 p.m. came to anchor at New Berne and saluted with

one gun.

August 15.—Lying at anchor in New Berne Harbor.

August 20.—At 8:30 a. m. steamer Winslow hove in sight, having in tow prize tug Itasca. At 10:30 left the harbor and started for Ocracoke Inlet. At 5:20 p. m. came to anchor in the mouth of Broad Creek.

August 21.—At 6:30 a.m. ran out into the sound, but finding that we could make no headway, on account of the strong head wind and

heavy sea, came back to the mouth of Broad Creek.

August 22.—At 4:30 a. m. weighed anchor. Left schooners Isabella Ellis and Lady Antrim in harbor. At 7:30 passed the steamer Colonel Hill, bound to Washington. At 9 passed the steamer Ellis; at 9:05 passed light-boat; at 9:30 came alongside the schooner Alexina, at anchor in Wale's [Wallace's?] Channel, to take in coal. At 9:40 Colonel Bradford went ashore to Portsmouth. Steamer Edwards at anchor in Wale's [Wallace's?] Channel. At 7:40 p. m. steamer Ellis came in and anchored in Wallace's Channel.

August 24.—Steamers Edwards and Ellis at anchor in Wallace's Channel. At 3:20 p. m. steamer Colonel Hill came to anchor off and near Portsmouth. Crew variously employed on board ship.

The log book of this vessel ends here,—Compilers.