



UNITED STATES STEAMER MONITOR.

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

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

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

SERIES I—VOLUME 7.
NORTH ATLANTIC BLOCKADING SQUADRON
FROM MARCH 8 TO SEPTEMBER 4, 1862.

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1898.

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VOLUME 3.

Operations of the cruisers from April 1, 1864, to December 30, 1865.

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PREFACE.

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

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

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

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

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

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

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

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

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

1. The condition of the Union Navy in 1861, before the commencement of hostilities, and to its increase during the progress of the war, including the annual and special reports of the Secretary of the Navy and chiefs of the various bureaus.

2. The construction and outfit of the Confederate Navy, including privateers, setting forth also the annual and special reports of the Confederate Secretary of the Navy and chiefs of bureaus.

3. Statistical data of all vessels, Union and Confederate, as far as can be obtained.

4. Returns of naval and military property captured by the navies of both sides during the war.

5. Correspondence relating to naval prisoners.

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

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

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

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

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

The sixth volume of the records (Series I, vol. 6), which has recently been published by the Department, gives the operations of the Atlantic Blockading Squadron from July 16 to October 29, 1861, and also those of the North Atlantic Blockading Squadron (the Atlantic Blockading Squadron having been divided at that date into two squadrons) from October 29, 1861, to March 8, 1862. The present volume (Series I, vol. 7), comprises the operations of the North Atlantic Blockading Squadron from March 8 to September 4, 1862.

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

EDWARD K. RAWSON,

ROBERT H. WOODS,

— *Compilers.*

NAVY DEPARTMENT,

Washington, D. C., May, 1898.

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

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

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

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

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

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

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

ORDER OF COMPILATION OF NAVAL WAR RECORDS.

SERIES I.

1. Operations of the Cruisers, 1861-1865.

Union cruisers.

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

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

Confederate cruisers and privateers.

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

Surrender of the Pensacola Navy Yard.

Cooperation of the Navy in the relief of Fort Pickens.

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

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

Abandonment and destruction of the Norfolk Navy Yard.

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

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

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

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

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

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

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

5. Atlantic Blockading Squadrons, 1861-1865.

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

XIV ORDER OF COMPILATION OF NAVAL WAR RECORDS.

6. Gulf Blockading Squadrons, 1861-1865.

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

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

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

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

LIST
OF
**UNITED STATES VESSELS OF WAR SERVING IN THE NORTH ATLANTIC
BLOCKADING SQUADRON.**

NAME.	RATE.	TONNAGE.	CLASS.	CREW.	GUNS.
A. C. Powell*	Fourth	65	Screw steamer	18	1
Albatross	Fourth	378	do	68	5
Amanda	Fourth	368	Bark	71	6
Anacostia	Fourth	217	Screw steamer	67	2
Arago†					
Aroostook	Fourth	507	Screw steamer	94	4
Baltimore	Fourth	500	Side-wheel steamer	18	1
Ben Morgan	Fourth	407	Ship	35	
Brandywine	Second	1,726	Storeship	72	
Brazillera	Fourth	540	Bark	68	6
Cambridge	Third	858	Screw steamer	96	5
Ceres	Fourth	144	do	40	2
Charles Phelps	Fourth	362	Supply ship	23	1
Chippewa	Fourth	507	Screw steamer	80	4
Chocura	Fourth	507	do	80	4
Cimarron	Third	860	Side-wheel steamer	122	10
Cœur de Lion	Fourth	110	do	29	3
Cohasset	Fourth	100	Screw steamer	12	4
Commodore Barney	Fourth	513	Side-wheel steamer	96	4
Commodore Perry	Fourth	513	do	29	4
Congress	Second	1,867	Sailing frigate	406	50
Corwin			Coast Survey steamer	56	2
Cumberland	Second	1,726	Sloop of war	288	24
Currituck	Fourth	193	Screw steamer	52	5
Dacotah	Third	997	Screw sloop	147	6
Dawn	Fourth	399	Screw steamer	34	2
Daylight	Fourth	682	do	57	4
Delaware	Fourth	357	Side-wheel steamer	68	5
Dragon	Fourth	118	Screw steamer	42	1
Ellis			Steamer		
Ericsson†					
Fernandina	Fourth	297	Bark	79	6
Galena	Third	738	Screw steamer	150	6
Gemsbok	Fourth	622	Bark	103	6
Genesee	Third	803	Screw steamer	130	8
Granite	Fourth	75	Sailing sloop	15	1
Henry Brinker	Fourth	108	Screw steamer	18	1
Hetzel	Fourth	200	Side-wheel steamer	69	2
Hunchback	Fourth	517	do	99	4
Illinois†					
Isaac N. Seymour	Fourth	138	Side-wheel steamer	30	2
Island Belle	Fourth	123	do	24	2
Jacob Bell	Fourth	229	Side-wheel steamer	49	4
Jamestown	Third	1,150	Sloop of war	186	20

* Name changed to Alert, later to Watch.

† Chartered steamers.

List of United States vessels of war serving in the North Atlantic Blockading Squadron—
Continued.

NAME.	RATE.	TONNAGE.	CLASS.	CREW.	GUNS.
John L. Lockwood	Fourth ...	180	Side-wheel steamer.....	30	3
King Philip	Fourth ...	500	.....do	14	1
Louisiana	Fourth ...	295	Screw steamer.....	85	5
Mahaska	Third.....	832	Side-wheel steamer.....	145	6
Maratanza	Third.....	786	.....do	111	8
Marblehead	Fourth ...	507	Screw steamer.....	81	4
Minnesota	First.....	3,307	Screw frigate.....	540	47
Monitor	Third.....	776	Screw steamer.....	49	2
Monticello	Fourth.....	655	.....do	96	3
Morse	Fourth ...	513	Side-wheel steamer.....	78	2
Mount Vernon	Fourth ...	625	Screw steamer.....	50	3
Mount Washington	Fourth ...	500	Side-wheel steamer.....	40	1
Mystic	Fourth ...	541	Screw steamer.....	65	5
Naugatuck	Fourth ...	192	.....do	22	.....
New Ironsides	First.....	3,486	.....do	449	20
Octorara	Third.....	829	Side-wheel steamer.....	102	10
Patroon	Fourth ...	183	Screw steamer.....	49	5
Penobscot	Fourth ...	507	.....do	82	4
Philadelphia	Fourth ...	500	Side-wheel steamer	24	1
Port Royal	Third.....	805	.....do	111	8
Rescue	Fourth ...	111	Screw steamer.....	20	1
Roanoke	First.....	3,425	Screw frigate.....	347	44
Roman	Fourth ...	350	Sailing ship.....	19	1
St. Lawrence	Second ...	1,728	Sailing frigate.....	374	52
San Jacinto	Second ...	1,446	Screw steamer.....	278	12
Satellite	Fourth ...	217	Side-wheel steamer	43	2
Sebago	Third.....	832	.....do	156	6
Seminole	Third.....	801	Screw sloop.....	120	5
Shawsheen	Fourth ...	180	Side-wheel steamer	40	2
Sonoma	Third.....	955	.....do	165	6
Sophonra	Fourth ...	217	Mortar schooner.....	32	3
Southfield	Fourth ...	751	Side-wheel steamer	61	4
Stars and Stripes.....	Fourth ...	407	Screw steamer	94	5
State of Georgia	Third.....	1,204	Side-wheel steamer	113	9
Stepping Stones.....	Fourth ...	226	.....do	21	1
Susquehanna	First.....	2,450	.....do	264	15
Thomas Freeborn	Fourth ...	269	.....do	67	2
Tioga	Third.....	819	.....do	105	6
Uncas	Fourth ...	192	Screw steamer	62	3
Underwriter	Fourth ...	341	Side-wheel steamer	69	4
Valley City	Fourth ...	190	Screw steamer	48	5
Vanderbilt	Second ...	3,360	Side-wheel steamer	209	15
Victoria	Fourth ...	254	Screw steamer	44	3
Wachusett	Third.....	1,032	Screw sloop	167	9
Whitehall	Fourth ...	328	Side-wheel steamer	62	4
Whitehead	Fourth ...	139	Screw steamer	45	1
Wm. Badger	Fourth ...	334	Sailing ship	29	1
Wm. G. Putnam	Fourth ...	149	Side-wheel steamer	17	2
Yankee	Fourth ...	328	.....do	48	3
Young America	Fourth ...	173	Screw steamer.....	13	1
Young Rover	Fourth ...	418	.....do	85	5
Zouave	Fourth ...	127	.....do	25	1

CALENDAR.

1862.

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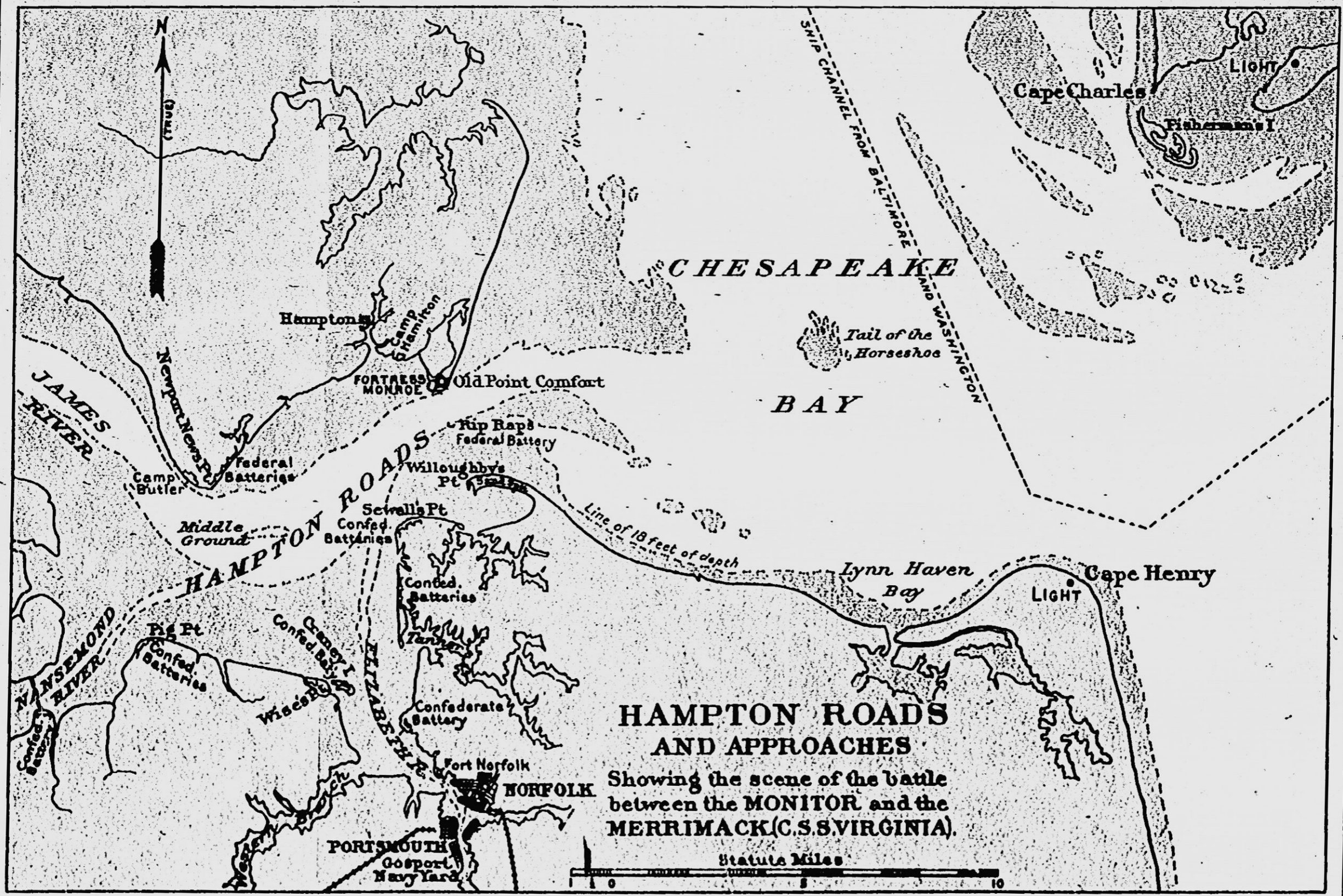
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MAY.							AUGUST.						
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SEPTEMBER.						
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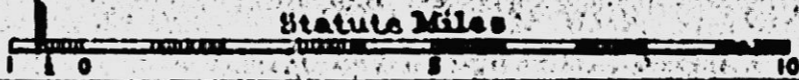
NORTH ATLANTIC BLOCKADING SQUADRON.

FROM MARCH 8 TO SEPTEMBER 4, 1862.



HAMPTON ROADS AND APPROACHES

Showing the scene of the battle between the MONITOR and the MERRIMACK (C.S.S. VIRGINIA).



NORTH ATLANTIC BLOCKADING SQUADRON.

FROM MARCH 8 TO SEPTEMBER 4, 1862.

Engagements in Hampton Roads between the U. S. forces and the O. S. S. Virginia (Merrimack) and consorts, March 8-9, 1862.

[Telegram.]

NEWPORT NEWS, *March 8, 1862.*

The *Merrimack* is being towed down by two steamers past Craney Island toward Sewell's Point, so reported to me from the *Cumberland*.

MANSFIELD,
Brigadier-General.

Major-General WOOL,
Commanding.

[Telegram.]

NEWPORT NEWS, *March 8, 1862.*

The *Merrimack* is close at hand.

MANSFIELD,
Brigadier-General.

General WOOL.

[Telegram.]

NEWPORT NEWS, *March 8, 1862.*

The *Merrimack* is engaging the *Cumberland* at close quarters.

MANSFIELD,
Brigadier-General.

General WOOL.

[Telegram.]

NEWPORT NEWS, *March 8, 1862.*

The *Yorktown* [O. S. S. *Patriok Henry*] is passing with two other steamers.

MANSFIELD.

Major-General WOOL.

NORTH ATLANTIC BLOCKADING SQUADRON.

[Telegram.]

NEWPORT NEWS, March 8, 1862.

General Mansfield has gone to visit the pickets. A shot from the *Congress* just struck the upper wharf.

W. D. WHIPPLE,
Assistant Adjutant-General.

General WOOL.

[Telegram.]

NEWPORT NEWS, March 8, 1862.

The *Congress* has surrendered, but aground at Signal Point. I expect to see her in flames soon. We had driven off from her the gunboats. We want ammunition for all our guns at once by land.

MANSFIELD.

Major-General WOOL.

[Telegram.]

NEWPORT NEWS, March 8, 1862.

We want powder by the barrel. We want blankets sent up to-night for the crews of the *Cumberland* and the *Congress*. The *Merrimack* has it all her own way this side of Signal Point and will probably burn the *Congress*, now aground, with white flag flying, and our sailors swimming ashore. These must come by land to-night.

MANSFIELD.

General WOOL.

[Telegram.]

NEWPORT NEWS, March 8, 1862.

We have no more ammunition and the *Merrimack* and *Yorktown* are off Signal Point. Send us cartridges and shells for 8-inch columbiad and howitzers by land.

MANSFIELD.

Major-General WOOL.

[Telegram.]

NEWPORT NEWS, March 8, 1862.

The *Congress* is now burning. The enemy's steamers have hauled off toward Pig Point. Captain Whipple is here, and so is Max Weber, the Twentieth, and the coast guard, and cavalry. We should have another light battery to resist attack by land if they come.

MANSFIELD,
Brigadier-General.

General WOOL.

Report of Major-General Wool, U. S. Army, regarding the attack by the C. S. S. *Virginia* (*Merrimack*) upon the U. S. ships in Hampton Roads.

FORT MONROE, VA., March 8, 1862.

The *Merrimack* came down from Norfolk to-day, and about 2 o'clock attacked the *Cumberland* and *Congress*. She sunk the *Cumberland*, and

the *Congress* surrendered. The *Minnesota* is aground and attacked by the *Jamestown*, *Yorktown*, and *Merrimack*. The *St. Lawrence* just arrived and going to assist. The *Minnesota* is aground. Probably both will be taken. That is the opinion of Captain Marston and his officers. The *Roanoke* is under our guns.

It is thought the *Merrimack*, *Jamestown*, and *Yorktown* will pass the fort to-night.

JNO. E. WOOL,
Major-General.

Hon. EDWIN M. STANTON,
Secretary of War.

[Telegram.]

FORT MONROE, VA., March 8, 1862—8:30 p. m.

No firing for last two hours. Newport News camp is uninjured. We are towing transports out to sea to keep clear if the *Merrimack* comes down to the fort. *Minnesota* and *St. Lawrence* still aground. The tide will not float them for three hours.

JNO. E. WOOL,
Major-General.

Hon. EDWIN M. STANTON,
Secretary of War.

The *Merrimack* has gone back to Craney Island.

J. E. W.

Report of Lieutenant Worden, U. S. Navy, of the arrival of the U. S. S. Monitor in Hampton Roads.

U. S. S. MONITOR,
Hampton Roads, March 8, 1862.

SIR: I have the honor to report that I arrived at this anchorage at 9 o'clock this evening, and am ordered to proceed immediately to the assistance of the *Minnesota*, aground near Newport News.

Respectfully, your obedient servant,

JOHN L. WORDEN,
Lieutenant, Commanding.

Hon. GIDEON WELLES,
Secretary of the Navy.

[Telegram.]

MARCH 8, 1862.

One man [of the] Seventh New York had his leg taken off by a piece of shell and one man of the artillery detachment had bones of his feet crushed by carriage running over it. No other casualty in the fort. All the wounded were removed from the *Congress* before she was burned. News of the arrival of the *Monitor* has infused new life into the men.

W. D. WHIPPLE,
Assistant Adjutant-General.

Major-General WOOL.

[Telegram.]

MARCH 9, 1862.

Fifty thousand rations are being put on board the *Commerce*, and will go up as soon as the coast is clear. From appearances the *Monitor* is giving the *Yorktown* and *Merrimack* more than they want.

LEG. B. CANNON,
Aid-de-Camp.

General MANSFIELD.

Letter from the Assistant Secretary of the Navy to Flag-Officer Goldsborough, U. S. Navy, reporting the condition of affairs in Hampton Roads and urging his immediate return.

HEADQUARTERS DEPARTMENT OF VIRGINIA,
Fort Monroe, Va., March 8 [9], 1862—6 p. m.

DEAR COMMODORE: After a four-hours' fight the *Monitor* has driven the *Merrimack* away from the *Minnesota*, which is aground off Newport News, and did not come off at high water to-day, though she was moved and headed downstream. Lieutenant Worden, who commanded the *Monitor*, and fought her, is injured in both eyes, so as not [to be] able to see. Wise takes him up to Washington, and I think you had better bring back Jeffers to handle the *Monitor*. She is yet uninjured, and my impression is that the *Merrimack* is very little hurt, though I can not say. She retired under fair headway. I think it of the utmost importance that you should return at the earliest moment. We do not want any of your tugs; there are enough here.

Yours, truly,

G. V. FOX.

[Flag-Officer GOLDSBOROUGH,
Sounds of North Carolina.]

[Telegram.]

HEADQUARTERS, *Fortress Monroe—6:45 p. m.*
(Received March 9, 1862.)

The *Monitor* arrived at 10 p. m. last night and went immediately to the protection of the *Minnesota*, lying aground just below Newport News.

At 7 a. m. to-day the *Merrimack*, accompanied by two wooden steamers and several tugs, stood out toward the *Minnesota* and opened fire.

The *Monitor* met them at once and opened her fire, when all the enemy's vessels retired, excepting the *Merrimack*. These two ironclad vessels fought part of the time touching each other, from 8 a. m. to noon, when the *Merrimack* retired. Whether she is injured or not it is impossible to say. Lieutenant J. L. Worden, who commanded the *Monitor*, handled her with great skill, assisted by Chief Engineer Stimers. Lieutenant Worden was injured by the cement from the pilot house being driven into his eyes, but I trust not seriously. The *Minnesota* kept up a continuous fire and is herself somewhat injured.

She was moved considerably to-day, and will probably be off to-night. The *Monitor* is uninjured and ready at any moment to repel another attack.

G. V. FOX,
Assistant Secretary.

G. WELLES,
Secretary Navy.

[Telegram.]

FORT MONROE, March 9—7 p. m.

Your noble boat has performed with perfect success, and Worden and Stimers have handled her with great skill. She is uninjured.

G. V. FOX,
Assistant Secretary Navy.

J. ERISSON, Esq.,
New York.

[Telegram.]

FORTRESS MONROE—9 p. m.

(Received March 9, 1862.)

Consulting with General Wool, I have ordered the frigates out of the roads—the *St. Lawrence* to the Potomac, *Roanoke* and *Minnesota* to New York, the latter being disabled. The *Monitor*, of course, remains. If there are any of those 11-inch gunboats (I think there are two in Boston), please send them at once to this place. They can keep clear of the *Merrimack* and be of great assistance.

Nearly all here are of the opinion that the *Merrimack* is disabled. I was the nearest person to her outside of the *Monitor*, and I am of the opinion she is not seriously injured. I have sent a steamer for Commodore Goldsborough.

I can not see that anything more can be done by the Navy.

G. V. FOX.

Hon. G. WELLES,
Secretary of the Navy.

[Telegram.]

HEADQUARTERS DEPARTMENT OF VIRGINIA,

Fort Monroe, Va., March 9, 1862.

The *Minnesota* has been moved about one and one-half her length, but is still aground. She is considerably injured. About 150 of her crew have left her and are now in the fort. She has had 5 killed and 20 wounded. If the *Merrimack* comes out again, she will probably be destroyed. It is thought exceedingly doubtful whether she can be got off. The *Spaulding* will go up to try it to-night. The commander of the *Monitor* is severely injured in the face from the effects of a shot striking the outside of a narrow opening through [which] he was looking. He has gone to Baltimore to-night.

WM. D. WHIPPLE.

General MANSFIELD.

[Telegram.]

OLD POINT COMFORT, March 9, 1862.

Please look out for Virginia until my return. I may have to stay over to-night, as my presence is indispensable. I think the *Merrimack* is laid up for a few days, not more, and in that time the harbor will be cleared for the iron combatants. It is a most historical fight—four hours fighting and nobody hurt. Everybody is in good spirits, especially as the *Minnesota* is off.

G. V. FOX.

Hon. M. BLAIR,
Postmaster-General.

Report of Captain Marston, U. S. Navy, senior officer present.

U. S. S. ROANOKE,
Hampton Roads, March 9, 1862.

SIR: I have the honor to inform you that yesterday at 1 o'clock one of the lookout vessels reported by signal that the enemy was coming out. I immediately ordered the *Minnesota* to get underway, and as soon as the two tugs appointed to tow this ship came alongside I slipped our cable.

The *Merrimack* was soon discovered passing out by Sewell's Point, standing up toward Newport News, accompanied by several small gun-boats. Every exertion was made by us to get all the speed on the *Roanoke* that the two tugs were capable of giving her, but in consequence of our bad steerage we did not get ahead as rapidly as we desired to do. The *Merrimack* went up and immediately attacked the *Congress* and *Cumberland*, but particularly the latter ship, which was hid from us by the land. When about 7 or 8 miles from Fortress Monroe the *Minnesota* grounded. We continued to stand on, and when we came in sight of the *Cumberland* we saw that she had careened over, apparently full of water. The enemy, who had been joined by two or three steamers from James River, now devoted themselves exclusively to the *Congress*, but she being aground could bring but few guns to bear on them, and at ten minutes before 4 o'clock we had the mortification of seeing her haul down her flag. I continued to stand on till we found ourselves in $3\frac{1}{2}$ fathoms water, and was on the ground astern. Finding that we could go no farther I ordered one of our tugs to tow us round, and as soon as the *Roanoke's* head was pointed down the bay, and I found she was afloat again, I directed the tugs to go to the assistance of the *Minnesota*, under the hope that with two others which had accompanied her they would be able to get her off, but up to the time that I now write have not succeeded in doing so.

At 5 o'clock the frigate *St. Lawrence*, in tow of the *Cambridge*, passed us, and not long after she also grounded, but by the aid of the *Cambridge* she was got afloat again, and being unable to render any assistance to the *Minnesota*, came down the harbor. In passing the batteries at Sewell's Point, both going and returning, the rebels opened their fire on us, which was returned from our pivot guns, but the range was too great for them, while the enemy's shot [fell] far beyond us. One shot went through our foresail, cutting away two of our shrouds, and several shells burst over and near the ship, scattering their fragments on the deck.

Between 7 and 8 o'clock we discovered that the rebels had set fire to the *Congress*, and she continued to burn till 1 o'clock, when she blew up. This was a melancholy satisfaction to me, for as she had fallen into the hands of the enemy it was far better to have her destroyed than that she should be employed against us at some future day. It was the impression of some of my officers that the rebels hoisted the French flag, but I could not make it out. At 8 o'clock I heard that the *Monitor* had arrived, and soon after Lieutenant Commanding Worden came on board and I immediately ordered him to go up to the *Minnesota*, hoping that she would be able to keep off an attack on the *Minnesota* till we had got her afloat again. This morning the *Merrimack* renewed the attack on the *Minnesota*, but she found, no doubt greatly to her surprise, a new opponent in the *Monitor*. The contest has been going on during most of the day between these two armored vessels, and most beautifully has the little *Monitor* sustained herself, showing herself capable of great endurance.

I have not received any official account of the loss of the *Congress* and *Cumberland*, but no doubt shall do so, when it will be transmitted to you.

I should do injustice to this military department did I not inform you that every assistance was freely tendered to us, sending five of their tugs to the relief of the *Minnesota*, and offering all the aid in their power.

I would also beg leave to say that Captain Poor, of the Ordnance Department, kindly volunteered to do duty temporarily on board this ship, and from whom I have received much assistance. I did hope to get this off by this day's mail, but I have been so constantly employed that I fear I shall not do so.

Very respectfully, your obedient servant,

JOHN MARSTON,
Captain and Senior Officer.

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

Abstract log of the U. S. S. Roanoke.

March 8, 1862.—At 1:08 p. m. saw signal 551, which we answered at once and signalized tug *Young America* to come alongside and take us in tow. At 1:10 saw the *Merrimack* around Sewell's Point heading for Newport News. Slipped our chain and started up in tow of the tug *Dragon*. The *Minnesota* also got underway and steamed toward Newport News. At 1:30 the tug *Young America* came alongside to assist in towing us to the action. At 2 p. m. the tugboat *Dragon* cast off from alongside and took a hawser out ahead. Set the spanker and jib. At 2:30, coming in range of Sewell's Point battery, they opened fire, and several shot and shell passed over and fell around this ship. One rifle shot passed through the foresail and cut away a shroud on each side of the fore rigging; put on stops at once. The forward pivot gun was trained on Sewell's Point battery and fired, but fell short. On opening Newport News Point, about 3:30, found the *Cumberland* sunk, the *Minnesota* aground, and the rebel steamers *Merrimack*, *Jamestown*, and *Patrick Henry*, together with some three or four small steamers, engaging the *Congress* and Newport News encampment and fort. At about 4 o'clock the *Congress* struck her colors and hoisted the white flag. The rebels then opened fire at the *Minnesota* at long range with rifled guns. Several of their shot fell around this ship. All and every exertion was made to get this ship up to the scene of action and to the relief of the *Congress* and *Minnesota*, but could not. We worked her head down the river, and sent the tugs to the relief of the *Minnesota*. From 4 to 6 p. m. calm, ship underway, endeavoring to get up to Newport News; the water shoal. The *Minnesota* aground and our ship dragging into the mud and could not get into action. With the assistance of the two tugs and sail got the ship about, then up [top]gallant masts, made sail, and sent the tugboats to assist the *Minnesota*. At this time the *Cumberland* had been sunk and the *Congress* her colors struck. Passing Sewell's Point the battery kept a brisk fire on us each way, the shot passing over and some fragments striking us in hull and rigging. When out of range we came to anchor. At the time of getting up the topgallant masts the leading block bolt in the deck drew, striking John McDonough in the head, who, it is feared, is mortally wounded. Finding it impossible to get up the river, and keeping up a brisk fire with

our pivot gun on Sewell's Point, stood down river and anchored between Fortress Monroe and Sewell's Point, leaving the *Minnesota* and *St. Lawrence* up the river in action with the *Merrimack*. From 6 to 8 p. m.: At 6 the steamers *Atlantic* and *America* towed us to our anchorage in the roads. The *Minnesota* remains aground and the *Congress* enveloped in flames. At 6:06 the whole rebel fleet withdrew under Sewell's Point and anchored. The steamer *Monitor* arrived.

March 9.—At 12:30 a. m. the ship *Congress* blew up. At daylight called all hands. Saw the *Merrimack*, *Jamestown*, and *Patrick Henry* off Sewell's Point. At 7:45 the *Merrimack* drifted slowly down, and at 8:06 opened fire on the *Monitor*, she returning it. At 8:30 the *Merrimack* opened a brisk fire on the *Minnesota* and *Monitor*, both returning the fire. The engagement lasted three and one-half hours. At meridian, the *Merrimack*, with the other rebel boats, returned toward Norfolk.

March 10.—At 2:06 a. m. the U. S. gunboat *Whitehall* caught fire and was destroyed. Sent the *Young America* to her assistance. At 3:20 a boat arrived with dispatches to, and returned with dispatches from, Captain Marston. The *Whitehall* is a total wreck. At 4:45 the U. S. S[team] frigate *Minnesota* got afloat and came down to her anchorage in the roads. At 8 the U. S. S. *Monitor* came down. Called all hands and cheered her.

March 11.—At 10 a. m. saw black smoke and steam of three steamers over Sewell's Point.

March 12.—Got underway for New York.

Report of Captain Van Brunt, U. S. Navy, commanding U. S. S. *Minnesota*.

U. S. S. MINNESOTA, *March 10, 1862.*

SIR: On Saturday, the 8th instant, at 12:45 p. m., three small steamers, in appearance, were discovered rounding Sewell's Point, and as soon as they came into full broadside view I was convinced that one was the iron-plated steam battery *Merrimack*, from the large size of her smoke pipe. They were heading for Newport News, and I, in obedience to a signal from the senior officer present, Captain J. Marston, immediately called all hands, slipped my cables, and got underway for that point to engage her. While rapidly passing Sewell's Point the rebels there opened fire upon us from a rifle battery, one shot from which going through and crippling my mainmast. I returned the fire with my broadside guns and fore-castle pivot. We ran without further difficulty within about 1½ miles of Newport News, and there, unfortunately, grounded. The tide was running ebb, and although in the channel, there was not sufficient water for this ship, which draws 23 feet. I knew that the bottom was soft and lumpy, and endeavored to force the ship over, but found it impossible so to do.

At this time it was reported to me that the *Merrimack* had passed the frigate *Congress* and run into the sloop of war *Cumberland*, and in fifteen minutes after I saw the latter going down by the head. The *Merrimack* then hauled off, taking a position, and about 2:30 p. m. engaged the *Congress*, throwing shot and shell into her with terrific effect, while the shot from the *Congress* glanced from her iron-plated sloping sides without doing any apparent damage. At 3:30 p. m. the *Congress* was compelled to haul down her colors. Of the extent of her loss and injury you will be informed from the official report.

At 4 p. m. the *Merrimack*, *Jamestown*, and *Patrick Henry* bore down upon my vessel. Very fortunately the iron battery drew too much water to come within a mile of us. She took a position on my starboard bow, but did not fire with accuracy, and only one shot passed through the ship's bow.

The other two steamers took their position on my port bow and stern, and their fire did most damage in killing and wounding men, inasmuch as they fired with rifled guns; but with the heavy gun that I could bring to bear upon them I drove them off, one of them apparently in a crippled condition. I fired upon the *Merrimack* with my pivot 10-inch gun without apparent effect, and at 7 p. m. she too hauled off and all three vessels steamed toward Norfolk. The tremendous firing of my broadside guns had crowded me farther upon the mud bank, into which the ship seemed to have made for herself a cradle. From 10 p. m., when the tide commenced to run flood until 4 a. m., I had all hands at work with steam tugs and hawsers, endeavoring to haul the ship off of the bank, but without avail, and, as the tide had then fallen considerably, I suspended further operations at that time. At 2 a. m. the iron battery *Monitor*, Commander [Lieutenant] John L. Worden, which had arrived the previous evening at Hampton Roads, came alongside and reported for duty, and then all on board felt that we had a friend that would stand by us in our hour of trial.

At 6 a. m. the enemy again appeared, coming down from Craney Island, and I beat to quarters, but they ran past my ship and were heading for Fortress Monroe, and the retreat was beaten to allow my men to get something to eat. The *Merrimack* ran down near to the Rip Raps, and then turned into the channel through which I had come. Again all hands were called to quarters, and when she approached within a mile of us I opened upon her with my stern guns and made signal to the *Monitor* to attack the enemy. She immediately ran down in my wake, right within the range of the *Merrimack*, completely covering my ship as far as was possible with her dimensions, and, much to my astonishment, laid herself right alongside of the *Merrimack*, and the contrast was that of a pigmy to a giant. Gun after gun was fired by the *Monitor*, which was returned with whole broadsides from the rebels with no more effect, apparently, than so many pebblestones thrown by a child. After a while they commenced maneuvering, and we could see the little battery point her bow for the rebels, with the intention, as I thought, of sending a shot through her bow porthole; then she would shoot by her and rake her through her stern. In the meantime the rebel was pouring broadside after broadside, but almost all her shot flew over the little submerged propeller, and when they struck the bomb-proof tower the shot glanced off without producing any effect, clearly establishing the fact that wooden vessels can not contend successfully with ironclad ones; for never before was anything like it dreamed of by the greatest enthusiast in maritime warfare. The *Merrimack*, finding that she could make nothing of the *Monitor*, turned her attention once more to me. In the morning she had put a 11-inch shot under my counter near the water line, and now, on her second approach, I opened upon her with all my broadside guns and 10-inch pivot a broadside which would have blown out of water any timber-built ship in the world. She returned my fire with her rifled bow gun with a shell, which passed through the chief engineer's stateroom, through the engineer's mess room, amidships, and burst in the boatswain's room, tearing four rooms all into one in its passage, exploding two charges of powder, which set the ship on fire, but it was promptly extinguished

by a party headed by my first lieutenant; her second went through the boiler of the tugboat *Dragon*, exploding it and causing some consternation on board my ship for the moment, until the matter was explained. This time I had concentrated upon her an incessant fire from my gun deck, spar deck, and fore-castle pivot guns, and was informed by my marine officer, who was stationed on the poop, that at least fifty solid shot struck her on her slanting side without producing any apparent effect. By the time she had fired her third shell the little *Monitor* had come down upon her, placing herself between us, and compelled her to change her position, in doing which she grounded, and again I poured into her all the guns which could be brought to bear upon her. As soon as she got off she stood down the bay, the little battery chasing her with all speed, when suddenly the *Merrimack* turned around and ran full speed into her antagonist. For a moment I was anxious, but instantly I saw a shot plunge into the iron roof of the *Merrimack*, which surely must have damaged her. For some time after the rebels concentrated their whole battery upon the tower and pilot house of the *Monitor*, and soon after the latter stood down for Fortress Monroe, and we thought it probable she had exhausted her supply of ammunition or sustained some injury. Soon after the *Merrimack* and the two other steamers headed for my ship, and I then felt to the fullest extent my condition. I was hard and immovably aground, and they could take position under my stern and rake me. I had expended most of my solid shot and my ship was badly crippled and my officers and men were worn out with fatigue, but even then, in this extreme dilemma, I determined never to give up the ship to the rebels, and, after consulting my officers, I ordered every preparation to be made to destroy the ship after all hope was gone to save her. On ascending the poop deck I observed that the enemy's vessels had changed their course and were heading for Craney Island. Then I determined to lighten the ship by throwing overboard my 8 inch guns, hoisting out provisions, starting water, etc. At 2 p. m. I proceeded to make another attempt to save the ship, by the use of a number of powerful tugs and the steamer *S. R. Spaulding*, kindly sent to my assistance by Captain Tallmadge, quartermaster at Fortress Monroe, and succeeded in dragging her half a mile distant, and then she again was immovable, the tide having fallen. At 2 a. m. this morning I succeeded in getting the ship once more afloat, and am now at anchor opposite Fortress Monroe.

It gives me great pleasure to say that during the whole of these trying scenes the officers and men conducted themselves with great courage and coolness.

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

G. J. VAN BRUNT,

Captain, U. S. Navy, Commanding Frigate Minnesota.

Hon. GIDEON WELLES,

Secretary of the Navy, Washington, D. C.

[Enclosures.]

U. S. S. MINNESOTA, *March 10, 1862.*

Report of killed and wounded on and alongside the Minnesota in the action of the 8th and 9th March, 1862.

Killed on board the Minnesota:

1. Alexander Winslow, captain maintop.
2. Henry Smith, coxswain.
3. Dennis Harrington, captain mizzen top; killed alongside on board the *Whitehall*.

4. } Names not ascertained yet.
 5. }
 6. Robert Waugh, died on board *Minnesota*.

Wounded on board the Minnesota:

1. John Gunn, quartermaster, seriously.
2. Henry Leeland, quarter gunner, seriously.
3. Charles Dunlap, ordinary seaman, mortally.
4. Samuel W. Hiller, ordinary seaman, slightly.
5. Christopher Sewell, coal heaver, mortally.
6. Charles Thompson, seaman, seriously, perhaps mortally.
7. Joseph Augustus (musician), seriously.
8. Samuel W. Thomas (musician), slightly.
9. Seth Bennett (musician), slightly.
10. Atwell Kean, landsman, slightly.
11. John Clark, seaman, seriously.
12. Patrick Joyce, ordinary seaman, slightly.
13. Julius Bartlett, quartermaster, slightly.
14. Joyce Moore (colored), landsman, slightly.
15. Eli Parris (colored), landsman, slightly.
16. Ansel Richchurch, seaman, slightly.

Wounded alongside on board the Dragon:

17. } Names not ascertained; now on board the hospital ship *Ben*
 18. } *Morgan*.
 19. }

20. Name not known (engineer), slightly.

Total killed, 6.

Total wounded, 20.

Very respectfully,

WM. MAXWELL WOOD,
Fleet Surgeon.]

Captain G. J. VAN BRUNT,
Commanding U. S. S. Minnesota.

U. S. S. MINNESOTA, *March 10, 1862.*

SIR: I most respectfully offer the following report of ammunition expended on the 8th and 9th instant:

78 solid shot, X-inch.	180 shell, IX-inch, 15-second.
169 solid shot, IX-inch.	35 shell VIII-inch, 15-second.
67 shell, X-inch, 15-second.	5,567½ pounds of service powder.

I also wish to report to you that the battery requires refitting, being rendered useless. Locks and sights broken, breechings, side tackles, and block straps cut, blocks destroyed, rammers and sponges broken, etc. With what I have on hand I can equip ten 9-inch guns besides the pivot. The clevises on the pivot slide have carried away; the slide itself requires overhauling. Seven of the guns of the spar-deck battery were thrown overboard; also one 12-pounder boat howitzer. A part of the small arms is missing; also belts, cartridge boxes, scabbards, and frogs. All the articles put on board the *Whitehall* for safe-keeping are destroyed, she having been burned last night.

Very respectfully, etc.

CHARLES W. HOMER,
Gunner.

G. J. VAN BRUNT, Esq.,
Captain.

U. S. S. MINNESOTA,
Hampton Roads, Virginia, March 10, 1862.

SIR: In obedience to your order of this date, I submit the following report of damages sustained by this ship in hull, spars, and boats in the engagements on the 8th and 9th instant with the rebel steamers *Merrimack*, *Yorktown*, and one other, name unknown:

Port side: Received one shell on afterquarter at the water line, which cut through the planking; one shell between main and mizzen rigging below air-port line, which passed through chief engineer's stateroom, crossing and tearing up the deck over the cockpit and striking the clamp and knee in carpenter's stateroom, where it exploded, carrying away the beam clamp and knee and completely demolishing the bulk-heads, setting fire to the same and ripping up the deck. One shell passed through hammock netting abaft of main rigging, striking spar deck on starboard side, cutting through four planks, then, ricocheting, carrying away truck and axle of gun carriage and wounding waterways. Two shell passed through No. 8 port, carrying away planking timbers and deck clamps and splintering several beams and castings. One shell passed through forward part of No. 6 port, carrying away planking timber and upper sill; one shell under forerigging, which cut away sheet cable, penetrating planking timber, and splintering deck clamps. One shell on starboard side carried away hammock nettings and gangway boards. There are several wounds on port side, received from fragments of exploded shell. One shell passed through the mainmast 14 feet above deck, cutting away one-third of the mast and bursting some of the iron bands. One shell struck spar deck in starboard gangway, cutting it up. One passed from port to starboard gangway forward of mainmast, where it exploded, wounding two boats.

Very respectfully,

EBZ. THOMPSON,
Carpenter, U. S. Navy

Captain G. J. VAN BRUNT,
Commanding U. S. S. Minnesota.

—

U. S. S. MINNESOTA,
Off Hampton Roads, March 10, 1862.

SIR: I have the honor to report that the boatswain department was injured to the extent enumerated below while engaged with the rebels on the 8th and 9th instant:

Port jib guy shot away; lower boom topping-lift falls; port fore-topsail brace; port mizzen-topsail brace; port main lift; port main top-gallant clewline; main topmast pendant; forward guys of lower booms; shrouds in port main rigging; fore-topmast staysail halyards.

I am, very respectfully, your obedient servant,

PAUL ATKINSON,
Boatswain.

Captain G. J. VAN BRUNT,
Commanding U. S. S. Minnesota.

—

Abstract log of the U. S. S. *Minnesota*.

March 8, 1862.—At 12:45 p. m. saw three steamers off Sewell's Point standing toward Newport News. One of these was supposed to be the *Merrimack* from the size of her smokestack. We immediately slipped

chain and steamed toward Newport News. At 1:30 went to quarters. At 2, when off Sewell's Point, the enemy opened fire upon us, which was immediately responded to by this ship. One of the enemy's shot took effect upon the mainmast. We immediately fished and secured it with a hawser over the masthead. At 3 the ship grounded, Newport News bearing north [west?], distance about 1 mile. We backed the engine and set the mizzen topsail to back the ship off, but all to no effect, as it was high water when the ship grounded. The three rebel steamers, when we had grounded near Newport News, had attacked the U. S. ships *Cumberland* and *Congress*. At 3:30 the *Cumberland* went down with her colors flying. At 4 the *Congress* struck her colors and hoisted a white flag. At 4 the rebel steamers and the *Minnesota* commenced action, the rebels firing directly upon our bows. We immediately transported four of the broadside guns to the bow ports and commenced firing. Two of the rebel steamers commenced moving to the southward. We then opened fire upon them with our port battery. We received several shot and shell in our port side, killing two men and wounding several. From 6 until 8 p. m.: Action still continued with our port battery and bow guns, the rebels doing considerable damage to the *Minnesota*. At 7 the rebel steamers hauled off. From 8 until midnight: All preparations were made to get the ship afloat, such as getting out stream anchor, getting tugboats alongside, and making them fast; transported two of the 9-inch broadside guns to the stern ports of the cabin.

March 9.—At 2 a. m. the ship floated, but soon grounded. The U. S. battery *Monitor*, Commander [Lieutenant] J. L. Worden, arrived and reported for orders. From 4 until 8 a. m.: Received 100 9-inch solid shot from Fortress Monroe. Still at work trying to get the ship off. At 4:15 found it impossible to get the ship afloat, as the tide had fallen too much. At 6 a. m. the three rebel steamers made their appearance directly astern, and commenced firing upon us, which was promptly responded to. Signalized the *Monitor* to engage the enemy. She commenced an attack upon them, when they steamed toward Sewell's Point, followed by the *Monitor*. From 8 a. m. to meridian: U. S. S. *Monitor* still engaged with *Merrimack*, at close quarters most of the time. At 11 the *Merrimack* again returned and took her position upon our port side, distant about 1 mile, and commenced to fire upon our ship, striking her in several places, doing much damage. The enemy's fire promptly returned by this ship; one man killed and several wounded. The *Merrimack* retired. We commenced lightening the ship by starting water, hoisting out provisions, and heaving overboard seven of 8-inch guns. At 1 p. m. the *Merrimack* steamed toward Norfolk. At 2 commenced to get the ship afloat and succeeded in swinging the ship's bows down the channel. All hands were called to stand by their bags and hammocks in case we failed to get the ship off at high water, having expended nearly all of our solid shot, 9-inch. At 4:30 we succeeded in getting the ship afloat and proceeded one-fourth of a mile, when we again grounded.

March 10.—At 2 a. m. succeeded in getting the ship afloat. Came to anchor in Hampton Roads.

Report of Fleet Surgeon Wood, U. S. Navy, transmitting list of killed and wounded.

U. S. S. MINNESOTA, *March 12, 1862.*

SIR: I have the honor to enclose a list of the killed and wounded, so far as any returns have been made, in the action of this squadron with

that of the enemy on the 8th and 9th instant. Most of the wounded of the *Congress* and *Cumberland* are now in the army hospitals at Newport News and Fortress Monroe.

Very respectfully, your obedient servant,

WM. MAXWELL WOOD,
Fleet Surgeon.

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

[Enclosure.]

List of killed and wounded during the engagement on the 8th and 9th of March, 1862, off Newport News.

On board U. S. S. Minnesota :

1. Alexander Winslow, captain main top, killed.
 2. Henry Smith, coxswain, killed.
 3. Dennis Harrington, captain mizzen top, killed.
 4. John Gunn, quartermaster, wounded.
 5. Henry Leeland, quarter gunner, wounded.
 6. Charles Dunlap, ordinary seaman, wounded.
 7. Samuel W. Hiller, ordinary seaman, wounded.
 8. Christopher Sewell, coal heaver, wounded.
 9. Charles Thompson, seaman, wounded.
 10. Joseph Augustus, musician, contused.
 11. Samuel W. Thomas, musician, wounded.
 12. Seth Bennett, musician, wounded.
 13. Atwell Kean, landsman, wounded.
 14. John Clark, seaman, injured in groin.
 15. Patrick Joyce, ordinary seaman, contused.
 16. Julius Bartlett, quartermaster, wounded.
 17. Ansel Richechurch, seaman, contused.
 18. Joyce Moore (colored), landsman, wounded.
 19. Eli Parris (colored), landsman, wounded.
- Total killed, 3; wounded, 16.

On board U. S. S. Whitehall :

1. Andrew Nesbitt, third assistant engineer, killed.
2. Charles O'Connor, boy, killed.
3. Robert Waugh, seaman, killed.

On board U. S. S. Dragon :

1. [Jos.] McDonald, wounded.
2. [Charles J.] Frieze, wounded.
3. Name not ascertained, wounded.

On board U. S. S. Roanoke :

1. John McDonough, third, ordinary seaman, contused wound of scalp; serious. From U. S. S. *Congress*.
2. Robert Rogers, ordinary seaman, lacerated wound of wrist; not serious. From U. S. S. *Cumberland*.
3. T. Wade, first-class boy, lacerated wound of neck; not serious.
4. John Stockwell, boatswain's mate, dislocation of shoulder joint.

U. S. S. Cumberland :

1. ——— Butt, burns and contusion of head and face.
2. John Grady, seaman, lacerated wound of right arm; burns of face.
3. John McGunn, ordinary seaman, slight wound right side of head.
4. John Bates, ordinary seaman, slight wound of left arm and buttock.

5. John Devine, carpenter's mate, wound of left heel.
6. Edward Cobb, signal quartermaster, slight wound of head, throat, and abdomen.
7. John Gardner, quartermaster, contusion of right thigh.
8. Alex. McFadden, marine, lacerated wound of left arm.
9. John B. Cavanaugh, ordinary seaman, slight wound over left temple.
10. John Burt, ordinary seaman, contusion and abrasion of back.
11. Jos. Russell, quartermaster, exhaustion; a long time in the water.
12. Toehlin Livingston, ordinary seaman, intermittent.
13. James Benson, ordinary seaman, rheumatism.
14. Mr. Stuyvesant, master, slight penetrating wound, left forearm, from splinter.

TOTAL.

	Killed.	Wounded.
Minnesota	3	16
Whitehall	3	16
Dragon		3
Roanoke		1
Congress		1
Cumberland		(*)
	6	37

* Two now on *Roanoke*; 14 in Fort Monroe and Camp Butler.

Very respectfully,

WM. MAXWELL WOOD,
Fleet Surgeon

Additional report of Fleet Surgeon Wood, U. S. Navy, transmitting list of killed and wounded.

U. S. S. MINNESOTA,
Hampton Roads, March 14, 1862.

SIR: Since the report I had the honor to forward yesterday, I have received from Baltimore the enclosed list of wounded on board the U. S. S[hip] *Congress*.

Very respectfully, your obedient servant,

WM. MAXWELL WOOD,
Fleet Surgeon.

Flag-Officer LOUIS M. GOLDSBOROUGH, U. S. Navy,
Commanding North Atlantic Blockading Squadron.

[Enclosure.]

List of wounded on board the U. S. frigate *Congress* during the action on the 8th instant.

1. Surgeon Edward Shippen, concussion.
2. Mr. Rhodes, pilot, badly burned; died on the 9th.
3. Spencer Fish, ordinary seaman, slight wound in foot.
4. William Bangs, ordinary seaman, slight wound on face, hand, and legs.
5. Charles Trask, seaman, slight burn on the head and face.
6. Harry Millenbrock, ordinary seaman, slight burn on the arm.
7. Emanuel Denoviel, ordinary seaman, badly burned on face and hands.
8. Charles Wilson, seaman, slightly wounded.

9. William McAbee, boatswain's mate, badly burned on face and hands.
10. John Cahill, seaman, slightly wounded.
11. John Barritts, fractured thigh.
12. Edwin G. Pepper, wound on the scalp, face, and hands.
13. Jesse H. Jewell, marine, badly burned on face, hands, arms, and legs.
14. Lawrence Furlong, slightly burned on face.
15. John McClusky, amputation of thigh.
16. Alexander Johnson, severe wound, right thigh.
17. John Brislin, amputation of thigh; died since.
18. George Webster, seaman, amputation of arm; severe wound of thorax.
19. Thomas Serrin, amputation of arm and serious injuries of body.
20. Charles Tyman, corporal, amputation at hip joint; died since.
21. ——— [Leroy], ship's quartermaster, amputation of leg; died since.
22. James Goulding, Ninety-ninth [New York] Regiment, wound of scalp.
23. Patrick Clancey, marine, wound on neck and leg.
24. Stephen Brinnen, Ninety-ninth [New York] Regiment, fractured leg.
25. Samuel Furlong, Ninety-ninth [New York] Regiment, burns on head and face.
26. William Chapman, seaman, burns on face and hands.
27. James McFaden, seaman, bruised on right shoulder and left leg.
28. George S. Dean, ordinary seaman, wound on face, shoulder, and leg.
29. David Ferguson, seaman, thigh bruised.
30. Thomas Gannon, ordinary seaman, punctured wound.

Report of Captain Purviance, U. S. Navy, commanding U. S. frigate *St. Lawrence*.

U. S. FRIGATE *ST. LAWRENCE*,
Hampton Roads, March 10, 1862.

SIR: I have the honor to report the arrival of this ship on the 6th instant in Lynn Haven Bay, from New York.

After anchoring, a strong gale from the northwest commenced, and continued through the night and the following day.

On Saturday the wind abated, and while waiting for wind and tide, the U. S. gunboat *Cambridge* came alongside and reported that the rebel steam ram *Merrimack* and some side-wheel steamers were engaging the frigates *Congress* and *Cumberland* at Newport News.

At half past 2 we got underway in tow of the *Cambridge* and, when abreast of the rebel battery at Sewell's Point, the battery opened fire, one of the shells exploding under the forefoot of the *St. Lawrence*, doing, however, no material injury. The fire was returned, and, it is believed, with some effect.

The *Cumberland* had at this time gone down, having been run into by the *Merrimack*, and the *Congress* had surrendered, after a terrible slaughter of her men and when rendered perfectly powerless by the fire of the rebels.

The *Minnesota* was aground and was engaging the enemy, whose force consisted of the rebel steam ram and four or five side-wheel gunboats. When near the *Minnesota* the *St. Lawrence* grounded, and at

that time opened fire, but her shot did no execution; the armor of the *Merrimack* proved invulnerable to her comparatively feeble projectiles.

Taking advantage of these portentous circumstances, the *Merrimack* directed her attention to firing several projectiles of formidable dimensions, one of which, an 80-pound shell, penetrated the starboard quarter about 4 inches above the water line, passed through the pantry of the wardroom and into the stateroom of the assistant surgeon on the port side, completely demolishing the bulkhead, and there struck against a strong iron bar, which secured the bull's-eye of the port; it returned into the wardroom expended. It fortunately did not explode, and no person was injured. The damages done by this one shot proved the power of the projectiles which she employed, and readily explained the quick destruction of our wooden and antiquated frigates.

Our position at this time was one of some anxiety. Being aground, the tug *Young America* came alongside and got us off, after which a powerful broadside from the spar and gun decks of the *St. Lawrence*, then distant about half a mile, thrown into the *Merrimack* induced her to withdraw, whether from necessity or discretion, is not known; certainly no serious damage could have been done. After which we proceeded slowly to the anchorage, which we reached about — p. m.

The *Merrimack* again appeared the following morning and sustained for several hours the consolidated fire of the *Minnesota* and *Monitor*, abandoning the conflict finally, but apparently unharmed.

The *Minnesota* remained aground during the night, was supplied with additional ammunition, and in the morning, when attacked by the *Merrimack*, fought her guns with an energy, skill, and indomitable perseverance worthy of the noble and patriotic cause which she was defending. Unable to move, she was forced to present her feeble broadside to the enemy, who remained at long range, offering the smallest surface to her antagonist. The *Monitor*, whose performances more than equaled the highest expectations, contributed most powerfully to the withdrawal of the *Merrimack*, and her earlier arrival would have prevented the unfortunate loss of our two defenseless frigates.

All the officers and crew zealously and efficiently performed their duties.

Very respectfully, your obedient servant,

H. Y. PURVIANCE,

Hon. GIDEON WELLES,
Secretary Navy.

Captain.

Abstract log of the U. S. ship *St. Lawrence*.

March 8, 1862.—[Hampton Roads.] At 1 p. m. steamers *Roanoke* and *Minnesota* stood toward Newport News. At 1:30 discovered rebel steamers. At 2, U. S. S. *Cambridge* came out and informed us that the rebels were engaging the U. S. ships *Cumberland* and *Congress*. At 2:30 called "All hands up anchor;" hove up anchor, were taken in tow by the U. S. gunboat *Cambridge*, and stood up the roads for the enemy. At 5:25, passing Sewell's Point, the batteries opened on us, firing some half dozen shot and shell, one of which passed over our quarter-deck forward the mizzenmast and just clearing the bows of the whaleboat, another carrying away the starboard quarter block on foreyard. This fire was instantly returned by the long 32-pounders of the first division and the 8-inch 63 cwt. shell guns of the second division port, some falling short and others apparently landing in or near the battery. Proceeded up the channel; discovered the *Minnesota* to be aground; about

5:50 took the bottom ourselves; found under our starboard quarter 3½ fathoms water. The tug *Young America* came to our assistance; making her fast to our starboard quarter she, after a time, succeeded in backing us off. Finding it impossible to go any higher up, and the tide being rapid ebb, we stood toward Fortress Monroe. Discovered the rebel ram *Merrimack*, with two steamers, in chase of us, no doubt intending to head us off, if possible, abreast of Sewell's Point. About 7 the *Merrimack* opened fire on us at about 900 yards' distance, which was immediately answered with our starboard broadside, and there was rapid firing for a few minutes, when the order was given to cease firing. One shell (rifled) from the *Merrimack* passed through our starboard quarter about 8 inches above water line, carrying one frame entirely, and the half of another, away, entering the wardroom pantry, smashing barrels and boxes of stores, cutting through bulkhead, combing, and striking the deck a little abaft the magazine hatch, it ricocheted, passing into the after room on the port side, bending the iron brace, and, breaking the handle of the air-port plunger, it rebounded on wardroom deck without exploding. The tug *Young America* having fouled her propeller, cut our towline. Sent a lawser to the *Cambridge*, which towed us down abreast of the fort; came to with starboard anchor, having fired at Sewell's Point and the *Merrimack* some 80 odd shot and shell. From meridian to 8 p. m.: Fired 12 shot and shell in return to Sewell's Point, all falling short, distance being too great. Fired 74 shot and shell in return to *Merrimack's* fire; being dark, could not see the effect.

March 9.—At 12:30 a. m. magazine of the U. S. frigate *Congress* exploded. Crew at general quarters during the night. At day-light discovered rebel steamers off Sewell's Point getting up steam. From 8 to meridian: Rebel vessels engaging the *Minnesota* and battery *Monitor* at the mouth of James River. From meridian to 3 p. m.: Vessels still fighting at mouth of James River. At 2:10 p. m. rebel steamers hauled off; many of the tugs in the river go up to assist the *Minnesota* in getting off. The *Brandywine* was towed out of the harbor and up the bay by one of the gunboats. All the schooners, etc., dropped down near the light-boat. From 3 to 6: All batteries ready for action.

Report of Commander Radford. U. S. Navy, transmitting reports relative to the sinking of the U. S. ship *Cumberland*.

FORTRESS MONROE, VA., March 10, 1862.

SIR: It is my painful duty to have to report the loss of the U. S. ship *Cumberland*, under my command, on the 8th instant at Newport News, Va.

I was on board the U. S. steam frigate *Roanoke*, by order of the honorable Secretary of the Navy, as member of a court of enquiry, when the *Merrimack* came out from Norfolk. I immediately procured a horse and proceeded with all dispatch to Newport News, where I arrived only in time to see the *Cumberland* sunk by being run into by the rebel iron-clad steamer *Merrimack*. Though I could not reach the *Cumberland* before the action was over, I have the satisfaction of reporting that she was fought as long as her guns were above water. Everyone on board must have done their duty nobly.

I send with this the report of Lieutenant George U. Morris of the action, he being, in my absence, the commanding officer, and also the surgeon's report of the wounded saved. The loss was very large in

killed, wounded, and drowned, though the number can not be ascertained. Enough is known, however, to make the loss over one hundred. I send also a list of the men known to have been saved, but have no accurate means of giving the names of those lost or killed, as no officer or man brought anything on shore save what he stood in, consequently I have no muster roll of the crew.

Very respectfully, your obedient servant,

WM. RADFORD,
Commander.

Hon. GIDEON WELLES,
Secretary of the Navy.

[Enclosures.]

NEWPORT NEWS, *March 9, 1862.*

SIR: Yesterday morning at 9 a. m. discovered two steamers at anchor off Smithfield Point, on the left hand or western side of the river, distant about 12 miles. At 12 m. discovered three vessels under steam, standing down the Elizabeth River toward Sewell's Point. Beat to quarters, double breached the guns on the main deck, and cleared ship for action.

At 1 p. m. the enemy hove in sight, gradually nearing us; the iron-clad steamer *Merrimack*, accompanied by two steam gunboats, passed ahead of the frigate *Congress* and stood down toward us. We opened fire on her; she stood on and struck us under the starboard fore channels; she delivered her fire at the same time; the destruction was great. We returned the fire with solid shot with alacrity.

At 3:30 [p. m.] the water had gained upon us, notwithstanding the pumps were kept actively employed, to a degree that the forward magazine being drowned we had to take powder from the after magazine for the X-inch gun. At 3:35 [p. m.] the water had risen to the main hatchway, and the ship canted to port, and we delivered a parting fire, each man trying to save himself by jumping overboard. Timely notice was given, and all the wounded who could walk were ordered out of the cockpit, but those of the wounded who had been carried into the sick bay and on the berth deck were so mangled that it was impossible to save them. It is impossible for me to individualize; alike officers and men all behaved in the most gallant manner. Lieutenant Selfridge and Master Stuyvesant were in command of the gun deck divisions, and they did all that noble and gallant officers could do. Acting Masters Randall and Kennison, who had charge each of a pivot gun, showed the most perfect coolness and did all they could to save our noble ship, but I am sorry to say without avail. Among the last to leave the ship was Surgeon Martin and Assistant Surgeon Kershner, who did all they could for the wounded, promptly and faithfully. The warrant and steerage officers could not have been more prompt and active than they were at their different stations. The loss we sustained, I can not yet inform you, but it has been very great. Chaplain Lenhart is missing. Master's Mate John Harrington was killed. I should judge that we have lost upward of one hundred men. I can only say in conclusion that all did their duty and we sunk with the American flag at the peak.

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

GEO. U. MORRIS,
Lieutenant and Executive Officer.

Commander WILLIAM RADFORD,
Commanding U. S. Ship Cumberland.

List of the officers saved from the U. S. ship Cumberland.

William Radford, commander.	Edward Kershner, assistant surgeon.
George U. Morris, lieutenant.	Edward B. Bell, boatswain.
Thomas O. Selfridge, lieutenant.	Eugene Mack, gunner.
M. S. Stuyvesant, master.	William M. Loughton, carpenter.
William P. Randall, acting master.	David Bruce, sail maker.
William W. Kennison, acting master.	Henry Wyman, master's mate.
Charles Heywood, lieutenant marines.	E. V. Tyson, master's mate.
Lewis Smith, pilot.	Charles O'Neil, master's mate.
Charles Martin, surgeon.	Hugh Nott, paymaster's clerk.

Drowned, John L. Lenhart, chaplain; killed, John M. Harrington, master's mate.

Officers and men when action commenced.....	376
Officers and men when action was over.....	255
<hr/>	
Killed and drowned.....	121

This is a large number, and I am in hopes more men will be found.

WM. RADFORD,
Commander.

Report of Lieutenant Morris, U. S. Navy, commending for gallantry Lieutenant Heywood.
U. S. Marine Corps.

WASHINGTON, D. C., *April 12, 1862.*

SIR: Owing to the hurried manner in which my official report to Captain Radford was made, I omitted to mention to you the gallant conduct of Lieutenant Charles Heywood, U. S. Marine Corps, whose bravery upon the occasion of the fight with the *Merrimack* won my highest applause. May I respectfully ask that this be appended to my former report.

Very respectfully, your obedient servant,

GEO. U. MORRIS,
Lieutenant, U. S. Navy.

HON. GIDEON WELLES,
Secretary of the Navy.

Report of Acting Master Kennison, U. S. Navy, regarding his service on board the U. S. ship *Cumberland.*

47 CHESTER SQUARE,
Boston, March 18, 1862.

SIR: I most respectfully solicit a commission as lieutenant in the Regular Navy of the United States.

During the terrible action of the 9th [8th], off Newport News, the forward 10-inch pivot gun of the *Cumberland*, as all around say, even the rebels, that the gun was well worked and handled, and there was no sign of flinching; even at the instant of collision a shot was fired which the rebels themselves say did great execution on board of the *Merrimack*. After she had struck us, I did not stop to look at her, but superintended the loading, to give her a few more of the same sort. Even after the deck was burst up with a shell, near the abeam pivot hole, I worked the forward hole until the order was given to take to the boats. At this time the port fore-castle deck was under water, and with a last shot at the enemy I left my quarters to look out for a chance to save myself. I had got between the fore and main rigging when the

ship went down, whence I was taken by a tug. That day I had three escapes—from shot and shell, from drowning, and from steam. It has been my constant aim since I have been in the service to get ahead, and think that the reports will show that the captain and officers of the *Cumberland* and *Congress* will certify that I performed all my duties in a proper manner. I was formerly a shipmaster, as certificates and recommendations now at the Department will show.

I think that my services on that day entitle me to a commission as lieutenant in the Regular Navy.

Praying that you may grant my request, I have the honor to remain, very respectfully, your obedient servant,

WM. W. KENNISON,
Acting Master, U. S. Ship Cumberland.

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

Report of Lieutenant Pendergrast, U. S. Navy, executive officer of the U. S. ship *Congress*.

FORTRESS MONROE, VA., *March 9, 1862.*

SIR: Owing to the death of my late commanding officer, Lieutenant Joseph B. Smith, it is my painful duty to make a report to you of the part which the U. S. frigate *Congress* took in the efforts of our vessels at Newport News to repel the attack of the rebel flotilla on the 8th instant. The following are the minutes, as near as I can inform you:

At 12:40 p. m. the *Merrimack* with three small gunboats were seen steaming down from Norfolk. When they had turned into the James River channel and had approached near enough to discover their characters we cleared the ship for action.

At 2:10 p. m. the *Merrimack* opened with her bow gun with grape, passing us on the starboard side at a distance of about 300 yards, receiving our broadside and giving one in return. After passing the *Congress* she ran into and sunk the U. S. sloop of war *Cumberland*. The smaller vessels then attacked us, killing and wounding many of our crew. Seeing the fate of the *Cumberland*, we set the jib and top-sails, and, with the assistance of the tugboat *Zouave*, ran the vessel ashore.

At 3:30 the *Merrimack* took a position astern of us, at a distance of about 150 yards, and raked us fore and aft with shells, while one of the smaller steamers kept up a fire on our starboard quarter.

In the meantime, the *Patrick Henry* and *Thomas Jefferson* [*Jamestown*], rebel steamers, approached us from up the James River, firing with precision and doing us great damage.

Our two stern guns were now our only means of defense. These were soon disabled, one being dismantled and the other having its muzzle knocked away. The men were swept away from them with great rapidity and slaughter by the terrible fire of the enemy.

At about 4:30 I learned of the death of Lieutenant Smith, which happened about ten minutes previous. Seeing that our men were being killed without the prospect of any relief from the *Minnesota*, which vessel had run ashore in attempting to get up to us from Hampton Roads, not being able to bring a single gun to bear upon the enemy, and the ship being on fire in several places, upon consultation with Commander William Smith, we deemed it proper to haul down our colors without any further loss of life on our part.

We were soon boarded by an officer from the *Merrimack*, who said that he would take charge of the ship. He left shortly afterwards, and a small tug came alongside, whose captain demanded that we should surrender and get out of the ship, as he intended to burn her immediately.

—A sharp fire with muskets and artillery was maintained from our troops ashore upon the tug, having the effect of driving her off. The *Merrimack* again opened on us, although we had a white flag at the peak to show that we were out of action. After having fired several shells into us she left us and engaged the *Minnesota* and the shore batteries. We took the opportunity to man the boats and send the wounded ashore. We then ourselves left, the ship being on fire near the after magazine and in the sick bay. In fact, the ship was on fire from the commencement to the end of the action, three times in the sick bay and wardroom and twice in the main hold, produced by hot shot thrown from the *Merrimack*.

I lament to record the deaths of the following officers: Lieutenant Joseph B. Smith, Acting Master Thomas Moore, and Pilot William Rhodes, wounded (since dead).

In conclusion, I beg leave to say that the officers, seamen, and marines performed their whole duty well and courageously.

I am, very respectfully, your obedient servant,

AUSTIN PENDERGRAST,
Lieutenant, U. S. Navy.

Captain JOHN MARSTON,
Senior Officer.

I will send in a list of the casualties and missing as soon as I can ascertain them.

Very respectfully,

AUSTIN PENDERGRAST,
Lieutenant, U. S. Navy.

Report of Lieutenant Pendergrast, U. S. Navy, regarding the casualties on the U. S. ship *Congress*.

PHILADELPHIA, PA., *March 19, 1862.*

SIR: I very respectfully submit the following report as to the casualties which occurred on board the U. S. frigate *Congress* in the action of the 8th instant at Newport News:

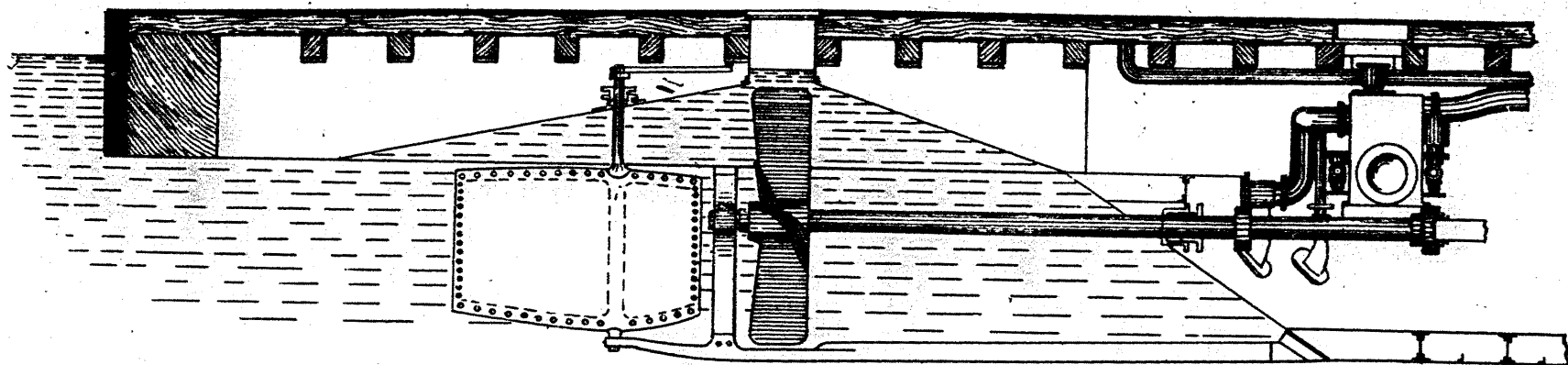
Total number of officers and men on board	434
Total number of officers and men on board accounted for	298
Total number of killed, wounded, and missing	136
Total number of wounded taken on shore	26
Total number killed and missing	110
Total number of wounded (since dead)	10
Total number of killed, missing, and died on shore	120

I regret exceedingly to record the death of Master's Mate Peter J. Hargous. He was a good, brave, and promising young officer, and is universally regretted.

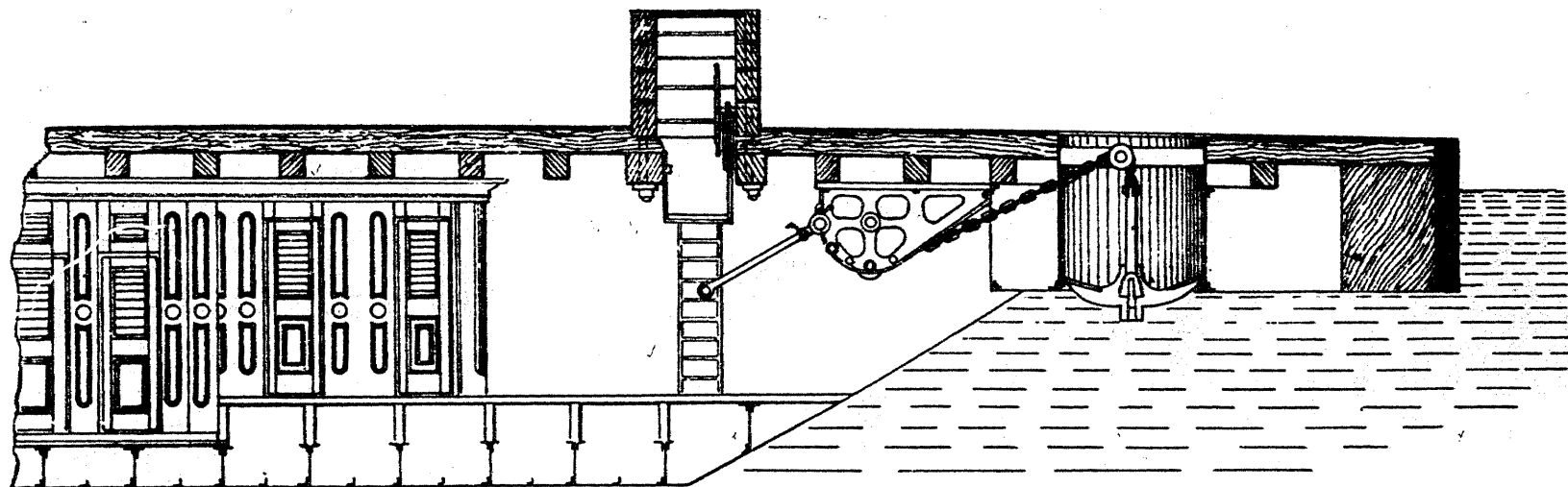
I have the honor to be, very respectfully, your obedient servant,

AUSTIN PENDERGRAST,
Lieutenant, U. S. Navy.

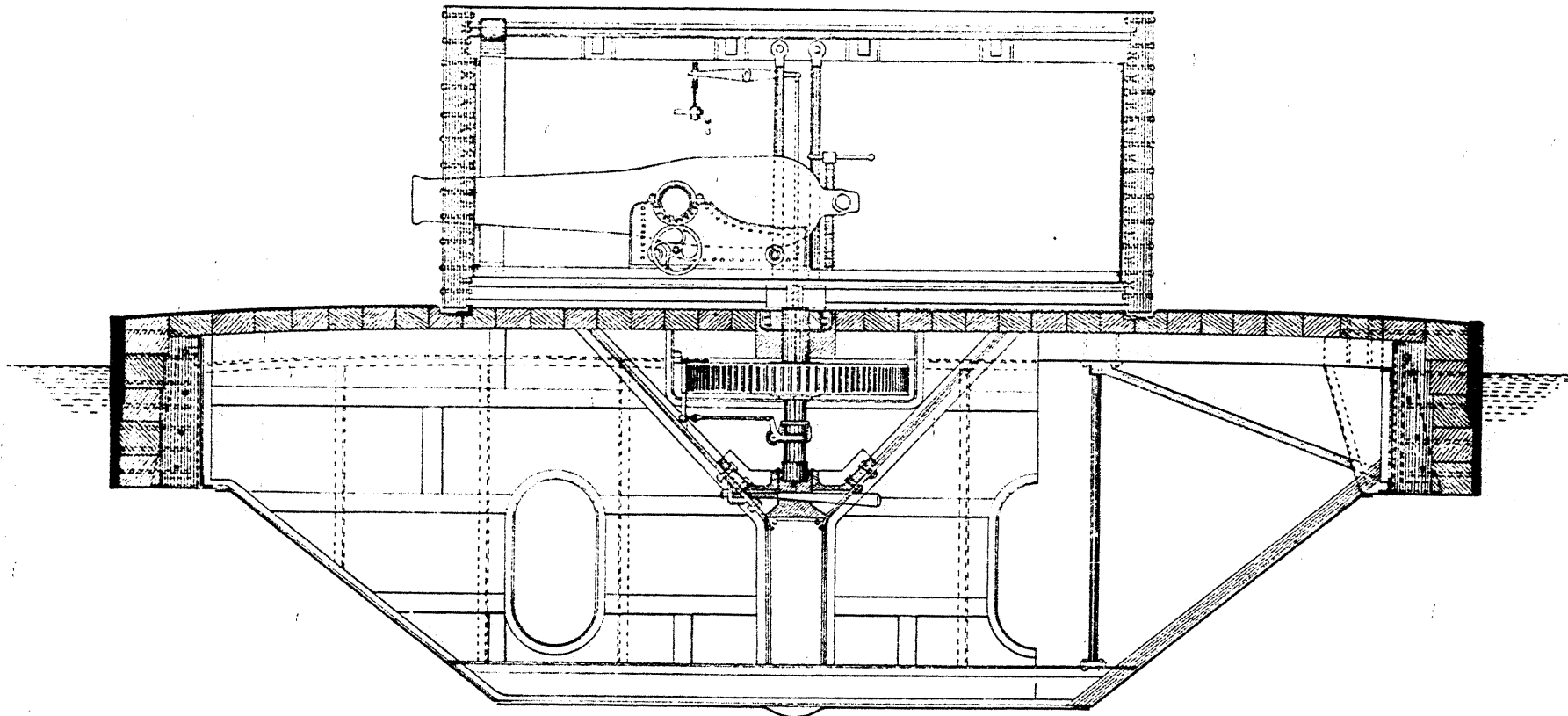
Hon. GIDEON WELLES,
Secretary of the Navy, Washington City, D. C.



LONGITUDINAL SECTION AFT.



LONGITUDINAL ELEVATION SHOWING SECTION FORWARD OF ORIGINAL MONITOR.



TRANSVERSE SECTION THROUGH TURRET OF ORIGINAL MONITOR.

Report * of Lieutenant Greene, U. S. Navy, executive officer of the U. S. S. Monitor.

U. S. IRONCLAD STEAMER MONITOR,
Hampton Roads, March 12, 1862.

SIR: Lieutenant Commanding John L. Worden having been disabled in the action of the 9th instant between this vessel and the rebel iron-clad frigate *Merrimack*, I submit to you the following report:

We arrived at Hampton Roads at 9 p. m. on the 8th instant and immediately received orders from Captain Marston to proceed to Newport News and protect the *Minnesota* from the attack of the *Merrimack*. Acting Master Howard came on board and volunteered to act as pilot.

We left Hampton Roads at 10 p. m. and reached the *Minnesota* at 11:30 p. m.

The *Minnesota* being aground, Captain Worden sent me on board of her to enquire if we could render her any assistance, and to state to Captain Van Brunt that we should do all in our power to protect her from the attack of the *Merrimack*.

I then returned to this vessel and at 1 a. m. on the 9th instant anchored near the *Minnesota*. At 4 a. m., supposing the *Minnesota* to be afloat and coming down upon us, got underway and stood out of the channel. Finding that we were mistaken, anchored at 5:30 a. m. At 8 a. m. perceived the *Merrimack* underway and standing toward the *Minnesota*. Hove up the anchor and went to quarters. At 8:45 a. m. we opened fire upon the *Merrimack* and continued the action until 11:30 a. m., when Captain Worden was injured in the eyes by the explosion of a shell from the *Merrimack* upon the outside of the eyehole in the pilot house, exactly opposite his eye. Captain Worden then sent for me and told me to take charge of the vessel. We continued the action until 12:15 p. m., when the *Merrimack* retreated to Sewell's Point and we went to the *Minnesota* and remained by her until she was afloat.

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

S. D. GREENE,
Lieutenant and Ordnance Officer.

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

Report of Acting Assistant Surgeon Logue, U. S. Navy, of casualties on board the U. S. S. Monitor.

U. S. S. MONITOR,
Off Fortress Monroe, March 11, 1862.

SIR: I have the honor to report to your Department the casualties that occurred on board this vessel during her action with the rebel steamer *Merrimack* on Sunday, March 9.

The engagement began at 8:30 a. m., but no injury was experienced by either officers or crew until 10 o'clock.

At this hour precisely Mr. Stodder, first master (volunteer), was disabled by concussion of the brain while engaged on the lookout in the turret. Insensibility remained for about ten minutes, but the reaction following did not run high enough to require active treatment. Mr. Stodder's injury resulted from his knee coming in contact with the turret at the instant a heavy shot from the *Merrimack* struck it. About ten minutes later Peter Trescott, seaman, was sent down from the turret.

* Lieutenant Worden having been wounded, made no report of this engagement until 1868. This report is on file in the Navy Department.—COMPILERS.

suffering also from concussion of the brain. This injury did not result in total insensibility, but the circulation remaining depressed for some time, I administered stimulants in small quantities, watching carefully for reaction, and when it was established controlled it successfully by cold effusion to the head.

These were the only accidents that occurred until a percussion shell near the close of the action exploded against the lookout chink of the pilot house and resulted in severe injury of the eyes of Lieutenant Commanding John L. Worden, who was stationed there during the engagement. I made an examination and succeeded in removing from the corneal conjunctiva some minute scales of iron and a small quantity of paint forced by the exploding shell from the bars composing the pilot house. He also, in a small degree, suffered from concussion, but this complication required no treatment. My further treatment of Captain Worden consisted entirely in making cold applications to his eyes, which was continued until, at the solicitations of his friends, Assistant Secretary of the Navy Fox, and Lieutenant Wise, U. S. Navy, he was removed from the *Monitor* to be taken to Washington. I am pleased to report that on the morning following the engagement the injured parties remaining on board were ready and reported for duty.

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

DANIEL U. LOGUE,

Acting Assistant Surgeon, Steamer Monitor.

Hon. GIDEON WELLES,
Secretary, U. S. Navy.

Letter from Chief Engineer Stimers, U. S. Navy, to Captain John Ericsson, giving an account of the engagement.

IRONCLAD MONITOR,
Hampton Roads, March 9, 1862.

MY DEAR SIR: After a stormy passage, which proved us to be the finest seaboat I was ever in, we fought the *Merrimaok* for more than three hours this forenoon and sent her back to Norfolk in a sinking condition. Ironclad against ironclad. We maneuvered about the bay here and went at each other with mutual fierceness. I consider that both ships were well fought. We were struck 22 times—pilot house twice, turret 9 times, side armor 8 times, deck 3 times. The only vulnerable point was the pilot house. One of your great logs (9 by 12 inches thick) is broken in two. The shot struck just outside of where the captain had his eye, and it has disabled him by destroying his left eye and temporarily blinding the other. The log is not quite in two, but is broken and pressed inward $1\frac{1}{2}$ inches. She tried to run us down and sink us, as she did the *Cumberland* yesterday, but she got the worst of it. Her bow passed over our deck and our sharp upper edged side cut through the light iron shoe upon her stem and well into her oak. She will not try that again. She gave us a tremendous thump, but did not injure us in the least. We are just able to find the point of contact.

The turret is a splendid structure. I do not think much of the shield, but the pendulums are fine things, though I can not tell you how they would stand the shot, as they were not hit.

You are very correct in your estimate of the effect of shot upon the man on the inside of the turret when it was struck near him. Three men were knocked down, of whom I was one; the other two had to be

carried below, but I was not disabled at all and the others recovered before the battle was over. Captain Worden stationed himself at the pilot house, Greene fired the guns, and I turned the turret until the captain was disabled and was relieved by Greene, when I managed the turret myself, Master Stodder having been one of the two stunned men.

Captain Ericsson, I congratulate you upon your great success. Thousands have this day blessed you. I have heard whole crews cheer you. Every man feels that you have saved this place to the nation by furnishing us with the means to whip an ironclad frigate that was, until our arrival, having it all her own way with our most powerful vessels.

I am, with much esteem, very truly, yours,

ALBAN O. STIMERS,
Chief Engineer.

Captain J. ERICSSON,
No. 95 Franklin Street, New York.

Letter from Chief Engineer Stimers, U. S. Navy, to Commodore Smith, U. S. Navy, regarding the performance of the U. S. S. Monitor.

Private.]

IRONCLAD MONITOR,
Hampton Roads, Virginia, March 17, 1862.

MY DEAR SIR: The fact that our movements have been so fully described by so many people and so fully published, has caused me to rather neglect writing many letters which I ought to have attended to, chief among which are the letters I ought to have written you.

Permit me first, my dear sir, to offer my respectful sympathy for the loss of your gallant son. I knew him well; indeed, we were shipmates in that same *Merrimack* when she sailed under an honorable flag—by people who did not steal her.

We were not well prepared by calking for a gale of wind when we left New York, and moreover, our wind pipes were not high enough. I wanted Captain Ericsson to make them the same height as the turret, which would have prevented nearly all our difficulties, but he thought them high enough to prevent any mischief, and urged the inconvenience of stowing higher ones when we should go into battle. Aside from these defects, I consider the form and strength of the vessel equal to any weather I ever saw at sea. It flows right across her deck; it looks to the sailor as if his ship was altogether under water, and it is only the man who has studied the philosophical laws which govern floatation and stability who feels exactly comfortable in her during a gale of wind.

The effects of the shot upon the vessel prove to my mind in the strongest language that laminated rolled plates are far superior to solid forged plates. The pilot house had a beam 9 inches thick by 12 inches depth, struck at an angle of 30 degrees by a 68-pound rifle shell, and it indented into the iron three-fourths of an inch and broke the beam. The turret, which is not so thick by 1 inch, was struck by a similar missile and at an equally short range (about 30 yards) at an angle of 90 degrees indented into the iron $2\frac{1}{4}$ inches (three times as far) but did not crackle the iron in the least. The indentation is carried all the way through in every case (7 in number) in which the turret was struck, and it is for this reason that laminated plates are better than the solid.

We fired nothing but solid cast-iron shot, and whenever we were directly abeam of her [*Merrimack*] and hit her, our shot went right through her. Her sides are at an angle of 45 degrees.

I am now building around the pilot house solid oak, covered with 3 inches thickness of wrought iron in three thicknesses, at an angle of 30 degrees with the horizon. Over this we will smear tallow which has been blackened by mixing it with black lead. I consider that when this is done it will thoroughly protect the eye of the observer within, as it will carry the shot too high to permit the fragments to come through.

The bronze shot which Captain Dahlgren has sent us I consider as superior for our purposes to the wrought iron. Their weight (160 pounds) is in their favor, so far as the gun is concerned, over even the cast-iron shot, and from the experiments tried they will have a superior penetration. Our difficulty, however, was not the want of penetration of the cast-iron shot—as we now have proof—but their want of homogeneity caused them to go almost anywhere except where the gun was aimed. The bronze cast over the hollow 9-inch shot must give a very well-balanced missile, and remove the only difficulty we had.

With much esteem and respect, I am, very truly, yours,

ALBAN C. STIMERS.

Commodore JOSEPH SMITH, U. S. Navy,
Chief of the Bureau of Yards and Docks,
Navy Department, Washington, D. C.

Letter from Flag-Officer Goldsborough, U. S. Navy, to Lieutenant Jeffers, U. S. Navy, requesting information regarding ammunition expended by the U. S. S. *Monitor*.

U. S. FLAGSHIP MINNESOTA,
Hampton Roads, March 16, 1862.

SIR: The Chief of Bureau of Ordnance, etc., has expressed a desire to know, if possible, how much ammunition was expended by the *Monitor* in her late engagement, especially solid shot, and whether this shot was wrought or cast. He also wishes to be made aware of the results of an examination of your bores and vents, and to have taken an impression of the interior orifice of the latter.

I am, very respectfully, your obedient servant,

L. M. GOLDSBOROUGH,
Flag-Officer.

Lieutenant Commanding WM. N. JEFFERS,
U. S. Cased Battery Monitor.

Report of Lieutenant Jeffers, U. S. Navy, regarding ammunition expended by the U. S. S. *Monitor*.

U. S. CASED BATTERY MONITOR,
Hampton Roads, March 16, 1862.

SIR: In answer to your enquiry I have to report that the *Monitor* expended forty-one solid cast-iron shot in her engagement with the *Merrimack*, equally divided between guns 27 and 28.

On inspection of the bore with a mirror no trace of injury can be observed. I have no means of examining the vent by taking an impression.

Unless absolutely necessary I shall fire no more cast-iron solid shot, as I am satisfied that shells are not more liable to fracture. The bronze coated shot I shall reserve for especial occasion. The wrought-iron shot I shall send on shore to remove the temptation to fire them. I am

satisfied that the *Merrimack* can not seriously injure the *Monitor*, but an explosion of a gun might destroy the turret.

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

WM. N. JEFFERS,
Lieutenant, Commanding.

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

Report of Commander Glisson, U. S. Navy, commanding U. S. S. Mount Vernon.

U. S. S. MOUNT VERNON,
Baltimore, Md., March 17, 1862.

SIR: This vessel having been one of those in Hampton Roads on the 8th and 9th instant, I feel it to be my duty to report to you the part we took on those days.

We were lying alongside of the coal ship *Phelps* coaling ship, with no fires lighted and part of the machinery apart and on shore for repairs, when at 12:40 we observed the rebel vessels coming down the Elizabeth River. I immediately hoisted signal No. 551 to the squadron, and at 12:55, the signal not being answered, fired a shotted gun in the direction of the enemy to call attention to it. At 1:10 the U. S. frigate *Roanoke* made signal No. 1218. Being unable to move for the reasons above stated, I dispatched an officer to ask the senior officer to allow me a tug to tow me into action. This he could not do, as he needed the services of the only tugs at his disposal for the U. S. frigates *Minnesota* and *Roanoke*. I then sent to the United States quartermaster to endeavor to borrow an army tug for the purpose, but without success.

I used every exertion in getting my machinery off from shore, and succeeded by daylight on the 9th in having the vessel under steam and ready for any service that might be needed. I was subsequently ordered to tow the U. S. storeship *Brandywine* to Baltimore and finish my repairs.

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.

Abstract log of the U. S. S. Mount Vernon.

March 8, 1862.—At 12:40 p. m. observed the rebel ironclad steam frigate *Merrimack* coming down the Elizabeth River. At 12:55 fired a shot in the direction of the enemy to attract the attention of the senior officer to our signal. Sent a boat to ask the senior officer to send us a tug to tow us into action, our machinery being apart and our fires not lighted. At 1:30 observed the U. S. frigates *Minnesota* and *Roanoke* weigh their anchors and proceed in the direction of the enemy in tow of steam tugs. Our boat returned with the information that the senior officer needed the only tugs at his disposal for the above-named frigates. Endeavored to procure a tug from the quartermaster's department without success. At 2:15 the action commenced between the U. S. frigates *Congress* and *Cumberland* and the battery at Newport News and the enemy, consisting of the *Merrimack*, *Yorktown*, *Jamestown*, and three smaller steamers.

At 2:20 shots were exchanged between the rebel batteries at Sewell's Point and the flagship *Minnesota*. At 3:20 the *Minnesota* grounded near Newport News. Heavy firing going on between all the vessels engaged. At 4 observed the U. S. frigate *Congress* hoist the white flag. At 4:30 sent on shore for the machinery of this vessel that was being repaired there. At 5:15 the U. S. frigate *St. Lawrence* passed up on her way to the scene of action in tow of U. S. S. *Cambridge*, the action still continuing. At 6:30 the U. S. frigate *Roanoke* returned to the roads, also the U. S. S. *Mystic*. The combatants ceased firing for the night. At 8:30 discovered the U. S. frigate *Congress* to be on fire. The U. S. S. [hip] *St. Lawrence* returned to the roads. At 11:30 the U. S. ironclad battery *Monitor* passed up toward Newport News. Received the machinery from the shore, none of it being repaired. Lighted the fires and commenced getting up steam.

March 9.—At 12:30 a. m. observed the U. S. S. [hip] *Congress* blow up. At daylight observed three rebel steamers coming down toward Sewell's Point. Backed the vessel down toward the senior officer's ship and fired a shot at the enemy, which fell short. From 8 to meridian: Heavy firing going on between the *Minnesota* and ironclad battery *Monitor* on one side and the *Merrimack*, *Yorktown*, and *Jamestown* on the other. At 11:30 proceeded alongside the U. S. storeship *Brandywine* to take her in tow. At meridian proceeded with the *Brandywine* in tow. At sunset New Point Comfort distant 6 miles.

Report of Acting Master Watson, U. S. Navy, regarding casualties on the U. S. S. *Dragon*.

U. S. S. DRAGON,
Hampton Roads, March 9, 1862.

SIR: I have the honor to report, while endeavoring to tow U. S. S. *Minnesota* off the bottom during the engagement with the *Merrimack*, received a shell into the boiler, where it exploded, doing serious damage to the boiler and completely destroying the inside of the vessel, with the exception of the magazine; seriously wounding Benjamin S. Hungerford, quartermaster; Charles J. Frieze, seaman; [Jos.] McDonald, fireman, who were put on board hospital ship.

Also lost all small arms and equipments, spy and marine glasses, cabin furniture; all my accounts, appointment, clothing, sword, revolver, and watch; together with sixty days' rations, which were passed aboard steamer *Whitehall* by order from *Minnesota*.

Respectfully, your obedient servant,

WM. WATSON,
Acting Master, Commanding.

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

Report of Acting Volunteer Lieutenant Goodwin, U. S. Navy, commanding U. S. bark *Amanda*.

U. S. BARK AMANDA,
Baltimore, March 10, 1862.

SIR: Your order of 9th instant to proceed to this port was received 12, noon, of that day, and considering it as a peremptory order admitting of no delay, I immediately hove up my anchor and, in tow of

steamer *Currituck*, proceeded on, although a part of my ship's company and three officers were doing duty in other parts of the harbor.

My executive officer, Mr. R. J. Hoffner, and Master's Mate Campbell, with 11 men, I sent on board steam tug *America* to assist first the *Roanoke* and then the *Minnesota* (the captain of that tug having refused to lend his aid), and presume he was [they were] at the latter ship when I left.

On the evening of the 8th, hearing the *Monitor* was expected up the bay, I pulled down to the inner light-ship, boarded her, and came up in her, pointing out to Captain Worden the position of your ship. When he again got underway, no pilot was to be found willing to take her up to Newport News, or rather to the *Minnesota*, and I detailed from the *Amanda* Acting Master Samuel Howard as a pilot for the *Monitor*, having perfect confidence in his knowledge of the channel, and without doubt he was on board the battery when I left. Hoping I have not been in error in any of the above actions,

I am, respectfully, your obedient servant,

N. GOODWIN,

Acting Volunteer Lieutenant, U. S. Navy.

[Captain JOHN MARSTON, U. S. Navy.]

[From the Evening Press, March 18, 1862.]

Among the many incidents in connection with the naval engagement in Hampton Roads, there are two which have come to our notice, which we deem worthy of praise:

When the *Minnesota* was found to be aground and in great danger of being destroyed by the *Merrimack*, all the available tugs at Fortress Monroe were sent to her assistance. At that time the *America*, a very powerful steam propeller in the employ of the Government, was lying off the fort, and was ordered to go to the relief of the *Minnesota*. The captain refused to get up steam on the vessel. The provost-marshal immediately called for volunteers to man the *America*. The bark *Amanda* (six guns), which had arrived a few days before from the blockade off Wilmington, was lying at anchor near by, and the first lieutenant and Master's Mate George O. Campbell, of Willimantic, Conn., with 13 men, volunteered immediately, went on board the propeller, ordered the engineer to get up steam, put the captain and crew under a guard of marines and sent them to the fort, hove up anchor, and went up and stayed by the *Minnesota* until she was brought to her anchorage abreast of the Rip Raps on Monday morning.

The *America* was under fire during the whole engagement, and the officers without sleep or rest from Saturday until Monday, but no lives were lost, though the vessel was a good deal damaged.

The other fact is this: After the *Monitor* arrived twenty Baltimore pilots refused to take her to Newport News, excusing themselves because they did not know the channel when, at any other time, they would have jumped at the chance. At this juncture Acting Master Howard, of the *Amanda* (before mentioned), offered his services, piloted the *Monitor* to where the *Minnesota* was aground, and was the means of saving that vessel as well as Newport News probably. We hope such deeds may not be overlooked.

[Endorsement.]

Respectfully referred to Flag-Officer Goldsborough.

[G. V. Fox.]

NAVY DEPARTMENT, March 21, 1862.

Abstract log of the U. S. storeship *Brandywine*.

March 8, 1862.—At 1:30 p. m. the *Merrimack* hove in sight steering for Newport News, in company with three tugs. At 2, frigates *Roanoke* and *Minnesota* got underway and proceeded to Newport News. At 2:25 firing commenced from the Rip Raps, Sewell's Point, Craney Island, and Newport News. 4: firing still continues from five rebel boats and replied to by the *Congress*, *Cumberland*, and others on our side. At 5:30 p. m. the frigate *St. Lawrence* came in, towed by the steamer *Cambridge*, and proceeded to Newport News to assist our force there. All hands to quarters. At 8:30 p. m. saw fires at Newport News, found to be the frigate *Congress* burning; continued to burn during the watch. At 11:30 the Ericsson battery [*Monitor*] came in and proceeded to Newport News.

March 9.—Commences with calm, clear weather. The *Congress* still burning. At 12:30 a. m. the *Congress* blew up. At 5:30, day breaking, saw the *Minnesota* in position. At 6 saw three rebel steamers approaching. Called all hands to quarters. United States gunboat hoisted signal, got underway, and fired a gun. At 8 firing commenced from the *Merrimack*, which was returned by the Ericsson battery [*Monitor*] and *Minnesota*. It has been reported here that the U. S. ship *Cumberland* has been sunk by the *Merrimack*. All hands still at quarters. From 8 to 12 m. the *Merrimack* and Ericsson battery [*Monitor*] engaged each other. The engagement continued until 12 m., when the U. S. S. *Mount Vernon* came alongside with orders to take this ship to Baltimore.

Abstract log of the U. S. bark *Braziliera*.

March 8, 1862.—At 1 p. m. a rebel steam battery made her appearance off Sewell's Point, accompanied by several smaller gunboats. *Minnesota*, *Roanoke*, and gunboats got underway and proceeded to the scene of action. At 4 saw that the frigate *Congress* had the white flag flying at her peak and main topgallant masthead. Wind at the time moderate from the W. to W. S. W. Very heavy firing from our forces against the rebel ships and batteries. At 6 the *Roanoke* returned in tow of small tugs. The *St. Lawrence* arrived at 5 and proceeded immediately to the support of the *Minnesota*, but returned to Fortress Monroe at 6:45. At 8 firing on both sides slackening. At 7:50 fire broke out on board the frigate *Congress*. She blew up between 12 and 1 a. m. Two gunboats and Ericsson's battery [*Monitor*] arrived.

March 9.—At 7 a. m. rebel gunboats opened fire on the *Minnesota* and Ericsson battery [*Monitor*]. Forenoon, heavy firing between our naval force and the rebel batteries and gunboats. At noon the rebel forces hauled off and stood up toward Norfolk. Storeship *Brandywine* left in tow of U. S. S. *Mount Vernon* at 1 p. m. In the evening the steam frigate *Minnesota* returned to her anchorage.

March 10.—At 2 a. m. saw flames break out from the steamer *Whitehall*. She burned to the water and sank. At 8 the Ericsson battery [*Monitor*] returned from Newport News and anchored under Fortress Monroe. At 2 p. m. tug *George Washington* came alongside with an acting master and 38 men from the U. S. frigate *Roanoke* to remove us lower down. At 5:40 came to anchor, light on point S. W. by W., distant 1 mile.

Abstract log of the U. S. S. Cambridge.

March 8, 1862.—At 1:30 p. m. saw the rebel steamer *Merrimack* and two others coming out from behind Sewell's Point. The *Minnesota* and *Roanoke* got underway to engage them. We immediately steamed out to the frigate *St. Lawrence*, at anchor 5 miles below, and took her in tow and started for Hampton Roads. From 4 to 6 p. m.: *St. Lawrence* in tow. When abreast of Sewell's Point, the enemy's batteries opened fire upon us, which was returned by both ships; found the *Cumberland* sunk, the *Congress* ashore on Newport News Point and her crew leaving her, and the *Minnesota* aground, the *Merrimack* engaging her. The *St. Lawrence* taking the ground, cast off from her and prepared to tow her again. Several shot struck the ship without doing much injury. From 6 to 8: Endeavoring to get the *St. Lawrence* in tow, stove in our quarter-rail by collision. Observed the *Congress* on fire. The enemy's vessels withdrawing toward Sewell's Point. At 8 p. m. got the *St. Lawrence* in tow again and stood down for the fort, the enemy's vessels firing upon us. At 8:30 dropped the *St. Lawrence* and anchored. Reported on board the *Roanoke*. At 11 the bombproof battery *Monitor* got underway and stood up for the *Minnesota*.

March 9.—At 12:40 a. m. the *Congress* blew up. Two small steamers came down from the *Minnesota* and communicated with the *Roanoke*. At 8:50 the *Merrimack* and *Monitor* came to close quarters, apparently trying to board. Heavy firing between them. At 9:30 received orders to go to Beaufort, N. C., from the senior officer and immediately got our anchor and stood down the bay.

Abstract log of the U. S. S. Mystic.

March 8, 1862.—At 1:10 p. m. observed rebel steamer *Merrimack* and two other of the enemy's steamers coming down Elizabeth River toward Newport News. At 1:20 flagship fired gun. At 1:25 U. S. S. [team] frigate *Minnesota* got underway and proceeded toward Newport News. At 1:40 flagship *Roanoke* got underway. At 2 action commenced at Newport News between U. S. frigates *Cumberland* and *Congress* and the enemy. At 3 got underway in tow of steamer *Kingston* and followed flagship. At 3:20 observed three steamers coming down James River. At 3:50 the U. S. frigate *Congress* struck her flag. At 4 flagship turned back. At 4:10 turned round and followed flagship, it being apparent that in our disabled state we could not be of any assistance. At 5:20 U. S. frigate *St. Lawrence* passed us, going up in tow of the U. S. S. *Cambridge*. At 5:50 engaged Sewell's Point battery with our starboard guns. At 8:20 discovered a large fire bearing W. S. W., supposed it to be the *Congress* set on fire by the rebels. At 9 U. S. S. *Monitor* arrived and proceeded toward Newport News.

March 9.—At 8 a. m. saw rebel steamers off Sewell's Point. At 8:30 action commenced off Newport News between rebel steamers *Merrimack* and two others and U. S. steamers *Minnesota* and *Monitor*. At 9:30, in answer to signal from flagship, dropped farther down, moving out of the way of the guns of the fort. At noon action still going on at Newport News. At 12:30 p. m. action ceased between the United States steamers and the rebels, the latter running away up Elizabeth River.

Letter from Lieutenant Greene, U. S. Navy, to J. H. Murray, esq., regarding Quartermaster Williams, of the U. S. S. Monitor.

U. S. IRONCLAD STEAMER MONITOR,
Hampton Roads, March 25, 1862.

DEAR SIR: I received to-day your communication of the 21st instant. Peter Williams, quartermaster, is the name of the man who steered this vessel during her engagement with the *Merrimack* on the 9th instant. Please give my regards to Mr. Fox, and my apology to him for not speaking to him about his kind note of the 11th instant.

Yours, truly,

S. D. GREENE,
Lieutenant, U. S. Navy.

J. H. MURRAY, Esq.,
Navy Department, Washington, D. C.

Report of Major-General Wool, U. S. Army, commanding Department of Virginia.

HEADQUARTERS DEPARTMENT OF VIRGINIA,
Fort Monroe, Va., March 9, 1862.

GENERAL: Two hours after I sent my hurried dispatch to the Secretary of War last evening the *Monitor* arrived and saved the *Minnesota* and *St. Lawrence*, which were both aground when she arrived.

The *Merrimack*, supported by the *Yorktown* and *Jamestown*, commenced an attack on the *Minnesota* (still aground) early this morning, and after a contest of five hours was driven off in a sinking condition by the *Monitor*, aided by the *Minnesota*, and towed by the *Jamestown* and *Yorktown* toward Norfolk, for the purpose, no doubt, of getting her, if possible, in the dry dock for repairs.

It is reported that Magruder is approaching Newport News with a large force of infantry. I have reenforced that post with three regiments, a light battery of six pieces, and a company of dragoons. The command consists altogether of over or about 8,000 men. My command consists altogether of 10,000 effective men.

The *Cumberland* was sunk, and we lost more than one-half of her crew. The *Congress* surrendered, but the crew was released and the officers taken as prisoners. The *Minnesota* has got off, but it is reported she is in a sinking condition.

It is to be hoped that I will be largely reenforced, including two additional light batteries. The *Monitor* is far superior to the *Merrimack*. The first has only two guns, while the *Merrimack* has eight.

I have the honor to be, very respectfully, your obedient servant,
JOHN E. WOOL,
Major-General.

Major-General GEORGE B. MCCLELLAN,
Commanding the Army, Washington, D. C.

(Similar report to Secretary of War.)

Report of Brigadier-General Mansfield, U. S. Army, commanding brigade.

HDQRS. FIRST BRIG., FIRST DIV., DEPT. OF VIRGINIA,
Newport News, March 10, 1862.

SIR: I have the honor to report that in the forenoon of Saturday, the 8th instant, the commanders of the *Congress* and *Cumberland*, at anchor in the stream, notified me that the ironclad *Merrimack* steamer of the

enemy was approaching from Norfolk to attack them, and I immediately telegraphed you to that effect. At about 2 o'clock p. m. she approached very near these vessels slowly, engaged first the *Congress*, and passed on to the *Cumberland* and ran into her, and all within a mile of our batteries. I immediately ordered Lieutenant-Colonel G. Nauman, chief of artillery, to open our batteries of four columbiads and one 42-pounder James gun to fire on her. It was done with alacrity, and kept up continuously with spirit as long as she was in range, and although our shot often struck her, they made no impression on her at all. I also ordered three of our 8-inch siege howitzers from the land batteries hauled by hand and brought to bear on her from the bank of the river, and two of Howard's light battery rifled guns, but no visible serious damage to her from our guns was done, such was the strength of her mail.

As soon as the *Cumberland* was sunk, three steamers, supposed to be the *Yorktown*, *Jamestown*, and a tug came down the River from Day's Point under full head of steam. Our guns were then turned on them, but they kept at a distance and moved rapidly past, and received but little damage from us.

During the sinking of the *Cumberland*, the *Congress* slipped her cable and hoisted sail and ran ashore just above Signal Point, where many of her men escaped to the shore, and was then followed by the *Merrimack*, and after two raking shots she hauled down her flag and hoisted a white flag and ceased action. The enemy then sent two steamers with Confederate flags flying and made fast on either side of her, with a view to haul her off or burn her. As soon as I saw this I ordered Colonel Brown, of the Twentieth Indiana Regiment, then close at hand, to send two rifle companies (A and K) to the beach. The two rifled guns, under Captain Howard, and a rifled Dahlgren howitzer, manned by Master Stuyvesant and fourteen sailors of the *Cumberland*, went into action from a raking position on the beach, covered by sand banks and trees, against these steamers.

We here had them at about 800 yards to advantage, and immediately they let go their hold on the *Congress* and moved out of range with much loss. They endeavored to approach her again with a steamer and rowboat, but were beaten off with loss, till finally the *Merrimack*, finding her prize retaken, approached and fired three shots into her and set her on fire. The remaining men escaped from the *Congress* over the bows of the ship to the shore, assisted by our boats, and the wounded were removed by dark.

Thus closed the tragedy of the day. The enemy retired at dark toward the opposite shore, and the *Congress* illuminated the heavens and varied the scene by the firing of her own guns and the flight of her balls through the air till about 2 o'clock in the morning, when her magazine exploded and a column of burning matter appeared high in the air, to be followed by the stillness of death. Through the whole day our troops were under arms, and the officers and men engaged at the batteries and as riflemen on the beach performed their duty well, and the enemy were beaten off wherever we could penetrate them. All was done that it was possible to do under the circumstances to save these ships from the enemy. Some officers and men from the *Cumberland*, as they escaped to the shore, came forward and volunteered their services at our guns and afforded aid. Toward the close of the day the enemy must have experienced considerable loss. There were none killed of my command, and but one man, private of the Seventh New York Volunteers, severely wounded by a shell from the *Merrimack*, resulting in the loss of his leg.

The loss on the part of our Navy must have been great by the bursting of shells and the drowning by the sinking of the *Cumberland*, although our best efforts were made to save them. Our ships were perfectly helpless against the *Merrimack*, as their broadsides produced no material effect on her.

All of which is respectfully submitted.

JOS. K. F. MANSFIELD,
Brigadier-General, Commanding.

Major-General JOHN B. WOOL,
Commanding Department of Virginia.

Report of Colonel Wardrop, Ninety-ninth New York Infantry.

HDQRS. UNION COAST GUARD, 99TH REGT. N. Y. V.,
Camp Hamilton, Va., March 20, 1862.

SIR: I have this morning received the official report of Captain William J. McIntire, commanding Company D, of this regiment, who has been doing duty on board of the U. S. frigate *Congress* from January 13 until March 8, when they were attacked by the rebel ironclad gunboat *Merrimack*, or *Virginia*, and forced to surrender, after the ship was ashore and helpless. Captain McIntire reports 9 killed, 10 wounded, 7 missing.

Respectfully, your obedient servant,

D. W. WARDROP,
Colonel, Commanding Ninety-ninth Regiment, N. Y. V.

Lieutenant CHARLES LORCH,
Post Adjutant, Camp Hamilton.

Report of Captain McIntire, Ninety-ninth New York Infantry (Union Coast Guard).

FORTRESS MONROE, VA., *March 18, 1862.*

SIR: I have the honor to report to you that with my company I was on board the U. S. frigate *Congress* in the fight with the ironclad floating battery *Merrimack*, or *Virginia*, on the 8th instant, off Newport News, Va. As you are aware, my company was detailed on the 13th of January last to make up the crew of the *Congress*, having that day paid off and discharged over 300 men; we remained on board practicing at the big guns until the 8th instant, at which time there were with me George L. Elder, second lieutenant, and 87 enlisted men of my company; of the ship's officers and men there were two hundred and seventy odd. About 1:30 p. m., on the 8th day of March, 1862, the *Merrimack* opened fire upon us with her two bow guns, and as she passed up the James River gave a broadside from four guns, to which we replied with our starboard battery and stern guns, as long as they would reach. The *Merrimack* after going up the river, just beyond our range, turned toward the sloop of war *Cumberland*, lying some 800 yards above us; after firing many raking shots into her (the *Cumberland*) she (the *Merrimack*) ran into the *Cumberland*; then drawing off a short distance the *Merrimack* renewed fire, and ran again into the *Cumberland*, when the latter commenced sinking rapidly, and very soon fell over on her beam ends; during this time the *Merrimack* was occasionally sending a shot into us, and engaging the shore battery, L Company,

Fourth U. S. Artillery, which was actively firing upon her. Only our stern guns could be brought to bear on the *Merrimack*, and those endangering the *Cumberland*, we ceased firing; but before the *Cumberland* sank, the rebel steamers *Jamestown*, *Yorktown*, and a tug, which came in sight at the beginning of the action, had reached an effective position and were rapidly firing upon us, to which we gave an almost constant answer with our starboard guns. When the *Merrimack* was approaching the *Cumberland*, finding our ship would not swing to her cable, we let it slip, set sail, and ran her aground. The *Merrimack*, having sunk the *Cumberland*, was placed in a raking position toward us, about 100 yards from our stern, when she commenced a rapid and most destructive fire with shot and shell upon us, breaking the muzzle of one and dismounting the other of our stern guns; it was only then our commander, Captain William Smith, ordered our flag to be lowered. The rebel steamers continuing to fire upon us, we hoisted a white flag to the peak, when in a few minutes the rebel tug *Beaufort* came alongside; an officer boarded us, ordered the men ashore; said he would take officers and burn the ship, and seemed unwilling to wait for the wounded to be taken out; but, thank God, our troops on shore kept up such a galling fire upon his vessels that he was forced to leave our decks and move his tug off in haste; when she left our side a short distance, notwithstanding our white flag, the *Merrimack* opened on us again with shot and shell, one shell bursting on our gun deck, killing five or seven, it is said, but so many dead were lying around that it was impossible to tell which number was correct. About the time the rebel officers left our deck many of the men jumped overboard into the river, and some twenty-odd upon the *Beaufort*. The latter were the only prisoners taken. The ship's boats being lowered, we commenced active operations to get the wounded and men on shore, and our exertions were not lessened by a knowledge among the officers that the fire was increasing immediately over the powder magazine (and then we could only hope to delay the first progress by covering the hatches, which was done), yet it was in the dusk of the evening when the officers left, the wounded and all the men having been sent on shore. During the whole of this terrible engagement my men behaved with admirable bravery and coolness, and though the ship was on fire several times in different places during the action, and the dead and wounded were falling everywhere, yet all orders were promptly obeyed, and everyone kept at his post. Among such general good behavior it would seem difficult in justice to the rest to especially notice any one of my company as most eminently active and useful, and yet the concurrent testimony of the ship's officers and my own observation was that Second Lieutenant George L. Elder and Private John Reel displayed the coolest courage and greatest activity in fighting the ship, helping the wounded, and deserve to be particularly mentioned in this report. Previous to the approach of the *Merrimack* within rifle musket shot of us, Lieutenant Elder and myself were engaged in seeing that our men were at their posts, helping the wounded to the cockpit, passing water to extinguish the fire, and pulling on ropes to work the ship, whichever was most necessary. On the *Merrimack* nearing us, we carried muskets to the poop deck and fired at her portholes. Being ordered from here on account of sharpshooters firing from the *Merrimack*, we descended to the captain's cabin, and while firing from there a shot passed through the cabin, killing our sailing master, Mr. Moore, on the quarter-deck, and the splinters it made knocked a marine down and myself, wounded him very badly on the face and head, and throwing Lieutenant Elder

against the bulkhead. I escaped with but a light scratch on my wrist and a bruise on my breast. On reaching the shore, Lieutenant Elder and myself started to find our wounded men, whom we saw in the hospitals of the different regiments in Camp Butler, receiving every attention from the surgeons of the Army. During that night Corporal Charles Tyman, who was badly wounded in the hip, died under the surgeon's knife; the next day at noon we buried him and Lieutenant Joseph B. Smith and Quartermaster Leroy, of the U. S. Navy, with the honors of war, in the camp burial ground, all receiving their death wounds on the frigate *Congress*. The bodies of all killed, excepting those in this action, were probably burned that night in the ship, as her magazine exploded shortly after midnight. The next morning, finding the *Monitor* was fully a match for the *Merrimack* and was keeping her engaged 2 miles from us, I manned two boats with 20 of my own men and made a three hours' search and found nothing worthy of note. It now becomes my painful duty to add a list of the killed, missing and wounded of my company.*

All of which is respectfully submitted.

Yours, obediently,

WILLIAM J. MCINTIRE,

Captain Company D, Ninety-ninth Regiment New York Volunteers.

Colonel D. W. WARDROP,

*Union Coast Guard, 99th Regt., New York State Vols.,
Camp Hamilton, Va.*

Letter from the Secretary of the Navy to Flag-Officer Goldsborough, U. S. Navy, transmitting letter of thanks from the Department to Lieutenant Worden, U. S. Navy.

NAVY DEPARTMENT, *March 21, 1862.*

SIR: I herewith enclose a copy of a letter of thanks addressed by the Department on the 15th instant to Lieutenant Commanding John L. Worden, which you will cause to be read to the officers and crew of the *Monitor*.

I am, respectfully, your obedient servant,

GIDEON WELLES.

Flag-Officer L. M. GOLDSBOROUGH,

Comdg. North Atlantic Blockading Squadron, Hampton Roads.

[Enclosure.]

NAVY DEPARTMENT, *March 15, 1862.*

SIR: The naval action which took place on the 10th [9th] instant between the *Monitor* and the *Merrimack* at Hampton Roads, when your vessel with two guns engaged a powerful armored steamer of at least eight guns, and after a four hours' conflict repelled her formidable antagonist, has excited general admiration and received the applause of the whole country.

The President directs me, while earnestly and deeply sympathizing with you in the injuries which you have sustained, but which it is believed are but temporary, to thank you and your command for the heroism you have displayed and the great service you have rendered.

The action of the 10th [9th], and the performance, power, and capabilities of the *Monitor*, must effect a radical change in naval warfare.

* Nominal list (omitted) shows 9 killed, 15 wounded, and 7 missing.

Flag-Officer Goldsborough, in your absence, will be furnished by the Department with a copy of this letter of thanks, and instructed to cause it to be read to the officers and crew of the *Monitor*.

I am, respectfully, your obedient servant,

GIDEON WELLES.

Lieutenant JOHN L. WORDEN, U. S. Navy,
Commanding U. S. S. *Monitor*, Washington, D. C.

A resolution expressive of the thanks of Congress to Lieutenant J. L. Worden, of the U. S. Navy, and to the officers and men under his command in the *Monitor*.

Resolved by the Senate and House of Representatives of the United States of America in Congress assembled, That the thanks of Congress and of the American people are due and are hereby tendered to Lieutenant J. L. Worden, of the United States Navy, and to the officers and men of the ironclad gunboat *Monitor*, under his command, for the skill and gallantry exhibited by them in the late remarkable battle between the *Monitor* and the rebel ironclad steamer *Merrimack*.

SEC. 2. *Be it further resolved*, That the President of the United States be requested to cause this resolution to be communicated to Lieutenant Worden, and through him to the officers and men under his command.
Approved, July 11, 1862.

Joint resolution tendering the thanks of Congress to Commander John L. Worden, of the U. S. Navy.

Resolved by the Senate and House of Representatives of the United States of America in Congress assembled, That in pursuance of the recommendation of the President of the United States, and to enable him to advance Commander John L. Worden one grade, in pursuance of the ninth section of the act of Congress of sixteenth July, eighteen hundred and sixty-two, that the thanks of Congress be, and they are hereby, tendered to Commander John L. Worden for highly distinguished conduct in conflict with the enemy in the remarkable battle between the United States ironclad steamer *Monitor* under his command, and the rebel ironclad frigate *Merrimack*, in March, eighteen hundred and sixty-two.

Approved, February 3, 1863.

Letter from the crew of the U. S. S. *Monitor* to Captain Worden, U. S. Navy, expressing their sympathy and affection.

HAMPTON ROADS April 24th 1862 U. S. *Monitor*

To our Dear and Honored CAPTAIN

DEAR SIR These few lines is from your own Crew of the *Monitor* with there Kindest Love to you there Honored Captain Hoping to God that they will have the pleasure of Welcoming you Back to us again Soon for we are all Ready able and willing to meet Death or any thing else only gives us Back our own Captain again Dear Captain we have got your Pilot house fixed and all Ready for you when you get well again and we all Sincerely hope that soon we will have the pleasure of welcoming you Back to it again (for since you left us we have had no pleasure on Board of the *Monitor* we once was happy on Board of our

little *Monitor* But since we Lost you we have Lost our all that was Dear to us Still) we are Waiting very Patiently to engage our Antagonist if we could only get a chance to do so the last time she came out we all thought we would have the Pleasure of Sinking her But we all got Disappointed for we did not fire one Shot and the Norfolk papers Says we are Coward in the *Monitor* and all we want is a chance to Shew them where it lies with you for our Captain we can teach them who is cowards But there is a great Deal that we would like to write to you But we think you will soon be with us again yourself But we all join in with our Kindest Love to you hoping that God will Restore you to us again and hopping that your Sufferings is at an end now and we are all so glad to hear that your eye Sight will be Spaired to you again, we would wish to write more to you if we have your Permission to do so But at Present we all conclude By tendering to you our Kindest Love and affection to our Dear and Honored Captain.

We Remain untill Death your Affectionate Crew

THE MONITORS BOYS.

[Endorsement.]

This letter was addressed to me, on the envelope which covered it, at Washington, D. C., and was received two or three days after its date.

JOHN L. WORDEN.

Letter from Lieutenant Morris, U. S. Navy, to Lieutenant Murray, U. S. Navy, recommending for promotion Acting Master Kennison.

U. S. S. PORT ROYAL,
Brooklyn Navy Yard, May 1, 1862.

DEAR FRANK: Your letter reached me safely. You asked me to report in writing the conversation we had concerning Mr. Kennison during the late action of the *Cumberland*. I do not remember the words, but the substance was that I considered him one of the most promising masters I knew, and recommended on that account, as well as for his marked bravery during the action, he should be promoted by the Department. He had charge of the forward pivot gun. I was near him when the *Merrimack* ran into us. He contrived to fire his gun coolly and calmly. Perfectly unmoved, he continued to fire his gun until she sank.

Yours, truly,

GEO. U. MORRIS.

Lieutenant FRANK K. MURRAY, U. S. Navy.

Report of Lieutenant Morris, U. S. Navy, regarding his recommendation of Acting Master Kennison, U. S. Navy.

U. S. GUNBOAT PORT ROYAL,
Off City Point, May 24, 1862.

SIR: I have the honor to acknowledge the receipt of your communication of the 19th instant, in which you ask: "Will you please state distinctly whether Mr. Randall and Mr. Kennison stand on an equal footing, or whether it is still your opinion that Mr. Kennison is preeminently distinguished?"

By referring to my official report of the action between the *Cumberland* and *Merrimack*, you will perceive I stated that Mr. Kennison

and Mr. Randall were equally distinguished for coolness and bravery. I will inform the Department that I did not mention Mr. Kennison as having been preeminently distinguished in that action, but as being preeminently qualified for the position of acting volunteer lieutenantancy, on account of his having evinced during the period he was on board the *Cumberland* a strong desire to perfect himself in all duties appertaining to his new profession, in which he was eminently successful.

Very respectfully, your obedient servant,

GEO. U. MORRIS,
Lieutenant, U. S. Navy.

Hon. GIDEON WELLES,
Secretary of the Navy.

Report of the Secretary of the Navy of the Confederate States, transmitting official reports of Lieutenant Jones and Surgeon Phillips, C. S. Navy.

CONFEDERATE STATES OF AMERICA,
Navy Department, Richmond, March 11, 1862.

SIR: I have the honor to lay before you the official report of the naval engagement between the James River Squadron, under the command of Flag-Officer Franklin Buchanan, and the enemy's fleet in Hampton Roads on the 8th instant.

Flag-Officer Buchanan, in the immediate command of the steam sloop *Virginia*, was disabled near the close of the engagement by a painful, though not dangerous, wound, and the report is made by the executive officer upon whom the command devolved—Lieutenant Jones.

The steam sloop *Virginia*, of 10 guns; the *Patrick Henry*, Commander Tucker, of 6 guns; the *Jamestown*, Lieutenant Commanding Barney, of 2 guns; the *Raleigh*, Lieutenant Commanding Alexander; the *Beaufort*, Lieutenant Commanding Parker, and the *Teaser*, Lieutenant Commanding Webb, each of 1 gun, composed our squadron. With this force of 21 guns, Flag-Officer Buchanan engaged the enemy's fleet, consisting of the frigates *Cumberland*, of 24 guns; the *Congress*, of 50 guns; the *St. Lawrence*, of 50 guns, and the steam frigates *Minnesota* and *Roanoke*, each of 40 guns, the enemy's batteries at Newport News, and several small steamers armed with heavy rifled guns.

The engagement commenced at 3:30 p. m., and at 6 o'clock p. m. he had sunk the *Cumberland*, captured and burned the *Congress*, disabled and driven the *Minnesota* ashore, and defeated the *St. Lawrence* and *Roanoke*, which sought shelter under the guns of Fortress Monroe. Two of the enemy's small steamers were blown up and two transport steamers were captured.

The *Cumberland* went down with all on board, her tops only remaining above water, but many of her people were saved by boats from the shore.

The loss of the enemy has not been ascertained. Our loss is very small, but has not been officially communicated.

The flag of the *Congress* and the sword of the officer commanding at the time of her surrender are at this Department, together with the flag and sword of the gunboat *Fanny*, captured by Flag-Officer Lynch in October last; and I submit for your consideration the propriety of providing for the safe-keeping of these and similar trophies.

To the dashing courage, the patriotism, and eminent ability of Flag-Officer Buchanan and the officers and men of his squadron our country

is indebted for this brilliant achievement, which will hold a conspicuous place among the heroic contests of naval history.

With much respect, your obedient servant,

S. R. MALLORY,
Secretary of the Navy.

To the PRESIDENT.

[Enclosure.]

C. S. STEAM BATTERY VIRGINIA,
Off Sewell's Point, March 8, 1862.

FLAG-OFFICER: In consequence of the wound of Flag-Officer Buchanan it becomes my duty to report that the *Virginia* left the yard this morning at 11 a. m., steamed down the river past our batteries and over to Newport News, where we engaged the frigates *Cumberland*, *Congress*, and the batteries ashore, and also two large steam frigates, supposed to be the *Minnesota* and *Roanoke*, and a sailing frigate and several small steamers armed with heavy rifled guns. We sank the *Cumberland*, drove the *Congress* ashore, where she hauled down her colors and hoisted the white flag, but she fired upon us with the white flag flying, wounding Lieutenant Minor and some of our men. We again opened fire upon her and she is now in flames. The shoal water prevented our reaching the other frigates. This, with approaching night, we think saved them from destruction. Our loss is 2 killed and 8 wounded, two of our guns have the muzzle shot off. The prow was twisted and the armor somewhat damaged; the anchors and all flag-staffs shot away and smokestack and steam pipe were riddled. The bearing of officers and men was all that could be wished, and in fact it could not have been otherwise after the noble and daring conduct of the flag-officer, whose wound is deeply regretted by all on board, who would gladly have sacrificed themselves in order to save him. We were accompanied from the yard by the *Beaufort* (Lieutenant Parker) and *Raleigh* (Lieutenant Alexander), and as soon as it was discovered up the James River that the action had commenced we were joined by the *Patrick Henry* (Commander Tucker), the *Jamestown* (Lieutenant Barney), and the *Teaser* (Lieutenant Webb), all of which were actively engaged and rendered very efficient service. Enclosed I send the surgeon's report of casualties.

I have the honor to be, sir, very respectfully, your obedient servant,
GATESBY AP R. JONES,
Executive and Ordnance Officer.

Flag-Officer F. FORREST.

[Subenclosure.]

C. S. S. VIRGINIA,
Near Sewell's Point, March 8, 1862.

SIR: I have to report the following casualties resulting from the action of to-day:

Flag-Officer F. Buchanan wounded in the left thigh, a Minié ball having passed entirely through the fleshy portion, grazing femoral artery and inflicting a serious wound.

Lieutenant R. [D.] Minor wounded in left side (not dangerously).

Midshipman Marmaduke, slight wound of arm.

Two men killed (names not known) and 5 men wounded, one losing an eye.

Very respectfully,

D. B. PHILLIPS,
Surgeon of Flagship.

Lieutenant GATESBY AP ROGER JONES, C. S. Navy.

Killed.—Charles Dunbar, —— Waldeck.

Wounded.—William Burkes, seaman; John Capps, Co. E, Forty-first Regiment; A. J. Dalton, Company E, Forty-first Regiment; Emerson Ivas, seaman; John Leonard, seaman.

Message of the President of the Confederate States, transmitting to Congress the report of Flag-Officer Buchanan, C. S. Navy.

EXECUTIVE DEPARTMENT, April 10, 1862.

To the Senate and House of Representatives of the Confederate States:

I herewith transmit to Congress a communication from the Secretary of the Navy, covering a "detailed report of Flag-Officer Buchanan of the brilliant triumph of his squadron over the vastly superior forces of the enemy in Hampton Roads on the 8th and 9th of March last."

JEFFERSON DAVIS.

[Enclosure.]

CONFEDERATE STATES OF AMERICA,
Navy Department, Richmond, April 7, 1862.

SIR: I have the honor to submit herewith copy of the detailed report of Flag-Officer Buchanan of the brilliant triumph of his squadron over the vastly superior forces of the enemy in Hampton Roads on the 8th and 9th of March last, a brief report by Lieutenant Jones of the battle of the 8th having been previously made.

The conduct of the officers and men of the squadron in this contest reflects unfading honor upon themselves and upon the Navy. The report will be read with deep interest and its details will not fail to rouse the ardor and nerve the arms of our gallant seamen.

It will be remembered that the *Virginia* was a novelty in naval architecture, wholly unlike any ship that ever floated; that her heaviest guns were equal novelties in ordnance; that her motive power and her obedience to her helm were untried, and her officers and crew strangers comparatively to the ship and to each other; and yet, under all these disadvantages, the dashing courage and consummate professional ability of Flag-Officer Buchanan and his associates achieved the most-remarkable victory which naval annals record.

When the flag-officer was disabled, the command of the *Virginia* devolved upon her executive and ordnance officer, Lieutenant Catesby ap R. Jones, and the cool and masterly manner in which he fought the ship in her encounter with the ironclad *Monitor* justified the high estimate which the country places on his professional merit.

To his experience, skill, and untiring industry as her ordnance and executive officer the terrible effect of her fire was greatly due. Her battery was determined in accordance with his suggestions, and in all investigations and tests which resulted in its thorough efficiency he was zealously engaged.

The terms of commendation used by the flag-officer in characterizing the conduct of his officers and men meet the cordial endorsement of the Department, and the concurrent testimony of thousands who witnessed the engagement places his own conduct above all praise.

With much respect, your obedient servant,

S. R. MALLORY,
Secretary of the Navy.

To the PRESIDENT.

[Subenclosure.]

NAVAL HOSPITAL,
Norfolk, March 27, 1862.

SIR: Having been confined to my bed in this building since the 9th instant, in consequence of a wound received in the action of the previous day, I have not had it in my power at an earlier date to prepare the official report, which I now have the honor to submit, of the proceedings on the 8th and 9th instant, of the James River Squadron under my command, composed of the following-named vessels: Steamer *Virginia*, flagship, 10 guns; steamer *Patrick Henry*, 12 guns, Commander John R. Tucker; steamer *Jamestown*, Lieutenant Commanding J. N. Barney, 2 guns; and gunboats *Teaser*, Lieutenant Commanding W. A. Webb, *Beaufort*, Lieutenant Commanding W. H. Parker, and *Raleigh*, Lieutenant Commanding J. W. Alexander, each 1 gun; total, 27 guns.

On the 8th instant, at 11 a. m., the *Virginia* left navy yard, Norfolk, accompanied by the *Raleigh* and *Beaufort*, and proceeded to Newport News to engage the enemy's frigates *Cumberland* and *Congress*, gunboats, and shore batteries. When within less than a mile of the *Cumberland*, the *Virginia* commenced the engagement with that ship with her bow gun, and the action soon became general, the *Cumberland*, *Congress*, gunboats, and shore batteries concentrating upon us their heavy fire, which was returned with great spirit and determination. The *Virginia* stood rapidly on toward the *Cumberland*, which ship I had determined to sink with our prow, if possible. In about fifteen minutes after the action commenced we ran into her on starboard bow; the crash below the water was distinctly heard, and she commenced sinking, gallantly fighting her guns as long as they were above water. She went down with her colors flying. During this time the shore batteries, *Congress*, and gunboats kept up their heavy concentrated fire upon us, doing us some injury. Our guns, however, were not idle; their fire was very destructive to the shore batteries and vessels, and we were gallantly sustained by the rest of the squadron.

Just after the *Cumberland* sunk, that gallant officer, Commander John R. Tucker, was seen standing down James River under full steam, accompanied by the *Jamestown* and *Teaser*. They all came nobly into action, and were soon exposed to the heavy fire of shore batteries. Their escape was miraculous, as they were under a galling fire of solid shot, shell, grape, and canister, a number of which passed through the vessels without doing any serious injury, except to the *Patrick Henry*, through whose boiler a shot passed, scalding to death four persons and wounding others. Lieutenant Commanding Barney promptly obeyed a signal to tow her out of the action. As soon as damages were repaired the *Patrick Henry* returned to her station and continued to perform good service during the remainder of that day and the following.

Having sunk the *Cumberland*, I turned our attention to the *Congress*. We were some time in getting our proper position, in consequence of the shoalness of the water and the great difficulty of managing the ship when in or near the mud. To succeed in my object I was obliged to run the ship a short distance above the batteries on James River, in order to wind her. During all the time her keel was in the mud; of course she moved slowly. Thus we were subjected twice to the heavy guns of all the batteries in passing up and down the river, but it could not be avoided. We silenced several of the batteries and did much injury on shore. A large transport steamer alongside of the wharf was blown up, one schooner sunk, and another captured and sent to Norfolk. The loss of life on shore we have no means of ascertaining.

While the *Virginia* was thus engaged in getting her position for attacking the *Congress*, the prisoners state it was believed on board that ship that we had hauled off; the men left their guns and gave three cheers. They were soon sadly undeceived, for a few minutes after we opened upon her again, she having run on shore in shoal water. The carnage, havoc, and dismay caused by our fire compelled them to haul down their colors and to hoist a white flag at their gaff and half-mast another at the main. The crew instantly took to their boats and landed. Our fire immediately ceased, and a signal was made for the *Beaufort* to come within hail. I then ordered Lieutenant Commanding Parker to take possession of the *Congress*, secure the officers as prisoners, allow the crew to land, and burn the ship. He ran alongside, received her flag and surrender from Commander William Smith and Lieutenant Pendergrast, with the side arms of those officers. They delivered themselves as prisoners of war on board the *Beaufort*, and afterward were permitted, at their own request, to return to the *Congress* to assist in removing the wounded to the *Beaufort*. They never returned, and I submit to the decision of the Department whether they are not our prisoners. While the *Beaufort* and *Raleigh* were alongside the *Congress*, and the surrender of that vessel had been received from the commander, she having two white flags flying hoisted by her own people, a heavy fire was opened upon them from the shore and from the *Congress*, killing some valuable officers and men. Under this fire the steamers left the *Congress*, but as I was not informed that any injury had been sustained by those vessels at that time, Lieutenant Commanding Parker having failed to report to me, I took it for granted that my order to him to burn her had been executed, and waited some minutes to see the smoke ascending her hatches. During this delay we were still subjected to the heavy fire from the batteries, which was always promptly returned.

The steam frigates *Minnesota* and *Roanoke* and the sailing frigate *St. Lawrence* had previously been reported as coming from Old Point, but as I was determined that the *Congress* should not again fall into the hands of the enemy, I remarked to that gallant officer Flag-Lieutenant Minor, "That ship must be burned." He promptly volunteered to take a boat and burn her, and the *Teaser*, Lieutenant Commanding Webb, was ordered to cover the boat. Lieutenant Minor had scarcely reached within 50 yards of the *Congress* when a deadly fire was opened upon him, wounding him severely and several of his men. On witnessing this vile treachery, I instantly recalled the boat and ordered the *Congress* destroyed by hot shot and incendiary shell. About this period I was disabled and transferred the command of the ship to that gallant, intelligent officer, Lieutenant Catesby Jones, with orders to fight her as long as the men could stand to their guns.

The ships from Old Point opened their fire upon us. The *Minnesota* grounded in the north channel, where, unfortunately, the shoalness of the channel prevented our near approach. We continued, however, to fire upon her until the pilots declared that it was no longer safe to remain in that position, and we accordingly returned by the south channel (the middle ground being necessarily between the *Virginia* and *Minnesota*, and *St. Lawrence* and the *Roanoke* having retreated under the guns of Old Point), and again had an opportunity of opening upon the *Minnesota*, receiving her heavy fire in return, and shortly afterwards upon the *St. Lawrence*, from which vessel we also received several broadsides. It had by this time become dark and we soon after anchored off Sewell's Point. The rest of the squadron followed our movements, with the

exception of the *Beaufort*, Lieutenant Commanding Parker, who proceeded to Norfolk with the wounded and prisoners as soon as he had left the *Congress*, without reporting to me. The *Congress*, having been set on fire by our hot shot and incendiary shell, continued to burn, her loaded guns being successively discharged as the flames reached them, until a few minutes past midnight, when her magazine exploded with a tremendous report.

The facts above stated as having occurred after I had placed the ship in charge of Lieutenant Jones were reported to me by that officer.

At an early hour next morning (the 9th), upon the urgent solicitations of the surgeons, Lieutenant Minor and myself were very reluctantly taken on shore. The accommodations for the proper treatment of wounded persons on board the *Virginia* are exceedingly limited, Lieutenant Minor and myself occupying the only space that could be used for that purpose, which was in my cabin. I therefore consented to our being landed on Sewell's Point, thinking that the room on board vacated by us could be used for those who might be wounded in the renewal of the action. In the course of the day Lieutenant Minor and myself were sent in a steamer to the hospital at Norfolk.

The following is an extract from the report of Lieutenant Jones of the proceedings of the *Virginia* on the 9th:

At daylight on the 9th we saw that the *Minnesota* was still ashore, and that there was an iron battery near her. At 8 [o'clock] we ran down to engage them (having previously sent the killed and wounded out of the ship), firing at the *Minnesota* and occasionally at the iron battery. The pilots did not place us as near as they expected. The great length and draft of the ship rendered it exceedingly difficult to work her. We ran ashore about a mile from the frigate and were backing fifteen minutes before we got off. We continued to fire at the *Minnesota*, and blew up a steamer alongside of her, and we also engaged the *Monitor*, sometimes at very close quarters. We once succeeded in running into her, and twice silenced her fire. The pilots declaring that we could get no nearer the *Minnesota*, and believing her to be entirely disabled, and the *Monitor* having to run into shoal water, which prevented our doing her any further injury, we ceased firing at 12 [o'clock] and proceeded to Norfolk.

Our loss is 2 killed and 19 wounded. The stem is twisted and the ship leaks. We have lost the prow, starboard anchor, and all the boats. The armor is somewhat damaged; the steam pipe and smokestack both riddled; the muzzles of two of the guns shot away. It was not easy to keep a flag flying. The flagstaffs were repeatedly shot away. The colors were hoisted to the smokestack and several times cut down from it.

The bearing of the men was all that could be desired; their enthusiasm could scarcely be restrained. During the action they cheered again and again. Their coolness and skill were the more remarkable from the fact that the great majority of them were under fire for the first time. They were strangers to each other and to the officers, and had but a few days' instruction in the management of the great guns. To the skill and example of the officers is this result in no small degree attributable.

Having thus given a full report of the actions on the 8th and 9th, I feel it due to the gallant officers who so nobly sustained the honor of the flag and country on those days to express my appreciation of their conduct.

To that brave and intelligent officer Lieutenant Oatesby Jones, the executive and ordnance officer of the *Virginia*, I am greatly indebted for the success achieved. His constant attention to his duties in the equipment of the ship; his intelligence in the instruction of ordnance to the crew, as proved by the accuracy and effect of their fire, some of the guns having been personally directed by him; his tact and management in the government of raw recruits; his general knowledge of the executive duties of a man-of-war, together with his high-toned bearing, were all eminently conspicuous, and had their fruits in the admirable efficiency of the *Virginia*. If conduct such as his (and I do not

know that I have used adequate language in describing it) entitles an officer to promotion, I see in the case of Lieutenant Jones one in all respects worthy of it. As flag-officer I am entitled to someone to perform the duties of flag-captain, and I should be proud to have Lieutenant Jones ordered to the *Virginia* as lieutenant-commandant, if it be not the intention of the Department to bestow upon him a higher rank.

Lieutenant Simms fully sustained his well-earned reputation. He fired the first gun, and when the command devolved upon Lieutenant Jones in consequence of my disability, he was ordered to perform the duties of executive officer. Lieutenant Jones has expressed to me his satisfaction in having had the services of so experienced, energetic, and zealous an officer.

Lieutenant Davidson fought his guns with great precision. The muzzle of one of them was soon shot away. He continued, however, to fire it, though the woodwork around the port became ignited at each discharge. His buoyant and cheerful bearing and voice were contagious and inspiring.

Lieutenant Wood handled his pivot gun admirably, and the executive officer testifies to his valuable suggestions during the action. His zeal and industry in drilling the crew contributed materially to our success.

Lieutenant Eggleston served his hot shot and shell with judgment and effect, and his bearing was deliberate, and exerted a happy influence on his division.

Lieutenant Butt fought his gun with activity, and during the action was gay and smiling.

The Marine Corps was well represented by Captain Thom, whose tranquil mien gave evidence that the hottest fire was no novelty to him. One of his guns was served effectively and creditably by a detachment of the United Artillery of Norfolk under the command of Captain Kevill. The muzzle of their gun was struck by a shell from the enemy, which broke off a piece of the gun, but they continued to fire as if it was uninjured.

Midshipmen Foute, Marmaduke, Littlepage, Craig, and Long rendered valuable services. Their conduct would have been creditable to older heads, and gave great promise of future usefulness. Midshipman Marmaduke, though receiving several painful wounds early in the action, manfully fought his gun until the close. He is now at the hospital.

Paymaster Semple volunteered for any service, and was assigned to the command of the powder division, an important and complicated duty, which could not have been better performed.

Surgeon Phillips and Assistant Surgeon Garnett were prompt and attentive in the discharge of their duties. Their kind and considerate care of the wounded and the skill and ability displayed in the treatment won for them the esteem and gratitude of all who came under their charge, and justly entitled them to the confidence of officers and crew. I beg leave to call the attention of the Department to the case of Doctor Garnett. He stands deservedly high in his profession, is at the head of the list of assistant surgeons, and, there being a vacancy in consequence of the recent death of Surgeon Blacknall, I should be much gratified if Doctor Garnett could be promoted to it.

The engines and machinery, upon which so much depended, performed much better than was expected. This is due to the intelligence, experience, and coolness of Acting Chief Engineer Ramsay. His efforts

were ably seconded by his assistants, Tynan, Campbell, Herring, Jack, and White. As Mr. Ramsay is only acting chief engineer, I respectfully recommend his promotion to the rank of chief, and would also ask that Second Assistant Engineer Campbell may be promoted to first assistant, he having performed the duties of that grade during the engagement.

The forward officers—Boatswain Hasker, Gunner Oliver, and Carpenter Lindsay—discharged well all the duties required of them. The boatswain had charge of a gun and fought it well. The gunner was indefatigable in his efforts. His experience and exertions as a gunner have contributed very materially to the efficiency of the battery.

Acting Master Parrish was assisted in piloting the ship by Pilots Wright, Williams, Clark, and Cunningham. They were necessarily much exposed.

It is now due that I should mention my personal staff. To that gallant young officer Flag-Lieutenant Minor I am much indebted for his promptness in the execution of signals; for renewing the flagstaffs when shot away, being thereby greatly exposed; for his watchfulness in keeping the Confederate flag up; his alacrity in conveying my orders to the different divisions, and for his general cool and gallant bearing.

My aid, Acting Midshipman Rootes, of the Navy; Lieutenant Forrest, of the Army, who served as a volunteer aid, and my clerk, Mr. Arthur Sinclair, jr., are entitled to my thanks for the activity with which my orders were conveyed to the different parts of the ship. During the hottest of the fight they were always at their posts, giving evidence of their coolness. Having referred to the good conduct of the officers in the flagship immediately under my notice, I come now to a no less pleasing task when I attempt to mark my approbation of the bearing of those serving in the other vessels of the squadron.

Commander John R. Tucker, of the *Patrick Henry*, and Lieutenant Commanding J. N. Barney, of the *Jamestown*, and W. A. Webb, of the *Teaser*, deserve great praise for their gallant conduct throughout the engagement. Their judgment in selecting their positions for attacking the enemy was good; their constant fire was destructive, and contributed much to the success of the day. The general order under which the squadron went into action required that, in the absence of all signals, each commanding officer was to exercise his own judgment and discretion in doing all the damage he could to the enemy, and to sink before surrendering. From the bearing of those officers on the 8th, I am fully satisfied that that order would have been carried out.

Commander Tucker speaks highly of all under him, and desires particularly to notice that Lieutenant-Colonel Callender St. George Noland, commanding the post at Mulberry Island, on hearing of the deficiency in the complement of the *Patrick Henry*, promptly offered the services of 10 of his men as volunteers for the occasion, one of whom, George E. Webb, of the Greenville Guards, Commander Tucker regrets to say, was killed.

Lieutenant Commanding Barney reports every officer and man on board of the ship performed his whole duty, evincing a courage and fearlessness worthy of the cause for which we are fighting.

Lieutenant Commanding Webb specially notices the coolness displayed by Acting Master Face and Third Assistant Engineer Quinn when facing the heavy fire of artillery and musketry from the shore whilst the *Teaser* was standing in to cover the boat in which, as previously stated, Lieutenant Minor had gone to burn the *Congress*. Several of his men were badly wounded.

The *Raleigh*, early in the action, had her gun carriage disabled, which compelled her to withdraw. As soon as he had repaired damages as well as he could, Lieutenant Commanding Alexander resumed his position in the line. He sustained himself gallantly during the remainder of the day, and speaks highly of all under his command. That evening he was ordered to Norfolk for repairs.

The *Beaufort*, Lieutenant Commanding Parker, was in close contact with the enemy frequently during the day and all on board behaved gallantly. Lieutenant Commanding Parker expresses his warmest thanks to his officers and men for their coolness. Acting Midshipman Foreman, who accompanied him as volunteer aid, Midshipmen Mallory and Newton, Captain's Clerk Bain, and Mr. Gray, pilot, are all specially mentioned by him.

On the 21st instant I forwarded to the Department correct lists of the casualties on board all the vessels of the squadron on the 8th; none, it appears, occurred on the 9th.

While in the act of closing this report I received the communication of the Department, dated 22d instant, relieving me temporarily of the command of the squadron for the naval defenses of James River. I feel honored in being relieved by the gallant Flag-Officer Tattnell.

I much regret that I am not now in a condition to resume my command, but trust that I shall soon be restored to health, when I shall be ready for any duty that may be assigned to me.

Very respectfully,

FRANKLIN BUCHANAN,
Flag-Officer.

Hon. S. R. MALLORY,
Secretary of the Navy.

Letter from Lieutenant Rochelle, U. S. Navy, to Flag-Officer Tucker, U. S. Navy, giving an account of the services of the U. S. S. *Patrick Henry* and the part borne by her in the engagement in Hampton Roads, Virginia, March 8 and 9, 1862.

U. S. S. PALMETTO STATE,
Charleston, S. C., January 30, 1865.

DEAR SIR: I am glad to learn from you that Flag-Officer Lynch has been directed by the Department to prepare a narrative of the memorable and gallant deeds of the Confederate Navy. Judging from the former works of the flag-officer, I think we may congratulate ourselves that the Navy has fallen into good hands, and feel confidence that the proposed book will not only be a valuable contribution to the history of this giant war, but also a pleasant addition to the literature of the day. Hitherto there has been no effort made to popularize the Navy; our officers, trained in an illustrious and exclusive service, have looked with a feeling akin to contempt on both the praise and blame of the periodical press; hence the only records of the Navy are to be found in dry and terse official dispatches, exceedingly uninteresting to unprofessional readers and unintelligible to the great mass of the people. Let us hope that the forthcoming work will be popular with the people, remove many of the prejudices against our service, and assist the present generation to the just conclusion that the willows of the Navy are as glorious as the laurels of the Army.

Among the naval events that Flag-Officer Lynch will be called upon to relate, the career of the *Patrick Henry* will perhaps claim a prominent place, and if you think there is anything in this letter which will

aid the flag-officer to a fuller understanding of the services of that vessel, you are quite at liberty to send it to him.

The *Patrick Henry*, a very beautifully modeled side-wheel steamer, of about 1,400 tons burden, was called the *Yorktown* before the war, and was one of the line of steamers running between Richmond and New York. She was considered a very fast boat and deserved her reputation. When the Commonwealth of Virginia seceded from the Union this vessel was fortunately in James River. She was seized by the State, and the governor and council determined to fit her out as a man-of-war. She was taken up to the wharf at Rocketts, a suburb of Richmond, and the command conferred upon Commander John Randolph Tucker, an officer of the U. S. Navy who had resigned his commission in that service in consequence of the secession of his native State, Virginia. Naval Constructor Joseph Pierce, with a number of mechanics from the Norfolk navy yard, commenced the necessary alterations, and in a few months the passenger steamer *Yorktown* was converted into the very creditable man-of-war steamer *Patrick Henry*, of ten guns and 150 officers and men.

The vessel, being properly equipped, proceeded down James River and took a position off Mulberry Island, on which point rested the right of our Army of the Peninsula, under Magruder. It was dull work lying at anchor. The officers rarely went on shore, the vessel being kept always with banked fires and prepared to repel an attack, which might have been made at any moment, the enemy's batteries at Newport News and the guard vessels stationed there, the *Congress*, *Cumberland*, and several gunboats, being plainly in sight. After awhile the monotony became so irksome that Commander Tucker took the *Patrick Henry* down within long range of the Federal squadron and opened on them, with the hope of inducing a gunboat to ascend the river and engage vessel to vessel. The challenge was not accepted, however, and the enemy having moored a field battery of rifled guns up the banks of the river, and taken a secure position from which they opened an annoying fire, the vessel was steamed slowly back to her station off Mulberry Island. The Northern papers stated that in this little affair, which took place on September 13,* 1861, the fire of the *Patrick Henry* did considerable damage to the frigate *Congress*.

About this time intelligence was received that one or two of the Federal gunboats came up the river every night on picket duty, and anchored about a mile and a half above their squadron. Here was a chance; so on the night of the 1st December, 1861, the *Patrick Henry* again went down the river, keeping a sharp lookout for the expected picket boats. Not a sign of a vessel was seen, and when day broke there was the enemy's squadron and batteries looming up against the dawn, with all the gunboats quietly at anchor around the larger vessels. As the *Patrick Henry* could not have returned unseen, and as the enemy had five gunboats at hand which might be induced by an impudent attack to come out from under the guns of their batteries and engage at close quarters, Commander Tucker laid the broadside of his vessel to the foe and opened with all the battery. The Federals were evidently taken by surprise, and it was some minutes before they replied to the fire. They soon got to their guns, however, and the sun, as it rose, was greeted with a roar of artillery that shook the windows in Norfolk and roused the people of that then gay city from their slumbers at a most inconvenient hour, after the fatigues of the last night's ball.

* See Vol. 6, p. 207.

The Federal fire was well directed, and one officer and several men were wounded on board the "*Pat.*" One gunboat in particular, commanded by a Georgian, Lieutenant H. K. Davenport, was noted for the precision with which she used her rifled guns. The old sailing master of the *Patrick Henry*, a seaman of sixty winters, was much pleased with the manner in which Davenport used his guns. He said to someone standing near him: "Look at that dirty, ugly-looking craft yonder. Well, whenever you see a puff of smoke go up from her, look out, for as sure as you are born there will be a blue pigeon about." The skirmish having continued for an hour or more, and the enemy still keeping under the guns of his batteries, the *Patrick Henry* returned to her usual anchorage.*

In February, 1862, the ladies of Charles City, a county bordering on the James, desired to present to the *Patrick Henry* a flag which they had made for her as an evidence of their confidence in the vessel and their appreciation of the services she had rendered them by keeping marauding expeditions from ascending the river to pillage and perhaps destroy the famous old country seats that are to be found on its banks. But the flag was destined never to be presented. Such stirring times were at hand that the few hours necessary for the ceremony could not be spared. The ironclad *Virginia* was about to make an attack upon the Federal fortifications and squadron at Newport News, and the *Patrick Henry* was to participate in the battle. The day before the attack was to be made the *Patrick Henry* was moved down to Day's Neck and an anchorage taken from which any vessel coming out from Norfolk could be seen. The next day, the 8th of March, 1862, was bright, placid, beauteous. All eyes were watching for the appearance of the *Virginia*. About 1 o'clock in the afternoon she came steaming out from behind Craney Island, attended by her satellites, the gunboats *Beaufort* and *Raleigh*. Grand, and strong, and confident, a Hercules of the waters, she moved straight upon the enemy.

It was not necessary to call "All hands up anchor" on board the *Patrick Henry*. The anchor was raised with a run, and under a full head of steam the vessel sped on her way to aid her powerful friend. The Confederate vessels in James River formed in line ahead as they approached the batteries at Newport News, the *Patrick Henry*, 10 [guns], Commander Tucker, leading; next came the *Jamestown*, 2 [guns], Lieutenant Barney, and next the *Teaser*, 2 [guns], Lieutenant Webb. The *Virginia* reached the scene of action first. Amid the iron hail which fell harmlessly on her armor she ran into and sunk the *Oumberland*. A hearty cheer from the James River vessels greeted her success, but there was no time to give up to exultation. The long lines of the Newport News batteries were close at hand, and in order to reach the naval combat it was necessary to pass them. The guns of the *Patrick Henry* were elevated for a range of 800 yards, that being the distance at which the pilots expected to pass the batteries. And now the hush which precedes the shock of battle settled alike on Federal and Confederate. Glimpses could be caught of the men at their guns through the embrasures of the enemy's batteries, but not a sound came from them. As the *Patrick Henry* ranged up abreast of the first battery she delivered her fire, and the flash from her guns had hardly vanished when the Federal works were wrapped in smoke and their projectiles came hissing through the air. The first shots from the *Patrick Henry* went over the batteries, her guns having been elevated for a range of 800 yards; consequently she was passing the batteries at

* See Vol. 6, p. 457.

less than that distance, and to this circumstance is to be attributed her not having been sunk or disabled by them. The enemy supposed she would pass as far from them as the channel would allow and had elevated their guns for that range. The vessel passing closer than they thought she would, their shot for the most part passed over her. She was struck, however, several times during the passage. One shot passed through the crew of No. 3 gun, wounding two men and killing one. Poor fellow, he was an humble hero; his last words as he fell were "Never mind me, boys."

Having passed the batteries with comparatively little damage, the *Patrick Henry* became engaged in the thick of the fight. Whilst the forward guns were engaging one enemy, the after guns were firing at another. The situation of the Confederate wooden vessels at this time seemed desperate. The Newport News batteries were on one side; on the other the frigates *Minnesota*, *St. Lawrence*, and *Roanoke* were coming up from Old Point Comfort, and in front the beach was lined with field batteries and sharpshooters. Fortunately for the Confederate wooden vessels the *Minnesota*, *St. Lawrence*, and *Roanoke* grounded, and the small vessels which accompanied them, warned by the fate of the *Cumberland*, returned to Old Point. The *Minnesota*, however, was near enough to take part in the action, and opened a heavy fire after she grounded on the Confederate squadron.

About this time Flag-Officer Buchanan hailed the *Patrick Henry* and directed Commander Tucker to burn the *Congress*, which vessel had run ashore near the beach and surrendered. The gunboats *Beaufort*, *Raleigh*, and *Teaser* had attempted to burn her, but had been driven off by the heavy fire of the enemy. The pilots stated that there was a shoal near the *Congress*, and between that vessel and the *Patrick Henry*, over which the latter vessel could not pass. Commander Tucker therefore determined to approach the *Congress* as near as this shoal would permit, and then to send his boats to board and burn her. The boats were prepared for the service with combustible materials, the boats' crews and officers to command them held ready, whilst the vessel was steaming in to the *Congress*. This movement of the *Patrick Henry* placed her in the most imminent peril. She was brought under the continuous fire of three points. On her port quarter were the batteries of Newport News, on her port bow were the field batteries and sharpshooters on the beach, and on her starboard bow was the *Minnesota*. It soon became evident that no wooden vessel could long float under such a fire. Several shots struck the hull; a piece was shot out of the walking beam. As the sponge of the after pivot gun was being inserted in the piece the handle was cut in two by a shot. Half in prayer and half in despair at being unable to perform his duty, the sponger exclaimed, "O Lord, how is the gun to be sponged!" the fate of the battle, no doubt, in his opinion depending on the proper sponging of that particular gun. It must have been a great relief to him when the quarter gunner of his division handed him a spare sponge. This state of things could not last long. A rifle shot from the field batteries penetrated the steam chest; the engine room and fire room were filled with steam; five or six of the firemen were scalded to death; the engineers were driven upon deck, and the engine stopped working. The vessel was enveloped in a cloud of escaped steam, and the enemy, seeing that some disaster to the boiler had occurred, increased his fire. At the moment no one knew what had happened; the general impression being that the boiler had exploded, and it is an unmistakable evidence of the courage and discipline of the crew that the fire from the vessel did not

slacken, but went on as regularly as before the incident. As the vessel was drifting toward the enemy, the jib was hoisted to pay her head around, and the steamer *Jamestown*, Lieutenant Barney, gallantly came to her assistance, and towed her from her perilous position. The engineers soon got one boiler to work. The other was so badly damaged that they were unable to repair it at the time, and with the steam on one boiler alone the *Patrick Henry* returned to the conflict. Night, however, soon closed in, and, as in the darkness it was impossible to distinguish friend from foe, hostilities ceased for the time, and the battle of Hampton Roads had been fought and won.

During the battle the shores of the Confederate side of the Roads were lined with spectators from Norfolk and the adjacent country, and never, not even in the days of the gladiators, had an assemblage such a spectacle performed before them.

The night after the battle the Confederate squadron anchored under Sewell's Point, at the mouth of Norfolk Harbor. There was little time for slumber that night, as the conflict was to be renewed the next morning, and it was necessary to make many repairs and preparations. About midnight a column of fire ascended in the darkness, followed by a terrific explosion. The Federal frigate *Congress*, which had been on fire all the evening had blown up, the fire having reached her magazine.

At the first peep of dawn on the 9th of March the Confederate squadron was underway, it having been determined to destroy the *Minnesota*, that vessel being still aground near Newport News. As the daylight increased the *Minnesota* was discovered in her old position, but the *Minnesota* was not the only thing to attract attention. Close alongside of her there lay such a craft as the eyes of a seaman never looked upon before—an immense shingle floating on the water, with a gigantic cheese box rising from its center; no sails, no wheels, no smokestack, no guns. What could it be? On board the *Patrick Henry* many were the surmises as to the strange craft. Some thought it a water tank sent to supply the *Minnesota* with water; others were of opinion that it was a floating magazine replenishing her exhausted stock of ammunition; a few visionary characters feebly intimated that it might be the *Monitor* which the Northern papers had been boasting about for a long time.

All doubts about the stranger were soon dispelled. As the *Virginia* steamed down upon the *Minnesota* the cheese box and shingle steamed out to meet her. It was indeed the *Monitor*, and then and there commenced the first combat that had ever taken place between ironclads. The *Patrick Henry* and the other wooden vessels took little part in the events of the day, except to exchange shots with the *Monitor* at long range as she passed and repassed during her maneuvering with the *Virginia*. At one time the *Virginia* did not seem to move. Apprehensions were entertained that she had got aground or that some part of her machinery was damaged. Signal flags were run up on board of her, but the flags did not blow out clear and it was some minutes before the signal officer of the *Patrick Henry* could make out the numbers. At length he reported the signal to be "Disabled my propeller is." No wooden vessel could have floated twenty minutes under the fire that the *Virginia* was undergoing, but if her propeller was disabled it was necessary to attempt to tow her back to the cover of our batteries, so the *Patrick Henry* and *Jamestown* started to make the attempt. They had gone but a short distance before the *Virginia* was seen to move and her propeller to turn, and the sacrifice was not necessary. That evening all the Confederate vessels went into the harbor of Norfolk and anchored.

Flag-Officer Tattnall having relieved Flag-Officer Buchanan, who had been seriously wounded in the first day's fight in Hampton Roads, and all the vessels having been repaired and refitted, on the 13th [11th] of April the squadron again sallied out to meet the enemy.* In case the *Virginia* should not be able to capture or destroy the *Monitor*, the gunboats *Beaufort* and *Raleigh* and two small tugboats were assigned the duty of carrying her by boarding. The squadron steamed about in Hampton Roads for two days in succession, and the *Jamestown* captured several of the enemy's transports, but neither the *Monitor* nor any other Federal man-of-war could be induced to leave the protection of the guns of Fortress Monroe.

* * * * *

[JAMES H. ROCHELLE,
Lieutenant, U. S. Navy.]

Flag-Officer JOHN R. TUCKER,
Commanding Confederate Naval Forces, Charleston, S. C.

[The remainder of the letter not found.—COMPILERS.]

Expenditure of shot, shell, and powder [by the C. S. S. *Patrick Henry*] in engagement on 8th and 9th [March, 1862].

30 12½-pound charges, X-inch pivot.	35 9-pound charges, 8-inch broadside.
41 16-pound charges, 8-inch pivot.	19 8-pound charges, 8-inch broadside.
5 12-pound charges, 8-inch pivot.	16 6-pound charges, rifled 32-pounder.
8 8-pound charges, 8-inch pivot.	

Loaded shell.

30 X-inch shell; 20 of 15-seconds, 10 of 10-seconds.	19 8-inch solid shot.
92 8-inch shell; 46 of 15-seconds, 46 of 10-seconds.	16 rifled shell, 32-pounder.

NOTE.—The banding of the port rifled 32-pounder, 57 cwt., gun burst after the third fire, rendering it useless for the rest of the action.

Expended during the action, 138 shell of all descriptions and 19 solid shot.

Report of Major-General Huger, U. S. Army, commanding Department of Norfolk.

HEADQUARTERS DEPARTMENT OF NORFOLK,
Norfolk, Va., March 10, 1862.

SIR: I telegraphed yesterday to the Secretary of War the fact of the naval engagement on the 8th and 9th instants. As the battle was fought by the navy, Flag-Officer Forrest will no doubt report to the Navy Department the result of the engagement.

The batteries at Sewell's Point opened fire on the steamers *Minnesota* and *Roanoke*, which attempted on the 8th to pass to Newport News to the assistance of the frigates attacked by the *Virginia*. The *Minnesota* ran aground before reaching there. The *Roanoke* was struck several times, and for some cause turned around and went back to Old Point.

The two sailing vessels (*Cumberland* and *Congress*) were destroyed—the first sunk and the other burned by the *Virginia*—and on the 9th

* See p.

the *Minnesota*, still aground, would probably have been destroyed but for the ironclad battery of the enemy called, I think, the *Monitor*. The *Virginia* and this battery were in actual contact, without inflicting serious injury on either.

At 2 p. m. on yesterday, the 9th, all our vessels came up to the navy yard for repairs. The *Virginia*, I understand, has gone into dock for repairs, which will be made at once. This action shows the power and endurance of ironclad vessels. Cannon shot do not harm them, and they can pass batteries or destroy large ships. A vessel like the *Virginia* or the *Monitor*, with her two guns, can pass any of our batteries with impunity. The only means of stopping them is by vessels of the same kind. The *Virginia*, being the most powerful, can stop the *Monitor*, but a more powerful one would run her down or ashore. As the enemy can build such boats faster than we, they could, when so prepared, overcome any place accessible by water. How these powerful machines are to be stopped is a problem I can not solve. At present, in the *Virginia*, we have the advantage; but we can not tell how long this may last.

I remain, very respectfully, your obedient servant,

BENJ. HUGER,
Major-General, Commanding.

General S. COOPER,
Adjutant and Inspector General.

Report of Major-General Magruder, U. S. Army, commanding Department of the Peninsula, of his cooperation with naval attack.

HEADQUARTERS DEPARTMENT OF THE PENINSULA,
Young's Farm, Virginia., March 10, 1862.

SIR: I have the honor to acknowledge the receipt, at 9 p. m. on the 8th instant, of your telegram announcing the glorious achievement of the U. S. war steamer *Virginia*, and to report that before daylight I had troops on the way to the immediate vicinity of Newport News and proceeded in person to join them.

On my arrival I found my advance guard of one regiment of infantry, Colonel Cumming, Tenth Georgia, and some 300 cavalry (of ours) drawn up in line of battle within 1 mile of Newport News and 600 yards of the enemy's pickets of infantry and cavalry.

As I obtained from all quarters reliable information of the enemy's great strength, which was verified by our observation of the fort and vicinity, amounting to at least 12,000 infantry at Newport News alone, which at any moment could be increased to 18,000 from Fort Monroe, I saw that it was utterly impossible to do anything toward attacking the fort. My own troops, which are obliged to be divided to defend the two roads, Yorktown and Warwick, being when united only about 4,000 infantry, 450 cavalry, and a few pieces of light artillery, the larger number being too heavy to bring over the roads, which are recently worse than ever.

Finding, as I anticipated, that the naval attack produced no effect upon the fort except to increase its garrison, I contented myself with occupying the most advanced posts, Bethel and Young's Mill, where the troops are now.

I believe the enemy's plan was to ascend James River by land and water, to attack and capture, if possible, Jamestown Island, which

would cause the fall of Yorktown, and then to occupy Suffolk, Jamestown, and West Point, and leaving Norfolk to fall with the fall of Richmond, if that could be accomplished, and to direct all his energies against the latter place. For the present his plans must be somewhat frustrated, but I consider that the *Patrick Henry*, *Jamestown*, and *Teaser* having gone to Norfolk and the *Virginia* into the dock for repairs, affords the enemy an admirable opportunity of fully retrieving his losses by placing the Ericsson battery [U. S. S. *Monitor*] at the mouth of James River and ascending at once the bank of that river, attacking, supported by the Ericsson battery [U. S. S. *Monitor*], the works of Harden's Bluff and Mulberry Island Point, which are weak, and thus forcing my troops to fall back to protect Jamestown and Williamsburg, and isolating and reducing Yorktown. I therefore hope that the steamers *Patrick Henry*, *Jamestown*, and *Teaser* may without delay ascend the James River, and should they require repairs, have them done at Richmond. When the *Virginia* is repaired they could rejoin her at any moment, as she would be the mistress of the roads.

I have not had time to report that the troops ordered to Suffolk were embarked from King's Mill wharf immediately after the reception of the orders, as I am informed. A considerable number of the regiments sent were on furlough, and I therefore sent a somewhat larger number than that called for, estimating the number by the aggregate present and absent. I presume those absent will join at once. I sent also two batteries, that of Cobb's Legion and the First Company of Howitzers, the latter being asked for by General Randolph. I have sent 350 cavalry, that number being embraced in Cobb's Legion.

I beg leave respectfully to invite the attention of the Secretary of War to my remarks in relation to the location of the three steamers.

I have at length assembled many negroes, and the defensive works begin again to progress satisfactorily.

I have the honor to be, sir, very respectfully, your obedient servant,
 J. BANKHEAD MAGRUDER,
Major-General, Commanding.

General COOPER,
Adjutant and Inspector General.

Resolution of thanks to Captain Buchanan and the officers and men under his command.

Resolved by the Congress of the Confederate States of America, That the thanks of Congress are due and are hereby cordially tendered to Captain Buchanan and all under his command for their unsurpassed gallantry, as displayed in the recent successful attack upon the naval forces of the enemy in Hampton Roads.

Approved, March 12, 1862.

Report* of Flag-Officer Buchanan, U. S. Navy, acknowledging the resolution of thanks from the Confederate Congress to the officers and men under his command.

NAVAL HOSPITAL, *March 25, 1862.*

SIR: I have the honor to receive your communication of the 19th instant, enclosing a copy of a resolution of Congress tendering the thanks of that body to the officers and men under my command for our successful recent attack upon the naval forces of the enemy in Hampton Roads.

* From the Richmond Dispatch, March 31, 1862.

On Sunday morning last the officers and men in uniform were assembled in the sail loft in the navy yard and formed into a hollow square, with the officers in the center. When uncovered the enclosed general order was read, then your letter, followed by the resolution of Congress. The whole scene was quite impressive, and the officers and men properly appreciated the honor conferred upon them by their country.

I am, respectfully, your obedient servant,

FRANKN. BUCHANAN,
Flag-Officer.

HON. S. R. MALLORY,
Secretary of the Navy, Richmond.

[Enclosure.]

GENERAL ORDER.]

NAVAL HOSPITAL, *March 21, 1862.*

Immediately upon the receipt of this order, or as soon thereafter as practicable, Commander John R. Tucker, the senior officer present under my command, will cause to be read in one of the public buildings of the navy yard, in the presence of the officers and crew of the James River Squadron, the enclosed communication from the Hon. S. R. Mallory, Secretary of the Navy, forwarding a resolution of thanks from the Congress of the Confederate States of America for our victories over our enemies on the 8th and 9th instant.

The flag-officer takes this opportunity to renew to the officers and crews under his command his thanks for the gallantry, perseverance, and determination with which they sustained on those days the honor of the flag and the country. They may very soon be called upon to give some further evidence that they will sustain the high character and reputation acquired by the squadron in that conflict.

FRANKN. BUCHANAN,
Flag-Officer, Commanding Squadron, Waters of Virginia.

Resolution of thanks to the officers and crews of the *Patrick Henry*, *Jamestown*, *Teaser* and other vessels for gallant conduct.

Resolved by the Congress of the Confederate States of America, That the thanks of Congress are due, and are hereby tendered, to the officers and crews of the Patrick Henry, Jamestown, Teaser, and other vessels engaged, for their gallant conduct and bearing in the naval combat and brilliant victory on the waters of James River on the 8th and 9th of March, 1862.

Approved, April 16, 1862.

Letter of congratulation from Flag-Officer Tattnall, C. S. Navy, to Flag-Officer Buchanan, C. S. Navy.

SAVANNAH, GA., *March 12, 1862.*

MY DEAR BUCHANAN: The reports from Norfolk have kept us in a state of hopeful but painful anxiety in regard to your unexampled combat off Newport News, until the accounts of last evening reported the result and the return of the ships to Norfolk. I congratulate you, my dear friend, with all my heart and soul, on the glory you have gained for the Confederacy and yourself. The whole affair is unexampled, and will carry your name to every corner of the Christian world and be on the tongue of every man who deals in salt water. That which I admire most in the whole affair is the bold confidence

with which you undertook an untried thing. To have faltered, or to have doubted, might have been fatal, but you proved yourself (as the old Navy always esteemed you) a man not of doubt or faltering when you had undertaken an adventure. If your wound be severe I shall regret it, but if it be not so, your friends will not find fault, as it crowns your worth.

I hope that Congress will make you an admiral, and put you at the head of the Navy. You have my vote for it from my very heart, and I am sure that all your seniors will cry "Amen." You do not know how much you have aided in removing the gloom which recent military events had cast over us. Do let some friend at your bedside write me one line to tell me the nature of your wound.

God bless you, my dear Buchanan.

Your friend, very truly,

JOSIAH TATTNALL.

FRANKLIN BUCHANAN,
Flag-Officer, C. S. Navy.

P. S.—The enemy have cut us off from Fort Pulaski, but the fort is well supplied with provisions, etc., and is in excellent condition.

Letter of congratulation from Major-General Magruder, C. S. Army, to Flag-Officer Buchanan, C. S. Navy.

HEADQUARTERS,
Young's Mill, Virginia, March 10, 1862.

COMMODORE: It is with the most cordial satisfaction that I tender you my most hearty congratulations on the glorious and brilliant victory you achieved over the enemy on Saturday and Sunday last. I consider it the greatest achievement of the age, and am delighted beyond expression that it was accomplished under your auspices and that of my friend Lieutenant Oatesby ap R. Jones.

I went down in person as soon as I heard of the attack, and had given some orders for the movement of troops and one of my regiments, with 250 cavalry, and remained in front of the works within a mile and a half for some two hours yesterday without artillery, but though very strong—I think at least 15,000—they did not come out to attack us.

I regret to hear that you are wounded, but hope your wound will not prove serious.

I send you this hasty expression of my extreme satisfaction by Sergeant Tabb, whose departure I can not delay.

With the highest respect, I remain, commodore, very sincerely, yours,

J. BANKHEAD MAGRUDER,
Major-General, Commanding.

Commodore BUCHANAN, C. S. Navy.

Letter from Lieutenant Jones, C. S. Navy, to Lieutenant Davidson, C. S. Navy, regarding the engagement of the C. S. S. Virginia (Merrimack) in Hampton Roads, March 9, 1862.

SAFFOLD, EARLY COUNTY, VA. [GA.], *August 20, 1862.*

MY DEAR DAVIDSON: It has recently come to my knowledge that Captain Fairfax has been making ill-natured remarks in regard to the Virginia's not taking the *Minnesota*. In these uncertain times I think that those best acquainted with the facts should state them; hence this letter.

I was in command on that day and solely responsible for the manner that the ship was fought, but it was then, as it is now, a matter of congratulation with me that those next in rank were officers in whose judgment I could confide.

The action lasted near four hours. We had run into the *Monitor*, causing us to leak, and had received a shot from her which came near disabling the machinery, but continued to fight her until she was driven into shoal water. The *Minnesota* appeared so badly damaged that we did not believe that she could ever move again. The pilots refused to place us any nearer to her (they had once run us aground). About 12 [o'clock] the pilots declared that if we did not go up to Norfolk then, that we could not do so until the next day. I consulted with Simms, whose decided opinion was that the action should cease, and directed him to get your opinion. He informed me that you agreed with him. Shortly after I ordered the ship to be taken to Norfolk.

This is a brief statement of the facts as I regarded them, and I should very much like to have letters from you and Simms, each giving the reasons that made it, in his judgment, advisable to discontinue the fight at the time we did. I would write to Simms myself, but do not know where to find him. You would much oblige me by communicating with him. Perhaps you had better send him this letter, but let me have a reply from you without awaiting his, as I am very anxious to receive the letters before commencing active operations in the *Chattahoochee*.

Hoping soon to hear from you, I remain, very sincerely, yours,
C. AP R. JONES.

Lieutenant HUNTER DAVIDSON, U. S. Navy,
Richmond, Va.

Letter from Lieutenant Davidson, U. S. Navy, to Lieutenant Jones, U. S. Navy, regarding the engagement in Hampton Roads, Virginia, March 9, 1862.

OXFORD, N. O., *September 12, 1862.*

MY DEAR JONES: * * * I am satisfied myself that you did all that any other officer could or would have done. It was unfortunate that you could not have had some idea of how near old Van Brunt was to leaving the ship, but since the greatest man can not possess any of the supernatural, you did all that your country could have expected of you.

* * * * *
We are all in high spirits at the prospect of getting possession of old Maryland again. Have we not great cause for congratulation upon our successes?

Always happy to hear from you.

Very truly, your friend,

HUNTER DAVIDSON.

[Lieutenant CATESBY AP R. JONES, U. S. Navy.]

Letter from Lieutenant Jones, U. S. Navy, to Lieutenant Davidson, U. S. Navy, regarding the engagement in Hampton Roads, Virginia.

SAFFOLD, [GA.], *October 1, 1862.*

MY DEAR DAVIDSON: The endeavor to equip the *Chattahoochee* has kept me moving so much that yours of the 12th only reached me a few days since.

I was much gratified by it, though your conclusions are not stated in the manner I would prefer. What I should very much like to have from you is a brief narrative of the facts as they appeared at the time to you, and upon which was based your opinion as to the propriety of running up to Norfolk when we did. A somewhat similar statement to that in my letter to you would be all sufficient. As to what we learned afterwards, that is a different thing. For instance, had I known the pilots as they afterwards proved themselves, I would have forced them to place us nearer the *Minnesota*, etc. You say nothing of Simms. I should like to have his address, if you have not sent him the letter I wrote you asking him also for a statement. Do let me have your reply as soon as possible.

* * * * *

[C. AP R. JONES.]

[Lieutenant HUNTER DAVIDSON, C. S. Navy.]

Letter from Lieutenant Davidson, C. S. Navy, to Lieutenant Jones, C. S. Navy, regarding the engagement in Hampton Roads, Virginia.

C. S. S. TORPEDO,

Submarine Batteries, James River, Va., October 25, 1862.

MY DEAR JONES: Only a few days since I received yours of the 1st instant, the delay owing in part to the mails, and much perhaps to the fact that my family being at Chester (about halfway between Richmond and Petersburg, on the railroad), and not having occasion to write to me, I have not enquired at the post-office for some weeks.

I have misplaced your first letter upon the *Merrimack* fight. I don't exactly recollect the narration referred to in your last, but I will endeavor to go over the ground of the 9th March, 1862, off Newport News, to your satisfaction, for I have ever since believed that your position as commander of the *Virginia* was the most difficult of the war, and that your conduct on that occasion merited more commendation than did Admiral Buchanan for the battle of the 8th, the day before.

At daylight on the morning of the 9th March, 1862, you and myself entered into conversation on the upper deck of the *Virginia* in regard to the course to be pursued in the action, which we all saw must take place between ourselves and the enemy's ironclad, the *Monitor*, then in sight at anchor off Newport News. You expressed your determination to attack and ram her, and to keep vigorously at her until the contest was decided, and you left the impression upon my mind that the engagement could only end in the overthrow of either the enemy or ourselves. As soon as we could make preparations and get underway, the *Virginia* stood toward the *Minnesota*, then aground on the 17-foot shoal off Newport News, and was met in a short time by the *Monitor*. The action was carried on by maneuvers, which, between ironclads, necessarily consumed much time, only exchanging shots when they were supposed to take effect. The *Monitor* engaging so much of your attention, you had little time to attack the *Minnesota*, as it was evident the former's object was to relieve the latter by drawing us off. Whilst this novel warfare was going on, the *Virginia* was run aground by the pilots, and remained so for about three-quarters of an hour, I think. It was during the grounding of the *Virginia* that the *Monitor* received her *coup de grâce* and hauled off on the shoals, out of the reach of our guns,

and gave us the opportunity to fire about eleven shells from my big bow gun at the *Minnesota*, six of which, not exploding prematurely as the rest did, appeared to take effect, although we were 1 mile distant, and one of which blew up a large steamer alongside of the *Minnesota*, killing 21 men and wounding many others. When the *Virginia* was floated again, I was informed that the pilots declared that it was impossible for us to get nearer the *Minnesota*. This circumstance, together with the fact that our officers and men were completely broken down by two days' and a night's continuous work with the heaviest rifled ordnance in the world, and that the ship was believed to be seriously injured by ramming and sinking the *Oumberland*, and that if she should run aground and remain so in attempting to reach the *Minnesota*, she would probably open forward where her horn had split the stem, and become an easy prey to the enemy, and in consideration also that the *Monitor* was drawn off and sought safety in shoal water, and that the *Minnesota* was crippled beyond the hope of safety, induced you, by the advice of the lieutenants whom you consulted, to return to Norfolk. I still think, as I then thought, that it was the proper course for you to pursue, and that you had made the best fight of the two days' engagement.

I am getting on slowly here with the submarines. I shall soon have about 12,000 pounds powder down at different stations on the river.

My late experiments prove that powerful galvanic batteries can be relied on to act with unerring certainty at the distance of a half mile under water. This is the way we should obstruct all our rivers if sufficient powder can be got. I don't believe you can find a Yankee to risk a blowing up.

The Navy generally is not getting on well here—too much jealousy, etc. Everyone wants notoriety and promotion, and I think a good many are looking out chiefly for "No. 1."

M. F. Maury has gone to Europe with about \$4,000,000 for gunboats, etc. A. B. Fairfax, with his son and Buck Murdaugh and \$500,000, are on their way to Northern Alabama, in the coal and iron region, to establish a naval foundry, 'tis said, of vast proportions. Wood, with a few picked men, is operating on the banks of the Potomac, getting a boat where he can, shoving off and burning all he can. Minor has his ordnance shop here in fine order. At Drewry's Bluff they are building winter quarters, and Butt is the last of the *Virginia's* left.*

* * * * *

HUNTER DAVIDSON.

Letter from Lieutenant Simms, C. S. Navy, to Lieutenant Jones, C. S. Navy, regarding the action of the latter as commanding officer of the C. S. S. *Virginia*.

PETERSBURG, VA., December 6, 1862.

MY DEAR JONES: Your letter of the 21st of November has just come to hand, and I avail myself of the earliest opportunity of replying to your questions.

I did hear you ask the pilots to place you near the *Minnesota*, and I not only heard them tell you that they could get no nearer to her, but they told me so, too. The ship had been aground at a considerable distance from the *Minnesota*, and a short time after she floated the *Monitor* ran into shoal water and ceased firing. It was about this time that you asked my opinion as to our further movements, and I unhesitatingly gave as my opinion (the pilots saying that we could not get to

* Matter omitted of a personal nature.

the *Minnesota*) that we were only wasting ammunition without doing any damage. I also consulted with Lieutenant Davidson, who coincided with me. I had also heard that the ship was leaking badly forward, and that it would be impossible for the ship to be taken to Norfolk until the day following, unless we took advantage of that day's tide, and as there was nothing for us to fight (the *Monitor* having gotten out of our reach), and the *Minnesota* being in a position (according to the pilots) where we could not get at her, was a sufficient reason in my opinion for ceasing firing.

I do not remember the exact conversations that occurred between Lieutenant Davidson and myself when I consulted with him in regard to cease firing, but I do remember that he fully agreed with me that it was best to do so, and to go to Norfolk.

With the hopes that you may be not only successful in getting to sea, but successful in worrying the Yankees when you get out, I remain,

Very truly, your friend,

CHARLES C. SIMMS.

Lieutenant Commanding U. S. S. *AP R. JONES*,
Commanding Steamer *Chattahoochee*, *Saffold, Ga.*

Nomination of Captain Buchanan to be admiral in the U. S. Navy for gallant conduct in the engagement in Hampton Roads, March 8, 1862.

NAVY DEPARTMENT, U. S. A.,
Richmond, August 19, 1862.

SIR: I have the honor to recommend the following nominations for appointment in the Navy, under act of Congress, entitled "An act to amend an act entitled an act to provide for the organization of the Navy, approved March 16, 1861, and for other purposes," approved April 21, 1862.

Admiral.—Franklin Buchanan, of Maryland, a captain in the Navy of the Confederate States, for gallant and meritorious conduct in attacking the enemy's fleet in Hampton Roads and destroying the frigate *Congress*, sloop of war *Cumberland*, and three small steamers, whilst in command of the squadron in the waters of Virginia, on the 8th of March, 1862.

* * * * *

With much respect, I am, sir, your obedient servant,

S. R. MALLORY,
Secretary of the Navy.

The PRESIDENT.

Appointment as commander from the Secretary of the Navy of the Confederate States to Lieutenant Jones, U. S. Navy.

CONFEDERATE STATES OF AMERICA,
Navy Department, Richmond, May 6, 1863.

SIR: You are hereby informed that the President has appointed you, by and with the advice and consent of the Senate, a commander in the Navy of the Confederate States, to rank from the 29th day of April, 1863, for gallant and meritorious conduct as executive and ordnance officer of the steamer *Virginia* in the action in Hampton Roads on the 8th of March, 1862, and in the action at Drewry's Bluff on the 15th of May, 1862.

Should you accept the appointment, you will notify this Department thereof.

Registered No. 30. The lowest number takes rank.

S. R. MALLORY,
Secretary of the Navy.

Commander GATESBY AP R. JONES, C. S. Navy,
Charlotte, N. C.

Letter from Lieutenant Wood, C. S. Navy, to Commander Jones, C. S. Navy, regarding the promotion of the latter.

Private and confidential.]

CONFEDERATE STATES OF AMERICA,
Executive Department, Richmond, Va., May 14, 1863.

MY DEAR MR. JONES: The story of your promotion is a long one, and I can not give you now the details, but will when we meet.

I did not notice the omission of the battle of the 9th, or I would have had it corrected at once. I know that it was for the *Monitor* fight that the President directed your name to be sent in for promotion. He could not have noticed the omission, for he has been sick for the last six weeks, and yesterday was at the office for the first time in a month, and so signed the papers as they were laid before him.

But even if this were not so, you must not think of declining promotion. In this mighty struggle all private feelings must be laid aside. The question is, Can you be of more use as a commander than as a lieutenant? You owe it to the country and service to accept it. The latter is almost unanimous in awarding you promotion. For yourself and friends, you ought to accept.

At the proper time I will bring this before the President, for some notice should be taken of it.

I will bear in mind your brother's application. As soon as the President recovers sufficiently, I take it, the appointments in the Provisional Navy will be made.

Truly, yours, etc.

J. TAYLOR WOOD.

[Commander GATESBY AP R. JONES.]

Letter from Flag-Officer Buchanan, C. S. Navy, to Commander Jones, C. S. Navy, regarding the promotion of the latter.

NAVAL COMMANDANT'S OFFICE,
Mobile, May 14, 1863.

DEAR JONES: Your letter reached me by this day's mail. I am sincerely rejoiced to hear of your promotion at last. It ought to have been given to you long ago. Why the fight with the *Monitor* was not mentioned I know not, except as there was no capture or material damage done to her, Mr. Mallory may think it not necessary to mention it. I really do not think you ought to refuse your promotion on that account. Your previous and subsequent services to the 9th of March entitled you to your promotion. Let me know what Mr. Mallory says after he receives your letter. I am sure he has no intention to reflect upon you. My squadron is increasing fast, and I want good officers to command the new steamers now under construction. I

also want a fleet captain and flag-lieutenant. I wish you and Minor could join me as commanders of some of the steamers, or fleet captain and flag-lieutenant, if they won't promote M.

I am anxious to have another crack at the vile vagabonds. It would please me not a little to sink my old ship, the *Susquehanna*, now off this harbor. We shall soon hear stirring news from Tennessee and Mississippi. The fight has commenced near Raymond, [Miss.]. Our victory was a glorious one on the Rappahannock, but General Jackson's loss is a terrible blow to the country.

Regards to all friends who may be with you.

Sincerely, your friend, etc.,

FRANKLIN BUCHANAN.

Commander C. AP R. JONES, U. S. Navy,
Charlotte, N. C.

Letter from Commander Jones, U. S. Navy, to the Secretary of the Navy of the Confederate States, accepting promotion.

CHARLOTTE, N. C., May 21, 1863.

SIR: I have the honor to acknowledge the receipt of your communication of the 6th instant, informing me that the President has appointed me, by and with the advice of the Senate, a commander in the Navy of the Confederate States, to rank from the 29th day of April, 1863, "for gallant and meritorious conduct as executive and ordnance officer of the steamer *Virginia* in the action in Hampton Roads on the 8th of March, 1862, and in the action of Drewry's Bluff on the 15th of May, 1862," and, as requested, I respectfully notify the Department that I accept the appointment.

In your letter to the President of April 7, 1862, accompanying Flag-Officer Buchanan's official report of the actions of the *Virginia* on the 8th and 9th of March, 1862, you were pleased to refer in highly complimentary terms to my services whilst in command of the *Virginia* after Flag-Officer Buchanan was wounded on the 8th of March, and also on the 9th in the fight with the *Monitor*. I allude to this, as you are aware, for the first time, and would not do so now but that as no mention of these services is made in the commission I have just accepted, my silence might be construed into an admission that I did not consider them as important as those named.

My promotion would have been far more valued had the commission have noticed my services whilst in command of the *Virginia*.

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

CATESBY AP R. JONES,
Commander, U. S. Navy.

Hon. S. R. MALLORY,
Secretary of the Navy, Richmond, Va.

Rapport du Commandant du *Gassendi* sur le combat naval livré dans la rade Hampton entre les forces Fédérales et celles des Confédérés :

[Extraits.]

1^{er} combat le 8 mars.

Le 8 au matin, petite brise de N. N. O., très beau temps, faible jusant. Vers midi 40' une masse, ayant l'aspect d'un toit de caserne, surmonté d'un large tuyau, apparut à l'entrée d'Elizabeth River un peu en dedans

de la pointe Sewalls. On reconnut immédiatement le *Merrimac*, qui, escorté de deux canonnières (le *Beaufort* et le *Raleigh*), s'avancait lentement vers le chenal de Hampton Roads. Après quelques évolutions effectuées sans doute pour s'assurer du bon fonctionnement de sa machine, le *Merrimac* sembla un instant retourner vers Norfolk; mais peu après, il reprit franchement sa marche, se dirigeant, avec une vitesse apparente de 6 nœuds, vers les frégates Fédérales à voiles *Cumberland* et *Congress*, mouillées à l'entrée de la rivière James.

Les deux canonnières étaient restées à l'entrée de la rivière Elizabeth, pour surveiller le mouvement des navires Fédéraux mouillés sous la forteresse Monroe.

Les forces maritimes Fédérales, au mouillage, se composaient de la frégate à hélice *Minnesota*, toujours sous pression et en branlebas de combat depuis plus d'un mois; de la frégate à hélice *Roanoke*, en branlebas également, mais qu'une négligence inexplicable laissait depuis quatre mois avec son arbre de couche cassé, et qui essayait de tromper l'ennemi par un inutile échappement de vapeur; de la frégate à voiles *St. Lawrence* arrivée la veille pour remplacer le *Cumberland* à Newport News, et qui avait mouillé à grande distance en dehors; de deux trois-mâts armés chacun de 6 canons. Il y avait, en outre, 4 canonnières à roues ou à hélice, une demi-douzaine de tugboats (portant chacun un canon Parrot de 30) et une quantité égale de ferrys.

Aucun de ces navires ne parut s'apercevoir de l'arrivée en rade de leur redoutable ennemi, et ce ne fut que, plus d'un quart d'heure après son apparition, qu'un coup de canon tiré par une des canonnières annonça qu'il était en vue.

Vers 1^h 30' seulement, le *Minnesota* hissa son grand foc et mit en marche à petite vitesse, aidé par un tugboat le remorquant par tribord. Le *Roanoke* remorqué par deux tugboats le suivait plus lentement encore. Arrivé près de Rip Raps, le *Minnesota* stoppa et élongea des amarres comme pour prendre le *Roanoke* à la remorque; mais il parut bientôt y renoncer, et, vers 2^h enfin il remit en marche, se dirigeant, avec 7 ou 8 nœuds de vitesse, vers Newport News où le combat s'engageait. Son tugboat (le *Dragon*) se porta alors au secours du *Roanoke* qui continua à s'avancer avec lenteur, ses trois remorqueurs ne pouvant qu'à grand peine lui faire refouler le courant. La canonnière à roues *Whitehall* et la canonnière à hélice *Mystic* se portèrent aussi vers Newport News, mais elles ne prirent qu'une part très médiocre au combat.

A mesure que ces navires arrivèrent par le travers de la batterie de Sewalls Point, cette batterie ouvrit le feu sur eux; ils y répondirent; mais ce tir à grande portée (2,500^m environ) auquel se joignit celui de Rip Raps, ne dut produire qu'un effet insignifiant.

Vers 2^h 30' le *Minnesota* s'échoua sur les accores nord de Hampton middle ground, à un mille de Newport News. Les batteries et les canonnières du Sud le canonnèrent à grande distance. Le *Roanoke* alors, craignant sans doute aussi un échouage, que son peu de vitesse rendait imminent, changea de route, et, larguant ses voiles, revint au mouillage sous la forteresse où il arriva vers 4^h. Les remorqueurs se portèrent au secours du *Minnesota*. Le *Mystic* revint aussi au mouillage vers la même heure, et la frégate *St. Lawrence* qui, jusqu'alors, s'était dirigée continuellement vers l'endroit engagé, imita également la manœuvre du *Roanoke* et du *Mystic*.

Le *Merrimac* cependant n'avait pas cessé de se diriger vers les frégates qu'il voulait détruire; les 2 canonnières l'avaient rejoint, et à 2^h il se trouvait à l'entrée de James River.

Il fut immédiatement salué par une violente canonnade des 2 frégates et des batteries de Newport News. La batterie Confédérée de Pig Point y répondit. Le combat nous fut alors en grande partie caché par la pointe qui ne nous permettait de voir que les mâtures des frégates. Mais nous pûmes constater l'énergie du feu qui, pendant un quart d'heure surtout, fut des plus violents. On apercevait l'entrée de la rivière constamment fouettée dans toutes les directions par les boulets qui ricochaient, et la puissance des détonations nous indiquait que c'étaient des pièces du plus fort calibre qui éprouvaient la cuirasse du *Merrimac*. Celui-ci, après avoir envoyé une bordée au *Congress* la plus rapprochée des deux frégates, s'avança vers le *Cumberland*, dont il pouvait avoir à redouter la formidable artillerie, le choqua, avec une vitesse de 4 à 5 nœuds au plus, par le travers en brisant en partie son éperon. Après être revenu en arrière de deux longueurs et avoir envoyé une seconde bordée au *Congress* le *Merrimac* aborda une seconde fois le *Cumberland* qui coula presque immédiatement. Il était alors 2^h 30' environ. Il paraîtrait même que ce second choc n'était pas nécessaire.

Les deux steamers *Yorktown* et *Jamestown* qui, descendus de James River, attendaient un peu plus haut le moment de l'attaque, après avoir canonné le *Congress* en passant, parurent alors dans Hampton Roads, et engagèrent un combat très vif avec les canonnières Fédérales et le *Minnesota* toujours échoué. Le *Merrimac* reparut aussi en dehors de la pointe, tira alternativement sur le *Congress* et les batteries de Newport News, pendant que les canonnières du Sud en faisaient autant. Vers 3^h cette frégate hissa son foc et borda ses huniers, courut une longueur en avant et s'échoua aussitôt sur les bancs sud de l'entrée de la rivière. Presque au même instant elle amena son pavillon qu'elle remplaça par un pavillon blanc et peu après, elle en hissa un autre au grand mât. C'est alors que se passa le fait suivant dont se sont plaint les journaux du Sud.

Dès que le pavillon blanc eut annoncé aux Confédérés la reddition de la frégate, ils cessèrent leur feu, et une de leurs canonnières, le *Raleigh*, s'approcha d'elle et l'élongea par babord pour prendre les officiers et dire aux hommes de l'équipage de se rendre à terre dans leurs canots; mais au moment où la canonnière, sans défiance, abordait la frégate des coups de fusil tirés par les Fédéraux cachés dans la lisière des bois et quelques-uns partis du *Congress* tuèrent et blessèrent plusieurs officiers et matelots du *Raleigh*. Quelques hommes même du *Congress* furent atteints par les balles venant de terre. Ce fait, dont se sont amèrement plaints les Confédérés, a été reproduit par la plupart des journaux du Nord aucun ne l'a contredit; l'un d'eux (le *New York Herald* du 14) le confirme au contraire.

Le *Merrimac* continua à tirer sur les batteries de Newport News, jusqu'au moment où le *Raleigh* abandonna le *Congress* (vers 4^h). Tous alors se rapprochèrent du *Minnesota* qui, toujours échoué et légèrement incliné sur babord, et entouré de 3 ou 4 gunboats, échangeait des boulets à grande portée avec le *Yorktown* et le *Jamestown*.

Le *Roanoke* était déjà en route pour le mouillage; le *St. Lawrence* qui arrivait au feu, ne devait y prendre part qu'un instant, et tout faisait croire que la résistance du *Minnesota* ne pouvait se prolonger. Cependant le peu de profondeur de l'eau ne permettait pas au *Merrimac* de s'approcher de la frégate, et les autres navires étaient d'un trop faible échantillon pour s'exposer de près à sa puissante artillerie. Les combattants semblaient, d'ailleurs, épuisés par les émotions et les fatigues d'une lutte incessante de plus de 3 heures. Peut-être, les Confédérés,

presque assurés de prendre la frégate le lendemain, ne voulaient-ils pas trop endommager la coque ni la machine. Quoiqu'il en soit, le feu se ralentit beaucoup; vers 6^h il était complètement éteint et les navires disparurent peu à peu dans la brume qui estompait légèrement l'horizon. A 7^h 30' le *Congress* était en feu et sautait à minuit avec une détonation épouvantable. Les Confédérés avaient en outre réussi à enlever de James River et conduire à Norfolk le *Reindeer* bateau-citerne qui, seul, alimentait d'eau le fort et les navires.

Tout semblait donc désespéré le 8 au soir, et une panique générale semblait s'être emparée des esprits. La terrible machine de guerre, si souvent annoncée, était enfin apparue, et, en une heure à peine, avait détruit deux des plus forts navires de l'Union, fait taire de puissantes batteries de côte et vu fuir devant elle le reste des forces maritimes, qui, la veille, bloquaient les 2 rivières. Plusieurs navires changèrent de mouillage, et tous se tinrent prêts à prendre le large au premier mouvement de l'ennemi. Tout était en rumeur au Fort Monroe; les ferries, gunboats, et tugboats allaient et venaient dans toutes les directions, les tambours et les clairons battaient et sonnaient avec une ardeur inusitée; le Fort Monroe et la batterie de Rip Raps échangeaient des signaux de nuit sans relâche. Malgré les secours d'une demi-douzaine de vapeurs, le *Minnesota* ne pouvait parvenir à se renflouer, et j'ai appris même qu'un conseil de guerre tenu à ce sujet, avait eu un moment la pensée de le brûler. Déjà 7 ou 8 pièces avaient été jetées par dessus le bord et quelques-unes enclouées, lorsque vers 8.40 arriva le *Monitor* (batterie Ericsson) qui devait sauver le *Minnesota* et le reste des navires au mouillage. L'envoi de ce nouvel auxiliaire raffermi la confiance ébranlée. Il se dirigea immédiatement vers le lieu où la frégate était échouée et mouilla au large de celle-ci.

Les navires Confédérés avaient pris leur poste sous Sewalls Point et la nuit se passa sans incidents, chacun attendant avec impatience les résultats de l'expérience du lendemain.

Combat du 9.

Le 9 au matin, petite brise d'est, très beau temps, légère brume.

Au jour, on aperçut à l'entrée d'Elizabeth River, les navires Confédérés sous vapeur, le *Minnesota* toujours immobile, et à sa gauche, à peine visible, une petite masse noire surmontée d'un panache de vapeur.

A 8^h la brume s'étant complètement dissipée, le *Merrimac*, précédé du *Jamestown* et du *Yorktown*, se dirigea vers la frégate Fédérale. Les steamers légers commencèrent le feu; mais la petite masse noire s'était mise en mouvement, et bientôt un nuage de fumée et le bruit de deux fortes détonations vinrent apprendre aux canonniers à qui elles avaient affaire. On les vit alors abandonner la partie et se retirer sous les batteries de Sewalls, laissant le *Merrimac* défendre seul l'honneur de leur jeune pavillon.

Le *Minnesota* occupé à se déséchouer, ne prit part au combat qu'à de rares intervalles, et l'action se réduisit à un véritable duel entre les deux batteries.

Le combat s'engagea d'abord à grande distance, mais les deux ennemis ne tardèrent pas à se rejoindre, chacun d'eux cherchant à trouver le défaut de la cuirasse de son adversaire. Dans cette lutte, toute d'évolutions, dans un chenal resserré et peu profond, le *Monitor*, dont le tirant d'eau n'est pas la moitié de celui du *Merrimac*, avait un avantage énorme sur celui-ci; sûr de sa manœuvre il pouvait aller à toute vitesse, se rapprocher ou s'éloigner, comme il le jugeait convenable,

sans avoir à redouter un échouage. La batterie Confédérée ne pouvait, au contraire, se mouvoir et évoluer qu'avec les plus grandes précautions, malgré l'habileté évidente de son pilote. Dès le commencement de l'action, elle s'était échouée et était restée immobile pendant un quart d'heure. Cependant le combat continuait avec une ardeur égale. Plusieurs fois, dans leurs évolutions, les deux adversaires s'étaient canonnés à quelques mètres de distance, et malgré leur puissante artillerie, les lourds projectiles rebondissaient en apparence parfaitement inoffensifs. Une fois le *Merrimac* aborda le *Monitor*, mais soit que son éperon eût été complètement brisé la veille, soit qu'il fut placé trop haut, il choqua son ennemi à hauteur de la flottaison et ne produisit qu'une légère dépression sur la puissante armature qui défend cette partie. Peu après, le mât de pavillon du *Merrimac* fut brisé par un boulet, et les hunes de la rade, comme les remparts de la forteresse, saluèrent de hurrahs frénétiques cet accident comme une victoire. Mais bientôt un matelot apparut sur la plateforme, montrant au bout d'une hampe le drapeau, un instant disparu.

Deux ou trois fois, la batterie Ericsson se rapprocha du *Minnesota* et interrompit son feu pour refroidir ses pièces. La frégate alors tirait par bordée sur le *Merrimac* qui ripostait avec vigueur et dont un des boulets frappa la chaudière du tugboat *Dragon* qui, amarré le long de la frégate échouée, se tenait prêt à la remorquer. La chaudière éclata, faisant sombrer le *Dragon* brûlant et blessant plusieurs hommes.

Vers midi et demi enfin, après 4 heures de combat, le *Merrimac* reprit le chemin de Sewalls Point; le *Monitor* se rapprocha du *Minnesota*, et, peu après, toute la flotille confédérée rentra à Norfolk.

Pendant la nuit suivante, la frégate échouée fut renflouée, et, à 2^h du matin, le 10, une des canonnières qui avait pris part au combat, le *Whitehall*, prenait feu et sautait à deux encablures du *Cassendi*.

Au jour, le *Minnesota* et le *Monitor* mouillaient en rade.

Le *Merrimac* n'a paru avoir reçu 50 ou 60 boulets, le tuyau était littéralement criblé et le mât de pavillon a été coupé. Aucun des coups n'a eu d'effets bien sérieux. La première plaque du blindage, quelquefois la seconde, était brisée, mais il n'y a eu nulle part de pénétration. Grâce à l'inclinaison des surfaces, alors que le fer se brisait sous le choc, il n'y avait pas de courbure intérieure de la masse totale, comme cela a eu lieu presque toujours pour la batterie Ericsson. La plaque, qui n'était pas brisée, restait à peu près intacte. Cependant, 2 coups, l'un au ras, l'autre au-dessous de la flottaison, ont fait éclater par le choc un morceau de bois à l'intérieur, mais dans aucun cas, le navire n'a fait d'eau. La disposition inclinée des plaques séparées et de peu de largeur, fixées par des boulons à écrou intérieurs, permet en outre au *Merrimac* de se réparer promptement.

Dans la matinée du 9, un boulet du *Monitor* lui brisa sa chaîne un peu au-dessous de l'écubier; l'ancre tomba et la chaîne, violemment chassée au dedans, blessa grièvement un homme. Une pièce fut brisée à la volée; elle n'en continua pas moins le feu sans autre accident.

On assure que, lors de l'abordage du *Cumberland*, une partie de l'équipage de celui-ci s'élança sur la toiture du *Merrimac*; mais ils ont glissé sur le plan incliné et se sont noyés pour la plupart. C'est sans doute à cet incident que doit se rapporter la disparition de 200 hommes de ce navire.

Le *Monitor* a été touché par 23 projectiles. Quelques-uns étaient lancés par le *Minnesota* à l'adresse du *Merrimac* et ils n'ont produit que l'effet d'un coup de marteau. Les boulets du *Merrimac*, ceux surtout tirés presque à bout portant, ont eu quelques résultats. Trois

boulets cylindro-coniques lancés par les pièces rayées ont fait une empreinte de près de 4 pouces de profondeur sur la cuirasse. Deux d'entre eux ont laissé la même saillie intérieure sur la tour, et un homme, appuyé sur les parois intérieures à l'endroit choqué, a été projeté et contusionné. Un troisième projectile a frappé unes des plaques de la guérite du timonier et a produit une telle dépression que la limaille de fer a été projetée avec violence et a aveuglé le capitaine qui avait, en ce moment, la tête appuyée sur la plaque. Les autres boulets qui ont atteint le *Monitor*, et qui, pour la plupart, étaient ronds, ne m'ont pas paru avoir produit un effet bien puissant; ceux surtout qui ont frappé la muraille normalement. Deux, cependant, ont porté sur la muraille au ras du pont, ont soulevé et déchiré celui-ci en faisant fléchir les plaques et en en brisant trois. Les autres n'ont produit que des effets insignifiants.

[Translation.]

Report of the commander of the *Gassendi* of the naval engagement which took place in Hampton Roads, between the Federal forces and those of the Confederates.

First fight, March 8.

[Extracts.]

On the morning of the 8th, light breeze from the N. N. W., very fine weather, slight ebb tide. About 12:40 a mass, having the appearance of a barracks roof, surmounted by a large funnel, appeared at the entrance of Elizabeth River, a little inside of Sewell's Point. Every one recognized the *Merrimack* immediately, which, accompanied by two gunboats, the *Beaufort* and the *Raleigh*, advanced slowly toward the channel of Hampton Roads. After several evolutions, executed doubtless to assure herself of the good working of her machinery, the *Merrimack* seemed for an instant to turn back toward Norfolk; but in a short time after, she boldly started again on her course at an apparent speed of 6 knots, standing for the Federal sailing frigates *Cumberland* and *Congress*, anchored at the entrance of James River. The two gunboats remained at the entrance of the Elizabeth River to watch the movements of the Federal vessels anchored off Fortress Monroe.

The Federal naval force at the anchorage consisted of the screw frigate *Minnesota*, for more than a month cleared for action, with steam up; of the screw frigate *Roanoke*, also cleared for action, but which an inexplicable negligence had allowed to remain for four months with her main shaft broken, and which tried to deceive the enemy by a useless blowing off of steam; of the sailing frigate *St. Lawrence*, which had arrived the day before to replace the *Cumberland* at Newport News, and which had anchored at quite a distance outside; of two three-masted ships, each armed with six cannon. There were besides four gunboats, paddle wheel or screw; a half dozen tugboats (each carrying a 30-pounder Parrott), and an equal number of ferryboats.

Not one of these vessels appeared to notice the arrival of their formidable enemy in the roads, and it was more than a quarter of an hour after her appearance that a shot fired by one of the gunboats announced that she was in sight.

At about 1:30 the *Minnesota* hoisted her jib and started at moderate speed, aided by a tugboat towing by the starboard side. The *Roanoke*, towed by two tugboats, followed her more slowly still. Having arrived near the Rip Raps the *Minnesota* stopped and ran out lines as though to take the *Roanoke* in tow; but she soon appeared to relinquish that, and about 2 o'clock she at length started at a speed of 7 or 8 knots,

standing toward Newport News, where the engagement took place. Her tugboat (the *Dragon*) then went to the aid of the *Roanoke*, which continued to advance slowly, her three tugs being unable, without great difficulty, to make her stem the current. The paddle-wheel gunboat *Whitehall* and the screw gunboat *Mystic* bore off toward Newport News also, but they took a very minor part in the fight.

As these vessels would come abreast of the Sewell Point battery, that battery opened fire upon them. They replied to it, but this fire at long range (about 2,500 meters), to which was added that of the Rip Raps, could but produce an insignificant effect.

About 2:30 the *Minnesota* ran aground on the shoals north of Hampton Middle Ground, a mile from Newport News. The Southern batteries and gunboats fired upon her at long range. The *Roanoke*, fearing doubtless to take the ground also, which her want of speed rendered imminent, then changed her course, and, spreading her sails, came back to the anchorage off the fortress, where she arrived about 4 o'clock. The tugs went to the aid of the *Minnesota*. The *Mystic* came back to the anchorage also about the same hour, and the frigate *St. Lawrence*, which up to that time had steadily proceeded toward the scene of the engagement, imitated likewise the maneuver of the *Roanoke* and *Mystic*.

The *Merrimack*, however, had continued to direct her course toward the frigates which she wished to destroy. The two gunboats had rejoined her, and at 2 o'clock she was at the entrance of James River.

She was immediately greeted by a violent cannonade from the two frigates and from the batteries of Newport News. The Confederate battery at Pig Point replied. The fight was then hidden from us in a great measure by the point, which allowed us to see only the masts of the frigates; but we were able to estimate the force of the fire, which, during a quarter of an hour, particularly, was of the hottest.

We could see the entrance of the river constantly swept in all directions by the shot that ricocheted, and the strength of the detonations indicated to us that they were guns of the heaviest caliber which were testing the armor of the *Merrimack*.

This vessel, after having delivered a broadside at the *Congress*, the nearest of the two frigates, advanced toward the *Cumberland*, whose formidable battery might well be dreaded, and struck her amidships at a speed of 4 to 5 knots, partially breaking her ram. After drawing off two ship's lengths, and having delivered a second broadside at the *Congress*, the *Merrimack* a second time rammed the *Cumberland*, which sank almost immediately. It was then about 2:30. It would seem that this second blow was unnecessary.

The two steamers *Yorktown* and *Jamestown*, which, having descended James River, awaited a little higher up the moment of attack, after having opened fire upon the *Congress* in passing, appeared in Hampton Roads and engaged in a very sharp fight with the two Federal gunboats and the stranded *Minnesota*.

The *Merrimack* reappeared also outside the point, fired alternately at the *Congress* and at the batteries of Newport News, while the Southern gunboats did likewise. Toward 3 o'clock that frigate hoisted her jib, sheeted home her topsails, ran forward a ship's length and grounded immediately on the sand banks south of the entrance of the river. Almost at the same instant she struck her colors, which she replaced by a white flag, and a little later she hoisted another at the mainmast. It was at this time that the following incident occurred of which the Southern papers complained:

So soon as the white flag had announced to the Confederates the surrender of the frigate, they ceased firing and one of their gunboats, the

Raleigh, approached her and ran alongside of her on the starboard side to take off the officers and to tell the crew to go ashore in their boats; but at the moment that the gunboat in good faith came alongside the frigate, guns fired by the Federals hid in the edge of the woods, and some also from the *Congress*, killed and wounded many officers and sailors of the *Raleigh*. Some men even on the *Congress* were struck by the balls coming from the land. This incident, of which the Confederates have bitterly complained, has been copied by the majority of the Northern newspapers; not one has contradicted it. One of them (the New York Herald, of the 14th) has, on the contrary, confirmed it.

The *Merrimack* continued to fire at the batteries of Newport News up to the moment that the *Raleigh* drew off from the *Congress* (about 4 o'clock). All of them then drew near to the *Minnesota*, which, still aground and slightly inclined to starboard and surrounded by three or four gunboats, exchanged shots at long range with the *Yorktown* and *Jamestown*.

The *Roanoke* was already en route for the anchorage. The *St. Lawrence*, which arrived on the scene of action, took part but for a short time, and everything looked as though the resistance of the *Minnesota* could not be prolonged. However, the shoalness of the water did not permit the *Merrimack* to draw near to the frigate, and the other vessels were of too slight a build to expose themselves near her powerful battery. The combatants appeared, besides, exhausted by the emotions and fatigue of a continued struggle of more than three hours. Perhaps the Confederates, almost sure of taking the frigate on the morrow, did not wish to damage the hull nor the machinery too much. However it may be, the fire slackened a great deal. About 6 o'clock it had entirely ceased, and the vessels disappeared little by little in the fog which obscured the horizon. At 7:30 the *Congress* was on fire, and blew up at midnight with a tremendous report. The Confederates had succeeded, besides, in cutting out in James River and taking to Norfolk the water tank *Reindeer*, which alone supplied the fort and vessels with water.

Everything seemed desperate on the evening of the 8th, and a general panic appeared to take possession of everyone. The terrible engine of war, so often announced, had at length appeared, and in an hour at most had destroyed two of the strongest ships of the Union, silenced two powerful land batteries, and seen the rest of the naval force, which the day before blockaded the two rivers, retreat before her. Several vessels changed their anchorage, and all held themselves in readiness to stand out to sea at the first movement of the enemy. Everything was in confusion at Fort Monroe; ferryboats, gunboats, and tugboats were coming and going in all directions; drums and bugles beat and sounded with unusual spirit. Fort Monroe and the battery of the Rip Raps exchanged night signals without intermission. In spite of the assistance of half a dozen steamers, the *Minnesota* could not succeed in getting afloat again, and I learned even that a council of war, held on this subject, entertained for a moment the thought of burning her. Already seven or eight guns had been thrown overboard and some others spiked, when, about 8:40, the *Monitor* (Eriesson battery) arrived, which was to save the *Minnesota* and the rest of the vessels at the anchorage. The sending of this new auxiliary restored the shaken confidence. She immediately directed her course toward the place where the frigate was stranded and anchored beside her.

The Confederate vessels had taken their position under Sewell's Point, and the night passed without incident, each one awaiting with impatience the results of the trial of the morrow.

The fight of the 9th.

On the morning of the 9th, slight breeze from the east, very fine weather, light fog.

At daylight, at the entrance of the Elizabeth River, the Confederate vessels were seen under steam, the *Minnesota* still immovable, and to the left of her, scarcely visible, a small black mass, surmounted by a curl of smoke.

At 8 o'clock the fog completely dispersed. The *Merrimack*, preceded by the *Jamestown* and *Yorktown*, stood for the Federal frigate. The lighter vessels commenced the attack, but the little black mass had put itself in motion and soon a cloud of smoke and the noise of two loud reports apprised the gunboats with whom they had to deal. They were then seen to abandon the attack and retire under the batteries of Sewell's [Point], leaving the *Merrimack* to defend alone the honor of their young flag.

The *Minnesota*, occupied in efforts to get herself afloat, only took part in the fight at long intervals, and the action resolved itself into a veritable duel between the two batteries.

They engaged in the fight at first at long range, but the two enemies were not slow in coming together, each one striving to find the weak spot in the armor of her adversary. In this contest, of naval tactics entirely, in a narrow channel of little depth, the *Monitor*, whose draft is not half that of the *Merrimack*, had an enormous advantage over the latter. Sure of her working, she could run at full speed, approach or retire, as she judged best, without fear of running aground. The Confederate battery, on the contrary, could not move nor perform any evolutions except with the greatest precaution, in spite of the evident skill of her pilot.

At the commencement of the action she grounded and remained immovable for a quarter of an hour. However, the fight continued with an equal ardor. Several times in their evolutions the two adversaries fired upon each other at a distance of a few meters, and in spite of their powerful batteries the projectiles bounded off perfectly harmless, apparently. Once the *Merrimack* ran into the *Monitor*, but whether her ram had been completely broken the day before, or whether it was placed too high, she struck her enemy at the water line and produced only a slight depression on the powerful armor plating which protected that part. Shortly after, the flagstaff of the *Merrimack* was shot away by a ball, and the tops in the roads, as well as the ramparts of the fortress, saluted this accident with frantic hurrahs as a victory. But soon a sailor appeared on the gratings, showing at the end of a staff the flag which had for an instant disappeared.

Two or three times the Eriesson battery drew near to the *Minnesota* and stopped firing to cool her guns. The frigate then fired a broadside at the *Merrimack*, which replied with energy, and one of her balls struck the boiler of the tugboat *Dragon*, which, moored alongside of the stranded vessel, held herself in readiness to take her in tow. The boiler exploded, causing the *Dragon* to sink, scalding and wounding several men.

At length, about 12:30, after four hours of fighting, the *Merrimack* started for Sewell's Point.

The *Monitor* came up to the *Minnesota* and a little while after all the Confederate flotilla returned to Norfolk.

During the following night the stranded frigate was gotten afloat, and at 2 a. m. of the 10th one of the gunboats which had taken part in

the fight, the *Whitehall*, took fire and blew up at two cable lengths from the *Gassendi*.

At daylight the *Minnesota* and the *Monitor* anchored in the roads.

The *Merrimack* appeared to me to have received fifty or sixty shot. The funnel was literally riddled, and the flagstaff shot away. None of the shot had made a very serious impression. The first iron plate of the armor, sometimes the second, was broken, but nowhere was the armor penetrated. Owing to the slope of the sides, even when the iron would break under the blow, there was no internal bending of the entire structure, as nearly always happened to the Ericsson battery. The unbroken plate remained almost intact. However, from the concussion caused by two shots, one at the edge, the other below the water line, a piece of wood flew off inside, but the vessel did not make water in either case. The sloping arrangement of the separate and not very wide plates, fastened on the inside by nut bolts, allowed the *Merrimack* to be promptly repaired.

During the morning of the 9th a ball from the *Monitor* parted her [*Merrimack's*] chain a little below the hawse hole, the anchor dropped and the chain, violently driven inward, seriously wounded a man. A gun was broken at the muzzle. They, nevertheless, continued to fire it without other accident.

It is asserted that at the time of the ramming of the *Cumberland* a part of her crew leaped on the roofing of the *Merrimack*, but they slid off the incline plane and the greater part were drowned. It is doubtless to this incident that the disappearance of 200 men from that ship is due.

The *Monitor* was hit by twenty-three projectiles. Some shells were thrown by the *Minnesota* at the *Merrimack*, and they produced no more effect than a blow of a hammer. The balls from the *Merrimack*, especially those fired almost muzzle to muzzle, produced some results. Three cylindro-conical balls fired from the rifled guns made an indentation nearly 4 inches deep on the armor plating. Two of them made an equally deep indentation on the inside of the turret, and a man leaning against the inside walls at the place receiving the blow was thrown forward and wounded. A third projectile struck one of the iron plates of the pilot house and made such a depression that iron splinters were violently thrown off and blinded the captain, who at that moment was leaning his head against the plate. The other shots which reached the *Monitor*, and were for the most part round, did not appear to me to have produced a very great effect, those especially which struck the sides perpendicularly. Two, however, struck the side at the edge of the deck, lifting and tearing it, causing the iron plates to give way, and breaking three of them. The others only produced insignificant effects.

Order of the Assistant Secretary of the Navy to Flag-Officer Goldsborough, U. S. Navy, to return to Hampton Roads.

HEADQUARTERS DEPARTMENT OF VIRGINIA,
Fort Monroe, Va., March 8 [9], 1862.

MY DEAR COMMODORE: I request you will turn over the command of the naval part of your expedition to Rowan, and return at once to Hampton Roads. General Wool suggests that you bring back one or two of your best steamers.

In this you must use your judgment. The *Ericsson* [*Monitor*] is here doing good work.

Yours, in haste,

G. V. FOX,
Assistant Secretary.

Flag-Officer L. M. GOLDSBOROUGH.

Report of Captain Marston, U. S. Navy, acknowledging order regarding the removal of United States vessels from Hampton Roads, Virginia.

[U. S. S.] ROANOKE,
Hampton Roads, March 9, 1862.

SIR: I have this moment received your letter relative to removal of the *Brandywine* and other vessels from the harbor, and shall endeavor to carry out your views as speedily as possible.

Very respectfully, your obedient servant,

JOHN MARSTON,
Captain and Senior Officer.

Hon. G. V. FOX,
Assistant Secretary of the Navy.

[Telegram.]

HEADQUARTERS ARMY [OF THE] POTOMAC,
March 9, 1862—12:45 m. [sic].

Let the *Leslie* go to Wyman and direct him to send his fastest vessel to the mouth of the Potomac to watch the approach of the enemy, *Merrimack* or any other steamer. If any comes in sight, proceed up at once and give information by telegraph.

J. A. DAHLGREN.

Lieutenant PARKER.

[Telegram.]

WASHINGTON, March 9, 1862—11 a. m.

Merrimack sunk the *Cumberland*; the *Congress* surrendered. *Minnesota* and *St. Lawrence* ran aground approaching scene of contest. At 8:30 last night *Merrimack* had retired to Craney Island. Please be fully on alert. See that Fort Carroll is placed in a condition for defense as rapidly as possible in case *Merrimack* should run by Fort Monroe. Until further orders stop passage of army transports passing from Philadelphia to Annapolis and Perryville by canal. What is condition of Fort Carroll?

GEO. B. MCLELLAN,
Major-General, U. S. Army.

Major-General J. A. DIX,
Baltimore, Md.

[Telegram.]

WASHINGTON, March 9, 1862—1 p. m.

If the rebels obtain full command of the water, it would seem impossible for you to hold Newport News. You are therefore authorized to

evacuate that place, drawing the garrison in upon Fort Monroe, which, I need not say to so brave an officer, is to be held at all hazards, as I will risk everything to sustain you should you be attacked by superior forces. From indications here, I suspect an intention of the enemy to fall back nearer to Richmond, that they may better concentrate their forces. An attack on you is not improbable. If the 15-inch gun is at Newport News, I would suggest its immediate removal to either Fort Monroe or Fort Calhoun, unless it will enable you to retain possession of Newport News. By authorizing you to withdraw from Newport News I do not mean to give you the order to do so, but to relieve you from grave sense of responsibility, which every good officer feels in such a case. I would only evacuate Newport News when it became clear that the rebels would certainly obtain complete control of the water and render it untenable. Do not run the risk of placing its garrison under the necessity for surrendering. You will also please inform me fully of your views and wishes, the practicability and necessity of reenforcing you. The performances of the *Merrimack* place a new aspect upon everything. I may very probably change my whole plan of campaign just on the eve of execution.

G. B. McCLELLAN.

Major-General JOHN E. WOOL.

[Telegram.]

MARCH 9, [1862]—2 p. m.

Please have the following communicated to Captain Wyman as soon as possible:

The *Merrimack* has got out of harbor and had pretty much used up our ships at Hampton Roads.

It is impossible to say what she may attempt, but as a proper precaution it is proposed to be ready to block the channel of this river in the event of an attempt to enter it. By direction of the President, it has been agreed on by General McClellan, General Meigs, and myself—the Secretary of War present—to fill some canal boats and other craft and tow them down near the place where it would be advisable to sink them. I wish you therefore to send up some of the steamers to tow down.

You have no doubt received my dispatch to send a fast vessel to observe the mouth of the Potomac; let this duty be well looked to.

Will General Hooker please to inform me of this reaching Captain Wyman?

JOHN A. DAHLGREN,
Commandant Navy Yard.

Brigadier-General HOOKER,
Commanding.

[Telegram.]

BUDD'S FERRY, [MD.], March 9, 1862—9:15 p. m.

I was absent when your telegram for Captain Wyman reached this office; it was, however, duly communicated.

Captain Wyman is of the opinion that the *Merrimack* can not ascend the Potomac.

HOOKER,
Brigadier-General.

Captain DAHLGREN.

[Telegram.]

NAVY YARD, *March 9, 1862—3 p. m.*

I beg leave to inform you that upon consultation with such pilots as I have in the yard, I find them to be of opinion that a vessel drawing 22 feet water can pass up the Potomac within a hundred yards of the arsenal.

As far as the light-house on Blakiston Island, some 30 miles, there is abundant water for any ship.

About 5 miles higher up is the first obstacle—the Kettle Bottoms. The channel passes among these shoals for 5 miles and the pilot says 24 feet can be had, which I doubt; the narrowest part about 300 yards wide.

From this the channel continues good until just below Aquia, where it shoals so that 23 feet is considered the best water at common high tide.

Having passed this the water deepens, passing the batteries and shoals about Mattawoman Creek, where the depth at common high tide is 22 feet. This obstruction is less than a mile in extent, after which the channel deepens several feet; though its narrows, it runs deep very nearly to the arsenal and perhaps some 3 miles from the capital.

The actual blocking of the river is only to be resorted to when the exigency arises, the means being at hand.

There are three points where it can be done—the Kettle Bottoms, below Smith's Point, and at Mattawoman.

I would advise that some heavy ordnance be got ready for placing at the arsenal, at Giesboro Point, and at Buzzard Point. Fort Washington should also have suitable cannon. I have telegraphed to the flotilla for some steamers to tow down the blocking vessels as soon as General Meigs has them ready. It happens, unfortunately, that the only two good steamers belonging to the yard are at Fortress Monroe.

JOHN A. DAHLGREN.

His Excellency the PRESIDENT OF THE UNITED STATES.

[Telegram.]

MARCH 9—3:30 p. m.

Two of the large yard steamers are at Fort Monroe; one of them is not yet repaired, so that I have but one little tug.

I would suggest authority to charter or hire one or two of the best steamers in the river, if necessary, without consent of the owner.

JOHN A. DAHLGREN.

Hon. GIDEON WELLES,
Secretary of the Navy.

[Telegram.]

MARCH 9, [1862]—3:40 p. m.

I am making arrangements to place an 11-inch gun and some 10-inch mortars on Giesboro Point, which will command at short range the nearest point that a vessel drawing 22 feet can approach the capital; the channel passes within 50 yards of this position. As I have but a

handful of men, it might be convenient to have some assistance from the neighboring regiments. If so, please authorize it.

JOHN A. DAHLGREN.

General MCOLELLAN,
Commanding.

[Telegram.]

WAR DEPARTMENT, *March 9, 1862—5:30 p. m.*

The steamer *Sophia* will leave G street wharf in ten minutes, having in tow eight canal boats loaded with sufficient stone to sink them. Another steamer, with eight more, will leave in the course of the night. The captain of the *Sophia* bears a letter to the officer in command of the flotilla, stating "that the boats are to be sunk if necessary." This telegram is sent for your information.

By order of General Meigs, Quartermaster-General:

D. H. RUCKER,
Quartermaster and Colonel.

Captain DAHLGREN.

[Telegram.]

HEADQUARTERS DEPARTMENT OF VIRGINIA,
Fort Monroe, Va., March 9, 1862.

I want for immediate defense, to be sent as soon as possible, 2,000 regular infantry and 8,000 volunteer infantry; five batteries of light artillery, regulars if possible; 1,100 horses to furnish the five batteries, to complete the batteries I have here, and for the unmounted cavalry.

The rebels are threatening Newport News. Scouts report they have appeared in large force within 5 miles of that port. With this force I can evacuate Newport News by land if necessary. You can probably best determine, from a knowledge of the enemy's movements near you, what additional force I may require. I want three quartermasters, the chief of whom should be a superior man, and four brigadier-generals, with an efficient staff. For the performance of the *Merrimack*, I refer you to Mr. Fox's telegram annexed.

JOHN E. WOOL,
Major-General.

Maj. Gen. GEORGE B. MCOLELLAN,
Commander in Chief, Washington.

[Telegram.]

WASHINGTON, *March 9, 1862.*

General Dix has been ordered to send you 4,000 men as rapidly as possible. Do you want any more reenforcements for defensive purposes?

R. B. MARCY,
Chief of Staff.

Major-General JOHN E. WOOL.

[Telegram.]

MARCH 9, [1862]—9 p. m.

The proposed measures for guarding the Potomac are in progress. I am informed from the Quartermaster's Department that eight canal boats loaded with stone were about to leave, and eight more would leave during the night. I have sent instructions to the commandant of flotilla as to their disposition and use at the three places where the channel has least depth of water.

The only 11-inch gun and 50-pounder which I have will be landed on Giesboro Point before midnight. The platforms will be laid and the guns in position to-morrow morning. The mortars will also be placed. Shot are being cast for all of them and a full supply will be ready to-morrow.

The Secretary of War has visited the defensive points and given me authority to draw on any of the regiments or forts for men, guns, or munitions. He has also authorized me to take for the while the private steamers plying on the river for present use of the Government, and I have sent round for them.

If there should be any use at all for a battery on Giesboro, there ought to be 20 of the heaviest cannon. Shot of 170 pounds at 50 or 100 yards will be apt to do something.

A smart steamer has been dispatched to the mouth of the Potomac to observe it.

JOHN A. DAHLGREN.

His Excellency the PRESIDENT.

Telegraph also to Secretary of Navy.

[Telegram.]

FORT MONROE, VA., March 9, 1862—10:45 p. m.

Your telegram to Major-General Wool received. The performance of the *Monitor* to-day against the *Merrimack* shows a slight superiority in favor of the *Monitor*, as the *Merrimack* was forced to retreat to Norfolk after a four hours' engagement, at times the vessels touching each other. The damage to the *Merrimack* can not be ascertained. She retreated under steam without assistance. The *Monitor* is all ready for her to-morrow, but I think the *Merrimack* may be obliged to lay up for a few days. She is an ugly customer, and it is too good luck to believe we are yet clear of her. Our hopes are upon the *Monitor*, and this day's work shows that the *Merrimack* must attend to her alone. Have ordered the large frigates to leave.

G. V. FOX,
Assistant Secretary.Major-General McCLELLAN,
Washington, D. C.

[Telegram.]

NAVY DEPARTMENT, March 9, 1862.

If the *Oneida* can go to sea, send her to Hampton Roads instantly. Send any vessels you have. Don't delay a moment.

GIDEON WELLES.

Captain HIRAM PAULDING,
Commanding Navy Yard, New York.

[Telegram.]

NEWPORT NEWS, *March 9, 1862.*

I have just completed my arrangements for battle in the morning. The enemy is 1½ miles on the river road beyond my brick-house pickets. A large body of cavalry, some infantry, and artillery are as above posted, yet they may simply be there to reconnoiter and wait the result of the *Merrimack's* operations. The *Merrimack* and other steamers have gone to Norfolk, and we hold the waters. We want hard bread, flour, whisky, and spades, shovels, and picks. Let them all come by boat. It is well to send infantry to Newmarket Bridge—this obliges him to fight us in front.

MANSFIELD,
Brigadier-General.

Major-General WOOL.

[Telegram.]

NEWPORT NEWS, *March 9, 1862.*Can you tell me anything about the *Minnesota*?

MANSFIELD.

Captain WHIPPLE.

[Endorsement.]

Minnesota is afloat and coming down.

JOHN E. WOOL.

Order of Quartermaster-General Meigs, U. S. Army, to Colonel Ingalls, U. S. Army, regarding the method of attacking the Merrimack should she appear off Annapolis, Md.

EXECUTIVE MANSION,
Washington, March 9, 1862.

Should the *Merrimack*, which did so much damage at Newport News, attempt anything at Annapolis, it is believed that the best defense would be an attack by a number of swift steamers, full of men, who should board her by a sudden rush, fire down through her hatches or grated deck, and throw cartridges, grenades, or shells down her smoke pipes; sacrifice the steamers in order to take the *Merrimack*.

If an overwhelming force can be thus thrown on board, there will be little loss of life, though the steam transports may be destroyed. Of course the steamers should be provided with ladders, planks, grapples, and other means to board with. The *Merrimack* has iron sides sloping above water to a deck about 9 feet wide; said to be an iron-grated deck.

Promotion, ample reward, awaits whoever takes or destroys her. •
By order of the Secretary of War:

M. C. MEIGS,
Quartermaster-General.

Colonel INGALLS,
Quartermaster, Annapolis.

You, of course, have a swift steamer outside on the lookout.

Letter from the Secretary of War to the governors of New York, Massachusetts, and Maine regarding preparations for defense of the ports of those States against attack by the Merrimack.

WAR DEPARTMENT,

Washington, March 9, 1862.

The opinion of the naval commanders here is that the *Merrimack* will not venture to sea, but they advise that immediate preparations be made to guard against the danger to our ports by large timber rafts, protected by batteries. They regard timber rafts, guarded by batteries, as the best protection for temporary purposes.

General Totten says do not neglect the batteries.

EDWIN M. STANTON,
Secretary of War.

The GOVERNOR OF NEW YORK, *Albany*; MASSACHUSETTS, *Boston*;
MAINE, *Portland*.

Report of Acting Master Shankland, U. S. Navy, commanding U. S. S. Currituck, of arrival at Hampton Roads.

U. S. S. CURRITUCK,

Hampton Roads, March 9, 1862.

SIR: I beg to inform you of the arrival of the *Currituck* at this anchorage. During the passage from New York, in company with the *Sachem* and Ericsson's floating battery [*Monitor*], which vessel we were ordered to convoy to Cape Henry, our machinery became disabled. I was obliged to come in to an anchorage to repair it. I shall be all ready for sea and will sail at 4 o'clock this afternoon, and proceed toward Port Royal as fast as possible.

I remain, respectfully, yours,

W. F. SHANKLAND,
Acting Master, in Command.

HON. GIDEON WELLES,
Secretary of Navy.

Order of the senior officer, Hampton Roads, Virginia, to Acting Master Shankland, U. S. Navy, to proceed off Cape Henry.

U. S. S. ROANOKE,

Hampton Roads, March 9, 1862.

SIR: Your orders to proceed to Port Royal are temporarily suspended, and you will proceed off Cape Henry and prosecute the blockade vigorously and efficiently.

Very respectfully, your obedient servant,

JOHN MARSTON,
Captain and Senior Officer.

Acting Master W. F. SHANKLAND,
U. S. S. Currituck, Hampton Roads.

[Telegram.]

HEADQUARTERS ARMY POTOMAC, *March 10, 1862—1 a. m.*

You will suspend operations for the present for sinking boats or placing obstructions in the Potomac.

GIDEON WELLES.

Captain JOHN A. DAHLGREN.

[Telegram.]

WAR DEPARTMENT, *March 9, 1862.*

The *Merrimack*, an armor-clad vessel belonging to the rebels, issued from Norfolk yesterday and captured several of the United States blockading vessels and threatens to sweep our whole flotilla from Chesapeake Bay. Under these circumstances it is of the last importance to capture or destroy the *Merrimack*, and the whole wealth and power of the United States will be at command for that purpose. As this movement was anticipated and the subject of discussion between you and myself last December, you have no doubt thought of various modes by which it could be met and overcome most promptly. The Secretary of War desires you quietly to call a meeting of from three to nine persons, at your discretion, of the best judgment in naval engineering and warfare, to meet immediately at your father's house or some other convenient and suitable place, and to sit as a committee to devise the best plan of speedily accomplishing the capture or destruction of the *Merrimack*. I would suggest the name of Abram S. Hewitt as a member of the committee. You will bear in mind that every hour's delay to destroy the *Merrimack* may result in incalculable damage to the United States, and that the plan or plans for her destruction should be submitted at the earliest hour practicable for the approval of this Department, to the end that their execution may not be unnecessarily delayed a moment. To enable you to communicate hourly with this Department, the telegraphic company is directed to transmit all messages from you at the expense of the Government.

Acknowledge this dispatch the moment you receive it. Spare no pains or expense to get the committee together immediately. Act with the utmost energy. You and each member of the committee will consider this whole matter confidential.

P. H. WATSON,
Assistant Secretary of War.

HENRY B. RENWICK, Esq.,
21 Fifth Avenue, corner Ninth street, New York.

[Telegram.]

OLD POINT COMFORT, *March 10, 1862—9 a. m.*

By the strenuous exertions of the officers and crew the *Minnesota* was got off at daylight and is anchored off the fort. The *Whitehall*, an old ferryboat, was accidentally burned last night. I asked you to send the small gunboats from Boston to this anchorage. I would also suggest that the *Wachusett*, Captain Misroon, be ordered here. The *Dacotah* was ordered to touch here, and I shall keep her. Will you hurry her by telegraph? This force will be sufficient in the absence of iron vessels. The *Merrimack* has not appeared, and I hope we shall get everything clear in the harbor, so that the combat, if again commenced, shall be between the iron vessels alone. The *Sabine*, ordered to this point a week since, is not wanted. The *Monitor* is down receiving the cheers of the garrison and vessels. Whether I shall return to-night depends upon the condition of things. I wish to see the frigates off before I leave.

G. V. FOX,
Assistant Secretary.

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

Report of Captain Marston, U. S. Navy, of the destruction by fire of the U. S. S. Whitehall, March 10, 1862.

U. S. S. ROANOKE, *New York, March 17, 1862.*

SIR: The constant pressure on my mind for the last four days previous to my leaving Hampton Roads, caused by the multitudinous duties devolving on me, led me unintentionally to omit reporting several things which it was my duty to have informed you of, and which omissions I trust you will, under the circumstances, pardon and overlook.

On Monday, the 10th instant, at 2 o'clock a. m., the tug *Whitehall*, while lying near the landing at Fortress Monroe, caught fire and was in a few minutes so completely enveloped in flames that her commander, Acting Master Baulsir, and crew had only time to escape, saving only the clothes they had on. I had Acting Master Baulsir on board and questioned him as to the cause of the catastrophe, but he could form no idea as to its origin, and only knew that it commenced in the fire room. The destruction of the *Whitehall* is not a very serious loss to the Government, as she was so perfectly rotten as to have rendered her, in my opinion, wholly unworthy of repair. Acting Master Baulsir being entirely destitute of clothing and his services not specially wanted here at this time, I gave him permission to go to his home, as I also did to most of the officers of the *Congress* and *Cumberland*, with orders to report from thence to you.

I also omitted to inform you that, at the suggestion of the honorable Assistant Secretary of the Navy, I had the *Brandywine* towed up for safety to Annapolis by the steamer *Mount Vernon*, the latter vessel to go to Baltimore and complete her repairs. The *Brandywine* also would have gone to Baltimore, but she drew too much water. Arrangements were made by me, previous to my sailing, for towing to Baltimore the gunboat *Mystic* and tugs *Dragon*, and *Zouave*, all of which were thought by Mr. Fox had better be sent immediately away. The execution of this I left with Captain Van-Brunt. The coal ships, the hospital ship, and *Braziliera* were removed out of range of the guns of the fortress and safely anchored to the eastward of it.

For these omissions on my part I trust you will pardon me, for no one but myself can form an idea of the constant drain there was on my energies.

Very respectfully, your obedient servant,

JOHN MARSTON,
Captain.

Hon. GIDEON WELLES,
Secretary of the Navy.

Report of Captain Marston, U. S. Navy, regarding the removal of vessels from Hampton Roads.

U. S. S. ROANOKE,
Hampton Roads, March 10, 1862—3 a. m.

SIR: I have this moment received your letter* of the 9th relative to the disposition of the ships and steamers at this place, and shall at once carry out your suggestions as early as practicable.

Very respectfully, your obedient servant,

JOHN MARSTON,
Captain and Senior Officer.

Hon. G. V. FOX,
Assistant Secretary of the Navy, Fortress Monroe.

* Not found.

[Telegram.]

MARCH 10, 1862.

The following communication has been received from Lieutenant Commanding McCrea, of the lower flotilla:

POINT LOOKOUT, [March 10]—9:20 a. m.

From appearances the *Merrimaack* is off the Point. I send Master Pierson with this communication to the Department.

Hon. G. WELLES,
Secretary of the Navy.

F. A. PARKER,
Lieutenant.

[Telegram.]

WASHINGTON, March 10, 1862—10:27 a. m.

It is directed by the President that the *Monitor* be not too much exposed; that in no event shall any attempt be made to proceed with her unattended to Norfolk. If vessels can be procured and loaded with stone and sunk in the channel it is important that it should be done. The *San Jacinto* and *Dacotah* have sailed from Boston for Hampton Roads and the *Sabine* in tow of *Baltic* and a tug from New York. Gunboats will be ordered forthwith. Would it not be well to detain the *Minnesota* until other vessels arrive?

GIDEON WELLES,
Secretary Navy.

G. V. FOX,
Assistant Secretary Navy.

Letter from Captain Marston, U. S. Navy, to the Assistant Secretary of the Navy, requesting use of army tugs for the removal of vessels from the harbor.

U. S. S. ROANOKE,
Hampton Roads, March 10, 1862.

SIR: It having been determined to remove all the ships from here and place the hulks, etc., into a secure position, I shall require all the tugs that can be spared.

Will you therefore please make arrangements with General Wool to send all the tugs he has to me at once? Any steamer that can tow. The officer who takes this will wait for a reply.

Very respectfully, your obedient servant,

JOHN MARSTON,
Captain and Senior Officer.

Hon. G. V. FOX,
Assistant Secretary of Navy, Fortress Monroe.

P. S.—I can congratulate you on the safety of the *Minnesota*. Captain Van Brunt is now on board of me.

[Telegram.]

NAVY DEPARTMENT, March 10, 1862—3 p. m.

Send the *Wachusett* to Hampton Roads. Have the work on the other gunboats carried on day and night with all the force possible to put on them, and when ready send them to Hampton Roads.

GIDEON WELLES,
Secretary of the Navy.

Captain WILLIAM L. HUDSON,
Commandant Navy Yard, Boston.

[Telegram.]

MARCH 10, [1862]—3 p. m.

On returning to the yard I found that Wyman had ordered back the stone barges, and they were on the way up. I have sent down a steamer to make them return to the flotilla. It may be well to see that they do not get to Washington by mistake.

J. A. DAHLGREN.

General MEIGS,
Quartermaster-General.

[Telegram.]

NEWPORT NEWS, *March 10, 1862.*

The enemy on our front are not in sight this morning. The *Yorktown* and two other small steamers that passed down out of the river on the 8th should not be permitted to return, and there should be a gunboat here always. I shall send out a reconnoissance after breakfast under Colonel Weber to find out where the enemy is. We should have 100 axes and helms. My official report will be sent in to-day of our doings to date.

MANSFIELD,
Brigadier-General.

General WOOL.

[Telegram.]

HEADQUARTERS DEPARTMENT OF VIRGINIA,
Fort Monroe, Va., March 10, 1862.

Nothing of importance has occurred to-day. The *Merrimack* has not made her appearance since yesterday. It is not yet ascertained how much she was injured.

The chief engineer of the *Monitor* says three balls from the *Monitor* passed through the *Merrimack*. I hope the regiments promised will be forwarded without delay. Colonel John C. Robinson, at Annapolis, declined going to Baltimore, as he did not wish to remain over night in that city until he was certain of transportation. I have ordered him forward immediately.

We have but one 15-inch gun, and that is at this post. If I can get the number of men and batteries asked for, I think I will be able to keep Newport News, that is, if no accident happens to the *Monitor*. In her contest with the *Merrimack* she suffered very little, although she was struck twenty-three times. I congratulate you on your glorious success in taking the batteries on the Potomac.

JOHN E. WOOL,
Major-General.

Major-General MCCLELLAN.

[Telegram.]

NAVY DEPARTMENT, *March 10, 1862.*

San Jacinto and *Dacotah* sailed on Sunday for Hampton Roads. Hudson telegraphs that gunboats can not be got ready before Wednes-

day. Paulding has sent the *Sabine* to the roads. Order her elsewhere if you think best.

GIDEON WELLES.

Captain G. V. FOX,
Assistant Secretary of the Navy,
Or Senior NAVAL OFFICER,
Fortress Monroe.

Letter from the Assistant Secretary of the Navy to Flag-Officer Goldsborough, U. S. Navy, regarding affairs in Hampton Roads, Virginia.

HEADQUARTERS DEPARTMENT OF VIRGINIA,
Fort Monroe, Va., March 10, 1862.

MY DEAR COMMODORE: As the *Spaulding* is off in a few minutes, I write a line more. The *Minnesota* came off at daylight, and is now getting ready for sea; she is no use here. The *San Jacinto*, *Dacotah*, and two 11-inch gunboats are ordered here; the two former have sailed. I trust you will return with Jeffers as early as possible,

Yours, most truly,

G. V. FOX.

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

[Telegram.]

OLD POINT COMFORT, March 10, 1862.

Please send down moorings for the *Monitor*; I should think a third-class sloop's would be about right. Let there be a good buoy with a shackle on top; also send 30 fathoms of 1-inch chain, shackle at each end.

G. V. FOX.

JOHN LENTHALL,
Chief Bureau of Construction, Navy Department, Washington.

[Telegram.]

OLD POINT COMFORT, March 10, 1862.

All quiet to-day. Buchanan commanded *Merrimack* first day, and was wounded; second day, Lieutenant Catesby Jones. She is repairing for another attack. Think I shall return to-morrow night. Tell the President that the *Monitor* shall take no risk excepting with the *Merrimack*. Love to Virginia.

G. V. FOX.

HON. M. BLAIR,
Postmaster-General, Washington, D. C.

Report of Commander Totten, U. S. Navy, commanding U. S. ship Brandywine, of the grounding of that vessel en route for Baltimore.

U. S. S. BRANDYWINE,
Chesapeake Bay, March 10, 1862.

SIR: Under orders from Captain John Marston, the senior captain at Hampton Roads, I left that place on the 9th about midday, at short

notice, slipping our cables, in tow of the U. S. S. *Mount Vernon* for Baltimore.

On the next morning near daylight the ship was run on the Middle Ground Shoals, abreast of the Potomac, where she lay until 3:30 of the 10th, when with much difficulty, by the assistance of the steamer, she was got off and continued up the Chesapeake.

As I could have very little confidence in the pilot of the *Mount Vernon*, I determined to anchor off Annapolis, or a few miles beyond, until a capable pilot and more powerful steamer could be obtained before proceeding to Baltimore.

I am apprehensive that the rudder of the ship is damaged, as it took the ground and thumped heavily for several hours.

I regret to be under the painful necessity of reporting the death of Master's Mate George Parks, who fell overboard on the afternoon of the 10th while the vessel was being towed.

He was picked up, but not until he had got far astern and life was nearly extinct.

I have the honor to be, very respectfully, your obedient servant,
B. J. TOTTEN,
Commander.

HON. GIDEON WELLES,
Secretary of the Navy.

[Telegram.]

HEADQUARTERS DEPARTMENT OF VIRGINIA,
Fort Monroe, Va., March 10, 1862—8:10 p. m.

Telegram received. The *Merrimack* has not appeared to-day, and everything is quiet. The *Monitor* is all ready for her. Most of the vessels are cleared away from the front of the fort. The *Minnesota* has repaired sufficiently to remain until the other steamers arrive. The *St. Lawrence* and *Roanoke* will go to-morrow. The English sloop of war *Rinaldo* arrived to-day from Charleston. I will remain, I think, until Commodore Goldsborough arrives.

G. V. FOX,
Assistant Secretary.

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

[Telegram.]

FORT MONROE, March 10, [1862.]

Minnesota had not been got off when so reported yesterday, but was finally got off during night and returned to her usual station at the entrance to the roads and is again ready for action.

Monitor came down early this morning and was greeted with enthusiastic cheers by the various vessels in the harbor. General Wool and staff and Secretary Fox went on board this forenoon. She was found not to be damaged in the slightest degree, and is as well prepared as ever for another conflict. Her performance was perfectly satisfactory to her officers and men, and they all speak of her in the highest terms.

Gunboat *Whitehall* caught fire at 2 o'clock this morning and was totally destroyed. Three of her guns, all of which were shotted, went off at intervals, and a shell, which burst in the air, scattered several fragments about without doing any damage. Another gun was saved by harbor crew.

British sloop of war *Rinaldo* arrived this forenoon from off Charleston. No news.

Latest estimate of number killed on *Congress* is 50, including three officers—Lieutenant Joseph B. Smith, commanding; Acting Master Thomas Moore, and Coast Pilot William Rhodes. Captain William Smith, who commanded the *Congress* until recently transferred, was unhurt. Twenty-seven are reported wounded; 40 were taken prisoners; none of them were officers. Master's Mate Peter [J.] Hargous is missing.

On board the *Cumberland*, Reverend Mr. Leihart, the chaplain, was drowned, and Master's Mate John M. Harrington was killed. But few of the wounded escaped to the shore. The number of killed and drowned is stated at about 150.

On the *Whitehall*, Third Assistant Engineer Andrew Nesbitt, and Robert Waugh and Charles O'Connor, seamen, were killed, and two or three were wounded.

On the *Dragon*, which received a shot in her boiler, 3 men were wounded, not officers.

The *William Whildon* received a shot in her boiler and the *Rescue* was damaged in her machinery. Former was towed to Baltimore to-night by *Adelaide*.

Minnesota lost 6 men killed and 17 wounded, not including any officers, so far as is known. She is said to have received quite a number of shots.

Roanoke received but two shots and little damage was occasioned. No casualty occurred on board except the falling of a man from aloft.

It is generally believed now that *Merrimack* must have received serious damage. It is the testimony of some that she was considerably listed on one side as she went behind Sewell's Point, probably to bring some leak above the water.

A tug came out from Elizabeth River this forenoon, and after taking some observations returned without making any demonstration.

BABCOCK.

H. H. CRAIG,
New York.

Approved.

JOHN E. WOOL,
Major-General.

[Telegram.]

WAR DEPARTMENT, March 10, 1862.

Your dispatch of this morning received.* Why not take, say, three large and swift steamers, drawing not more than 16 feet of water when loaded, fill their bows and strengthen them generally, and protect their machinery with timber? Could not three such vessels be fitted up and made ready for sea in three or four days, and would they not be sufficient for the destruction of the *Merrimack* by running her down, if managed by volunteer commanders and crews? Telegraph immediately for Carryall to return.

P. H. WATSON,
Assistant Secretary of War.

HENRY B. RENWICK, Esq.,
New York.

* Not found.

Order of the Assistant Secretary of the Navy to the senior officer in Hampton Roads to send vessels to the rescue of the U. S. ship Vermont.

OLD POINT COMFORT, VA., March 10, 1862.

DEAR SIR: I have just received a telegram from the honorable Secretary of the Navy, in which he states that the *Vermont** was last seen helpless on the 6th instant, in latitude 38° 45' N., longitude 68° W., drifting S. S. E. $\frac{1}{2}$ E. about 2 knots per hour. He wishes vessels sent immediately. Will you send down an order to the *St. Lawrence* to catch her, if possible, before she gets outside, and let her go in pursuit and stay by her? and the *San Jacinto*, *Sabine*, and *Baltic*, hourly expected, must also be dispatched at the earliest moment to continue the pursuit without returning, except for coal, until the *Vermont* is found; then to tow her into New York, the Delaware, or Port Royal, as may be most convenient.

Very truly,

G. V. FOX,
Assistant Secretary.

Captain JOHN MARSTON,
Senior Naval Officer, Hampton Roads.

[Telegram.]

NAVY DEPARTMENT, March 10, 1862—9:45 p. m.

If *Chocura* and *Penobscot* have not sailed, send them to Hampton Roads as soon as steam can be gotten up; also the *Marblehead*, or any other gunboat ready.

Answer.

GIDEON WELLES.

Captain WILLIAM L. HUDSON,
Commandant Navy Yard, Boston.

Letter from the Secretary of the Navy to the senior officer in Hampton Roads, transmitting information regarding the movement of blockade runners from foreign ports.

NAVY DEPARTMENT, March 10, 1862.

SIR: I herewith transmit the following papers, referred to this Department by the Secretary of State:

Copy of dispatch from U. S. consul at Liverpool, relating to the *Herald* and *Bermuda*, dated the 14th ultimo. Extract from dispatch from the same, dated February 15, relative to the *Bermuda*. Extracts from dispatch of the U. S. consul at London, dated February 15, concerning the brig *Gambia* and bark *Windward*, and the invoices of the *Southwick* and *Economist*. Copy of dispatch, No. 11, dated February 17, in relation to the Bremen bark *Leibnitz*, from the U. S. consul at Cardiff.

You will perceive that some of these vessels have valuable cargoes, comprising mostly arms and munitions of war. The utmost vigilance should be exercised to prevent them or their cargoes, by transshipment, from entering any of the Southern ports within your command.

I am, respectfully, your obedient servant,

GIDEON WELLES.

Captain JOHN MARSTON,
Senior Officer Present, Hampton Roads, Virginia.

* For search for U. S. ship *Vermont*, see Vol. I, pp. 335-352.

[Enclosures.]

U. S. CONSULATE,
Liverpool, February 14, 1862.

SIR: The steamer *Herald*, referred to in my last dispatch, cleared at the custom-house yesterday. She will sail either to-day or to-morrow direct for Charleston. From her light draft of water they expect to run her directly over the stone vessels sunk in the channel. Peter Roney is to be the first mate, and is to pilot the vessel in. Charles Taylor, of Dublin, is said to be her owner. The report is that the Southern agents have secured him; the truth, I presume, is, that they have paid him for the vessel with permission to register her in his name, and that he is merely the nominal owner. She has taken on 5 guns, a number of large canvas packages, contents unknown, 5 tons potatoes in sacks, and a large quantity of coal and provisions.

The *Bermuda*, now loading, up to this date has taken on board 100 cases $5\frac{1}{2}$ -inch shells, 100 cases 3-inch shells, 325 cases $7\frac{1}{2}$ -inch shells, 3 rifled cannon, $7\frac{1}{2}$ -inch bore; 2 rifled cannon, $5\frac{1}{2}$ -inch bore; 2 rifled cannon, 3-inch bore, and 3 breech-loading rifled cannon of the Whitworth patent, one 10 feet long, $8\frac{1}{2}$ inch bore, and the other two larger than this; 6 wooden gun carriages for ships or garrisons, and 12 for fieldpieces, 156 tons saltpeter, 19 cases of small arms, 6 cases clasped and bound with iron, very heavy, and 3 other cases, contents unknown. Her captain's name is C. William Westendorff, as you will perceive from the enclosure marked No. 1, containing a note written by him.

There is much activity among the Southern agents, more than there has been at any time before since my arrival in England.

I have the honor to be, etc.,

THOS. H. DUDLEY.

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

U. S. CONSULATE,
Liverpool, February 15, 1862.

SIR: * * * Edward Haigh, of Liverpool, the cotton broker of Fraser, Trenholm & Co., is the nominal owner of the steamer *Bermuda*, now loading at this port for Bermuda. The register is in his name, but it is understood that she belongs to the South, and that his name is merely used for the purpose of having her registered as an English vessel. Within the last two days they have taken off the old gilding from the stern of the ship and put on in its place a palmetto tree. Since my dispatch of yesterday, she has taken on the following additional cargo: One heavy rifled cannon, 10 cases, rather light, contents unknown, 46 cases, $8\frac{1}{2}$ -inch hollow shells, 9 heavy casks, contents unknown, 30 bundles sapper's spades, 3 small round cases, 6 bales, 5 small cases supposed to contain implements. * * *

THOS. H. DUDLEY,
U. S. Consul.

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

CONSULATE OF THE UNITED STATES OF AMERICA,
London, February 15, 1862.

SIR: The bark *Windward* and brig *Gambia* have sailed for the West Indies, both said to have cargoes for the South, the latter considerable

gunpowder. * * * I herewith send the invoice of the *Southwick's* cargo, so far as it has been received at the custom-house. It has not all gone in yet, although the steamer has sailed, by which you will see that 18,320 Enfield rifles, valued at £54,960; 104,600 pounds powder, valued £3,800; 100 bags, 16,372 pounds coffee, 9,000,000 percussion caps, cannon, shell, tubes, etc. This is not the full invoice of her cargo, but as far as it has been rendered, is correct. She cleared for Nassau. The cargo of this vessel and that of the *Economist*, which left two weeks ago, are of great importance to the rebels and ought not to be allowed to reach there. * * *

F. H. MORSE,
U. S. Consul.

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

U. S. CONSULATE,
Cardiff, February 17, 1862.

DEAR SIR: It becomes my duty to inform you that I have just learned from good authority that a large Bremen bark, called the *Leibnitz*, Captain Schilling, is now loading here with salt, with the intention of running the blockade. I know that the bags first brought to her were not considered strong enough by the captain, as they might be subjected to much land transportation, and that stouter ones were procured. The broker will not tell where she is going; the captain says "To the East," while the mate has privately said to Baltimore. It is probable that her papers will be made out for Baltimore, so that if she is met by any of our armed vessels at the mouth of the Chesapeake she might be allowed to go on and then land her cargo somewhere in Virginia. But should any of our vessels meet her, she should be followed and watched by them.

With the highest consideration, etc.,

CHAS. D. CLEVELAND.

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

P. S.—Since writing the foregoing, I have received additional confirmation of the statements therein made from a patriotic American captain, whose vessel lay alongside of the *Leibnitz* for some days, and who, from frequent communications with the officers, has no doubt she will enter Chesapeake Bay if she can.

C. D. CLEVELAND.

[Telegram.]

FORT MONROE, VA., March 11, 1862.

Telegram received. I will send *St. Lawrence*, *Sabine*, *Sun Jacinto*, and *Baltic* after the *Vermont*.

The *Roanoke* goes to New York to-night or in the morning, if wind permits. The harbor in the vicinity of the guns of the fort is cleared of vessels. The Union gun is all ready. Magruder in some force is in vicinity of Newport News. Troops to-day were being ferried over from Craney Island to Sewell's Point. Flag of truce said the *Merrimack* (now *Virginia*) was resting a little. Saturday she was commanded by Franklin Buchanan, who, with his lieutenant, Minor, was wounded.

Sunday, Lieutenant C. ap. Roger Jones, formerly of the Navy, had command. Nobody hurt the second day. The *Minnesota*, by the great exertions of her people, is in condition for fighting, with her steam power uninjured.

The *Monitor* is entirely ready and anxious for the appearance of the *Virginia*. If Commodore Goldsborough returns in the morning I will leave to-morrow night.

G. V. FOX.

Hon. G. WELLES.

Instructions from Captain Marston, U. S. Navy, to Captain Van Brunt, U. S. Navy, preparatory to the departure of the former for New York.

U. S. S. ROANOKE,
Hampton Roads, March 11, 1862.

SIR: I send to you all the remaining officers of the *Forbes*. By direction of the honorable Secretary of the Navy, her engineers were to be sent to Hatteras and the other officers to be distributed among the different vessels of the squadron; this last has, to some extent, been attended to. I also send you about fifty men, as Assistant Secretary Fox informs me that vessels will shortly be in here which will require additions to their crews.

The gunboat *Mystic* and tugs *Zouave* and *Dragon* are to be towed to Baltimore, by either the steamer *Baltimore* or *King Philip*, and the *Amanda* by the one left by the other three, or you can divide them more equally. Captain Poor has charge of the *King Philip* and the *Baltimore*, and will give them to you for the purpose intended above.

As you are aware, I am going to New York with this ship, and the *St. Lawrence* to Philadelphia. Flag-Officer Goldsborough will be here in a day or two.

Please take charge of all the letters and papers I leave behind for different vessels.

I hope to have the pleasure of seeing you before I go, when I shall probably have other subjects to speak to you about.

Very respectfully, your obedient servant,

JOHN MARSTON,
Captain and Senior Officer.

Captain G. J. VAN BRUNT,
U. S. S. Minnesota, Hampton Roads, Virginia.

[Telegram.]

MARCH 11, 1862—9 a. m.

I am now ready to send the only 11-inch gun here to its position on Giesboro Point. It is probably the only heavy gun in this vicinity.

It blew so freshly yesterday that there was danger of the scow foundering on the way if sent. Is it still considered necessary to mount it?

Captain Wyman considers more barges necessary than those to be sent. He wrote me that none of them had reached him at midnight, but they were met going down.

JNO. A. DAHLGREN.

Brigadier-General MEIGS.

[Telegram.]

QUARTERMASTER-GENERAL'S OFFICE,
Washington City, March 11, 1862—12: 27 p. m.

I take it for granted that all measures of precaution ordered are to be carried out, having no orders to the contrary.

How many more canal boats should be sent down? I will order eight more made ready and sent as soon as possible, and as many more as you desire.

M. C. MEIGS,
Quartermaster.

Captain JOHN A. DAHLGREN,
Commanding Washington Navy Yard.

Report of Captain Marston, U. S. Navy, regarding affairs in Hampton Roads, Virginia.

U. S. S. ROANOKE,
Hampton Roads, March 11, 1862.

SIR: It having been represented to me by Fleet Surgeon Wood that the hospital ship required additional medical assistance, I have this day ordered Assistant Surgeon Ira Bragg to be temporarily attached to her. I also yesterday ordered Lieutenant Thomas O. Selfridge to command the *Monitor*, the appointments subject to the approval of Flag-Officer L. M. Goldsborough.

At the suggestion of Assistant Secretary of the Navy G. V. Fox, I am using every exertion to get this ship to sea for the purpose of going to New York, and hope to be off by this evening or to-morrow morning. The *St. Lawrence* sailed this day for Philadelphia.

I have divided the crews of the *Congress* and *Cumberland* between this ship, the *Minnesota*, and *St. Lawrence*, and have given some of the officers permission to return to their homes, with orders to report to you from thence.

Very respectfully, your obedient servant,

JOHN MARSTON,
Captain and Senior Officer.

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

P. S.—Since writing the foregoing I have, on the urgent request of Captain Van Brunt and Chief Engineer Loring, transferred for temporary duty to the *Minnesota* Second Assistant Engineer Thomas J. Griffin, with orders to report to me at New York when the *Minnesota* arrives there.

[Telegram.]

OLD POINT COMFORT, VA., March 11, 1862—8 p. m.

Please see General Ripley, and ask Dahlgren to assist him if necessary in casting some projectiles for the Union gun here. How is Worden? *Connecticut* just arrived.

G. V. FOX.

Lieutenant HENRY A. WISE,
Navy Department, Washington, D. C.

[Telegram.]

HEADQUARTERS DEPARTMENT OF VIRGINIA,
Fort Monroe, Va., March 11, 1862.

Do not you think you can allow the wrought-iron shot to be used in the XI-inch guns? It is the only thing that will settle the *Merrimack*. If you think so, she ought to have more. We must have more of these boats with 15-inch guns, and you must go ahead with your furnaces at once to make them to stand solid shot. The *Monitor* is anxious for another brush. Buchanan commanded the first day and was wounded; Catesby Jones the second day. Tell Wise to tell me how Worden's eyes are; all the crew wish to know. They love him.

G. V. FOX.

Captain DAHLGREN,
Commandant Navy Yard, Washington, D. C.

[Telegram.]

WASHINGTON, *March 11, 1862.*

I think it would be a risk to fire shot so heavy as those of wrought iron from the XI-inch guns, eighty-five of which are as heavy as the gun itself. If a gun should burst in [the] tower of the *Monitor* it would disable the vessel at once and the *Merrimack* would be a free cruiser. I would prefer to block the *Merrimack* in the harbor and take Norfolk. Now that the *Minnesota* is in good order, she and the *Monitor* ought to disable the *Merrimack*, or get her ashore. I am only awaiting the action of the Senate and then for as large guns as you want with solid shot. I will give your message to Wise. Give me a hint in time if the *Merrimack* is to get loose, for there are some things to look out for here.

J. A. DAHLGREN.

Captain G. V. FOX,
Assistant Secretary Navy.

Letter from Lieutenant Baylor, U. S. Army, to Brigadier-General Ripley, U. S. Army, regarding means for destroying the U. S. S. Virginia (Merrimack).

FORT MONROE ARSENAL, VA., *March 11, 1862.*

SIR: I have just received your dispatch. I have already tried the Dyer projectile for the 12-inch rifled gun—that is, I have fired it four times—once with 40 and three times with 50 pounds powder. In two cases the projectile was regular in its flight and gave at 28 degrees a range of over 6,000 yards; in the other cases it turned over in its flight, owing to a piece of the sabot coming off. Since the recent naval engagement, it is thought that nothing can stop the *Merrimack* here except the *Monitor* and the big guns (the 15-inch and 12-inch). General Wool is desirous of having both of these guns mounted on the beach and plenty of ammunition for them as soon as possible. I have the 12-inch mounted on the carriage originally intended for the 15-inch, and a sand breastwork around it. Can not the carriage that Captain Rodman was making for the 12-inch be finished up and sent down immediately?

Please forward as soon as possible 100 projectiles (Dyer's) for the 12-inch rifled gun, 50 of them to be one-half an inch thicker than those

first made; also 100 of the thickest shells for the 15-inch. Please forward also as soon as possible 200 solid shot (Dyer's) for the 42-pounder and 400 for the 32-pounder. Please direct the sabots of the 12-inch shells to be put on very carefully, and also of the other rifled projectiles.

Very respectfully, your obedient servant,

T. G. BAYLOR,
First Lieutenant of Ordnance.

Brigadier-General J. W. RIPLEY,
Chief of Ordnance, Washington, D. C.

[Telegram.]

WASHINGTON, D. C., *March 11, 1862.*

Let the name of the gun heretofore known as the Floyd be changed and hereafter be called the Lincoln. What are you now doing with the two big guns? Can they be mounted on the beach so as to be available for defense? Do you want any aid in mounting them? If there is a carriage for the 12-inch gun, mount the 15-inch gun on that carriage, and let another carriage be prepared for the 12-inch gun.

EDWIN M. STANTON,
Secretary of War.

General JOHN E. WOOL.

Letter from the Secretary of the Navy to Flag-Officer Goldsborough, U. S. Navy, transmitting information regarding the steamer Economist.

NAVY DEPARTMENT, *March 11, 1862.*

SIR: I transmit herewith for your information an extract from a dispatch addressed to the Secretary of State on the 19th ultimo, by the U. S. minister at Brussels, in relation to the steamer *Economist No. 2*, which vessel is suspected of a design to carry munitions of war to the rebels.

I am, respectfully, your obedient servant,

GIDEON WELLES.

Flag-Officer L. M. GOLDSBOROUGH, or the
SENIOR OFFICER PRESENT,
Hampton Roads, Virginia.

[Enclosure.]

LEGATION OF THE UNITED STATES,
Brussels, February 19, 1862.

SIR: * * * I learn that he has purchased several batteries complete, numbering in all eighty cannon of various calibers, and that they are to be shipped from Hamburg by a steamer, the *Economist No. 2*, which is to proceed thence to London to take in blankets, etc., thence to Gravesend, [England], to fill up, as those which preceded her have done, with powder, clearing for Nassau, her shippers hoping she can run the blockade thence.

The *Economist No. 2* is a new English steamer, this being her first voyage. * * *

I have the honor to be, etc.,

H. S. SANFORD.

Hon. WILLIAM H. SEWARD,
Secretary of State.

Letter from Captain Marston, U. S. Navy, to Captain Van Brunt, U. S. Navy, transmitting report of damages to the U. S. S. Mount Vernon while towing the U. S. storeship Brandywine.

[U. S. S.] ROANOKE, March 12, 1862—4 a. m.

MY DEAR VAN BRUNT: I enclose you a communication which I received from Commander Glisson at 9 o'clock last night. His vessel is unfortunate.

The steamer I sent with orders for the *St. Lawrence* returned last evening without finding her, but the *Currituck* came up from the capes to clean her propeller, and she reports that the *St. Lawrence* went to sea with the wind from the southward, after having been towed by her, in doing which she got a hawser round her propeller; she will clear it this morning. I send with this a few bills requiring signatures from commanders of vessels. If in your power, will you call on the captain of the *Rinaldo* for me. I had not time to return his call. Mr. Fox is still here, and will remain till Goldsborough comes.

The wind is fair, and I shall be off as early as possible. Did I tell you that Buchanan was said to be dying? I send you the Day Book of yesterday. The *Amanda*, I find, went up to Baltimore, so her executive informed me. Thus you will only have the *Mystic* and two tugs to tow up, which had better be done to-day by the steamer *Baltimore*.

If the *Sachem* is not required here any longer, I think you had better let her go to her destination, Port Royal; she was only detained by Mr. Fox in case we required her to tow.

I believe I have nothing more to say, except God bless you, ever prays,
Yours, most truly,

MARSTON.

Captain G. J. VAN BRUNT,
Minnesota.

The Day Book covers the package I send you. Will you have the goodness to send any letters that may come for me to New York; indeed, any for this ship.

Will you put a stamp on my letter? I am utterly out.

[Enclosure.]

U. S. S. MOUNT VERNON,
Off Cove Point Light, [Md.], Chesapeake Bay, March 11, 1862.

SIR: I have to inform you that I anchored off this place last night, and shall proceed again with the *Brandywine* in tow toward Annapolis, Md., at which place we hope to arrive this evening.

We have experienced heavy weather in towing, the weather having been boisterous and the sea rough. The *Brandywine* touched off the mouth of the Potomac yesterday morning, but we succeeded in getting her off yesterday afternoon. In assisting her we carried away our bowsprit, knocked a hole in our port bow, started two of the beams, and carried away five knees. I shall be compelled to place the vessel on the screw dock on her arrival at Baltimore, to repair those damages and to fix the propeller wheel, which is loose. That can be done while the repairs to the engine are being made.

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

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

Captain JOHN MARSTON, U. S. Navy,
Senior Officer, etc., Old Point Comfort, Va.

P. S.—Please send our letters up to Baltimore from the post-office.

[Telegram.]

NAVY YARD, WASHINGTON, *March 12, 1862.*

I have the moorings for the *Monitor* and would send them direct but am short of three steamers, two being now detained at Fort Monroe. The fourth is here, taking in new boilers, so I shall have to send by way of Baltimore. Why not let the *St. Lawrence* and *Brandywine* enter the Potomac and take post at the Kettle Bottoms, or higher up at shoal parts of channel? In case of any mishap to the *Monitor* this river would be inaccessible by sinking the frigates. Mr. Grimes says Fessenden is not in favor of the furnaces; they would be too late to do for the *Merrimack*.

JOHN A. DAHLGREN.

Hon. G. V. FOX,
Assistant Secretary Navy.

[Telegram.]

MARCH 12, 1862—10:45 a. m.

Captain Wyman informs me that the barges sent down have no arrangement for sinking them, and have so little stone in them that he thinks they would not be very efficient in blocking the channel.

JNO. A. DAHLGREN.

Brigadier-General MEIGS,
Quartermaster-General.

[Telegram.]

NEW YORK, *March 12, 1862.*

Fire your guns on a dead level at 200 yards and you will sink the pirate in two rounds. Do not be afraid of falling short, as the ricochet from our bow guns will be nearly parallel and full efficient in hulling the enemy. Attacking land batteries, employ exact elevation. An interview with Stimers would not change a line of my plans. What spare plates do you want?

J. ERICSSON.

G. V. FOX,
Assistant Secretary of Navy.

[Telegram.]

WASHINGTON, *March 12, 1862.*

I telegraphed last night that I thought it would be unsafe to put shot into the XI-inch heavier than 170 pounds, which is the weight of their caudron; that I will have some wrought-iron shot made of 170 pounds and also some bronze shot. It seems to me that the *Minnesota* should have all her masts and spars out of the way except the lower yards, from which shells should be dropped into the funnel of the *Merrimack* if they come in contact. Please send up the yard steamers *Baltimore* and *Philip* as soon as they can be spared. They are urgently wanted here for the communication along the river.

J. A. DAHLGREN.

G. V. FOX,
Assistant Secretary.

[Telegram.]

WASHINGTON, *March 12, 1862.*

The projectiles for the Union gun shall be put immediately in hand. Worden is doing very well indeed. He was leeches last night and slept well. No one but the surgeons and his wife are allowed to see him. Joe Smith is to be buried to-morrow.

Nothing new here, but if anything turns up will let you know.

H. A. WISE,

Assistant Inspector Ordnance.

Assistant Secretary FOX.

Report of Commander Glisson, U. S. Navy, commanding U. S. S. Mount Vernon, of arrival at Baltimore, Md.

U. S. S. MOUNT VERNON,
Baltimore, Md., March 12, 1862.

SIR: I have to report the arrival of this vessel at this port, having been three days in towing the U. S. storeship *Brandywine* as far as Annapolis, owing to the weather. My orders were to bring her here, but, in consequence of her large draft of water, my pilot would not take her farther than Annapolis. I presume that Captain Totten will communicate with the Department on the subject.

I was ordered by the senior officer at Hampton Roads to have the necessary temporary repairs done on the hull, engine, and boiler of this vessel while at this port. These repairs will not, I presume, take more than five or six days.

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

O. S. GLISSON,

Commander, U. S. Navy.

HON. GIDEON WELLES,

Secretary of the Navy, Washington, D. C.

Report of Commander Lockwood, U. S. Navy, of a boat expedition from the U. S. S. Daylight, and the death of Acting Master's Mate Cortace, March 12, 1862.

U. S. PROPELLER DAYLIGHT,
Off York River, Virginia, March 14, 1862.

SIR: I have the honor to report that on the 12th instant, about 1:30 p. m., an armed boat from this ship was on shore at the marshes abreast of our anchorage, about 2 miles distant, when several armed men were discovered approaching them without being perceived by the boat's crew.

Finding that they were likely to be cut off, we stood in near enough to cover their retreat and sent the rebels flying with a few shells from our guns.

The officers' conduct who were with the boat, Acting Master J. H. Gleason and Acting Second Assistant Engineer Van Rensselaer Terry, was, in my opinion, highly reprehensible, in not having a lookout kept; also in not making a stand against the enemy, who fired on them, and it was not returned, although our party numbered six to eight of the rebels.

Mr. Gleason lost a Colts navy revolver and Mr. Terry a musket, both belonging to the ship.

In one of the boats sent to their assistance Acting Master's Mate James Corlace was mortally wounded in the abdomen by the accidental discharge of a musket which he was pushing under the thwart of the boat, with the muzzle toward and near him. I regret exceedingly to have the melancholy duty to report his death at 6:50 p. m., about three and a half hours after the unfortunate accident occurred, on the 12th instant. He was sensible until about five minutes before his dissolution, and left with Acting Paymaster Denison his last behests.

We buried his remains on a sand ridge near the center of the island on which stands New Point [Comfort] light-house, Mathews County, Va., yesterday. A cedar tree, the only one there, stands near the grave, at the head of which we this morning placed a board with a suitable inscription.

He had been with us only about two months, and by his attention to his duty was making a favorable impression.

Enclosed herewith I forward Acting Assistant Surgeon Heath's certificates of his death. His mother resides in Boston, Mass.

I am, sir, respectfully, your obedient servant,

SAML. LOCKWOOD,
Commander.

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

[Telegram.]

HEADQUARTERS DEPARTMENT OF VIRGINIA,
Fort Monroe, Va., March 12, 1862.

I hope you will give Dahlgren money enough to get up his furnaces at once. The lesson of Sunday is for 20-inch guns. Not a moment of delay should occur. I have not thought the *Merrimack* was much injured, but we are now better prepared for her, by the harbor being cleared of noncombatants. Everybody here feels that the *Monitor* can sink the *Merrimack*, but it will be a terrible struggle. Considering that the officers, crew, and engineers had a horrible passage, arrived at 10 p. m., and handled an untried experiment without previous drill, and went into action at 8 a. m. next day, their conduct is beyond praise. I went on board and thanked them.

Do not forget the great guns.

G. V. FOX,

[*Assistant Secretary of the Navy.*]

Hon. JAMES W. GRIMES,
U. S. Senate, Washington, [D. C.]

Order of Flag-Officer Goldsborough, U. S. Navy, to Lieutenant Selfridge, U. S. Navy, relieving him of command of the U. S. S. Monitor.

U. S. FLAGSHIP MINNESOTA,
Hampton Roads, Virginia, March 12, 1862.

SIR: You are hereby relieved from the command of the cased battery *Monitor* and will turn that vessel over to Lieutenant Commanding William N. Jeffers. In thus relieving you, I beg you to understand

that it is only done in consequence of directions made by the Department before you were ordered to her. Your conduct has given the highest satisfaction to everyone.

I am, very respectfully, your obedient servant,

L. M. GOLDSBOROUGH,

Flag-Officer, Comdg. North Atlantic Blockading Squadron.

Lieutenant Commanding THOS. O. SELFRIDGE, JR.,

U. S. Casd Battery Monitor, Hampton Roads, Virginia.

[Telegram.]

HEADQUARTERS DEPARTMENT OF VIRGINIA,

Fort Monroe, Va., March 12, 1862—2 p. m.

Flag-Officer Goldsborough arrived this morning, and I shall return by this evening's boat. A flag of truce gives no information authentic enough to repeat. All quiet.

G. V. FOX,

Assistant Secretary.

Hon. G. WELLES;

Secretary of the Navy, Washington, D. C.

[Telegram.]

FAIRFAX COURT-HOUSE, [VA.], *March 12, 1862.*

Can I rely on the *Monitor* to keep the *Merrimack* in check, so that I can make Fort Monroe a base of operations? Please answer at once.

GEO. B. McCLELLAN,

Major-General.

Captain G. V. FOX,

Fort Monroe.

[Telegram.]

FAIRFAX COURT-HOUSE, *March 12, 1862.*

The possibility of the *Merrimack* appearing again paralyzes the movements of this army by whatever route is adopted. How long a time would it require to complete the vessel built at Mystic River, working night and day? How long would Stevens require to finish his vessel, so far as to enable her to contend with the *Merrimack*? If she is uninjured, of course no precaution would avail, and the *Monitor* must be the sole reliance. But if injured so as to require considerable repairs, these things are important to be considered. The general would desire any suggestion of your own on this subject.

By order of Major-General McClellan:

J. G. BARNARD,

Chief Engineer.

G. V. FOX,

Assistant Secretary of the Navy.

[Telegram.]

FORT MONROE, [March] 12, [1862]—8:40 p. m.

It is thought the *Monitor* is a match for the *Merrimack*. The former has two guns and the latter eight. The *Monitor* is our chief depend

ence. If any accident should befall her, Newport News would be taken, probably depending on the land forces. It is said Magruder has from 15,000 to 18,000 men, extending from James River to Yorktown. I have about 12,500 effective troops, including the garrison of Fort Monroe, and only about 110 regular artillery. I do not believe the channel could be blocked between Sewell's Point and Craney Island without our first taking Sewell battery, consisting of from five to thirty guns, several of which are 10-inch.

JNO. E. WOOL,
Major-General.

Major-General G. B. McCLELLAN,
Fairfax Court-House.

[Telegram.]

MARCH 12, 1861.

Yours received; all quiet here to-day; flag of truce, but little news. Parties on flag from Norfolk say slyly that *Merrimack* [was] severely handled by what they call our cheese box; she won't venture out until repaired. Cable perfect. Expect to leave here to-morrow at 10 o'clock, unless otherwise ordered.

Yours,

W. H. REISS. [?]

E. S. SANFORD,
Washington.

[Telegram.]

FORT MONROE, [March] 13, [1862]—2 a. m.

I think you can rely upon the *Monitor*. That is the universal opinion. It is reported from Norfolk to-day that the *Merrimack* has been considerably injured, much more than we at first supposed. The *Monitor* is not injured at all; the *Minnesota* also is ready for action. Will keep her here.

JOHN E. WOOL,
Major-General.

Major-General G. B. McCLELLAN,
Fairfax Court-House.

[Telegram.]

NAVY DEPARTMENT, March 13, 1862.

The *Monitor* is more than a match for the *Merrimack*, but she might be disabled in the next encounter. I can not advise so great dependence upon her. Burnside and Goldsborough are very strong for the Chowan River route to Norfolk, and I brought up maps, explanations, etc., to show you. It turns everything, and is only 27 miles to Norfolk by two good roads. Burnside will have New Berne this week. The *Monitor* may, and I think will, destroy the *Merrimack* in the next fight, but this is hope, not certainty. The *Merrimack* must dock for repairs.

G. V. FOX.

Major-General GEORGE B. McCLELLAN,
Fairfax Court-House.

Order of Flag-Officer Goldsborough, U. S. Navy, to Lieutenant Jeffers, U. S. Navy, to assume command of the U. S. S. Monitor.

U. S. FLAGSHIP MINNESOTA,
Hampton Roads, March 13, 1862.

SIR: You will relieve Lieutenant Commanding Thos. O. Selfridge, now in command of the iron-cased battery *Monitor*, and assume the command of her.

I am, very respectfully, your obedient servant,

L. M. GOLDSBOROUGH,

Flag-Officer, Comdg. North Atlantic Blockading Squadron.

Lieutenant Commanding WM. N. JEFFERS,
Hampton Roads, Virginia.

[Telegram.]

MARCH 13, [1862]—9 a. m.
(Received 9:25 a. m.)

Captain Wyman says he would like to have four or six more barges. Do you think further measures necessary?

J. A. DAHLGREN.

Brigadier-General MEIGS,
Quartermaster's Department.

[Telegram.]

WAR DEPARTMENT, *March 13, 1862.*

On Sunday I sent down fifteen boats. On Tuesday eight more, making twenty-three in all. Do you want more? If so, notify Colonel Rucker by telegraph and also me.

M. C. MEIGS,
Quartermaster-General.

Captain DAHLGREN.

[Telegram.]

WAR DEPARTMENT, *March 13, 1862—5:20 p. m.*

I ordered yesterday nine barges and some men to load them sent down. Does Captain Wyman need more yet? I believe in precaution. I would not trust this city and the fleet you see coming into the river to the strength of a single screw bolt in the *Monitor's* new machinery. If one breaks, the *Merrimack* beats her. The *Merrimack*, too, is reported able to outrun, neglect her, and pass her.

M. C. MEIGS,
Quartermaster-General.

Captain DAHLGREN.

[Telegram.]

MARCH 13, 1862—6 p. m.

I have your two telegrams. Captain Wyman writes me that he has placed eight barges on the Kettle Bottoms, eight off Smith's Point, and

seven off Mattawoman. He thinks there should be four or six more on Mattawoman, and asks for them, with their anchors.

If it is desired to put the matter beyond doubt, then it will be better to let the two frigates at the mouth of the Potomac enter and proceed to the Kettle Bottoms or Smith's Point, anchor, and prepare to sink them as soon as the *Merrimack* reaches the Potomac. She can not get by them. The telegraph at Fort Monroe should give twelve hours' notice; and it would be well to send a fast vessel, like the *Metamora*, to the mouth of the Potomac to observe and to convey intelligence.

JNO. A. DAHLGREN.

Brigadier-General MEIGS,
Quartermaster-General.

[Telegram.]

MARCH 13, [1862]—6 p. m.

Please send six more barges to Captain Wyman.

J. A. DAHLGREN.

Colonel RUCKER,
Assistant Quartermaster-General.

[Telegram.]

WASHINGTON, D. C., *March 13, 1862—9:15 p. m.*

I have seen Fox. He says the *Merrimack* is not able to come into the Chesapeake, and is slower than the *Monitor*. The latter fought under very disadvantageous circumstances, is uninjured, and is capable of mastering her adversary. He seems to regard the operations of the *Merrimack* as confined to Hampton Roads above the fort. The Secretary has telegraphed concerning Burnside and Wool. No troops ordered to Frémont from this army.

IRVIN MCDOWELL,
Brigadier-General.

Major-General MCOLELLAN.

[Telegram.]

FORT MONROE, *March 13, 1862.*

Major-General McClellan desired by telegram to know if the channel between Sewell's Point and Craney Island could be blocked. I reply that it would be impracticable without first taking the battery, 30 guns, on Sewell's Point, and then sink 20 boats loaded with stone, exposed, however, to a fire of 30 guns on Craney Island. The flag-officer, Goldsborough, agrees with me in this opinion. To take the batteries it would require the *Monitor*. Neither of us think it would do to use the *Monitor* for that service lest she should become crippled. She is our only hope against the *Merrimack*.

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 means to prevent the exit of the C. S. S. Virginia (Merrimack).

NAVY DEPARTMENT, *March 13, 1862.*

SIR: I have the honor to suggest that this Department can easily obstruct the channel to Norfolk so as to prevent the exit of the *Merrimack*, provided the army will carry the Sewell's Point batteries, in which duty the navy will give great assistance.

Very respectfully, etc.,

GIDEON WELLES.

Hon. E. M. STANTON,
Secretary of War.

Letter from the Secretary of War to the Secretary of the Navy offering means to prevent the exit of the C. S. S. Virginia (Merrimack).

WAR DEPARTMENT,
Washington City, D. C., March 13, 1862.

SIR: I am directed by the Secretary of War to say that he places at your disposal any transports or coal vessels at Fort Monroe for the purpose of closing the channel of the Elizabeth River to prevent the *Merrimack* from again coming out.

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

L. THOMAS,
Adjutant-General.

Hon. GIDEON WELLES,
Secretary of the Navy.

[Telegram.]

HEADQUARTERS ARMY OF THE POTOMAC,
Fairfax Court-House, March 13, 1862—9:46 p. m.

I would respectfully suggest that the Secretary of the Navy be requested to order to Fort Monroe whatever force Du Pont can now spare, as well as any available force that Goldsborough can send up as soon as his present operations are completed.

G. B. McCLELLAN,
Major-General.

Hon. E. M. STANTON,
Secretary of War.

Report of Flag-Officer Goldsborough, U. S. Navy, of the arrival in Hampton Roads of the U. S. S. Dacotah.

U. S. FLAGSHIP MINNESOTA,
Hampton Roads, Virginia, March 13, 1862.

SIR: I have the honor to inform the Department that the U. S. S. *Dacotah* arrived at this port this morning.

I am, very respectfully, your obedient servant,

L. M. GOLDSBOROUGH,

Flag-Officer, Comdg. North Atlantic Blockading Squadron.

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

Report of Commander Missroon, U. S. Navy, commanding U. S. S. Wachusett, of the departure of that vessel from Boston.

U. S. SLOOP OF WAR WACHUSETT,
Off Wood's Holl, March 13, 1862.

SIR: I have the honor to forward enclosed to the Department a list of officers and the crew of this vessel.

I left the navy yard, Boston, at 6:15 p. m. yesterday. The engines are doing well, and a full report of performance will be forwarded to the Department on arrival at Hampton Roads.

I am, very respectfully, your obedient servant,
J. S. MISSROON,
Commander.

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

[Telegram.]

FORTRESS MONROE, March 13, [1862].

To CRAIG, New York, and FULTON, Baltimore and Philadelphia:

Steamer *Merrimack* is afloat at Norfolk yard and large force workmen employed in repairs. Serious damage was received by one of prongs on bow, and forward part of vessel was stove in; that part is now being strengthened. People of Norfolk are said to be in state of mingled rejoicing and fear.

Lieutenant W. N. Jeffers is now in command of *Monitor*.

Approved.

BABCOCK.

JOHN E. WOOL,
Major-General.

Report of Commander McKinstry, U. S. Navy, commanding U. S. S. Dacotah, of the arrival of that vessel in Hampton Roads.

U. S. S. DACOTAH,
Hampton Roads, March 13, 1862.

SIR: In compliance with the order of Captain William L. Hudson, a copy of which is herewith enclosed, this ship left Boston on the 9th instant and arrived at this anchorage on this day at 10 a. m.

I am, sir, very respectfully, your obedient servant,
JAMES P. MCKINSTRY,
Commander.

Flag-Officer I. M. GOLDSBOROUGH,
Commanding U. S. Naval Forces.

Letter from the Secretary of the Navy to Flag-Officer Goldsborough, U. S. Navy, transmitting information regarding the movement of blockade runners from foreign ports.

NAVY DEPARTMENT, March 13, 1862.

SIR: I enclose herewith for your information copies of dispatches received by the Secretary of State, giving information of the following-

named vessels, now fitting out in foreign ports with the intention of running the blockade:

Boadicea, *Mary Banfield*, sailed from Liverpool; *Fanny Lewis*, loading at Liverpool; *Intended*, *Lycurgus*, *Fanny* or *Annie Laurie*, loading at London; *Bermuda*, loading at Liverpool; *Herald*, said to be a fast sailer; *Maturin Cor*, loading at Havre with cloth.

I am, very respectfully, your obedient servant,

GIDEON WELLES.

Flag-Officer L. M. GOLDSBOROUGH,

Comdg. North Atlantic Blockading Squadron, Hampton Roads.

[Enclosures.]

U. S. CONSULATE,

Liverpool, February 19, 1862.

SIR: The bark *Boadicea*, 855 tons, owned by Fernie Brothers & Co., sailed from this port on Saturday last loaded with salt, coal, and bagging. She cleared for St. John, New Brunswick.

The *Mary Banfield*, a small vessel of 123 tons, cleared on the 17th instant for Nassau. She is loaded with salt. Her consignees are Strong & Co. I have reason to believe the cargoes of both these vessels are intended for the South, and that they will attempt to run the blockade.

The *Fanny Lewis*, which ran the blockade at Charleston and brought a cargo of cotton and resin to Liverpool, is now taking in a cargo of saltpeter for the rebel Government. She will clear from here in about a week for Valparaiso and attempt to run the blockade at Charleston. Her nominal captain will be an Englishman and she will clear as an English vessel and sail under that flag; but Captain Walker, who commanded her when she left Charleston, will go out in her and be her real commander. The understanding is that if they meet with the blockading squadron, Captain Walker is to hide below; if found, to pretend to be a passenger, and the English captain is to represent himself as the captain and that they have got off their course, and remain until night comes on and then, under cover of the darkness, either run in or make for Nassau. * * *

Since writing the above, the destination of the *Fanny Lewis* has been changed from Valparaiso to Nassau; she will clear for this last port. The name of her nominal commander is Mitchell.

I am, etc.,

THOS. H. DUDLEY,
U. S. Consul.

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

U. S. CONSULATE,
London, February 21, 1862.

SIR: Several sailing vessels are about to leave this port with salt, coal, and some iron and other cargo for Nassau, under circumstances which give them the appearance of being on Southern account, though as yet we have no positive proofs of the final destination of these cargoes.

The names are, the brig *Intended*, schooner *Lycurgus*, with coal for Nassau; the *Fanny* (probably *Annie Laurie*), a bark, is loading with

salt for Nassau. There is no doubt but that vessels have left Bristol with arms and ammunition, and I have written to the consul to ferret them out and report. * * *

I am, etc.,

F. H. MORSE,
Consul.

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

LIVERPOOL, *February 19, 1862.*

SIR: * * * The *Bermuda* went down 7 inches last night. She will soon be away and will have a valuable cargo on board and is surely going to Bermuda. This vessel took on board last night and to-day twelve gun carriages for field artillery. The guns for some must have been taken on board in iron strapped boxes, or are not on board yet. Since I wrote, there has gone on board four guns from 3 to 5 tons weight and two [of] 7 tons (so says the stevedore). This must be a mistake, but it establishes the fact of there being six guns of the heaviest caliber on board. Aside from the carriages mentioned, she has a good many carriages with iron rims, broad and narrow, evidently intended for use in light sail. She is now taking in 10 tons telegraphic wire.

* * * * *

U. S. CONSULATE,
Dublin, February 21, 1862.

SIR: * * * The spirit of brag is already displayed by those citizens of Dublin who have gained the knowledge of the steamer's new errand. They think there is no steamer in our whole Navy that can catch the *Herald*. I hope her valuable qualities will soon be tested by our fleet. So much has been said about her qualities, I think she will make our naval fleet a good prize. The greatest efforts were made to keep the transactions appertaining to the *Herald* in silence. * * * I hope the next dispatch will bring the good news of the capture of the steamer *Herald*.

I am, etc.,

HENRY B. HAMMOND.

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

U. S. CONSULATE,
Havre, February 21, 1862.

SIR: I beg respectfully to state that 300 bales of the rebel cloths, in relation to which I have for months been in correspondence with the American minister at Brussels, are now being shipped in this port, by the French ship *Maturin Cor*, ostensibly for Havana. Her purpose may be to run the blockade, or, failing that, to reship from a West India port.

Most of the cloths (bales) are marked $\frac{E. G. \& Co.}{B.}$ or $\frac{E. G. \& Co.}{C.}$

I am, etc.,

JAMES O. PUTNAM.

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

Letter from the Secretary of the Navy to Flag-Officer Goldsborough, U. S. Navy, transmitting information regarding the movement of blockade runners from foreign ports.

NAVY DEPARTMENT, March 13, 1862.

SIR: I herewith enclose information derived from dispatches received at the State Department in relation to vessels that are suspected of an intention to attempt to run the blockade. They are the *Oreto* (may be designed for a privateer), *Philanthropist*, *Mary Ellen*, *Rangoon*, *Fanny Lewis*, *Modern Greece*, *Circassian*, *Bermuda*, *Bahama*, *Economist No. 2*, *Robert Bruce*, *Amanda*, *Alexander*, *Naomi*, and *Windward*.

I am, respectfully, your obedient servant,

GIDEON WELLES.

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

[Enclosure.]

Information respecting vessels suspected of a design to carry munitions of war to the rebels, derived from dispatches received at the Department of State.

From the U. S. consul at Liverpool, under date of February 26:

The *Oreto* has not sailed; it is understood she will ship her crew for Malta or Gibraltar. Her guns will be smuggled on in some way. There is no doubt she is intended as a privateer.

The ship *Philanthropist*, 805 tons, will clear to-morrow for Havana, loaded principally with saltpeter, and is to run the blockade.

The bark *Mary Ellen* cleared about twelve days ago for the coast of Africa. At the time that was supposed to be her destination. From information received since, her real destination is thought to be Charleston. Cargo of arms, munitions of war, and dry goods.

The steamer *Rangoon* has commenced to load for the South. It is thought she will not attempt to run the blockade, but land her cargo at Nassau or Bermuda, and send it to Charleston in the *Herald* or *Caroline*, which are to run regularly between those places. She may, however, attempt it, as both vessel and cargo can now be insured. Tonnage, 1,750 tons.

The *Fanny Lewis* is taking on cases supposed to contain rifles and pistols. Her saltpeter is all on.

From the U. S. consul at Cardiff, under date of February 21:

There are two vessels that have come into this port that intend to run the blockade if they can. The *Modern Greece* sailed on the 19th for Gibraltar with coal, and the *Circassian* is now loading with coal for Bermuda. From these places or elsewhere they intend to take arms and stores and sail for the United States.

From the U. S. minister at Brussels, under date of February 25:

The *Bermuda* is about to make another venture from England, south, and, in addition to the *Economist No. 2*, the *Bahama* is also about to leave with war materials for the rebels. The cargo of the *Economist No. 2* is looked upon as one of the most important yet dispatched. Eight complete batteries of rifled cannon, with ammunition to match, would be a formidable addition to rebel resources. Captain Bulloch will take her out.

From dispatches from Bristol, dated February 12:

Two vessels which have already run the blockade and returned here all right, the *Robert Bruce*, of Bristol, and the *Amanda*, of Bangor, [Me.], U. S., are about to load again (ostensibly) for Havana.

There are three Confederate vessels at present in this port—the *Alexander*, of Portsmouth, the *Naomi*, of Charleston, and the *Windward*, of Norfolk. All display the Confederate flag.

*Capture of New Berne, N. C., March 13-14, 1862.**

Report of Commander Rowan, U. S. Navy, commanding naval forces in the sounds of North Carolina.

U. S. FLAG-STEAMER PHILADELPHIA,
Off New Berne, N. C., March 16, 1862.

SIR: I have the honor to report the capture of all the rebel batteries upon the Neuse River, the complete defeat and rout of the enemy's forces in this vicinity, and the occupation of the city of New Berne by the combined forces of the Army and Navy of the United States on yesterday, Friday, at noon.

The incidents of the expedition, briefly stated, are these:

The fleet under my command, and that of the army, left Hatteras Inlet at 7:30 on Wednesday morning, 12th instant, and arrived without accident or delay at the point which had been selected for disembarking the troops, and within sight of the city of New Berne, at sundown on the evening of the same day, where we anchored for the night.

On Thursday morning I hoisted my pennant on board the steamer *Delaware*.

At 8:30 a. m. our gunboats commenced shelling the woods in the vicinity of the proposed place of landing, taking stations at intervals along the shores to protect the advance of the troops.

At 9:30 a. m. the troops commenced landing, and at the same time six naval boat howitzers, with their crews, under the command of Lieutenant R. S. McCook, of the *Stars and Stripes*, were put on shore to assist in the attack. The army commenced to move up the beach at about 11:30 a. m., the debarkation of troops still continuing. In the meantime our vessels were slowly moving up, throwing shells in the woods beyond.

At 4:15 p. m. the first of the enemy's batteries opened fire on the foremost of our gunboats, which was returned by them at long range. The troops were now all disembarked and steadily advancing without resistance. At sundown the firing was discontinued and the fleet came to anchor in position to cover the troops on shore.

At 6:30 a. m., Friday, 14th instant, we heard a continuous firing of heavy guns and musketry inland, and immediately commenced throwing our shells in advance of the position supposed to be held by our troops.

The fleet steadily moved up and gradually closed in toward the batteries. The lower fortification was discovered to have been abandoned by the enemy. A boat was dispatched to it and the stars and stripes planted on the ramparts.

As we advanced the upper batteries opened fire upon us. The fire was returned with effect, the magazine of one exploding.

* For account of part taken by armies, see Official Records of the Union and Confederate Armies, Series I, Vol. IX, p. 196.

Having proceeded in an extended line as far as the obstruction in the river would permit, the signal was made to follow the movements of the flagship, and the whole fleet advanced in order, concentrating our fire on Fort Thompson, mounting thirteen guns, on which rested the enemy's land defenses. The army having, with great gallantry, driven them out of these defenses, the forts were abandoned.

Several of our vessels were slightly injured in passing the barricades of piles and torpedoes, which had been placed in the river.

The upper battery having been evacuated on the approach of the combined forces, it was abandoned and subsequently blew up.

We now steamed rapidly up to the city. The enemy had fled, and the place remains in our possession. Upon our approach several points of the city were fired by the enemy where stores had been accumulated. Two small batteries, constructed of cotton bales, and mounting two guns each, were also fired by them. Two small steamers were captured, another having been burned. A large raft composed of barrels of pitch and bales of cotton, which had been prepared to send down upon the fleet, was fired and floating against the railroad bridge set it on fire and destroyed it. In addition to the prizes, a quantity of cotton, pitch, tar, a gunboat and another vessel on the stocks, several schooners afloat, and an immense quantity of arms and munitions of war fell into our hands.

At about 4 p. m. I sent several of our vessels to the right bank of the Trent River to carry General Foster's brigade to occupy the city of New Berne.

I am, very respectfully, your obedient servant,

S. C. ROWAN,

Commanding U. S. Naval Forces in Pamlico Sound.

Flag-Officer L. M. GOLDSBOROUGH,

Comdg. North Atlantic Blockading Squadron, Hampton Roads.

[Endorsement.]

U. S. FLAGSHIP MINNESOTA,

March 17, 1862—8:30 p. m.

I have the honor to forward this highly important and interesting dispatch to the honorable Secretary of the Navy by Commander Hazard. I received it a few minutes since, and lose not a moment in sending it to Baltimore by the steamer *Commodore*, which brought it to me from Hatteras Inlet, in order that it may reach Washington early to-morrow forenoon.

Most respectfully, your very obedient servant,

L. M. GOLDSBOROUGH,

Flag-Officer.

Hon. GIDEON WELLES,

Secretary of the Navy, Washington City.

List of rebel fortifications on the Neuse River, near New Berne, N. C., reduced by the United States naval forces under command of Commander S. C. Rowan, March 13 and 14, 1862.

No. 1.—Fort Dixie, four guns; one 6-inch rifle, three 32-pounders.

No. 2.—Fort Ellis, eight guns; among which were, viz, one 8-inch columbiad, one 6-inch rifle.

No. 3.—Casemated work, two guns.

No. 4.—Fort Thompson, twelve guns; two 6-inch rifles, ten 32-pounders.

No. 5.—Fort Lane, four guns; two 6-inch rifles, two 32-pounders.

And two forts in front of city, mounting two guns each.

Detailed report of Commander Rowan, U. S. Navy, transmitting report of Lieutenant McCook, U. S. Navy, commanding naval battery; also, list of casualties.

U. S. S. PHILADELPHIA,
Off New Berne, N. C., March 20, 1862.

SIR: I beg leave to submit the following detailed report of the attack upon New Berne and its approaches:

I left Hatteras Inlet on Wednesday, March 12, at 7:30 a. m., with the following naval force under my command: *Philadelphia*, my flagship, Acting Master S. Reynolds, commanding; *Stars and Stripes*, Lieutenant Commanding R. Werden; *Louisiana*, Lieutenant Commanding A. Murray; *Hetzel*, Lieutenant Commanding H. K. Davenport; *Delaware*, Lieutenant Commanding S. P. Quackenbush; *Commodore Perry*, Lieutenant Commanding O. W. Flusser; *Valley City*, Lieutenant Commanding J. O. Chaplin; *Underwriter*, Lieutenant Commanding A. Hopkins; *Commodore Barney*, Acting Lieutenant Commanding R. T. Renshaw; *Hunchback*, Acting Lieutenant Commanding E. R. Colloun; *Southfield*, Acting Volunteer Lieutenant Commanding C. F. W. Behm; *Morse*, Acting Master Commanding Peter Hays; [*Henry*] *Brinker*, Acting Master Commanding J. E. Giddings, and *Lockwood*, Acting Master Commanding G. W. Graves. By 8 a. m. the naval fleet, together with the army transports, were steaming rapidly up the sound.

A 1 p. m. we made Brant Island, distant about 12 miles. At 2:10 p. m., the advance division of the gunboats having entered the mouth of Neuse River, and being some miles in advance of the flagship, I made signal to stop, that the fleet might be concentrated. At this time General Burnside came alongside the flagship and requested that one of our gunboats might be sent to the mouth of Pamlico River, intelligence having been received that two steamers were in that river. To guard against a possibility of an attempt by the enemy to cut off any of our transport vessels which might remain unprotected in the rear of the fleet, I dispatched the *Lockwood* to lay off the mouth of that river during the night.

At 3:40 p. m., having come up with the advance, signal was made to form line ahead, and the fleet again moved on, having now fairly entered Neuse River.

At 5 p. m., the gunboats being now far in advance of the army transports and in sight of the obstructions placed by the enemy in the river opposite to their batteries, a small steamer was discovered about 6 miles ahead, apparently reconnoitering. The *Delaware* was dispatched in pursuit. Failing to overtake the chase, but having driven her under the guns of the batteries, she returned. At 6:10 p. m. the naval fleet came to anchor in three columns off Slocum's Creek, the point decided upon for the debarkation of troops, and about 15 miles distant from New Berne.

Early the following morning (13th) I hoisted my pennant on board the *Delaware*.

The *Stars and Stripes* and *Louisiana* were placed on the west side of the creek, and the *Hetzel* and *Valley City* on the east. At about 8 a. m. the troops started from the transports, and at the same time the gunboats, stationed as above, opened with grape and shell on the point selected for landing, the fire ceasing as the first brigade landed. At 9 a. m. six naval boat howitzers, commanded respectively by Acting Master C. H. Daniels (U. S. S. *Hetzel*), Mr. E. P. Meeker (U. S. S. *Philadelphia*), Acting Master J. B. Hammond (U. S. S. *Hetzel*), Mr. E. C. Gabaudan (U. S. S. *Delaware*), Lieutenant Tillotson (Union Coast

Guard), and Lieutenant T. W. B. Hughes (Union Coast Guard), all under the command of Lieutenant R. S. McCook, of the *Stars and Stripes*, were landed to assist in the attack.

The *Perry* was moved up opposite the position of the battery in the interior near the railroad, with directions to open fire and unmask it. The *Southfield* was ordered to follow and take a position near the *Perry*. The *Underwriter* was soon directed to join them and use her rifle gun only. The *Morse* was stationed a mile below these vessels and the *Commodore Perry* [Commodore Barney?] and *Hunchback* below the *Morse*.

As soon as the last brigade was embarked for landing, I went up the river with the *Delaware* to make a reconnoissance of Fort Dixie. As I approached, the battery opened fire, which was returned, and, the *Perry* coming up, a spirited and very effective fire was kept up by that vessel until dark, I having returned at the request of General Burnside to communicate with him.

Having dispatched the *Delaware* on special service, I returned to the *Southfield*, after having communicated with the general, and proceeded in that vessel to the *Perry*, which vessel was ordered to cease firing, as the night had set in with a heavy fog.

The *Southfield* and *Lockwood* were anchored 2 miles below Fort Dixie, and, as near as I could judge, abreast the advanced position of our forces, the *Delaware* joining me during the night.

At daylight on the morning of the 14th the report of a gun, supposed to be a fieldpiece on shore, was heard. The *Delaware*, *Hunchback*, and *Lockwood* were immediately ordered to get underway. The fog being too dense to signalize, the *Lockwood* was directed to trace the land down and order up the vessels that had been stationed along the shore from our position to the point of debarkation. The *Delaware* and *Southfield* were ordered to move up and open fire on Fort Dixie. They were soon joined by the heavy ships from below, followed by the more distant vessels that had been guarding Slocum's Creek. Receiving no response from Fort Dixie, a boat was sent ashore and the American flag raised on the ramparts. I then passed on up and opened fire on Fort Ellis, which was returned until the fort blew up. At this time our troops were pressing on the enemy's entrenchments in rear of Fort Thompson. I made signal, "Advance in line abreast," and closed up toward the barriers and opened fire on Fort Thompson and in direction of the sound of the enemy's fire in the interior. At this juncture an officer from General Burnside came down to the beach and informed me that our shells were falling to the left, and near our own troops; changed direction and continued the fire and advanced to the barriers.

Fort Thompson having ceased to return our fire, made signal "Follow my motions," and advanced through the first row of obstructions in "line ahead." As we passed the obstructions our troops appeared on the ramparts of the fort waving the American flag. We threw a few shell into Fort Lane, but receiving no response ordered the *Valley City* to raise the American flag on the remaining forts and passed rapidly up the river in "line ahead." As we passed up, and on opening Trent River, two batteries were discovered mounting two guns each on the wharves in front of the city; both, however, were deserted. Passed up the Neuse River and opened fire from the *Delaware* on some steamboats that were attempting to escape up the river, one of them having in tow a schooner loaded with commissary stores. One of the steamers was run inshore and burned; the other two, together with the schooner, were captured.

At about 12 o'clock m., I ran the *Delaware* alongside the wharf and informed the inhabitants that we intended no injury to the town. At this time fires broke out in several portions of the city, it apparently being the intention on the part of the enemy to destroy it. Fire was also communicated to a floating raft in Trent River, filled with bales of cotton saturated with turpentine, which had been prepared to send down to the fleet. This, drifting against the railroad bridge, set fire to and destroyed it.

The *Louisiana* and *Barney* were sent to the Trent side of the town in order to secure any public property that might be found there. Several hundred stand of arms and other munitions of war and a large amount of naval stores, together with a large three-masted schooner, fell into our hands.

At 2 p. m., our victorious troops appearing on the opposite side of the Trent, the work of transportation commenced, and at sundown the army was in full occupancy of the city.

The obstructions in the river were very formidable and had evidently been prepared with great care. The lower barrier was composed of a series of piling driven securely into the bottom and cut off below the water. Added to this was another row of iron-capped and pointed piles inclined at an angle of about 45 degrees down the stream. Near these was a row of thirty torpedoes, containing about 200 pounds of powder each, and fitted with metal fuzes connected to spring percussion locks with trigger-lines attached to the pointed piles.

The second barrier was quite as formidable as the first, though not so dangerous. This was about a mile above and abreast of Fort Thompson, and consisted of a line of sunken vessels, closely massed, and *chevaux-de-frise*, leaving a very narrow passage under the battery.

In passing through these obstructions the *Perry* struck one of the iron stakes and carried the head of it off sticking in her bottom. The *Barney* had a hole six inches long cut in her, and the *Stars and Stripes* was also injured, but fortunately the torpedoes failed to serve the enemy's purpose.

The forts, six in number (exclusive of those on the Trent) were well constructed earthworks, varying in distance apart from one-half mile to 1½ miles and mounting in all thirty-two guns, ranging from 32-pounders to 80-pounders rifled, all in barbette, with the exception of one case-mated fort mounting two guns.

I forward herewith the report of Lieutenant McCook, commanding the naval battery in the battle of New Berne. The conduct of this officer, as also the officers in command of the guns and their crews, is worthy of all praise. The list of killed and wounded in this little command, amounting to less than 50 all told, will show that where the hottest of the fire was there they were.

It again becomes my pleasing duty to bear testimony to the gallant bearing of the commanders of the different vessels, their officers and crews. I must beg leave to express my grateful thanks for the able manner in which I have been supported by them.

I am happy to add that no casualties occurred on board the vessels under my command during the engagement.

I have the honor to be, very respectfully, your obedient servant,
S. C. ROWAN,

Commanding U. S. Naval Forces, Sounds of North Carolina.

Flag-Officer L. M. GOLDSBOROUGH,

Comdg. North Atlantic Blockading Squadron, Hampton Roads.

[Enclosures.]

U. S. S. PHILADELPHIA,
Off New Berne, N. C., March 19, 1862.

SIR: I have the honor to submit the following detailed report of the operations of the battery under my command during the action near this place on the 14th instant:

In obedience to your order of the 13th, I took command of the naval battery of six howitzers, and on the morning of that day landed with the advance of the army at Slocum's Creek. I was placed in the brigade and under the orders of General Foster, and at once moved forward to join him. The roads were very heavy, in some places almost impassable, and had it not been for the assistance which was cheerfully rendered me by the army the pieces could never have gone forward. We marched steadily forward till 9 o'clock at night and then halted to rest.

At 1 a. m. of the 14th we again moved forward, and at 3 a. m. reported to General Burnside, who ordered us to halt.

At daylight we resumed our march. At about 7 a. m. General Burnside ordered me to take a position in front of the left of the enemy's works.

I moved the battery forward to the edge of the cleared space and deployed it to the left of the county road, opening fire at once with shell and shrapnel, at a distance of about 600 yards. Opposed to us, and behind the breastwork, was a battery of eleven fieldpieces (six of which paid particular attention to us) and a number of riflemen, who annoyed us excessively whenever the smoke would lift clear of our guns.

In attempting to drive these latter from the breastwork I advanced the battery some distance, firing canister, but was compelled to fall back to my original position after having one gun disabled, an officer and several men wounded, and one killed.

For an hour and a half we maintained our position under a heavy fire of shell, grape, and musketry, when a gallant charge by our troops cleared the enemy from the breastwork.

I at once moved forward into the work with three of my pieces and all my remaining ammunition.

General Foster then ordered me forward with a portion of his brigade. When we had arrived within 200 yards of the railroad a detached body of the enemy appeared in sight. The guns were at once prepared for action and pointed toward a cleared spot on the opposite side of the railroad that the enemy seemed to be making for. As they came into this open space I gave the order to fire, but before the order could be executed Acting Master Hammond rashly dashed forward in front of the guns and demanded their surrender. To this demand they complied by throwing down their arms and holding up their hands in token of submission.

The prisoners proved to be Colonel Avery and a portion of his command, the Twenty-fifth North Carolina Regiment. They had been driven from the rifle pits by our troops and were endeavoring to make their escape. From this point I was ordered down the railroad to New Berne. Obtaining two cars, I placed my guns upon them and reached the burning bridge to find our navy in possession of the city and the gunboats transporting the troops across the river.

The cheerfulness with which the brave men under my command dragged their guns through the heavy roads, part of the time exposed to a drenching rain, and the gallant manner in which they sustained

the heavy fire of the enemy, is worthy of all praise. I would especially call your attention to the gallant conduct of Orderly Sergeant J. Mendenhall, Company E, Union Coast Guard; Seamen James Judge, George H. Mansell, John Williams, Charles Patterson, and Ordinary Seaman Duncan Douglas. These men, with the exception of Mendenhall, acted as captains of guns, and from their intimate acquaintance with the howitzers were of great service. The conduct of my officers was all that I could wish. Acting Masters Daniels and Hammond, of the *Hetzel*, rendered me most valuable aid. One gun in each of their sections was in charge of E. P. Meeker, of the flagship, and E. C. Gabaudan, of the *Delaware*. To their coolness and courage all can testify. The gun in charge of Lieutenant Hughes, of Company B, Union Coast Guard, suffered severely, and was finally disabled. During a portion of the engagement he loaded the gun himself, until carried away wounded. Mr. Daniels made an attempt to carry forward two of the captured pieces, but after dragging them some distance they stuck fast in the mud. Lieutenant Tillotson, of the Coast Guard, after firing away all his ammunition, left his section, and I have since learned was picked up by the retreating enemy.

On going into action, I discovered that some of the men had straggled off, leaving me about fifty men to fight the guns. Among those I regret to report the following casualties:

Killed.—Private Arthur McGinnis, Private John Sheehy, Company B, Union Coast Guard.

Wounded.—Second Lieutenant T. W. B. Hughes, Orderly Sergeant J. Mendenhall, Sergeant James O. Freeman, Corporal Thomas Riley, Private John McDougal, Private S. S. Fonda, Private Nicholas Mertz (yet missing), Company B, Union Coast Guard; Seaman John Williams, Ordinary Seaman Jeremiah Sullivan, Ordinary Seaman George Bushee, Ordinary Seaman Thomas Simmons.

Killed, 2; wounded, 11.

I have the honor to be, sir, very respectfully, your obedient servant,
R. SHELDON MCCOOK,
Lieutenant, U. S. Navy.

Commander S. C. ROWAN,
Commanding Naval Forces in the Sounds of North Carolina.

U. S. S. PHILADELPHIA,
Off New Berne, N. C., March 18, 1862.

SIR: I have the honor to report that the only casualties to the forces under your command in the engagement at this place on the 13th and 14th instants occurred in the naval howitzer battery under the command of Lieutenant R. S. McCook, U. S. Navy, cooperating with the forces on shore, and are as follows, viz:

Killed.—Arthur McGinnis, private Company B, Union Coast Guard; John Sheehy, private Company B, Union Coast Guard.

Wounded.—Lieutenant T. W. B. Hughes (severely), second lieutenant Company B, Union Coast Guard; J. Mendenhall (slightly), orderly sergeant Company B, Union Coast Guard; James O. Freeman (slightly), sergeant Company B, Union Coast Guard; Thomas Riley (slightly), corporal Company B, Union Coast Guard; John McDougal (severely), private Company B, Union Coast Guard; S. S. Fonda (slightly), private Company B, Union Coast Guard; Nicholas Mertz (missing), private Company B, Union Coast Guard; John Williams, seaman (severely), U. S. S.

Roanoke; Jeremiah Sullivan, ordinary seaman (slightly), U. S. S. *Morse*; George Bushee, ordinary seaman (slightly), Thomas Simmons, ordinary seaman (slightly), U. S. S. *Valley City*.

Killed, 2; wounded, 11.

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

SAML. J. JONES,

Assistant Surgeon, U. S. Navy.

Commander S. C. ROWAN,

Commanding U. S. Naval Forces in Sounds of North Carolina.

Report of Lieutenant Werden, U. S. Navy, commanding U. S. S. *Stars and Stripes*.

U. S. S. STARS AND STRIPES,

Off New Berne, March 15, 1862.

SIR: I have the honor to report that in obedience to your order I got underway at 7:30 a. m. on the 13th, and stood in to cover the landing of the troops at the mouth of Slocum's Creek.

I anchored at a point distant half a mile from shore and three-quarters of a mile from the mouth of the creek. Having discovered a small body of cavalry and infantry in the woods, I fired a few shots and dispersed them. At 11:30 a. m. ceased firing and remained at anchor during the night.

At 9:15 a. m. on the 14th, in obedience to your order, I steamed up toward New Berne.

In crossing over the obstructions placed in the channel by the rebels we struck severely upon one of the sunken spears, resulting in no serious injury. At 11:30 a. m. I anchored off the city.

I have no casualties to report. I herewith enclose reports* of expenditure of ammunition and seizure of prize; also list of officers and crew.

Very respectfully, your obedient servant,

R. WERDEN,

Lieutenant, Commanding.

Commodore STEPHEN C. ROWAN,

Commanding Naval Forces.

Report of Lieutenant Quackenbush, U. S. Navy, commanding U. S. S. *Delaware*.

U. S. S. DELAWARE,

Off New Berne, N. C., March 15, 1862.

SIR: I have the honor to herewith submit to you the following report:

At 7 a. m. on the morning of the 12th instant got underway, in obedience to a general signal from the flagship. Passing within hail, we were ordered to proceed in advance of the fleet to the mouth of the Neuse River, where we arrived and anchored at 12:40 p. m. of the same day. At 3 p. m., in accordance with signals to this vessel, we followed the flagship, and at 6:50 came to anchor with the squadron about 15 miles below New Berne.

At 7 a. m. of the 13th instant got underway and ran close inshore for the purpose of ascertaining a proper place for the troops to land and to cover their landing by shelling the woods. Returning to flagship, took on board Commodore Rowan and aids, and continued to shell the woods to protect our army while landing and marching.

* Not found.

At 4 p. m. engaged battery on Johnson's Point, and at 8 p. m. ran alongside of the steamer *Philadelphia* for the night.

On the morning of the 14th, at 8 a. m., cast loose from the *Philadelphia* and stood up the river in advance of the fleet toward New Berne.

We engaged the enemy's batteries along the river, receiving and returning their fire as we passed rapidly up, and when off New Berne gave chase to two steamers, one of which had a schooner in tow; brought them to with shots from our rifle howitzer; after which sent boats and captured them. They proved to be the *Albemarle* and *Old North State*.

At 2:30 p. m. commenced transporting troops from Ferry Point to the town, and, finishing, at 6:30 came to anchor near the *Philadelphia*.

I am, very respectfully, your obedient servant,

S. P. QUACKENBUSH,

Lieutenant, Commanding.

Commodore S. C. ROWAN,

Comdg. U. S. Naval Forces, Albemarle and Pamlico Sounds.

Report of Lieutenant Hopkins, U. S. Navy, commanding U. S. S. Underwriter.

U. S. S. UNDERWRITER,

New Berne, N. C., March 15, 1862.

SIR: I have the honor to report that on the morning of the 13th, in obedience to your orders, I got underway and proceeded up the river and reported myself to Lieutenant Commanding Flusser. I took the position assigned me and shelled the woods.

Receiving no response from the enemy, we retired for a short time.

At 3 p. m. we again advanced and fired upon a point where a battery was supposed to be. The enemy then fired upon us, firing two shots. We then fired upon them until dark, when we proceeded to our former anchorage, in obedience to orders.

On the morning of the 14th, the weather being very foggy, and hearing continued firing, I got underway and proceeded in the direction of the firing.

In company with the rest of the fleet, I advanced up the river and fired upon the supposed position of the enemy. We then fired upon the batteries as they appeared. I have every reason to believe that a shell from my 80-pounder rifle exploded the magazine of a battery that had previously fired upon us.

I am happy to say that the officers and men under my command are everything I could wish them to be.

I have to congratulate you upon the entire success of our arms against so superior a force of the enemy.

I have no casualties to report.

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

ALFRED HOPKINS,

Lieutenant, Commanding.

Commander S. C. ROWAN,

Commanding U. S. Naval Forces, Pamlico Sound.

Report of Lieutenant McCook, U. S. Navy, commanding naval battery.

U. S. S. PHILADELPHIA, *March 15, 1862.*

SIR: I have the honor to report that in obedience to your orders I took command of the naval battery of six howitzers on the morning of

the 13th. After a very fatiguing march I reported at the headquarters of General Burnside at 3 a. m. on the morning of the 14th. I was assigned a position by General Burnside in front of the enemy's works, and was placed in the brigade and under the command of General Foster. I am happy to state that during a sharply contested fight of about two hours we maintained our position under a very heavy fire of field guns and musketry. One of my guns was struck by a shell and disabled. The casualties in my command were 3 killed and 10 wounded, some of the latter badly. I will have the honor to submit to you a more detailed report* at an early day.

Very respectfully, your obedient servant,

R. SHELDON McCOOK,
Lieutenant, U. S. Navy.

Commander S. C. ROWAN, U. S. Navy,
Commanding U. S. Naval Forces, Pamlico Sound.

Unofficial letter from Commander Rowan, U. S. Navy, to Flag-Officer Goldsborough, U. S. Navy.

NEW BERNE, N. C., March 15, 1862.

MY DEAR SIR: New Berne is ours, and a splendid thing it is. The army deserves all praise, and the navy, you know, is always right side up. We reached the proposed landing place at sundown of the next evening after you left us. I anchored my squadron above the creek, and the transports came straggling in during the night. The general came on board and had a "talk." It was decided to land early next morning. At daylight I had Murray, Davenport, Chaplin, and Werden in position to cover the landing, and in the most economical manner swept the woods with 32-pounder shell.

The army commenced to land about 8 o'clock a. m. Six howitzers in command of McCook were put on shore with the first brigade under Foster, who pushed ahead, and, as they advanced, I pushed ship after ship along the shore. The night closed in thick fog. In the meantime I made a reconnoissance in the *Delaware* and drew the fire of the four-gun battery. I left ——— and the *Lockwood* to amuse themselves with the battery till night. I returned in the meantime to the place where the inshore battery was said to be. The head of our column had passed, the battery was deserted, whether in consequence of the guns of the *Perry* and *Southfield* that had been playing on it during the forenoon or not I am unable to say. The general came to me at this point and after deciding upon a plan of signals for the night we separated.

The army pushed gallantly on to within a mile or two of the enemy's intrenchments, where it bivouacked for the night. At daylight a dense fog. I went from the *Philadelphia* to the *Delaware* and shortly after heard the report of a gun. Sent the *Lockwood* down to bring up all the "broad horns" and then use them to even up the broadside batteries.

I got hold of the shore and groped slowly along with the *Hunchback* and *Perry* until we came plump on the point. In the meantime the firing became general and soon I was satisfied that our whole force was engaged. I commenced throwing 5, 10, 15 second shells inshore and notwithstanding the risk, I determined to continue till the general sent me word. I know the persuasive effect of a 9-inch, and thought it better to kill a Union man or two than to lose the effect of my moral suasion. The effect was terrific—large pine trees were cut down like so

* See p. 113.

many twigs. In the meantime I advanced very gingerly up to the infernals and opened on the four-gun battery; but [one] shot was fired from it, when it was abandoned. The first large battery was next visited. By this time I had all my "broad-horn" force in line abreast moving very slowly up to the infernal machines. The old pilot (who is a trump) sang out, "You must stop or you will be all blown up," but I told him we must run some risk and I hoped their machines would not go off, and sure enough they did not. I gathered the line in a little and went on very slowly, the enemy firing weak and wild. I saw he was demoralized by the army in his rear, and if I did not push on Burnside would be defeated. The enemy blew up, or we blew up, with our shell, one of his magazines. Behm swears his "Stilton cheese" did it. The moment the army succeeded in drawing the enemy from his extended lines of rifle pits in the rear of the second large battery, that magazine blew up and the jig was up.

I moved then rapidly up to the city, took possession of an immense amount of stores and arms, munitions, vessels and cotton, and lots of pitch and tar. In fact, the town is an immense depot of army fixtures and manufactures, of shot and shell, gun carriages, etc.

I went over the battle ground with the general to-day. It was a sad sight, the rain poured in torrents and the dead lay scattered over the ground, some in the mud, others half buried in the water of the pits.—The wounded were objects of pity, poor creatures, lying exposed and begging a little water. All was done for their comfort that is possible under the circumstances. I think this fight the most gallant affair of the Army that has occurred during the war. Seven thousand five hundred entrenched troops with sixteen pieces of artillery ought to have whipped 11,500 "Yankees" out of their boots.

Our naval battery was the boast of the day. All the officers in command, save one, behaved splendidly. I hope you will have little Daniels restored to the Navy; I mean to write to Fox about him. Miller is a trump; so is my clerk, Gabaudan, and Hughes, of the Coast Guard, who is wounded. The blue jackets stood to their guns like men. The Coast Guard flunked, with a few exceptions.

We are preparing to move on Beaufort. Can not you insure the retention of the *Nashville* until we get there. I have a great deal to say, but no time. About 300 killed and wounded on our side. Generals unhurt. Troops fought like regulars.

Very truly, yours,

S. C. ROWAN.

[Flag-Officer L. M. GOLDSBOROUGH, U. S. Navy,
Commanding North Atlantic Blockading Squadron.]

Report of Commander Rowan, U. S. Navy, commending Acting Master Daniels of the U. S. S. *Hetzl*.

U. S. FLAG-STEAMER PHILADELPHIA,
Off New Berne, N. C., March 26, 1862.

SIR: I take great pleasure in forwarding the enclosed letter, written by Lieutenant Commanding Davenport, recommending young Mr. Daniels to the favorable notice of the Department.

I had the honor, on previous occasions, of calling the attention of the Department to the merits of this youth while serving as my clerk on board the *Pawnee*, particularly of his cool bravery under a heavy fire at Aquia Creek during my bombardment of that place.

Such was my appreciation of Mr. Daniels' pluck and ability that I assigned to him the responsible duty of reorganizing the boat howitzers for the attack on New Berne, which duty he performed with so much zeal and ability that I gave him command of one of the sections, and nobly did he bear himself in the face of the enemy when our whole battery was exposed to a murderous fire of musketry and grape which cut down one-fourth of the crews.

I beg leave, respectfully, to renew the hope that the youth may be restored to his original position in the Navy which he lost by insubordination as a schoolboy.

Very respectfully,
Commanding U. S. Naval Forces, Sounds of North Carolina.

S. O. ROWAN,

[Hon. G. V. FOX,
Assistant Secretary of the Navy.]

Letter of congratulation from Flag-Officer Goldsborough, U. S. Navy, to Commander Rowan, U. S. Navy.

U. S. FLAGSHIP MINNESOTA,
Hampton Roads, March 22, 1862.

SIR: Your dispatch announcing your success at New Berne reached me in due season and was immediately forwarded to the Navy Department.

I beg to congratulate you, your officers and men, for the glorious achievement. I expected nothing less. I trust that Beaufort and Fort Macon will soon share a similar fate with New Berne—that is, be in your possession.

I am, very respectfully, your obedient servant,

L. M. GOLDSBOROUGH,
Flag-Officer.

Commander S. C. ROWAN,
Commanding Naval Forces, Sounds of North Carolina.

Letter of thanks from the Secretary of the Navy to Flag-Officer Goldsborough, U. S. Navy, Commander Rowan, U. S. Navy, and the officers and men of the flotilla.

NAVY DEPARTMENT, *March 27, 1862.*

SIR: Yours of the 17th instant is received, enclosing the highly interesting and important dispatch of Commander Stephen O. Rowan, in command of the flotilla on the inner waters of North Carolina, communicating the successful achievements of himself and his command, in cooperation with the army, in capturing the rebel batteries upon the Neuse River, the defeat and rout of the enemy's forces in that vicinity, and the occupation by the combined forces of the Army and Navy of the United States of the city of New Berne. This brilliant victory has been the source of great satisfaction to the whole country and adds additional obligations to those previously acquired in the operations in Albemarle Sound and at Elizabeth City. You are desired to convey to Commander Rowan and the officers and men of the flotilla the thanks of the Department and of the Government for the services and gallantry which have been displayed in the combined operations of the army and naval forces.

I am, respectfully, your obedient servant,

GIDEON WELLES.

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

[Telegram.]

WAR DEPARTMENT, *March 14, 1862—12 m.*

Your telegram* relative to barges received. I have ordered eight more sent down. I have seen nothing yet to satisfy me that in the next engagement the *Monitor* will not be sunk,

M. O. MEIGS,
Quartermaster-General.

Captain DAHLGREN.

Report of Flag-Officer Goldsborough, U. S. Navy, urging the speedy preparation of ironclads for use in Hampton Roads.

U. S. FLAGSHIP MINNESOTA,
Hampton Roads, Virginia, March 14, 1862.

SIR: In view of the actual state of things existing here, I would most respectfully urge that the ironclad vessels preparing at the North should be got ready for service at the earliest possible moment, and that both of them be dispatched for these roads. By working upon them with a largely increased force day and night one or both of them, perhaps, might reach here in season to do infinite good.

Up to this time the enemy has made no further demonstration with either the *Merrimack* or the other vessels associated with her in the late attack.

I am, very respectfully, your obedient servant,

L. M. GOLDSBOROUGH,

Flag-Officer, Comdg. North Atlantic Blockading Squadron.

Hon. GIDEON WELLES,

Secretary of the Navy, Washington, D. C.

[Telegram.]

FORT MONROE, *March 14, [1862].*

I beg you will send me more troops. The *Merrimack* is preparing and they are strengthening her weak points. It is thought she will be prepared to come out in a very few days. If she should overcome the *Monitor* we would lose Newport News, an important position, unless I have troops enough to meet and repel the rebels before they can reach Newport News.

JOHN E. WOOL,
Major-General.

Hon. EDWIN M. STANTON,
Secretary of War.

[Telegram.]

FORTRESS MONROE, *March 14, 1862.*

All quiet here.

Two rebel tugs seen off Sewell's Point this forenoon, making reconnoissance. No signs of *Merrimack*.

* See p. 101.

Foggy; wind N. E.
 Gunboats *Uncas*, *Currituck*, and *Sachem* are here.
 Name of Captain Davis was erroneously telegraphed Sprague in
 Wednesday's dispatch.

BABCOCK.

CRAIG, *New York*, and FULTON, *Philadelphia and Baltimore*.

Approved.

JOHN E. WOOL,
 [Major-General.]

[Telegram.]

WASHINGTON, D. C., *March 14, 1862.*

The Secretary of War wishes you to consult with Major-General Wool as to the safest place to put the commissary supplies to avoid their being destroyed by the rebel iron-plated steamer.

J. P. TAYLOR,
Commissary-General of Subsistence.

Captain J. M. TAYLOR.

[Telegram.]

NEWPORT NEWS, *March 14, [1862].*

Two steamers are reported to have passed up the river by this post within an hour.* In the fog we could not see them from our battery, but they were heard and sparks seen.

MANSFIELD,
Brigadier-General.

General WOOL.

[Telegram.]

HEADQUARTERS, *Fort Monroe, March 14, 1862.*

Why not send down Professor Wyman's [Winans'] new steamer? It is reported that she is in the shape of a cigar and runs very fast. She would answer to run into the *Merrimack* or any other vessel. She is at Baltimore.

JOHN E. WOOL,
Major-General.

Hon. EDWIN M. STANTON,
Secretary of War.

[Telegram.]

WASHINGTON, *March 14, 1862.*

For the present retain the *San Jacinto* at Hampton Roads as a part of your squadron.

GIDEON WELLES,
Secretary Navy.

Flag-Officer GOLDSBOROUGH.

Order of Flag-Officer Goldsborough, U. S. Navy, to the captain of army transport S. R. Spaulding, to proceed to Hatteras Inlet carrying men and ammunition for the naval service.

U. S. FLAGSHIP MINNESOTA,
Hampton Roads, Virginia, March 14, 1862.

SIR: General Wool having placed the *S. R. Spaulding* temporarily under my orders, you will please proceed with her to Hatteras Inlet, and on your arrival there deliver the men and ammunition you have on board for the naval service.

Should there be no naval steamer at the inlet will you please give Mr. Hale such aid as may be in your power to facilitate the forwarding of the men and ammunition to Commander Rowan?

Mr. Hale will return with you, if possible, according to the orders I have given him, but you are not to wait an unreasonable time for him.

I am, very respectfully, your obedient servant,

L. M. GOLDSBOROUGH,
Flag-Officer.

Captain HOWES,
U. S. Steam Transport *S. R. Spaulding*.

Order of Flag-Officer Goldsborough, U. S. Navy, to Acting Master's Mate Hale, to superintend the transportation of men and ammunition to Hatteras Inlet.

U. S. FLAGSHIP MINNESOTA,
Hampton Roads, March 14, 1862.

SIR: You will take charge of the men and ammunition to be sent to Hatteras Inlet by the *S. R. Spaulding*, and on your arrival there deliver them to Commander S. C. Rowan, commanding naval forces in Pamlico Sound.

Should there be no naval steamer at Hatteras Inlet you will request the commanding officer at Fort Hatteras to forward the men and ammunition to Commander Rowan in one of the army steamers, as it is important we should have them at the earliest practicable moment.

After delivering the men and ammunition to Commander Rowan you will return to this place in the *Spaulding*.

I am, very respectfully, your obedient servant,

L. M. GOLDSBOROUGH,
Flag-Officer.

Acting Master's Mate THOS. G. HALE,
U. S. S. *Minnesota*, Hampton Roads, Virginia.

Report of Commander Totten, U. S. Navy, commanding U. S. storeship Brandywine, of the arrival of that vessel at Baltimore.

U. S. S[HIP] BRANDYWINE,
Baltimore, Md., March 14, 1862.

SIR: I have the honor to report the arrival of this vessel at this port last evening, having been towed from Annapolis by the Government tugboats.

I had the honor in a previous communication to report the loss of one of our master's mates by drowning, Mr. George Parks.

He was buried at Annapolis, the commanding officer there, Brigadier-General Hatch, very kindly rendering us every facility and furnishing an escort.

I have the honor to be, very respectfully,

B. J. TOTTEN,
Commander.

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

Report of Flag-Officer Goldsborough, U. S. Navy, of the arrival in Hampton Roads of the U. S. S. Chippewa.

U. S. FLAGSHIP MINNESOTA,
Hampton Roads, Virginia, March 14, 1862.

SIR: I have the honor to inform the Department that the U. S. S. *Chippewa* arrived this morning from Baltimore.

I am, very respectfully, your obedient servant,

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

Hon. GIDEON WELLES,
Secretary of the Navy.

Letter from the Assistant Secretary of the Navy to Brigadier-General Meigs, U. S. Army, regarding the steamers Vanderbilt and Atlantic.

NAVY DEPARTMENT, March 14, 1862.

DEAR SIR: Are the *Vanderbilt* and *Atlantic* in your employ; and if so, where are they?

Yours, very respectfully,

G. V. FOX.

Brigadier-General M. C. MEIGS,
Quartermaster-General, U. S. Army, Washington.

[Endorsement.]

QUARTERMASTER-GENERAL'S OFFICE,
March 16, 1862—1:50 p. m.

The *Vanderbilt*, I am told, is now in New York. She is not, so far as I am advised, in employment of the War Department.

The *Atlantic* was lately in New York discharging a load of cotton. On 1st March I directed that she should sail on Monday, the 3d instant, for Port Royal. She is there or on her way back, unless she accompanied Du Pont to Fernandina. Captain Rodgers could inform you as to this probably.

Respectfully,

M. C. MEIGS,
Quartermaster-General.

Order of the Secretary of War to the Quartermaster-General at New York, regarding the steamers Vanderbilt and Atlantic.

WAR DEPARTMENT,
Washington City, D. C., March 14, 1862.

SIR: If the steamers *Vanderbilt* and *Atlantic*, or either of them, are in the service of the War Department, or under your control, you will please turn them over to Assistant Secretary Fox for the use of the Navy Department.

Yours, truly,

EDWIN M. STANTON,
Secretary of War.

Colonel TOMPKINS,
Assistant Quartermaster-General, New York.

Letter from Major-General Wool, U. S. Army, to Flag-Officer Goldsborough, U. S. Navy, regarding a suspicious craft off Sewell's Point.

HEADQUARTERS DEPARTMENT OF VIRGINIA,
Fort Monroe, Va., March 14, 1862.

Sir: It has just been reported to me a suspicious craft is off Sewell's Point. I am not without apprehension that some movement is making that requires our attention.

I am, very respectfully, your obedient servant,

JOHN E. WOOL,
Major-General.

Flag-Officer GOLDSBOROUGH.

Letter from Major-General Wool, U. S. Army, to Flag-Officer Goldsborough, U. S. Navy, regarding suspicious movements of the enemy.

HEADQUARTERS DEPARTMENT OF VIRGINIA,
Fort Monroe, Va., March 14, 1862.

[SIR:] General Mansfield informs me this evening that there has been considerable movement of troops from Big Bethel toward the Warwick River, which empties into the James River about 12 miles above Newport News. I have also some reason to believe that the enemy have been moving troops, and perhaps ordnance, from Sewell's Point to Craney Island, and possibly from that quarter toward Day's Point on the right bank of the James River, nearly opposite Warwick River; and General Mansfield also reports that he believes a steamer of the enemy passed up by Newport News to-night, as indicated only by the sparks, and he also reports that they were crossing considerably from Day's Point over to the Warwick side.

I am not without apprehension that the *Merrimack* contemplates coming out, and that a simultaneous attack by water and by land may be made to-morrow or soon, and I desire you will send up early to-morrow morning tugs to Newport News.

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

JOHN E. WOOL,
Major-General.

Flag-Officer GOLDSBOROUGH.

Letter from the Secretary of the Navy to Flag-Officer Goldsborough, U. S. Navy, naming additional vessels for his command.

NAVY DEPARTMENT, March 14, 1862.

SIR: The following steamers, which were under orders to other squadrons, but are now at Hampton Roads, or on the way there, will form a part of the North Atlantic Blockading Squadron under your command, viz:

Wachusett, Commander J. S. Missroon; *Dacotah*, Commander J. P. McKinstry; *Choctaw*, Lieutenant-Commander T. H. Patterson; *Penobscot*, Lieutenant-Commander J. M. B. Clitz; *Currituck*, *Sachem*.

Also the steamers *Commodore Barney* and *Commodore Perry*, which you were directed to send to Port Royal when they could be spared.

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 Secretary of War, promising cooperation in case of a movement against Norfolk.

NAVY DEPARTMENT, March 14, 1862.

SIR: Yours enclosing the dispatch* of Major-General McClellan, suggesting that the Secretary of the Navy be requested "to order to Fort Monroe whatever force Du Pont can now spare, as well as any available force that Goldsborough can send up as soon as his present operations are completed," has been received.

If a movement is to be made upon Norfolk, always a favorite measure of this Department, instant measures will be taken to advise and strengthen Flag-Officer Goldsborough; but unless such be the case, I should be extremely reluctant to take any measure that would even temporarily weaken the efficiency of the blockade, especially at the points under the command of Flag-Officer Du Pont.

The importance of capturing Norfolk is, I know, deemed almost indispensable by Flag-Officer Goldsborough, who will be happy to cooperate in a movement in that direction, and will, I need not assure you, have the active and earnest efforts of this Department to aid him with all the force that can be placed at his disposal.

I am, respectfully, your obedient servant,

GIDEON WELLES.

Hon. E. M. STANTON,
Secretary of War.

[Telegram.]

NAVY DEPARTMENT, March 15, 1862.

Send the *St. Lawrence* to the Kettle Bottom Shoals in the Potomac. If she has not arrived, send orders to her at some point on the Delaware.

GIDEON WELLES,
Secretary Navy.

Commodore G. J. PENDERGRAST,
Commandant Navy Yard, Philadelphia.

* See p. 103.

[Telegram.]

NAVY DEPARTMENT, *March 15, 1862.*

Proceed forthwith with the *Brandywine* into the Potomac. Answer.
GIDEON WELLES.

Commander B. J. TOTTEN,
Commanding U. S. Frigate Brandywine, Baltimore, Md.

[Telegram.]

BALTIMORE, *March 15, 1862.*

Order received. Will proceed without delay as soon as steam power can be obtained.

How far up the Potomac shall I go?

B. J. TOTTEN,
Commander.

SECRETARY NAVY.

[Telegram.]

NAVY DEPARTMENT, *March 15, 1862.*

Come up as far as Kettle Bottom Shoals. Lieutenant Wyman, of the flotilla, has instructions.

GIDEON WELLES,

Commander B. J. TOTTEN,
U. S. Frigate Brandywine, Baltimore, Md.

Letter from the Secretary of the Navy to Flag-Officer Goldsborough, U. S. Navy, requesting a statement regarding the cause and circumstances of the loss of the U. S. ships Congress and Cumberland.

NAVY DEPARTMENT, *March 15, 1862.*

SIR: The recent calamities at Hampton Roads by the armored steamer *Merrimack*, which made its appearance in those waters on the 8th and 9th instant, with the loss of the *Cumberland* and *Congress*, have caused alarm throughout the country. It would be difficult to institute a formal enquiry into this disaster and the attending circumstances at this time, but the Department desires to possess itself, so far as practicable, of the facts, and also to ascertain whether the suggestions, plan of operations, and other measures proposed by yourself were carried into effect, or wherein they failed, and the cause or reason of the failure. Unfortunately you, who have given the subject ceaseless attention, and on whom the Department relied for not only most of its information, but to meet and overcome this formidable vessel, were absent on other duty when the occurrence took place. But, being now at your post, I desire that you will, as early as you can, without detriment to other active duties, communicate your views, opinions, and the circumstances attending this untoward affair, the errors, if there were any, and to whom and what cause attributable. Is it not now possible to sink vessels in the narrow channel or strait in Elizabeth River, through which the *Merrimack* passes, so as to prevent her egress?

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 Flag-Officer Goldsborough, U. S. Navy, regarding the placing of obstructions to prevent the U. S. S. Virginia (Merrimack) from coming out from Norfolk, Va.

NAVY DEPARTMENT, *March 15, 1862.*

SIR: There is a degree of apprehension in regard to the armored steamer *Merrimack* which it is difficult to allay. If it is possible to place obstructions, by sinking vessels in the narrow channel of Elizabeth River, so as to prevent her from coming out, it is desirable that it should be done at any cost. Such I know to be the wish of the President as well as the Department, and a large committee of highly respectable gentlemen from the cities of New York, Philadelphia, and Boston, at the head of whom was Mayor Opdyke, have just called upon me to urge that vessels might be forthwith sunk in the channel. I have already written you in regard to closing up the strait through which the *Merrimack* comes out. Of course the work will be attended with great difficulty and danger, as you will have to pass the various batteries. Still, if the channel can be closed it should be done, as that is the only certain means of guarding against the formidable vessel, except by capturing Norfolk, which, if the army were disposed, I think the most desirable and effective movement. The entire subject is committed to your judgment, for you best know the case.

Very respectfully, etc.,

GIDEON WELLES.

Flag-Officer L. M. GOLDSBOROUGH,
Hampton Roads.

[Telegram.]

MARCH 15, [1862]—11:15 a. m.

The *Monitor's* guns are Nos. 27, 28, West Point, 1859. T. A. Hunt. I will send you their tensile strength.

H. A. WISE,
Assistant Inspector of Ordnance.

Captain DAHLGREN,
Navy Yard.

Order of Commander Rowan, U. S. Navy, to Lieutenant Werden, U. S. Navy, to assume command of the naval force in Albemarle Sound, North Carolina.

FLAG-STEAMER PHILADELPHIA,
Off New Berne, N. C., March 15, 1862.

SIR: You will proceed with the *Stars and Stripes* under your command, accompanied by the *Lockwood*, to Albemarle Sound, and assume command of the forces there, consisting of the *Ellis*, *Whitehead*, *Shawsheen*, *Ceres*, and *Putnam*.

The object of keeping this force in these waters is to guard the canals emptying into the North and Pasquotank rivers and Currituck Sound.

You will have Lieutenant Commanding Franklin in command in places off Elizabeth, with the *Ellis*, *Whitehead*, *Shawsheen*, and *Ceres*.

You will take position off North River with the *Stars and Stripes*, *Lockwood*, and *Putnam*; the latter two vessels can anchor inside the

bar in bad weather, and can make a daily reconnoissance of the mouth of the canal and Currituck Sound, which must be well watched to prevent the enemy from making a descent on Roanoke Island. You can obtain coal at Roanoke. The object of the forces now under your command being to guard the canals and Currituck Sound, you must be the judge as to the best disposition to make of your forces.

Very respectfully,

S. C. ROWAN,

Commanding Naval Forces in Pamlico Sound.

[Lieutenant REED WERDEN, U. S. Navy,
Commanding U. S. S. Stars and Stripes.]

Report of Commander Parker, U. S. Navy, of the need of four efficient steamers for the blockade of Beaufort, N. C.

U. S. S. CAMBRIDGE,

Off Beaufort, N. C., March 15, 1862.

SIR: I have to report that this vessel is unseaworthy and requires extensive repairs. I respectfully request that she may be relieved and ordered to return to one of our Northern ports for the purpose of refitting ships.

I have also to report that at least four swift and efficient steamers are required to blockade this port; they should carry powerful batteries.

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

WM. A. PARKER,

Commander.

Hon. GIDEON WELLES,

Secretary of the Navy, Washington, D. C.

[Telegram.]

WAR DEPARTMENT,

Washington City, D. C., March 15, 1862.

You will turn over the steamer *Illinois* to Assistant Secretary Fox, to be placed at his disposal.

EDWIN M. STANTON,

Secretary of War.

Colonel TOMPKINS,

Assistant Quartermaster-General, New York.

[Telegram.]

WAR DEPARTMENT,

Washington City, D. C., March 15, 1862.

Your dispatch just received.

Orders have been given to Colonel Tompkins to turn over the *Illinois* to you to be disposed of as you may direct.

EDWIN M. STANTON,

Secretary of War.

Hon. G. V. FOX,

New York.

[Telegram.]

WAR DEPARTMENT, *March 15, 1862.*

The Secretary of War directs me to ask you for what sum you will contract to destroy the *Merrimack* or prevent her from coming out from Norfolk, you to sink or destroy her if she gets out.

Answer by telegraph, as there is no time to be lost.

JOHN TUCKER,
Assistant Secretary of War.

C. VANDERBILT, Esq.,
New York.

[Telegram.]

NEW YORK CITY, *March 15, 1862.*

Mr. Vanderbilt desires me to say he can make no satisfactory reply to the enquiry made of him, but will be in Washington on Monday next to confer with the Department.

W. B. DINSMORE.

Hon. E. M. STANTON.

Report of Flag-Officer Goldsborough, U. S. Navy, of the arrival in Hampton Roads of the U. S. S. San Jacinto.

U. S. FLAGSHIP MINNESOTA,
Hampton Roads, Virginia, March 16, 1862.

SIR: I have the honor to inform the Department that the U. S. S. *San Jacinto* arrived here yesterday. Agreeably to the orders received by telegram, I shall retain her as one of the North Atlantic Blockading Squadron until directed to do otherwise. She may be of great service here when the *Merrimack* and consorts next appear, particularly to contend against the latter.

I am sorry to state that the telegraphic cable between this and Cherrystone ceased to act yesterday. It is, I understand, to be under-run immediately.

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 Commander Missroon, U. S. Navy, commanding U. S. S. Wachusett, of arrival in Hampton Roads.

U. S. S. WACHUSETT,
Hampton Roads, Virginia, March 16, 1862.

SIR: I have the honor to report the arrival of this vessel here this evening, and that I have reported in obedience to the orders of the Department to Flag-Officer Goldsborough.

The steam works of this vessel have performed very satisfactorily during the whole passage hence from Boston, and give reason to expect the fullest satisfaction for the future.

The performance of the vessel at sea, in several particulars, is by no means what I had expected. Her rolling (always excessive in a propeller) is so unusually sharp, quick, and deep as to make it doubtful if her battery, especially the XI-inch guns, can be worked, if at all, with any degree of efficiency in an ordinary seaway, the attempt to do so being at the risk of serious casualties to her guns' crews, and she seems to be entirely without the buoyancy essential to her safety as a seaboat with her present heavy battery and disposition of weights.

Respectfully, sir, your obedient servant,

J. S. MISSROON,
Commander.

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

Letter from Captain Case, U. S. Navy, to commanding officer U. S. S. Currituck regarding approach of the enemy.

FLAGSHIP MINNESOTA,
Hampton Roads, March 16, 1862.

SIR: Blue lights burned at night by our tug packets indicate the approach of the enemy.

The tugboats go out nightly toward Sewell's Point and the mouth of the Elizabeth and James rivers.

Respectfully, your obedient servant,

A. L. CASE,
Captain of the Fleet.

COMMANDING OFFICER U. S. S. CURRITUCK.

[Telegram.]

NAVY DEPARTMENT, March 16, 1862.

Have you information that the *St. Lawrence* is in the Potomac?

GIDEON WELLES.

Captain J. A. DAHLGREN,
Commandant Navy Yard, Washington.

[Telegram.]

BALTIMORE, March 16, 1862.

We have no medical officer and no medicines. Men much exposed and some sick. A surgeon might be obtained here. We have but one anchor, and that a light one, for the vessel. Sufficient steam power has not yet been obtained. When it is, I shall leave as soon as possible for the Potomac. No reply to telegram of yesterday yet received.

B. J. TOTTEN,
Commanding U. S. Storeship *Brandywine*.

SECRETARY OF NAVY.

[Telegram.]

NAVY DEPARTMENT, *March 16, [1862].*

Come up as far as Kettle Bottom Shoals. Send sick to receiving ship, or, if necessary, employ surgeon for few days until relieved in Potomac.

GIDEON WELLES,
Secretary of the Navy.

Commander B. J. TOTTEN,
U. S. Frigate Brandywine, Baltimore, Md.

Report of Commander Armstrong, U. S. Navy, of the movements of the U. S. S. State of Georgia from January 27 to March 17, 1862.

U. S. S. STATE OF GEORGIA,
Hampton Roads, Virginia, March 17, 1862.

SIR: I have the honor to report that, in obedience to instructions, I left Hampton Roads on the evening of the 27th of January and arrived off Beaufort, N. C., on the night of the 28th. On the morning of the 29th, having supplied the U. S. bark *Gemsbok* with some water and provisions, dispatched her to Hampton Roads for supplies and sent by her a notice of my arrival here to you.

The night of February 7 was very stormy. About noon of the 8th the schooner *Pearl* was missing from her anchorage of the previous day. On the night of the 8th the U. S. S. *Rhode Island* came in, bringing the mail and fresh provisions for the crew.

On February 12 a sail was seen in the offing. Ran out and boarded the English schooner *Mars*, in charge of a prize crew of the U. S. S. *Keystone State*. On the 13th exercised crew in firing at a target with great guns.

On the 26th a sail was seen; ran out and boarded the American schooner *Sarah S. Boyce*, with coal for our squadron at Port Royal.

On the morning of the 28th, at daylight, a sail was seen, which proved to be a steamer, apparently at anchor, with the American flag and signals flying. At about the same time a boat was seen coming off from shore under sail. This ship was got underway, when the strange steamer started ahead, then turning toward us, as if to speak, dashed off at great speed for the channel.

This ship gave chase, and the Parrott gun (the only one bearing) was fired at her to bring her to, but without avail. After she passed through the channel she fired one gun at us, a rifle gun of small caliber, which fell short of us, when she hoisted the rebel flag. This ship kept on until well within range of the guns of Fort Macon and came round as the steamer was passing in behind it, and all the port guns were discharged at her, all falling short except the Parrott gun, which for the first time passed beyond her and the angle of the fort. No guns were fired from the fort, though the men were at them and could have been counted.

In order to remain on my station as long as possible, this ship when at anchor had been lying with banked fires. On the morning of the 28th, although steam was got up as quickly as possible, the steam in working off was reduced, reducing the speed of this ship, and as the rebel steamer was under a press of steam, she outran me.*

* For the passage of the U. S. S. *Nashville* into Beaufort, N. C., see Vol. 1, pp. 332 and 745.

The *Nashville* is said by officers acquainted with her to have a speed of 13 knots, greater by from 2 to 3 knots than I have ever gotten out of this ship.

I do not attempt to conceal my mortification at the escape of this vessel, but can not blame myself for any want of vigilance or endeavor to prevent it.

Our guns have been cast loose, at all times ready, one watch in readiness at the guns, and when, from signals at the fort or other indications, I had reason to suspect a vessel, all hands were at quarters.

The boat that came off on the 28th contained two black men, a woman and her daughter. They gave us the news that three companies had left Fort Macon for New Berne, where an attack was expected; that the news of your glorious success in the sound had created a panic in Beaufort; that the schooner *Pearl* had gotten out on a stormy night, about three weeks previous, corresponding with the time I missed her.

On the night of the 28th I ran down to New Inlet and sent Mr. Corson, pilot, who was well acquainted with the coast, and a boat's crew, with a communication of that date to the senior officer off Wilmington, covering one to you announcing the arrival of the steamer, believed to be the *Nashville*. I returned with all speed off Beaufort.

On the 2d the U. S. bark *Gemsbok* arrived from Fortress Monroe, and on the 4th Commander Glisson came in in the U. S. S. *Mount Vernon*, bringing back Mr. Corson and the boat's crew. I forwarded by him a communication of that date to you.

On the 11th the U. S. S. *Cambridge*, Commander Parker, arrived.

On the 12th two shots were fired at us from Fort Macon, one of which fell short about 50 yards.

On the 13th, about 9 a. m., and again at 1 p. m., a cannonading was heard to the northward of us, since which no trains have been heard to leave the depot.

On the 16th the steamer *Nashville* was lying at anchor under the guns of Fort Macon; a heavy sea was rolling in from the S. W., which prevents her egress. My coal being as low as a proper regard for the safety of the ship at this season of the year would permit, I left for this place, leaving the U. S. S. *Cambridge* and bark *Gemsbok* at anchor off the port.

During the whole period of my stay off Beaufort we have had almost a constant succession of bad weather.

As the ship lightens from the use of coal she becomes much out of trim. I would ask that a bunker might be made in the fore hold, in which coal could be stowed for ballast and be used in an emergency; it will improve her speed.

At Philadelphia I pointed out the expediency of cutting away the side portion of the house on deck now used as an armory. This would enable me to work the cable with a deck tackle and transport the guns fore and aft. It was not done there for want of time.

The starts of the Parrott gun require shifting in order to point it with more advantage. The entrance to Beaufort has three channels, the Sluc Channel, nearest the fort, with depth of 10 feet; the South Channel, by which the *Nashville* entered, with a depth of 18 feet, and the old Southeast Channel, mentioned as the channel on the chart of 1857, with a depth of 14 feet.

To blockade the coast of Onslow Bay effectually requires a force of five steamers, three of which should be off Beaufort.

I enclose the bimensal report of the ship for transmission to the honorable Secretary of the Navy.

Sir, I have the honor to be, very respectfully, your obedient servant,
JAS. F. ARMSTRONG,
Commander.

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

Report of Flag-Officer Goldsborough, U. S. Navy, of the arrival in Hampton Roads of the U. S. steamers Wachusett and Penobscot.

U. S. FLAGSHIP MINNESOTA,
Hampton Roads, Virginia, March 17, 1862.

SIR: I have the honor to inform the Department that the U. S. steamers *Wachusett* and *Penobscot* arrived in these roads yesterday.

I am, very respectfully, your obedient servant,
L. M. GOLDSBOROUGH,
Flag-Officer, Comdg. North Atlantic Blockading Squadron.

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

Report of Flag-Officer Goldsborough, U. S. Navy, of the arrival of the U. S. S. State of Georgia in Hampton Roads, Virginia.

U. S. FLAGSHIP MINNESOTA,
Hampton Roads, Virginia, March 17, 1862.

SIR: I have the honor to inform the Department that the U. S. S. *State of Georgia* arrived from off Beaufort, N. C., this morning. She is here for coal and supplies and will return to her station the moment she has received them.

I am, very respectfully, your obedient servant,
L. M. GOLDSBOROUGH,
Flag-Officer, Comdg. North Atlantic Blockading Squadron.

Hon. GIDEON WELLES,
Secretary of the Navy.

Report of Flag-Officer Goldsborough, U. S. Navy, of the detailing of the U. S. S. Sachem for Coast Survey duty.

U. S. FLAGSHIP MINNESOTA,
Hampton Roads, Virginia, March 17, 1862.

SIR: Mr. Patterson, of the Coast Survey, has communicated to me your wish that I should exchange for the Coast Survey steamer *Uncas* one of our vessels precisely similar to her, and accordingly I have given him the *Sachem*. The *Uncas* requires, as I am informed, considerable repairs. She has now on board the officers and crew of the *Sachem*, and I have dispatched her to Baltimore with orders to await instructions from Washington concerning what is necessary to be done to her for efficiency. I know not whether the Coast Survey or the Navy

Department is to have her put in order, and hence my reason for referring the matter as I do. Her commander is ordered to report his arrival at Baltimore to the Navy Department.

I am, very respectfully, your obedient servant,

L. M. GOLDSBOROUGH,

Flag-Officer, Comdg. North Atlantic Blockading Squadron.

Hon. GIDEON WELLES,

Secretary of the Navy, Washington, D. C.

Order of Flag-Officer Goldsborough, U. S. Navy, to Acting Master Crane, U. S. Navy, commanding U. S. S. Uncas, to proceed to Baltimore.

U. S. FLAGSHIP MINNESOTA,
Hampton Road, Virginia, March 17, 1862.

SIR: Proceed to Baltimore with U. S. S. *Uncas* under your command, and on your arrival there report the fact immediately in writing to the honorable the Secretary of the Navy.

I am, very respectfully, your obedient servant,

L. M. GOLDSBOROUGH,

Flag-Officer.

Acting Master Commanding L. G. CRANE,

Commanding U. S. S. Uncas, Hampton Roads, Virginia.

Order of Flag-Officer Goldsborough, U. S. Navy, to Commander Prentiss, U. S. Navy, to proceed to duty off Beaufort, N. C.

U. S. FLAGSHIP MINNESOTA,
Hampton Roads, Virginia, March 17, 1862.

SIR: The moment your repairs are finished you will proceed with all possible dispatch directly to your blockading station off Beaufort. Your presence there is very much needed.

I am, very respectfully, your obedient servant,

L. M. GOLDSBOROUGH,

Flag-Officer.

Commander G. A. PRENTISS,

U. S. S. Albatross, Baltimore.

N. B.—The *State of Georgia* has just returned to this place, and reports that the *Nashville* intends to get out from Beaufort, if possible. I infer from your late letter to Captain Marston that you must now be ready to start, and I therefore repeat to you my urgent desire that you will do so without a moment's delay.

L. M. G.

Report of Flag-Officer Goldsborough, U. S. Navy, regarding the possibility of the escape of the C. S. S. Virginia (Merrimack) from Hampton Roads, Virginia.

U. S. FLAGSHIP MINNESOTA,
Hampton Roads, Virginia, March 17, 1862.

SIR: In reply to your communication of the 15th instant I have the honor to say that, in my judgment, it is not now practicable to sink

vessels in the channelway of Elizabeth River so as effectually to prevent the egress of the *Merrimack*. Her construction forbids her going to sea. Therefore there need be no alarm at Philadelphia, New York, Boston, etc.

If I had half a dozen large and fast steamers, such as those running on the Hudson and East rivers, I am satisfied that I could easily capture the *Merrimack* by running her down with one or more of them at any time she might make her appearance. No arms need be put on board of them. Upon their immense momentum alone I should rely, and, in my judgment, success would be certain.

I am, very respectfully, your obedient servant,

L. M. GOLDSBOROUGH,

Flag-Officer, Comdg. North Atlantic Blockading Squadron.

Hon. GIDEON WELLES,

Secretary of the Navy, Washington, D. C.

Report of Captain Marston, U. S. Navy, commanding U. S. S. Roanoke, of arrival at New York from Hampton Roads.

U. S. S. ROANOKE,
New York, March 17, 1862.

SIR: I have the honor to report to you that I arrived here this day in five days from Hampton Roads.

Very respectfully, your obedient servant,

JOHN MARSTON,
Captain.

Flag-Officer L. M. GOLDSBOROUGH,

Comdg. North Atlantic Blockading Squadron, Hampton Roads.

Letter from the Secretary of the Navy to Flag-Officer Goldsborough, U. S. Navy, regarding the charter of the steamships Illinois and Arago.

NAVY DEPARTMENT, *March 17, 1862.*

SIR: The Department has chartered the steamships *Illinois* and *Arago*, which are to report to you at Hampton Roads for the purpose of assisting in running down the *Merrimack* should she again make her appearance. The *Illinois* sails from New York to-day. The *Arago* will sail about Wednesday. A copy of the charter party will be sent to you in a day or two.

I am, respectfully, your obedient servant,

GIDEON WELLES.

Flag-Officer L. M. GOLDSBOROUGH,

Comdg. North Atlantic Blockading Squadron, Hampton Roads.

Unofficial letter from the Assistant Secretary of the Navy to Flag-Officer Goldsborough, U. S. Navy, regarding the movement of additional vessels to Hampton Roads.

NAVY DEPARTMENT, *March 17, 1862.*

DEAR COMMODORE: Every available vessel we have will be ordered to report to you to assist in the army movement which is to take place

immediately from Hampton Roads. I have chartered the *Illinois* and *Arago* to report to you to be used as rams. Sand bags will go by the *Arago* to protect their boilers. We telegraphed for you to keep the *San Jacinto*.

The *Wachusett* sailed the 12th from Boston, and three gunboats; two, I think, went to Beaufort. I will also send what boats are heavily armed from the Potomac. If a hawser could be trailed near the *Merrimack's* stern, it would be sucked in and disable her, but these are all bell-cat ideas.

Yours, in haste,

G. V. Fox.

P. S.—Please consult with Colonel Woodbury, of the engineers, who is now at Old Point Comfort.

Escape of the steamer Nashville (formerly U. S. S. Nashville) from Beaufort, N. C., March 17, 1862.

Report of Commander Armstrong, U. S. Navy, commanding U. S. S. State of Georgia.

U. S. S. STATE OF GEORGIA,
Off Beaufort, N. C., March 23, 1862.

SIR: On my arrival here I find that the rebel steamer *Nashville* has escaped. As it must be of importance to the Government to have early information of the fact, I have directed Commander Parker to proceed with the *Cambridge* to Hampton Roads and report to you. The gunboat *Chippewa* and bark *Gemsbok* are with this ship off the port. It is believed that the bark *Glenn* has been fitted out as a privateer. She is lying off the fort at the entrance of the channel and will no doubt endeavor to escape. The *Cambridge* has but a few days' coal on board, and in view of giving you the information I have thought it my duty to send her up at once.

Very respectfully, sir, your obedient servant,

JAS. F. ARMSTRONG,

Commander, Commanding U. S. S. State of Georgia.

Flag-Officer L. M. GOLDSBOROUGH,

Comdg. North Atlantic Blockading Squadron, Hampton Roads.

[P. S.]—Since writing this letter the bark *Glenn* has taken fire and burned up.

Very respectfully,

JAS. F. ARMSTRONG,

Commander.

Report of Commander Parker, U. S. Navy, commanding U. S. S. Cambridge.

U. S. S. CAMBRIDGE,
Hampton Roads, Virginia, March 25, 1862.

SIR: I have to report that the Confederate steamer *Nashville* escaped from Beaufort Harbor and went to sea on the evening of the 17th instant between the hours of 7 and 8 o'clock.

The night was intensely dark, and although the *Cambridge* was underway guarding the channel through which I thought that the *Nashville* would attempt to escape, and every precaution resorted to for strict watchfulness, she was not seen by anyone on board.

The *Gemsbok* was anchored at the mouth of the center or southern passage and discovered her in time to fire upon her. It is believed that the *Nashville* was hit, but it is not known what damage was done.

When the *Gemsbok* fired we started in chase to the southeast, supposing in this direction we might cut off the *Nashville*, and fired several times. She, however, escaped by the southeastern channel. I deeply regret this unfortunate occurrence and took all the precautions I could think of to prevent it.

There are three channels leading to the harbor of Beaufort, N. C., two of which will admit large vessels to pass through, and it is impossible for one steamer to guard them all at the same time. Moreover, you are probably aware that the *Nashville* is a much faster steamer than the *Cambridge*.

I am confident that any officer who has ever visited the port of Beaufort will agree with me that four swift and efficient steamers carrying heavy batteries are required to blockade that port effectually.

Had there been one more steamer present on the night in question the *Nashville* might have been taken or destroyed, for then the channel through which she passed out would have been guarded. The reason why it was not guarded was that the pilot of the *Gemsbok* said there was not sufficient water in that channel to allow her to pass out. This opinion seemed probable, as the *Nashville* had entered the port by the southern channel, which we were then guarding.

I respectfully request that a court of enquiry may be ordered to investigate the affair.

I herewith enclose the report of Mr. Miller, the first lieutenant and executive officer of this vessel.

I am, sir, respectfully, your obedient servant,

WM. A. PARKER,
Commander.

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

[Endorsement.]

Respectfully forward to the Navy Department. One of the first things to engage my earnest attention on arriving here from Hatteras was to dispatch vessels off Beaufort, and accordingly I got the *Chippewa* off for there on the 18th instant, the *State of Georgia* on the 20th, and the *Albatross* on the 23d, which vessels are now at that station. The *Mount Vernon* I sent off Wilmington on the 18th.

L. M. GOLDSBOROUGH,
Flag-Officer.

It is to be regretted that the blockade at this point was not more efficient.

[WELLES.]

[Enclosure.]

U. S. S. CAMBRIDGE, March 24, 1862.

SIR: I submit the following report of the escape of the steamer *Nashville* from the harbor of Beaufort, N. C.:

At about 7 p. m. of the 17th instant the *Gemsbok* threw up a rocket and fired a gun as a signal that a vessel was coming out of the harbor. At this time we were underway about a half mile S. S. W. from the *Gemsbok*, which was anchored abreast the southern or short channel at the distance of a mile from it. We did not see the *Nashville*, but the shells of the *Gemsbok* exploded in a N. E. direction, indicating that the vessel was passing out the eastern channel. We then stood S. E. and endeavored to cut her off. The course was afterwards changed to S. S. E. At one time we thought we saw the vessel N. E. of us and fired our port guns.

After standing 2 miles in a S. S. E. direction from the *Gemsbok* we returned to her and were informed that the *Nashville* had gone out the eastern channel.

I think it impossible to prevent a steamer getting out of the harbor of Beaufort with only this vessel and the *Gemsbok* blockading it.

I am, very respectfully, your obedient servant,

J. N. MILLER,
Lieutenant.

Commander WM. A. PARKER.

Report of Acting Lieutenant Cavendy, U. S. Navy, commanding U. S. bark *Gemsbok*.

U. S. BARK GEMSBOK,
Blockading Beaufort, N. C., March 22, 1862.

SIR: I take the earliest opportunity for transmitting the particulars of the *Nashville's* running this blockade out of Beaufort harbor on the evening of the 17th of March. We lay 1 mile from the entrance of the south channel, and just out of the range of the guns of Fort Macon. As it appears that my senior officer, Captain Parker, of the *Cambridge*, did not see the *Nashville*, it devolves upon me to give you a statement of the affair by presenting you a full extract from the ship's log:

6 to 8: Light airs from S. W.; latter part calm. At 7:40 p. m. observed the rebel steamer *Nashville* coming outside Fort Macon; beat to quarters; signaled immediately to *Cambridge*, "Enemy is coming out;" *Cambridge* bearing S. one-half mile distant; fired our bow gun, hoisted foretopmast and jib, and sprung the ship with starboard spring broadside to channel. The moment the *Nashville* came under our guns, fired at her as quick as we could load; the *Nashville* being now 1½ miles from us, stood out the main ship channel with all speed; being calm, she soon got out of the range of our guns, the *Cambridge* moving slowly to S. E. We fired twenty guns, and no doubt the rebel steamer was struck, as she came out without a light to be seen, and when we fired the third and fourth guns her lights were seen flying fore and aft, and out again and up again. After the *Nashville* being out of range of our guns, the *Cambridge* bore S. E. from us, distant 1½ miles; she fired three or four guns, but, as it appears, did not see the enemy. This occurred just before the moon rose—*Nashville* outside. From the time she was first observed until out of range of our guns was twenty-five minutes.

8 to 12: Fine weather and light breeze from E. N. E. At 8:40 p. m. Captain Cavendy went on board *Cambridge*; captain and officers told Captain Cavendy they did not see the enemy and fired three or four shots where our shells burst. Captain returned at 9:15; all quiet; sharp lookout kept; air 58°.

The above is a correct statement of the occurrence, and it is extremely mortifying to me that she was successful. It being calm at the time, it was impossible for me to approach her. I feel confident in saying that had I been in charge of a steamer instead of a sailing vessel, with my present officers and crew, the course of the *Nashville* would have been finished.

The *Chippewa* arrive here on the 19th and the *State of Georgia* on the 22d.

The flag officer will please communicate this to the Department.

I am, very respectfully, your obedient servant,

EDWARD CAVENDY,
Acting Lieutenant, Commanding.

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

P. S.—The day before the *Nashville* came out I thought I observed through my glass that the afterpart of her hurricane deck had been taken off.

E. C.

Letter from the Assistant Secretary of the Navy to Flag-Officer Goldsborough, U. S. Navy, regarding the feeling excited by the escape of the steamer *Nashville*.

NAVY DEPARTMENT, *March 27, 1862.*

My DEAR SIR: I have yours about the *Nashville*. It is a terrible blow to our naval prestige, and will place us all very nearly in the position we were before our victories. The Secretary wishes to order the *Albatross* to the Gulf, or else take Prentiss out of the vessel. For two weeks he tried to get him to sea, but could not. He told Lenthall he would not go until he had everything he wanted; if he did he would come right back. Finally he wanted to turn his vessel into a ram. He better go south. Can you spare him?

You recollect Armstrong said that at daylight he discovered the *Nashville* at anchor 3 miles inside of him. This is not blockade. You can have no idea of the feeling here. It is a Bull Run to the Navy.

Yours, most truly,

G. V. FOX

Flag-Officer L. M. GOLDSBOROUGH.

Order of Flag-Officer Goldsborough, U. S. Navy, to Lieutenant Bryson, U. S. Navy, commanding U. S. S. Chippewa, to proceed to duty off Beaufort, N. C.

U. S. FLAGSHIP MINNESOTA,
Hampton Roads, Virginia, March 18, 1862.

SIR: Proceed off Beaufort, N. C., with the U. S. S. *Chippewa* under your command, and remain there closely and vigorously blockading the place until further orders, or as long as your supply of fuel and provisions will possibly permit. The enemy's steamer *Nashville*, at last accounts, was still at Beaufort. Do everything in your power to prevent her from escaping, and if she can be captured, I wish it done. It is of the greatest importance that you should not delay a moment in getting to your destination.

I am, very respectfully, your obedient servant,

L. M. GOLDSBOROUGH,
Flag-Officer.

Lieutenant Commanding ANDREW BRYSON,
U. S. S. Chippewa, Hampton Roads, Virginia.

P. S.—It may be that two of the new gunboats will have reached Beaufort before you get there, or appear shortly after your arrival. If so, you will proceed at once off Wilmington, N. C., and assist in blockading that port.

L. M. G.

Order of Flag-Officer Goldsborough, U. S. Navy, to Commander Glisson, U. S. Navy, commanding U. S. S. Mount Vernon, to proceed to duty off Wilmington, N. C.

U. S. FLAGSHIP MINNESOTA,
Hampton Roads, Virginia, March 18, 1862.

SIR: Proceed off Wilmington, N. C., with the *Mount Vernon* under your command, and remain there closely and vigorously blockading

the place until further orders, or as long as your supply of fuel and provisions will possibly permit.

I am, very respectfully, your obedient servant,
L. M. GOLDSBOROUGH,
Flag-Officer.

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

Letter from Brigadier-General Mansfield, U. S. Army, to the Secretary of the Navy, regarding the position of the U. S. ships Congress and Cumberland.

NEWPORT NEWS, *Camp Butler, March 18, 1862.*

SIR: I feel it to be my duty to report to you the condition of the *Cumberland*. She is sunk deck under water, perpendicular to the shore, 800 yards from my battery of four columbiads and one James gun, bows out, the three masts at an angle of 45 degrees, pointing to the southward. Her guns and every article in her just as she went down, prow foremost. This ship can be raised whole and taken into Fort Monroe and her guns landed, and then taken into dock and repaired immediately. If she is suffered to remain long in this position she will fill up with mud and be more difficult to handle.

The *Congress's* keel is square off the shore and about 500 yards off. She blew up after burning to the waters edge, and all her guns must be now accessible and can be recovered if worked at immediately.

The *Monitor* will keep off any steamer that should attempt to interfere with the operations of workmen, and our guns can keep off anything but the *Merrimack*.

I have the honor to be, very respectfully, your servant,
JOS. K. F. MANSFIELD,
Brigadier-General.

Hon. GIDEON WELLES,
Secretary of the Navy.

P. S.—The *Cumberland* sunk so quickly that I presume she has but a very few holes in her.

J. M.,
Brigadier-General.

Letter from the Secretary of the Navy to Flag-Officer Goldsborough, U. S. Navy, regarding the steamers Octorara and Victoria.

NAVY DEPARTMENT, *March 18, 1862.*

SIR: The steamers *Octorara* and *Victoria* have been ordered to report to you for temporary service under your command and sailed from New York yesterday afternoon. The former has the new propeller for the *Mercedita* on board, which should be landed if it interferes with her guns.

I am, respectfully, your obedient servant,
GIDEON WELLES.

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

Report of Flag-Officer Goldsborough, U. S. Navy, regarding orders issued to certain vessels.

U. S. FLAGSHIP MINNESOTA,
Hampton Roads, Virginia, March 18, 1862.

SIR: I have the honor to inform the Department that early this morning I dispatched the U. S. S. *Chippewa* with all speed to assist in the blockade off Beaufort, N. C.; also that I have given orders to Commander Prentiss, of the U. S. S. *Albatross*, now at Baltimore, to proceed to the same point immediately on the completion of his repairs.

The U. S. S. *State of Georgia* will return thither as soon as she has finished coaling and provisioning here. We heard of the victory at New Berne last night.

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 Assistant Secretary of the Navy to Flag-Officer Goldsborough, U. S. Navy, regarding additional vessels for his command.

NAVY DEPARTMENT, March 18, 1862.

SIR: Your No. 161 has been received. The Department informed you yesterday of having chartered the steamships *Arago* and *Illinois* to assist you in running down the *Merrimack*.

Will you need any others? If so, they shall be procured.

Respectfully, your obedient servant,

G. V. FOX,
Assistant Secretary.

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

Report of Commander Totten, U. S. Navy, regarding transportation of stores.

U. S. S[HIP] BRANDYWINE,
Baltimore, Md., March 18, 1862.

SIR: Your order in relation to the charter of a schooner to take stores, etc., to the fleet in Pamlico Sound was received yesterday and I immediately attended thereto.

As I am under orders from the Secretary of the Navy to proceed forthwith up the Potomac, and as the stores required are in this vessel, I have determined to load the chartered schooner at once, not waiting to the time directed in your letter, viz, the 15th of April, and send her off as soon as loaded. It happens opportunely that I am prevented by northwest winds and a difficulty in obtaining tugs from leaving here immediately in compliance with the orders from the Department.

I trust I may not derange any of your plans by my action in this matter, but I can see no other mode of procedure than that I have adopted.

I am, very respectfully, your obedient servant,

B. J. TOTTEN,
Commander.

Flag-Officer L. M. GOLDSBOROUGH,
Hampton Roads.

Letter from the Secretary of the Navy to flag-officers of blockading squadrons, transmitting information regarding the steamer Oreto.

NAVY DEPARTMENT, *March 18, 1862.*

SIR: I enclose herewith for your information a copy of a dispatch received by the Secretary of State from the U. S. consul at Liverpool in reference to the gunboat *Oreto*, supposed to be fitting out as a privateer for the Southern Confederacy.

I am, very respectfully, your obedient servant,

GIDEON WELLES.

Flag-Officer S. F. DU PONT,

Comdg. South Atlantic Blockading Squadron, Port Royal, S. C.

Flag-Officer D. G. FARRAGUT,

Comdg. Western Gulf Blockading Squadron, Ship Island.

Flag-Officer L. M. GOLDSBOROUGH,

Comdg. North Atlantic Blockading Squadron, Hampton Roads.

Flag-Officer W. W. MCKEAN,

Comdg. Eastern Gulf Blockading Squadron, Key West, Fla.

[Enclosure.]

U. S. CONSULATE,

Liverpool, February 27, 1862.

SIR: I have positive evidence that the *Oreto* gunboat is intended for the Southern Confederacy. She is to carry sixteen guns, is intended as a privateer, and from present appearances looks as if she would start on her cruise direct from this port. She has taken on board this morning 70 barrels of pork and beef, 60 sacks of navy and 6 barrels of cabin bread, together with other provisions.

The guns are to be shipped at some other port in England.

I am, sir, your obedient servant,

THOS. H. DUDLEY,

U. S. Consul.

Hon. WM. H. SEWARD,

Secretary of State.

She has one funnel, three masts, bark rigged, eight portholes for guns on each side, and is to carry sixteen guns.

Report of Commander Rowan, U. S. Navy, regarding proposed combined attack upon Beaufort, N. C.

U. S. FLAG-STEAMER PHILADELPHIA,

Off New Bern, N. C., March 19, 1862.

SIR: General Burnside is organizing a force against Beaufort by land, and I am preparing such cooperation, through Core Sound, as my means and the character of the vessels will admit of.

The *Nashville* is still at Beaufort, anchored under the fort, on the inner face of it. The fort is well garrisoned and provisioned. I must earnestly request you to send five mortar vessels, if possible, off Fort Macon, to be in readiness to open on the fort as soon as the army opens from our mortar battery on the land side.

Very respectfully, your obedient servant,

S. O. ROWAN,

Commanding Naval Forces, Sounds of North Carolina.

Flag-Officer L. M. GOLDSBOROUGH,

Comdg. North Atlantic Blockading Squadron, Hampton Roads.

Letter from Brigadier-General Burnside, U. S. Army, to Commander Rowan, U. S. Navy, requesting the transfer of a detachment of the Fourth Rhode Island Infantry.

HEADQUARTERS DEPARTMENT OF NORTH CAROLINA,
New Berne, March 19, 1862.

COMMODORE: By direction of General Burnside I have the honor, respectfully, to request that if possible the men of the Fourth Rhode Island Regiment, now on duty on your vessels, shall be relieved and transferred as early as practicable to the *Eastern Queen*. It is very important that they should be present with their regiment.

I am, Commodore, very respectfully, your obedient servant,
LEWIS RICHMOND,
Assistant Adjutant-General.

Commodore S. C. ROWAN,
Commanding Naval Forces.

Order of Commander Rowan, U. S. Navy, to Lieutenant Murray, U. S. Navy, to proceed in command of expedition to Washington, N. C.

U. S. S. PHILADELPHIA,
Off New Berne, N. C., March 19, 1862.

SIR: You will proceed with the force placed under your command, consisting of the *Louisiana*, *Delaware*, and *Commodore Perry*, to Washington, N. C., and take possession of all the public property there, promising to respect all private property provided the public property is given up. The lens and apparatus belonging to Hatteras light must be returned.

Should there be opposition in removing the barriers you will exercise your discretion as to whether you can silence the fort or not. If, after a short bombardment, you find the resistance continues, you will immediately dispatch your fastest vessel to report the fact to me, and in the meantime haul out of range and confine your operations to removing the obstructions under cover of night, until I join you in person with reinforcements.

Very respectfully,
S. C. ROWAN,
Commanding Naval Forces, Pamlico Sound.

Lieutenant Commanding A. MURRAY,
Commanding U. S. S. *Louisiana*, Off New Berne.

Letter from the commanding officer of H. I. M. S. Gassendi to Flag-Officer Goldsborough, U. S. Navy, requesting communication with Norfolk by flag of truce.

[Translation.]

H. I. M. S. GASSENDI,
Hampton Roads, March 19, 1862.

SIR: I have the honor to request you to be good enough to put at my disposal to-morrow, March 20, a flag of truce to send an officer to Norfolk to take the dispatches of our consuls.

I am, sir, your very humble servant,
GAUTIER,
Captain of the *Gassendi*.

COMDR. IN CHARGE NAVAL FORCES OF UNITED STATES,
Hampton [Roads].

Report of Flag-Officer Goldsborough, U. S. Navy, regarding steamers for running down the Merrimack.

U. S. FLAGSHIP MINNESOTA,
Hampton Roads, Virginia, March 19, 1862.

SIR: The *Illinois* arrived here yesterday afternoon, and I suppose the *Arago* will be on hand very soon. If, besides these, I had two others, such as those of great weight, high speed, and light draft, which run on the North and East rivers, the running down of the *Merrimack* would be more certainly and effectually accomplished.

Lieutenant Selfridge was given a short leave to visit his friends in Boston, and it has not yet expired, but the public interests, in my judgment, require his immediate return to this place. I would be pleased if the Department would telegraph him to that effect upon the receipt of this.

The telegraph here is still out of order.

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, to the captain of the chartered steamer Illinois regarding an attack upon the Merrimack.

U. S. FLAGSHIP MINNESOTA,
Hampton Roads, Virginia, March 20, 1862.

SIR: The object in chartering the *Illinois*, as I am fully informed by the Government, is to use her as a ram against the vessels of the enemy, more especially and particularly against the *Merrimack*, or *Virginia*, as she is called by the rebels; and to do this effectually it is advisable that she should be made to strike that vessel with the greatest possible velocity, at right angles to her side or stern, the side to be preferred, or in case she can not be so struck, then even a severe blow, somewhat slanting, delivered on either side or stern, might, and probably would, disable her so as to insure at least her capture.

In the event of an attack occurring in these waters between the forces of the United States and those of the rebels, and of my not placing an officer of the Navy on board the *Illinois* to direct her movements, you will perform this duty to the best of your ability, and thus destroy the *Merrimack*, if possible. As to any injury the *Illinois* herself may sustain in carrying out the object in view, even though it should involve ultimately her entire uselessness, that is not to be regarded for a moment.

I am, very respectfully, your obedient servant,

L. M. GOLDSBOROUGH,

Flag-Officer.

Captain D. B. BARTON,

Commanding Steamer Illinois, Hampton Roads, Virginia.

(A copy of the foregoing order, with the proper alteration of names, was made for Captain H. A. Gadsden, commanding steamer *Arago*, and dated March 21.)

(A copy also made, with the proper alteration of names, for Captain Lefevre, commanding steamer *Vanderbilt*, and dated March 23, changing the first sentence so as to read: "The main object of Government with regard to the *Vanderbilt* is," etc.)

(An exact copy, with proper alteration of names, made for Captain D. S. Babcock, commanding steamer *Illinois*, and dated March 30.)

(An exact copy, with proper alteration of names, made for Captain A. B. Lowber, commanding steamer *Ericsson*, and dated April 11.)

Letter from the captain of the chartered steamer Illinois to Flag-Officer Goldsborough, U. S. Navy, regarding the refusal of his crew to ram the Merrimack.

S. S. ILLINOIS,
Hampton Roads, Virginia, March 20, 1862.

SIR: Your dispatches of the 20th are received, informing me that the steamship *Illinois* is chartered particularly by the Government for the purpose of running down the *Merrimack*, or the *Virginia*, as she is so called by the rebels.

On informing my officers, engineers, and ship's company of the purpose she was chartered for, they all refused, with the exception of five (viz, Captain D. B. Barton, Chief Engineer Stephen H. Scott, Chief Mate John Deaken, Purser M. Otis Roberts, and Steward J. H. Doran), they having previously shipped for port or ports in the United States, West Indies, or Gulf of Mexico, and not agreeing to perform duty in the *Illinois* when used as a ram to run down the enemy's iron ships.

Very respectfully, your obedient servant,

D. B. BARTON,
Commanding S. S. *Illinois*.

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

Order of Flag-Officer Goldsborough, U. S. Navy, to Commander Poor, U. S. Navy, to proceed to duty on the chartered steamer Illinois.

U. S. FLAGSHIP MINNESOTA,
Hampton Roads, Virginia, March 20, 1862.

SIR: In accordance with the terms of the written agreement made between Messrs. Roberts and Fox for the use of the steamship *Illinois* in the service of the United States, I deem it proper to direct that you will proceed and remain on board that vessel, so as to direct her movements in the event of an attack occurring in these waters between the forces of the United States and those of the rebels.

The object in chartering the *Illinois* is to use her as a ram against the vessels of the enemy, more especially and particularly against the *Merrimack*, or *Virginia*, as she is called by the rebels; and to do this effectually, it is desirable that the *Illinois* should be made to strike her with the greatest possible velocity at right angles to her side or stern, the side to be preferred; or in case she can not be so struck, then a severe blow even somewhat slanting delivered on either side or stern might and probably would disable her so as to insure at least her capture. But of course the details of this service are left to your own choice.

In appointing you to this extremely important duty, I beg to say that I have every confidence in your zeal, ability, and determination, and if you can accomplish the great object in view, viz, the destruction of the *Merrimack*, you will render a service to your country worthy of the highest reward.

Bear in mind that any injury the *Illinois* herself may sustain, even though it involve ultimately her entire uselessness, is not to be regarded for a moment.

I am, very respectfully, your obedient servant,

L. M. GOLDSBOROUGH,
Flag-Officer.

Commander C. H. POOR,
Fortress Monroe, Va.

Report of Flag-Officer Goldsborough, U. S. Navy, of the arrival of United States steamers in Hampton Roads.

U. S. FLAGSHIP MINNESOTA,
Hampton Roads, Virginia, March 20, 1862.

SIR: I have the honor to inform the Department that the U. S. steamers *Anacostia*, *Freeborn*, *Victoria*, and *Island Belle* arrived here yesterday afternoon.

I am, very respectfully, your obedient servant,

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

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

Order of the Assistant Secretary of the Navy to Flag-Officer Goldsborough, U. S. Navy, regarding the return of United States vessels to the Potomac River.

NAVY DEPARTMENT, *March 20, 1862.*

SIR: Send back to the Potomac immediately the vessels of the flotilla that convoyed the army transports of Heintzelman's division to Old Point, as they will be needed to convoy another detachment. They are the *Anacostia*, *Freeborn*, and *Island Belle*.

I am, respectfully, your obedient servant,

G. V. FOX,
Assistant Secretary.

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

Letter from the Assistant Secretary of the Navy to Geo. W. Blunt, esq., of New York, regarding the charter of vessels.

NAVY DEPARTMENT, *March 20, 1862.*

I enclose herewith extracts from Flag-Officer Goldsborough's dispatches No. 161* and 165,* on the subject of running down the *Merrimack*.

* See pp. 134, 144.

mack. Can you charter a couple of such vessels as he refers to; and if so, upon what terms? Answer by telegraph.

I am, respectfully,

G. V. FOX,
Assistant Secretary.

GEO. W. BLUNT,
New York.

[Telegram.]

NAVY DEPARTMENT, *March 20, 1862.*

Proceed to Hampton Roads without delay and report to Flag-Officer Goldsborough. Inform the Department by telegraph when you leave.

GIDEON WELLES,
Secretary Navy.

Commander GEO. A. PRENTISS,
Commanding U. S. S. Albatross, Baltimore, Md.

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

U. S. FLAGSHIP MINNESOTA,
Hampton Roads, Virginia, March 20, 1862.

SIR: The moment your repairs are completed you will proceed to your station off Wilmington, N. C., for the purpose of assisting in blockading that port. Have all your supplies completed at Baltimore, as we have no longer a storeship here. Be economical in all your demands. Examine and distribute carefully among the blockading vessels off Wilmington the enclosed general orders and extracts from the foreign correspondence of this Government.

I am, very respectfully, your obedient servant,

L. M. GOLDSBOROUGH,
Flag-Officer.

Acting Volunteer Lieutenant Commanding N. GOODWIN,
U. S. Bark Amanda, Baltimore, Md.

Order of Flag-Officer Goldsborough, U. S. Navy, 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, Virginia, March 20, 1862.

SIR: Proceed off Beaufort, N. C., with the *State of Georgia* under your command and remain there closely and vigorously blockading the place until further orders, or as long as your supply of fuel and provisions will possibly permit.

I am, very respectfully, your obedient servant,

L. M. GOLDSBOROUGH,
Flag-Officer.

Commander J. F. ARMSTRONG,
U. S. S. State of Georgia, Hampton Roads, Virginia.

Report of Flag-Officer Goldsborough, U. S. Navy, regarding the distribution of information received from abroad.

U. S. FLAGSHIP MINNESOTA,
Hampton Roads, Virginia, March 20, 1862.

SIR: I have the honor to inform you, in reply to your letter of March 7, in which you enquire if I cause the information from time to time sent to me—concerning the fitting out of suspicious vessels abroad—to be communicated to the vessels of this blockading squadron, that, as soon as the extracts from the foreign correspondence of the Government are received by me I cause them immediately to be printed on the press which I have on board and distributed among the vessels of this squadron by the earliest opportunity.

I am, very respectfully, your obedient servant,

L. M. GOLDSBOROUGH,

Flag-Officer, Comdg. North Atlantic Blockading Squadron.

Hon. GIDEON WELLES,

Secretary of the Navy, Washington, D. C.

[Telegram.]

NEW YORK CITY, March 20, 1862.

(Received 2:40 p. m.)

Please send me the necessary authority for action by this day's mail. Be in time. The ship leaves to-morrow. Please answer.

C. VANDERBILT.

Hon. E. M. STANTON.

[Telegram.]

WAR DEPARTMENT,
Washington, March 20, 1862.

Your telegram received. The President and this Department are highly gratified at your promptitude, and that you are so far forward. I should be glad to have a detailed statement of your preparations and proceedings by mail. The necessary authority for action will be forwarded by this day's mail and instructions will also be given to General Wool and the officers at Fort Monroe.

Yours, truly,

EDWIN M. STANTON.

C. VANDERBILT,
5 Bowling Green, New York.

Letter from the Secretary of War to C. Vanderbilt, esq., regarding the equipment and employment of the steamer Vanderbilt.

WAR DEPARTMENT,
Washington City, March 20, 1862.

SIR: The President desires to turn to the utmost account your patriotic and generous gift to the Government of the great steamship *Vanderbilt*, and to use and employ that ship for protection and defense against the rebel ironclad ship *Merrimack*, and also to secure at the

present time the advantage of your great energy and nautical experience; and to that end, having accepted your gift of the *Vanderbilt*, he authorizes and directs me to receive her into the service of the War Department, and to use and employ the said steamship and her officers and crew, under your supervision, direction, and command, to aid the protection and defense of the transports now in the service of this Department on Chesapeake Bay, Hampton Roads, and adjacent waters, and wherever the said transports may be bound.

Confiding in your patriotic motives and purposes, as well as in your skill, judgment, and energy, full discretion and authority are conferred upon you to arm, equip, navigate, use, manage, and employ the said steamship *Vanderbilt* with such commander and crew and under such instructions as you may deem fit for the purposes hereinbefore expressed.

Instructions will be given to the Quartermaster-General to furnish you with supplies, and to treat and recognize the *Vanderbilt*, her officers and crew as in the Government service and under the special orders of this Department. Whatever instructions or authority you may require for the proper conduct and efficiency of said steamship in the Government service will be given on application to this Department.

To the officers whom you may place in command of said ship you will give such instructions as you may deem proper, communicating a copy thereof to this Department for its information.

By order of the President:

EDWIN M. STANTON,
Secretary of War.

C. VANDERBILT, Esq.,
New York City, N. Y.

Letter from the Secretary of the Navy to Flag-Officer Goldsborough, U. S. Navy, transmitting information regarding the construction of Confederate vessels.

NAVY DEPARTMENT, *March 20, 1862.*

SIR: I transmit herewith a copy of a communication received from Lieutenant Barrett relative to ironclad vessels at Norfolk.

You are requested to inform the Department whether or not, in your opinion, the statement is entitled to any credit; also to furnish any information you have in regard to vessels at Norfolk.

I am, very respectfully, your obedient servant,

GIDEON WELLES.

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

[Enclosure.]

NAVY YARD, NEW YORK, *March 17, 1862.*

SIR: Yesterday I met at the Havana Hotel several of the company of Zouaves, actors (Frenchmen). In conversation they stated that while in Norfolk, two months since, they had visited the navy yard, the *Merrimack*, and that they had also seen four other ironclad vessels of the same model as the *Merrimack*, but smaller. They also said that they were told one of them was an old frigate. From all I heard I should judge the vessels alluded to were begun after the *Merrimack* some two or three weeks. The Frenchman said that General Blanchard was residing at the navy yard; that Captain Forrest accompanied

them around the yard and on board the *Merrimack*. I can not say whether this information is from a reliable source. I should judge it was, as several of the Zouaves confirmed the statement made to me by their companions. I considered the statement of importance, and have the honor respectfully to submit it to your consideration.

Very respectfully, your obedient servant,

EDWARD BARRETT,
Lieutenant, U. S. Navy.

[HON. GIDEON WELLES,
Secretary of the Navy.]

Report of Flag-Officer Goldsborough, U. S. Navy, regarding the construction at Norfolk of Confederate gunboats.

U. S. FLAGSHIP MINNESOTA,
Hampton Roads, Virginia, March 21, 1862.

SIR: I have never before heard anything about the four additional plated vessels alluded to in Lieutenant Barrett's communication.

I do not credit the story. They are constructing at Norfolk six gunboats, each to be built, armed, etc., according to the specifications I had the honor to forward from Roanoke Island, at the time I sent Mr. Maury's manuscript letter to Captain Lynch concerning them.

I can hear of nothing at Norfolk except the *Merrimack*, *Jamestown*, *Yorktown*, *Germantown*, *Plymouth*, *United States*, *Beaufort*, *Raleigh*, and perhaps one or two others similar to the latter two.

They may attempt to plate some of the gunboats they are building in a light way, and also the *Germantown* and *Plymouth*.

I am, very respectfully, your obedient servant,

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

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

Report of Commander Rowan, U. S. Navy, transmitting report of Lieutenant Murray, U. S. Navy, regarding the expedition to Washington, N. C., March 21, 1862.

U. S. FLAG-STEAMER PHILADELPHIA,
Off New Berne, N. C., March 27, 1862.

SIR: Lieutenant Commanding Murray returned from Washington, N. C., this morning. His report of his visit to that place is herewith enclosed.

I have to regret that the lens has not yet been returned. The authorities assured Captain Murray that the lens was taken away without their knowledge or consent and carried to Tarboro in a little steamboat. I purpose holding the authorities responsible for the return of the lens before I promise protection to the inhabitants. It may be a matter of policy not to enforce this demand, if satisfactory proof offers that the authorities had no knowledge of the removal of the lens; but I shall, if possible, ascertain the guilty parties and take all the property I can find that will reimburse the Government. I shall of course consult with General Burnside on this point.

The political sentiments of the inhabitants of Washington are divided, but the reception given our people is more hopeful than any we have yet witnessed in these waters. The rabid secessionists proclaimed that we intended to burn the town, and this fear alone may induce many to seem what they are not. I shall institute a secret enquiry into the antecedents of the authorities and remaining inhabitants, and if I find that they are not in reality what they seem (good Union men at heart), I shall treat them with less consideration. For the present I shall keep a strict blockade of the river and town and shape my course as circumstances may seem best for the interest of my Government.

From the best information obtained, the enemy commenced dismantling his forts below Washington before I reached here, and redoubled his haste on my arrival in this river. So far as I can learn, nearly all the military stores and munitions were destroyed or carried off and the naval stores and cotton belonging to individuals burned.

Two gunboats on the stocks; one, intended to mount six guns, was launched and carried up the river out of sight, and was burned the night our forces arrived, as stated by reliable authority. The other gunboat, of less size, remained on the stocks and was sawed in pieces by our people, assisted by the authorities, to prevent her destruction by fire, which would have endangered the town.

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

S. O. ROWAN,

Comdg. U. S. Naval Forces, Sounds of North Carolina.

Flag-Officer L. M. GOLDSBOROUGH,

Comdg. North Atlantic Blockading Squadron, Hampton Roads.

[Enclosures.]

U. S. S. LOUISIANA,
Washington, [N. C.], March 26, 1862.

SIR: In obedience to your orders* of the 20th [19th] instant, I proceeded to this place, arriving at the obstructions about 5 miles below on the morning of the 21st.

The naval column consisted of this vessel, the *Delaware*, Lieutenant Commanding Quackenbush, and the *Commodore Perry*, Lieutenant Commanding Flusser.

We were accompanied to the obstructions by the steamer *Admiral*, army transport, with eight companies of the Twenty-fourth Regiment Massachusetts Volunteers, Colonel Stevenson, and a small tugboat.

We met with no resistance, the batteries having been abandoned and their armament removed.

By blasting and other processes we soon forced a channel through the piles, though they had been driven very deep (in triple row) and cut off 3 feet below the surface.

At 11 a. m. we arrived abreast the town, the *Delaware* bringing from the transport the field officers, two companies, and the regimental band.

The authorities, with many of the citizens, met us on the wharf, where I briefly explained to them the object of our visit.

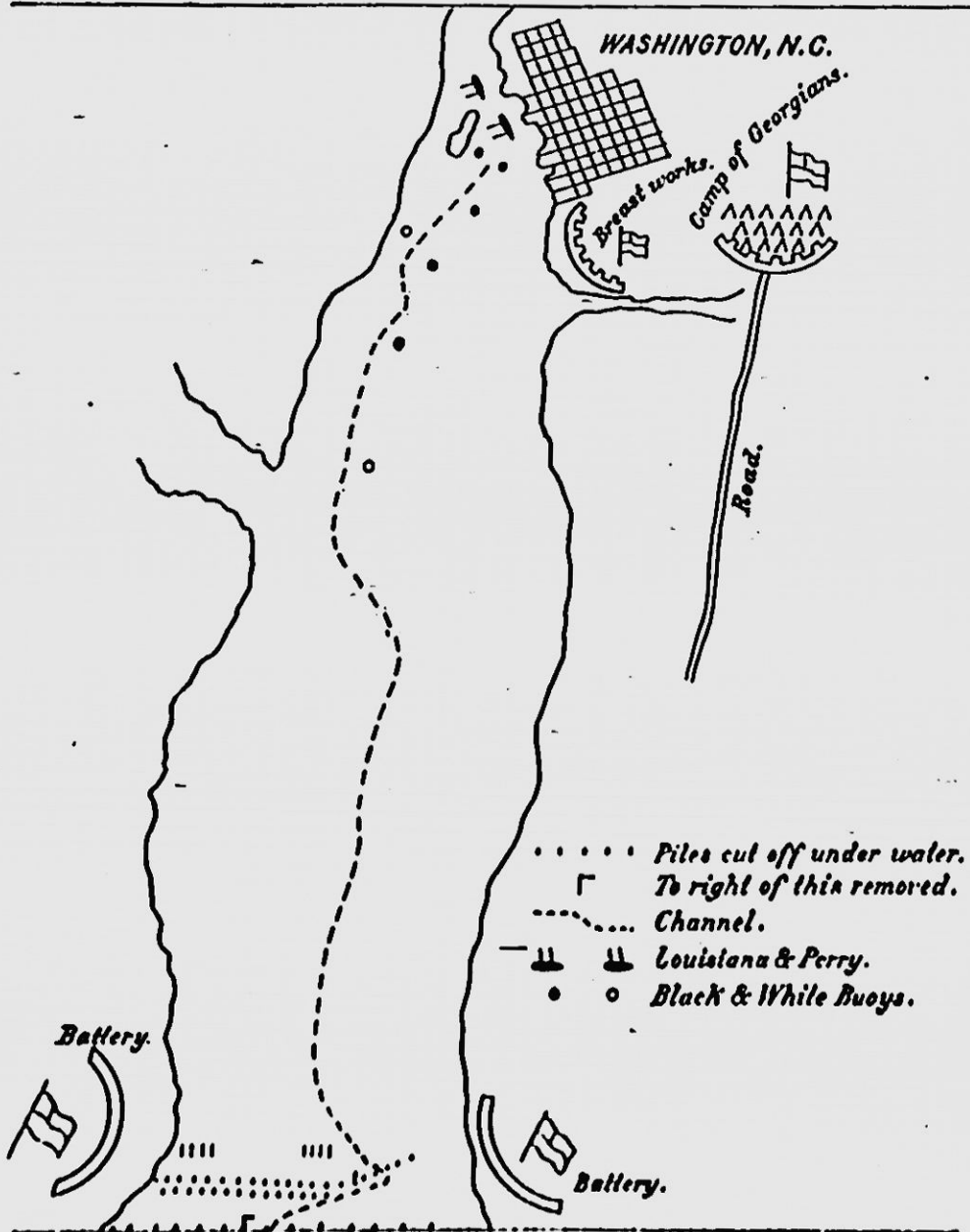
The military then formed and we proceeded to the court-house, where, with all the ceremonies, we hoisted the flag of the Union. The troops returned to the *Delaware* with unbroken ranks.

I found on further consultation with the authorities, on whom I had made my demand for the restoration of the Hatteras light property, that underlying an apparent acquiescence of the people of the town and

* See p. 143.

neighborhood in permitting the building of gunboats and the construction of batteries to repel the approach of the Federal forces, was a deep-rooted affection for the old Union, and not a little animosity to its enemies, the latter element not being diminished by the importation of troops from a distant State.

The result of this state of affairs was to be anticipated—the abandonment of its defenses by the troops, followed by the destruction of what remained of Confederate property by the people.



The launched gunboat had been towed several miles up the river, loaded with turpentine, and fired the night of our arrival.

A few hundred bushels of meal and corn left in the commissary store were distributed to the poor by my order.

The most valuable part of the Hatteras light property, the lenses, have been taken to Tarboro. I have hopes of their recovery through

the instrumentality of the people of Washington. The rest of the property is secured with channel buoys and moorings.

In addition to the batteries on either side of the obstructions, the enemy had thrown up breastworks east of the town and joining, extending half a mile; they also had fortified their camp, which commanded the high road.

A sketch of the river from the obstructions to the bridge above the town is enclosed; it includes all the fortifications.

The woods and swamp in this and Hyde County are represented as being alive with refugees from the draft. Many of them encouraged by our presence came in; they are deep and bitter in their denunciations of the secession heresy, and promised a regiment, if called upon, to aid in the restoration of the flag.

If this expedition has not as yet been fruitful in profitable results, its future promises well. The place should not be neglected; it could soon be refortified, the guns being traceable only as far as Tarboro. In case our force is too limited to permit of a division for the purpose of holding possession, periodical visits at least should be made.

We have been delayed two days in consequence of low water, the *Commodore Perry* being aground.

I am, very respectfully, your obedient servant,

A. MURRAY,

Lieutenant, Commanding Column.

Commander S. C. ROWAN,

Comdg. Naval Forces, Albemarle and Pamlico Sounds.

Report of Commander Lockwood, U. S. Navy, regarding assistance extended to chartered vessels D. H. Bills and Eureka.

U. S. PROPELLER DAYLIGHT,
Off' York River, March 21, 1862.

SIR: I have the honor to report that on the morning of the 15th instant, whilst at anchor in Mobjack Bay, on the lifting of a dense fog we discovered a schooner inshore which proved to be the *D. H. Bills*, from Boston for Perryville, chartered by Government. She was hard and fast in 6 feet of water within hail of the shore. Our boats, armed, remained by her that day and the following night, and succeeded in getting her afloat without injury and anchored her near us on the morning of the 16th. She proceeded up the bay in the afternoon.

Yesterday morning, being at anchor near the mouth of York River, with thick, heavy N. E. weather, toward noon the fog lifting, we discovered a small steam propeller ashore on Drum Island Flats, and immediately got underway and steamed down abreast, and as near to her as the pilot thought prudent to go, and sent an armed boat to her, which soon returned with an old colored woman—the cook, and only person on board. The vessel had run in the night previous, having cast off her tow of two schooners with mules belonging to the Government. Finding their vessel hard and fast, the crew took the boat and deserted her, leaving the old negress alone and ignorant of their departure.

The propeller is named *Eureka*, and belongs at Bound Brook, N. J., is from Perryville, and was chartered by the Government, and the precipitate abandonment of her by her crew should be known in the proper quarter, that the owners may not receive compensation from the Government for loss arising from the neglect of performance of duty of their agents.

Our boats succeeded in getting her off about 11 a. m., with the loss of her rudder and some 30 barrels of water, which were started.

I send her down under charge of Acting Master Gleason, and have directed him to return to-morrow in the Cherrystone boat with his officers and men.

I have heard that the rebels are building three gunboats at West Point, on York River, and that they are making a steam gunboat of the light-boat taken from York Spit.

I am, sir, respectfully, your obedient servant,
 SAMUEL LOCKWOOD,
Commander.

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

[Telegram.]

BALTIMORE, *March 21, 1862.*

I would have left here this morning for Kettle Bottom Shoals, but the steamer engaged failed us, being seized by the army. No other to be obtained at present.

B. J. TOTTEN,
Commander.

SECRETARY NAVY.

Letter from the Secretary of the Navy to Flag-Officer Goldsborough, U. S. Navy, seeking information regarding the construction of Confederate vessels.

NAVY DEPARTMENT, *March 21, 1862.*

SIR: General Mansfield writes me under date of the 19th instant as follows:

I was last night informed from pretty good authority that the rebels were building two iron mail war steamers at Richmond and two at Norfolk and several hundred men at work on them. This may be an exaggeration, but I think it quite likely they are building one at Richmond and another at Norfolk.

Have you any information that leads you to suppose that the information or suppositions of General Mansfield are correct in regard to the construction of additional iron mail war steamers either at Norfolk or Richmond?

I am, respectfully, etc.,

GIDEON WELLES.

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

[Telegram.]

U. S. S. ALBATROSS,
Baltimore, March 21, 1862.

SIR: I am getting underway for Hampton Roads, 1 o'clock.

GEO. A. PRENTISS,
Commander.

Hon. GIDEON WELLES,
Secretary Navy.

Report of Flag-Officer Goldsborough, U. S. Navy, of the arrival of the U. S. S. Chocura at Hampton Roads.

U. S. FLAGSHIP MINNESOTA,
Hampton Roads, Virginia, March 21, 1862.

SIR: I have the honor to inform the Department that the U. S. S. *Chocura* arrived in these roads yesterday afternoon.

I am, very respectfully, your obedient servant,

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

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

[Telegram.]

BALTIMORE, *March 21, 1862.*

The *Alabama* and *Albatross* have sailed. The *Brandywine* is detained for want of tugs of sufficient power.

JAS. McDONNELL,
U. S. Navy.

G. V. FOX,
Assistant Secretary Navy.

Letter from Messrs. Johnson & Higgins to Flag-Officer Goldsborough, U. S. Navy, regarding the raising of the U. S. ship Cumberland.

OFFICE OF JOHNSON & HIGGINS,
AVERAGE ADJUSTERS AND INSURANCE BROKERS,
No. 89 Wall Street, New York, March 21, 1862.

DEAR SIR: We are applied to by the Department to make a proposition to raise the *Cumberland*. We can not do this understandingly without some knowledge as to her exact position. Will you do us the great kindness to have a diagram of her present position made, and inform us as to the depth of water there and in her proximity. We should also like to know the extent of her wounds and how long she was filling, and any other information that in your opinion would influence us in the steps to be taken.

Your compliance will greatly oblige,
Your obedient servants,

JOHNSON & HIGGINS.

Commodore L. M. GOLDSBOROUGH,
Hampton Roads.

P. S.—As the Department wants instant action, we have to beg that we may receive this at your very earliest convenience.

[Endorsement.]

MARCH 21, 1862.

DEAR SIR: At the request of Assistant Secretary Fox, I have made the application named above to the gentleman signing the letter.

Yours, truly,

GEO. W. BLUNT.

Report of Flag-Officer Goldsborough, U. S. Navy, of the arrival of vessels.

U. S. FLAGSHIP MINNESOTA,
Hampton Roads, Virginia, March 22, 1862.

SIR: I have the honor to inform the Department that the steamship *Arago* and U. S. S. *Octorara* arrived here yesterday afternoon.

I am, very respectfully, your obedient servant,

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

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

Order of Flag-Officer Goldsborough, U. S. Navy, to Commander Prentiss, U. S. Navy, to proceed with the U. S. S. Albatross to duty off Beaufort, N. C.

U. S. FLAGSHIP MINNESOTA,
Hampton Roads, Virginia, March 22, 1862.

SIR: Proceed off Beaufort, N. C., with the *Albatross* under your command, and remain there closely and vigorously blockading the place until further orders, or as long as your supply of fuel and provisions will possibly permit. The enemy's steamer *Nashville*, at last accounts, was still at Beaufort. Do everything in your power to prevent her from escaping, and if she can be captured, I wish it done. It is of the greatest importance that you should not delay a moment in getting to your destination.

I am, very respectfully, your obedient servant,

L. M. GOLDSBOROUGH,
Flag-Officer.

Commander G. A. PRENTISS,
U. S. S. Albatross, Hampton Roads, Virginia.

P. S.—Should Beaufort with Fort Macon fall into our possession, or should there be at any time more of our vessels off there than may be absolutely necessary to maintain the blockade and prevent the escape of the *Nashville*, I wish every steamer not needed, or that possibly can be spared, to go off Wilmington, N. C., and assist in blockading that port.

L. M. GOLDSBOROUGH,
Flag-Officer.

Letter from Flag-Officer Goldsborough, U. S. Navy, to Major-General Wool, U. S. Army, regarding chartered steamer Eureka.

U. S. FLAGSHIP MINNESOTA,
Hampton Roads, Virginia, March 22, 1862.

SIR: I have the honor to inform you that the steam propeller *Eureka* arrived here this morning in charge of a naval officer. This vessel, as the accompanying extract will show, was chartered by Government and was deserted by her crew at the mouth of the York River, her tow of two schooners with mules having been cast adrift. She is at your service.

I am, very respectfully, your obedient servant,

L. M. GOLDSBOROUGH,
Flag-Officer.

Major-General JOHN E. WOOL,
Commanding Department of Virginia, Fortress Monroe, Va.

Order of Commander Rowan, U. S. Navy, to Lieutenant Hopkins, U. S. Navy, to proceed to Albemarle Sound.

U. S. FLAG-STEAMER PHILADELPHIA,
Off New Berne, N. C., March 22, 1862.

SIR: You will proceed without delay with the steamer *Underwriter* under your command to Elizabeth City, N. C., and report to Lieutenant-Commanding Reed Werden for duty in Albemarle Sound.

Very respectfully,

S. C. ROWAN,
Commanding Naval Forces, Pamlico Sound.

Lieutenant Commanding ALFRED HOPKINS,
Commanding U. S. S. *Underwriter*.

Order of Commander Rowan, U. S. Navy, to Lieutenant Werden, U. S. Navy, regarding coal vessels.

U. S. S. PHILADELPHIA,
Off New Berne, March 22, 1862.

SIR: I send you the steamer *Underwriter* for duty under your command. On her arrival you will please dispatch the steamer *Ellis*, with orders to report to me. Direct Captain Franklin to stop at Roanoke anchorage and ascertain the number of coal vessels there and the quantity of coal on board each. If any one of them be empty and will come, I will give them freight to Philadelphia or New York at 40 cents per barrel—lay days not less than four nor more than six.

Keep yourself ready to go through the swash. I may want to send you to Beaufort in a few days.

Very respectfully,

S. C. ROWAN,
Commanding Naval Forces, Pamlico Sound.

Lieutenant Commanding R. WERDEN,
Commanding Naval Division, Albemarle Sound.

Correspondence regarding the charter of the steamship Illinois for the purpose of ramming the Merrimack.

Report of Flag-Officer Goldsborough, U. S. Navy, transmitting correspondence with the captain of the chartered steamer *Illinois*.

U. S. FLAGSHIP MINNESOTA,
Hampton Roads, Virginia, March 22, 1862.

SIR: The conduct of the captain of the *Illinois* has been anything but what I expected, and his whole crew is demoralized and unwilling to run down the *Merrimack*. It seems to me as though he came here predetermined not to do what he was expressly chartered for. Argument and persuasion are useless upon such a character. To-day he proposes to me, in writing, to annul his charter party. I forward herewith a copy of his communication. I have not the engineers or firemen necessary for her engines, and am so much disgusted with this whole proceeding that I have determined to let him go with his vessel wherever he likes. I also forward a copy of a letter I have written to him upon the subject.

In chartering steamers for the service in view it would, I think, be infinitely better for the Government to officer and man them entirely.

Then, and then only, perhaps, can we place implicit confidence in having done what is wanted in a proper manner.

I have no doubt that volunteers in abundance, good and true, may be procured in New York to serve on board the *Illinois* in the way wanted.

I am, very respectfully, your obedient servant,

L. M. GOLDSBOROUGH,

Flag-Officer, Comdg. North Atlantic Blockading Squadron.

Hon. GIDEON WELLES,

Secretary of the Navy, Washington, D. C.

[Enclosure No. 1.]

STEAMSHIP ILLINOIS,

Hampton Roads, Virginia, March 22, 1862.

SIR: As Captain Poor, of the U. S. Navy, has taken command of the steamship *Illinois* and has ordered the crew (who have refused duty on said ship when used as a ram) to leave the ship, and replaced them with men from the Navy, out of my control, and also out of the control of my officers, I therefore do respectfully ask you to receive the steamship *Illinois*, and give me a receipt for her accordingly.

Otherwise, under the circumstances, I must annul the charter party and return the ship to New York.

Very respectfully, your obedient servant,

D. B. BARTON.

Flag-Officer L. M. GOLDSBOROUGH,

Commanding North Atlantic Blockading Squadron.

[Enclosure No. 2.]

U. S. FLAGSHIP MINNESOTA,

Hampton Roads, Virginia, March 22, 1862.

SIR: I have just received your letter of this date.

Your whole conduct concerning the *Illinois* is of a character which bespeaks anything but duty to your country, and I regard your proceedings as a willful abandonment of your charter.

How different the bearing of the captain of the *Arago*, whose vessel's charter is similar to that of your own. As soon as Captain Poor and his men are removed from the *Illinois* you can go with her where you like, with the distinct understanding that you yourself annul the charter party and desert the trust confided to you.

Very respectfully, your obedient servant,

L. M. GOLDSBOROUGH,

Flag-Officer, Comdg. North Atlantic Blockading Squadron.

D. B. BARTON, Esq.,

Commanding Steamship Illinois, Hampton Roads.

Letter from the Secretary of the Navy to Marshall O. Roberts, esq., relative to rechartering the steamship *Illinois*.

NAVY DEPARTMENT, *March 25, 1862.*

SIR: This Department will charter the *Illinois* on the same terms as in the charter just canceled by her captain, excepting the maritime risk,

provided you put on board a captain, crew, and officers who are willing to attempt to run down the *Merrimack*. Charter party to commence the day the vessel leaves New York.

I am, respectfully, etc.,

GIDEON WELLES.

M. O. ROBERTS, Esq.,
Washington, D. C.

Letter from Marshall O. Roberts, esq., to Flag-Officer Goldsborough, U. S. Navy, relative to the charter of the steamship *Illinois*.

NEW YORK, March 26, 1862.

SIR: I am in receipt of duplicate copies of your correspondence with the Navy Department in relation to the steamship *Illinois*, and beg to say that the charter will show for what purpose the ship was chartered, and to say further that I did not feel authorized to inform the officers or crew that she was intended to run down the *Merrimack* or chartered for any other purpose. But presuming under the charter party there could be no misunderstanding on the subject, I left the matter entirely with your good self. I really regret the turn things have taken, and assure you Captain Barton had no authority from me to annul the contract.

I chartered the *Illinois* to Mr. Fox, Assistant Secretary of the Navy, at a time when she was under employment in another service, and for an emergency that had arisen at Fort Monroe. Mr. Fox informed me there was no time to be lost. Captain Barton was recommended to me by Moses Taylor, esq., of this city, in whose employ he had been for seventeen years past, but never before in mine.

In accordance with a letter just received from the Navy Department, a copy of which you will please find herewith, I have concluded to send the *Illinois* back to Hampton Roads, under directions to Captain D. S. Babcock, to comply with your orders to the fullest extent.

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

MARSHALL O. ROBERTS.

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

Letter from Marshall O. Roberts, esq., to the Secretary of the Navy relative to the charter of the steamship *Illinois*.

NEW YORK, April 15, 1862.

SIR: I had the honor to receive your dispatch of the 24th ultimo, stating that—

The Department approves the course of Flag-Officer Goldsborough in accepting the annulling of the contract between the owners of the steamer *Illinois* and the Department for the charter of said steamer, and that, in view of all the circumstances in the case, it does not feel justified in allowing any pay from the date specified in the charter party.

There are circumstances connected with the charter of the *Illinois* and occurrences which led to the alleged annulling of the charter party not known to the Department at the date of your dispatch which I beg leave to bring to your attention, in the confident hope that they

may afford sufficient ground for a reconsideration of the action of the Department, and justify an allowance of pay from the date specified in the charter party.

When application was made for the *Illinois* by the Department she was under charter to the War Department as a dispatch vessel. Although at somewhat less per diem pay, this service was less hazardous to the ship and the ship's company than the present. The release from that contract was obtained by the Navy Department, and she was speedily dispatched to Fortress Monroe, under the charter of March 17.

At the time of sailing her officers and crew, except Captain Barton, were not informed of the actual purpose of the charter, because at that time it was not thought expedient to disclose it. In fact, I considered myself precluded by injunctions from a high quarter from divulging it to anyone except the captain. But to guard against the refusal by any of the ship's company to serve on the arrival of the steamer at her place of destination, the charter party provided that the Department should be allowed "the right to put on board any officers and men to take the place of any officers or crew who should refuse to go under fire." This provision of the charter party was relied upon as a resource, should any of the officers or crew refuse to serve when informed of the object of the charter.

Accompanying this are the depositions of Captain Barton and Purser Roberts, stating the occurrences from the time of shipping the officers and crew of the *Illinois* in New York to her arrival in Hampton Roads on the 18th March, and to her return to New York on the 24th of that month, together with all the correspondence between Flag-Officer Goldsborough and Captain Barton; by which it will be seen that Captain Barton, in his letter of the 20th March, informed Commodore Goldsborough that five of the officers of his ship, viz, the captain, first mate, first engineer, purser, and steward, had determined to remain on board. This letter had not been received at the Department at the date of your dispatch of the 24th March.

It will be seen also that Captain Barton and Purser Roberts exerted themselves to induce the crew to remain, and did prevail upon twelve, in addition to the five already mentioned, to continue on board.

The subsequent difference of views was no doubt the result of mutual misunderstanding.

Captain Poor having taken command of the ship, Captain Barton, in his tender of the ship to the flag-officer, supposed he was acting in obedience to the conditions of the charter party, and after his avowed determination to remain on board the ship and aid in running down the *Merrimaack*, and after the efforts he had made to secure the services of his officers and men, I am unwilling to suspect him of any intention to prevent the ship from carrying out the object of the Department.

Captain Barton is a loyal citizen of worth and of well-known rectitude, and has been upward of twenty years in the service of Mr. Moses Taylor, a gentleman of the highest character, and one of the most extensive and honorable shipping merchants in the city of New York. He supposed, as I supposed, that on the refusal of any of the officers and men to serve, their places would be supplied by the flag-officer, or by any officer of the Navy that should be placed in command of the ship, and that it was his duty to tender the ship to the Government. But he was wholly without authority to annul the charter party; and had not the course of the flag-officer been approved by the Department, I should doubt his power to accept an unauthorized abrogation of the charter.

I ought, perhaps, not to omit to add that the difficulties of shipping a crew for the return of the *Illinois* to Fortress Monroe were considerably aggravated by the arrival of the crew of the *Arago*, who, having quit their ship, returned to New York, and prevailed upon the fresh crew of the *Illinois* to refuse to serve, and nearly a day elapsed before their places could be supplied.

I am, sir, your obedient servant,

MARSHALL O. ROBERTS.

Hon. GIDEON WELLES,
Secretary of the Navy.

Letter from Marshall O. Roberts, esq., to the Secretary of the Navy, giving full details relative to the chartering of the steamship *Illinois*.

NEW YORK, June 6, 1862.

SIR: I have read carefully the statement* of Mr. Fox in reply to my letter previously addressed to the Department in relation to the charter of the steamship *Illinois*, and regret to say that between that gentleman and myself there is an entire misunderstanding of the material facts as he relates them. I beg leave to submit herewith my understanding at the time, hoping that the facts may be found to justify my conclusions.

On Saturday, March 15, Mr. O. S. Halsted called at my office to say that the Government wanted to hire or purchase the steamship *Illinois* for an extra hazardous employment, and said Mr. Fox, Assistant Secretary of the Navy, was then in the city, at the Astor House, sent by the President for that purpose, and advised me to see him at once. I stated to him that the *Illinois* was then in the Government service, but still in port. At Mr. Halsted's urgent solicitation, who insisted that the business of the Government would admit of no delay, I went to the Astor House, found Mr. Fox in his room, and informed him of my earnest desire to meet the wishes of the Department in every way in my power, and expressed the desire that he would freely command my time.

I said, "Do you wish to charter or purchase steamships?" He answered by asking, "What ships are here?" I replied, "I have two, the *Illinois* and *Philadelphia*, and know of no others except the Vanderbilt and Havre lines." He answered, "But the *Atlantic* will be back to-morrow." I said, "Do you want the *Illinois*?" He answered, "I do not know. Is she not already in the service of the War Department?" I replied, "Yes, but perhaps that may be changed, if important." But I could get no answer from Mr. Fox to show the least possible desire to employ the ship.

On leaving Mr. Fox's room, he followed me out to the hall of the Astor House (his room being on the same floor with the hall and office). Still hoping he might suggest to me some mode of serving my Government, I walked with him more than ten minutes up and down the hall, but got nothing from him beyond the remark that he was then going up the river to West Point, and expected to return to Washington on Sunday afternoon. On Sunday morning, 16th, a messenger called at my house, saying the quartermaster wished to see me at his office, upon

* Not found.

reaching which, Captain Stinson handed me a letter, of which the following is a copy:

QUARTERMASTER-GENERAL'S OFFICE,
New York, March 15, 1862.

SIR: I have been directed by the Secretary of War to turn over the steamer *Illinois* to the Navy Department. You will therefore please consider her as in the service of that Department from 12 o'clock m. to-morrow.

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

D. D. TOMPKINS,
Assistant Quartermaster-General.

MARSHALL O. ROBERTS, Esq.,
Owner of the Steamer *Illinois*, New York.

On reading the above letter, I was at a loss to know what to do; the *Illinois* being transferred to the Navy Department, not discharged, as was the usual mode of procedure. I told Captain Stinson that I was greatly embarrassed, but was ready to take any course that would facilitate the object of the Navy Department. He said, "Have you not seen Mr. Fox?" I replied, "Yes, for some time yesterday, but he told me he was going up the river, and did not appear to want the *Illinois* for his Department for any purpose whatever, although he did not say so." Captain Stinson said, "Get the *Illinois* ready for sea; I know they want her." Not willing to take so much responsibility, I called and consulted my friend Moses Taylor, who advised me to get the ship ready, and in the absence of her regular captain, said he would authorize Captain Barton, who had been in his employ for a quarter of a century, to take her to sea.

Mr. Taylor and myself, notwithstanding it was Sunday, proceeded at once to the ship to get her ready for service, without regard to expense or labor. Tired and fatigued, I reached my house at nearly 4 o'clock p. m. and learned for the first time that Mr. Fox had been there twice and would return. In five minutes he was announced, and I met him in my library. Then for the first time he said he wanted the *Illinois* for immediate service, and asked if she was ready for sea, and if she could leave early the next morning. I answered that she was ready, and could sail at the time named. He then said, "I will take her at the same rate of compensation paid by the quartermaster." This, you are aware, was \$1,200 per day, as dispatch vessel, with no more than the ordinary risk. I answered that the service was different, much more hazardous and costly, and worth more money than that. He said he would give no more and left the room, proceeding down the stairs, followed by myself. At the foot of the stairs, I said, "You have succeeded in procuring the ship's discharge from the service of the War Department, and as you do not want her, I will go down and inform the people on board and discharge the crew, but regret to do it, not only because I have been put to expense and some trouble to get her in readiness for this duty, but because I wish to do the Government any service in my power." He replied, "I will give you the same price paid for the *Arago*, \$1,300 per day." I agreed to this proposition, although the *Illinois* was a better conditioned ship and more expensive to run.

I state these particulars because it may be inferred from Mr. Fox's statement that the difference in compensation between the two Departments was greater. I then said, "Mr. Fox, I understand the purpose for which you intend to use the ship, and I think her perfectly competent to run down the *Merrimack*, but," said I, "suppose any of the crew should refuse to go under fire." He answered, "That is all provided for in the contract, which you will obtain from Mr. Isaac Bell,

and let your own copy correspond with that, but let the *Illinois* leave early to-morrow morning. The *Arago* can not be got ready for several days, as they have some repairs to make to her boilers."

I called at the house of Mr. Bell and obtained a copy of the contract, and enquired if anything had been said to him about the service to be rendered by the *Illinois* or the *Arago*. He replied, "Not one word." Having received my information on that subject from Mr. Halsted in confidence, I did not feel at liberty to mention it to anyone except Captain Barton. My son, a lad of 18, who desired to go out in the ship, was not informed of the nature of the voyage. Had I stated it to the crew of the *Illinois*, many of them probably would not have gone out in the ship, and she would have been delayed over the day named, and as I supposed any such contingency was provided for by the arrangement with the Department I did not feel at liberty to disclose it, especially as its publicity might do mischief in other respects.

The contract distinctly covered all the points. The Assistant Secretary will not deny that this is the contract under which the *Illinois* sailed, and I most respectfully refer the honorable Secretary to it, on file in the Department.

If it was expected the crew would be shipped expressly to run down the *Merrimack*, why provide in the charter for the emergency of their refusing, on reaching their destination, to go under fire?

The charter party provides for precisely the emergency which happened, showing, in the opinion of both parties, that it was likely to occur under the circumstances. The men were shipped without knowing that the ship was to go under fire, and it was in the contemplation of both parties that more or less of them, when they should ascertain this, would refuse to serve; and in that event the Government, not the undersigned, was to supply the deficiency. That it was so understood will be apparent by the fact that the flag-officer sent on board several men, besides Commander Poor, who immediately called up the ship's company and announced not only the purpose of the ship, but that he was in command.

Mr. Fox argues his case with all the skill and zeal of an advocate.

In order to show that I could not have been restrained from avowing the object of the charter of the *Illinois* and thus shipping a crew expressly for that purpose by any consideration of the confidential nature of the service, or by any injunction of secrecy, he asserts at three different times (on pages 2, 4, and 9) that I stated in the interview at my house, before making the contract, "that it would be necessary for me to inform the people on board of the service expected from them, as they might object to going in the vessel on such duty." Had I said this, and then omitted to inform them, I might think myself as delinquent, as Mr. Fox charges me with being. But no such intimation was made, or any such thought entertained for a moment by me. All that transpired in the two interviews between us is as stated above.

As stated in my letter of the 15th of April, I felt myself precluded from disclosing the nature of the service by the intimation through Mr. Halsted, as I then supposed from a high official source. But had no such intimation been made, the urgency of the service, the late hour (Sunday afternoon, and the sailing hour next morning), and the belief that the provision in the charter that the place of anyone refusing to "go under fire" could be supplied by the flag-officer, would probably have deterred me from raising the question at that time. I can only explain the discrepancy by assuming that Mr. Fox has inadvertently

confounded my remark—when I supposed his intention was not to charter the ship, after having withdrawn her from the War Department—that I must “inform the ship’s people on board and discharge the men” with the unreal declaration which he puts in my mouth.

Upon a review of the entire case I have no fault to find with myself, but I greatly regret that there should be any misunderstanding with Mr. Fox.

Nor can I consider myself responsible for the occurrences at Fortress Monroe, nor for the surrender of the charter by Captain Barton, or the acceptance of such surrender by Commodore Goldsborough, or that I ought to be subjected to all its consequences.

While, therefore, I make no claim for the ship’s service from the day the charter was annulled by the unauthorized act of Captain Barton (22d March) to the date of the second charter (28th of that month), I can not but think that the first charter should be held to be in operation during the time the ship was in the actual service of the Navy Department, viz, from the 17th to the 22d March.

I beg leave, also, in conclusion to say that the price fixed for the service of the steamship *Illinois* is less remunerative than any other commercial employment involving the same amount of capital invested, and I here declare that I would not for the whole of it have a personal difficulty with the Navy Department.

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

MARSHALL O. ROBERTS.

Hon. GIDEON WELLES,
Secretary of the Navy.

UNITED STATES OF AMERICA,
Southern District of New York, ss:

On this twelfth day of June, A. D. 1862, before me, George W. Morton, United States Commissioner, personally appeared Marshall O. Roberts, to me personally known, who, being by me duly sworn, did depose and say that he had read the foregoing statement of facts, and subscribed the same, and that the same were true.

In witness whereof I have hereunto subscribed my name and affixed my seal of office the day and year last above written.

[SEAL.]

GEO. W. MORTON,
U. S. Commissioner.

Report of Flag-Officer Goldsborough, U. S. Navy, regarding the movements of the U. S. steamers Albatross and Marblehead.

U. S. FLAGSHIP MINNESOTA,
Hampton Roads, Virginia, March 23, 1862.

SIR: I have the honor to inform the Department that the U. S. S. *Albatross*, having finished her repairs in Baltimore, left these roads for blockading duty off Beaufort, N. C., this morning; also that the U. S. S. *Marblehead* arrived here this morning.

I am, very respectfully, your obedient servant,

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

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

Report of Flag-Officer Goldsborough, U. S. Navy, regarding Confederate vessels under construction.

U. S. FLAGSHIP MINNESOTA,
Hampton Roads, Virginia, March 23, 1862.

SIR: In reply to your communication of the 21st instant, I have the honor to state that I have no direct information which leads me distinctly to understand that the enemy is preparing the iron cased boats mentioned by General Mansfield.

Several months since he advertised for proposals to build six, and it is not at all unlikely therefore that he is now actually engaged in preparing several.

Of the six gunboats building at Norfolk, I am induced to believe that two of them are very much larger than the rest; have a beam of 40 feet.

I am, very respectfully, your obedient servant,

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

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

Report of Flag-Officer Goldsborough, U. S. Navy, regarding the refusal of the crew of the chartered steamer Arago to serve in ramming the C. S. S. Virginia (Merrimack), the arrival of the steamship Vanderbilt in Hampton Roads, and his proposed method of attacking the Merrimack.

U. S. FLAGSHIP MINNESOTA,
Hampton Roads, Virginia, March 23, 1862.

SIR: The captain of the *Arago* informs me this morning that in consequence of a visit yesterday of the engineers of the *Illinois* while he was absent on board this ship engaged with me, his own engineers, except the head one, all called upon him this morning and protested their unwillingness to serve in running the *Merrimack* down, and that the firemen and crew go with them in this unmanly determination.

The reason they assign for their course is that they were not informed at New York of the purpose the vessel was intended to subserve. The captain himself and his officers are all well disposed. He will dispatch his purser this afternoon for New York to get, if possible, volunteer engineers and firemen, and then, he thinks, his crew will not refuse to serve.

Unfortunately his chief engineer, who, I am told, is a first-rate man, and exercises great control over all under him on board, was left at New York to rejoin the vessel here. He is still absent. The captain relies greatly upon him to get another crew of engineers and firemen, and hence his reason for sending off the purser.

I am, very respectfully, your obedient servant,

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

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

P. S.—If the purser succeeds in getting the engineers and firemen I can put enough of the other men on board in case those now there should still persist in refusing to undertake the task assigned.

Should the *Merrimack* appear during the absence of the purser, the captain assures me that he will, despite of all unwillingness of his men,

obey my orders and run her down, but this intention he will not divulge. He strikes me very favorably, and I have no doubt he will do as he says.

The *Vanderbilt* has just arrived here under charter or authority of the War Department. A fine spirit prevails on board of her throughout.

I am not at all apprehensive about the *Merrimack's* escape. My plans are all fully digested and I am morally sure of success in her capture or destruction if I can only get my vessels fairly at her. The momentum of a vessel weighing only 1,000 tons, with a speed of but 10 knots per hour, is 160 tons greater than that of a shot weighing 200 pounds and impelled with a velocity of 1,000 feet per second.

But a ship like the *Vanderbilt*, for instance, weighs quite 5,000 tons, and can easily be worked up to 15 knots per hour; hence her momentum can be made to exceed that of the shot just mentioned by considerably more than a thousandfold. The *Merrimack* could not possibly resist such a blow for a moment, nor indeed, as I believe, the tenth part of it. Running her down is the only way to insure her capture or destruction; and, furthermore, it is by far the safest course to be adopted. Should she go to Newport News, it is not my intention to follow her there, but the moment she comes down toward these roads and gets where my vessels can act without grounding we shall all be at her. Any attack of hers upon Newport News would amount to nothing, for our men there could easily retire beyond reach of her shells. Indeed, the place itself is but of little consequence to us.

Were the *Merrimack* to escape beyond these roads, she would in all probability go at once to York River, and thus derange entirely our contemplated attack upon Richmond. As a matter of course, I keep all these considerations fully in view.

Most respectfully,

L. M. GOLDSBOROUGH,
Flag-Officer.

Letter from the Secretary of the Navy to Flag-Officer Goldsborough, U. S. Navy, transmitting information of the arrival at Bermuda, West Indies, of the blockade runner Economist.

NAVY DEPARTMENT, March 23, 1862.

SIR: The Department herewith transmits and directs your special attention to a copy of a dispatch dated the 5th instant, received by the Secretary of State from the U. S. consul at Bermuda, reporting the arrival there from England of the steamer *Economist*. The suspicious character of this steamer has been frequently brought to the notice of the blockading squadrons, and the indications are that she will attempt to run into some one of the blockaded ports. Vigilance should be exercised.

I am, respectfully, etc.,

GIDEON WELLES.

Flag-Officer L. M. GOLDSBOROUGH,
Comd'g. North Atlantic Blockading Squadron, Hampton Roads.

[Enclosure.]

CONSULATE OF THE UNITED STATES OF AMERICA,
Bermuda, March 5, 1862.

SIR: I have the honor to inform you that the British screw steamer *Economist*, having on board a full cargo and the first lieutenant of the

Southern steamer *Nashville* and two pilots belonging to the Southern States, arrived at these islands on the 28th ultimo, having cleared at London on the 29th of January last for Melbourne. She is owned, as per register, by Richard G. Brisberg, of Liverpool, is 472 tons burden, is bark rigged, and draws 10 feet of water. She is a long, narrow steamer, with no topmasts or spars, and reported very fast. She came here to replenish her coal, and, as I am informed, intended to leave at once after doing so, but the late news from the Southern States seems to have disarranged their plans, and at present they seem undecided what to do. I am unable to learn anything reliable in regard to her cargo.

I am, sir, etc.,

U. M. ALLEN, *Consul.*

SECRETARY OF STATE,
Washington, D. C.

Report of Flag-Officer Goldsborough, U. S. Navy, requesting the presence of five mortar vessels off Beaufort, N. C.

U. S. FLAGSHIP MINNESOTA,
Hampton Roads, Virginia, March 24, 1862.

SIR: Commander Rowan writes me under date of the 19th instant earnestly requesting that, if possible, five mortar vessels may be sent off Fort Macon to be in readiness to open on the fort as soon as the army will open upon it with its mortar battery on the land side.

The *Nashville*, he states, was still at Beaufort, anchored under the fort, on the inner face of it.

If the Department has any mortar vessels near at hand that can be spared for the service in view, it would be well, I think, to send them off Beaufort. I am in hopes that both Beaufort and Fort Macon will fall into our possession at an early moment.

I am, very respectfully, your obedient servant,

L. M. GOLDSBOROUGH,
Flag-Officer.

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

Letter from the Assistant Secretary of the Navy to Flag-Officer Goldsborough, U. S. Navy, regarding available force for cooperation with the movements of the army.

NAVY DEPARTMENT, March 24, 1862.

MY DEAR SIR: General [J. G.] Barnard has informed you of the plan of operations and the desire the army has to have you strike a blow for them. I told the President that it must be left entirely to your judgment, bearing in mind that your first duty was to take care of the *Merrimack*. He agrees to that. At the same time I do not like to have the Army say that the Navy could not help them, so we are ordering everything we can raise to report to you.

The *Sebago* and *Maratanza* (similar to the *Octorara*) will probably be in time, so will the *Galena*, ironclad vessel, and you can probably bring

back some of the North Carolina fleet, though they amount to very little. The *Pawnee* is ordered up from Du Pont's squadron. The *St. Lawrence* was ordered into the Potomac; in my absence you can make what use you wish of her. Please send back the yard boats and Potomac Flotilla crew as fast as you can, as they are much required here. If Burnside gets to Beaufort, and the *Nashville* is destroyed, I fancy one sailing vessel will be enough off that port; so, altogether, you will have considerable of a force, such as they are, before the army is ready. If it is not enough, I will take care to explain it; but, if you can, I should like to see you knock down the town for them. They consider it as saving several months in the campaign. We want the *Octorara* to go south after this matter and the *Merrimack* is decided. The propeller and mail she has better go by the *Rhode Island*. We will send you the *Maratanza* and *Sebago* probably without commanders, or at least one of them, and you must give them to your best men, keeping in view seniority if it possesses merit, not without.

The President has sent you the *Vanderbilt*. Are you in want of any more for rams? They charge \$3,000 per day for those sound boats. The *Roanoke* is to be ironclad. Can not you spare Stimers? We want him here for one of the board on ironclad vessels. We shall have a dozen monitors improved and carrying two 15 inch guns. Is Buchanan dead? I think the *Merrimack* is shifting her battery. Has she been in the dock? Could one of these Potomac fishing nets be sunk across the channel? Prize money for fleet captains is fixed as agreed upon when you were here.

Most truly, yours,

G. V. FOX.

Flag-Officer L. M. GOLDSBOROUGH.

Report of Flag-Officer Goldsborough, U. S. Navy, regarding the movements of United States vessels.

U. S. FLAGSHIP MINNESOTA,
Hampton Roads, Virginia, March 25, 1862.

SIR: I have the honor to inform the Department that the U. S. S. *Cambridge* arrived here this morning from off Beaufort, N. C., with dispatches; also the U. S. S. *Young Rover* from off the mouth of the Rappahannock, for supplies.

I have this morning sent the *Victoria* to that blockading station, with directions to return as soon as relieved by the *Young Rover*, which will be in the course of a day or two.

I am, very respectfully, your obedient servant,

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

HON. GIDEON WELLES,
Secretary of the Navy.

Order of Flag-Officer Goldsborough, U. S. Navy, to Lieutenant Braine, U. S. Navy, commanding U. S. S. Monticello, to proceed with that vessel to duty off' Wilmington, N. C.

U. S. FLAGSHIP MINNESOTA,
Hampton Roads, Virginia, March 25, 1862.

SIR: I wish you to get (at Baltimore from the receiving ship and navy agent) together everything in the way of provisions, clothing,

stores, coal, water, etc., necessary to enable you to return to your station off Wilmington, N. C., without any delay here whatever, except it may be for a deficiency of your ordnance stores, absolutely necessary to be made good. It is very important that you should go to Wilmington at the earliest possible moment.

Direct your especial attention to the enclosed extracts from the foreign correspondence of Government, relative to the fitting out of vessels abroad to violate this blockade. The latest of these extracts, several copies of which are enclosed, you will cause to be distributed among the vessels off Wilmington blockading.

I am, very respectfully, your obedient servant,

L. M. GOLDSBOROUGH,

Flag-Officer, North Atlantic Blockading Squadron.

Lieutenant Commanding D. L. BRAINE,

U. S. S. Monticello, Baltimore.

Letter from the captain of the chartered steamer Arago to Flag-Officer Goldsborough, U. S. Navy, regarding the refusal of his crew to serve in ramming the Merrimack, and requesting to be furnished with a crew for his vessel.

U. S. CHARTERED STEAMSHIP ARAGO,
Hampton Roads, Virginia, March 25, 1862.

SIR: I regret exceedingly the necessity that compels me to apply to you for a supply of officers and men to make this ship at all serviceable to the Government.

Since my announcement to the men that this ship was to be used as a ram against the rebel floating battery *Merrimack*, a panic has seized the crew and most of the officers and men refused duty. In the engine department all refused with the single exception of the chief engineer. In the sailing department my chief officer is sick with Chagres fever and must be sent home, and the other officers and fourteen seamen refuse to serve any longer on board. I am therefore compelled to apply to you for at least 4 engineers, 12 firemen, and 12 coal passers, 4 deck officers and 12 seamen, until I can procure from New York or elsewhere other men to fill the positions vacated by those who have determined to leave this ship before 4 o'clock p. m. this day.

Again regretting the necessity of making this application, I remain, sir, yours, obediently,

HENRY A. GADSDEN,
Commander.

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

Order of the Secretary of the Navy to Lieutenant Greene, U. S. Navy, to furnish a statement regarding the qualities of the U. S. S. Monitor as a sea boat.

NAVY DEPARTMENT, *March 25, 1862.*

SIR: You will please state to the Department your opinion of the qualities of the *Monitor* as a sea boat; also the impressions regarding her in this respect of other experienced men on board. The fullest and

most minute particulars respecting her motions, buoyancy, etc., in a sea way, are desired.

I am, respectfully, your obedient servant,

GIDEON WELLES.

Lieutenant S. D. GREENE,
U. S. S. Monitor, Hampton Roads,

Report of Lieutenant Greene, U. S. Navy, regarding the seagoing qualities of the U. S. S. Monitor.

U. S. S. MONITOR,
Hampton Roads, March 27, 1862.

SIR: I received to-day your communication of the 25th instant. I do not consider this steamer a seagoing vessel. During her passage from New York her roll was very easy and slow, and not at all deep. She pitched very little, and with no strain whatever. She is buoyant, but not very lively. The inconveniences we experienced can be easily remedied.

But she has not the steam power to go against a head wind or sea, and I think it very doubtful if she could go from here to Delaware Bay by herself, as she would be unable to make headway against a sea; she would not steer even in smooth water, and going slow she does not mind her helm readily.

At sea she would be unable to work her guns, as we are obliged to keep the ports closed and calked, they being but 5 feet above water. For smooth water operations, such as she was engaged in on the 9th instant, I think her a most desirable vessel. The opinion of experienced seamen on board is the same as my own.

I am, very respectfully, your obedient servant,

S. D. GREENE,
Lieutenant, U. S. Navy.

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

Letter from Flag-Officer Goldsborough, U. S. Navy, to Commander Rowan, U. S. Navy, regarding rumored preparations of the enemy to destroy the United States vessels in the sounds of North Carolina.

U. S. FLAGSHIP MINNESOTA,
Hampton Roads, Virginia, March 26, 1862.

SIR: I enclose you herewith a letter* just received from General Wool in relation to the preparation of two ironclad gunboats by the enemy for the purpose of destroying our vessels in the sounds of North Carolina, etc. The report may be true, indeed it probably is true, and hence the necessity for increased vigilance in watching the Currituck Canal and keeping it closed. Momentum is a powerful element to destroy an ironclad vessel. In my belief, any one of the ferryboats you have, with good headway, would crush any ironclad gunboat the enemy can produce. A vessel weighing only 500 tons, and going at 10 knots

* Not found.

per hour, would have a momentum 80 times greater than that of a 200-pound ball with a velocity of 1,000 feet per second.

Very respectfully, your obedient servant,

L. M. GOLDSBOROUGH,
Flag-Officer.

Commander STEPHEN C. ROWAN,
Comdg. U. S. Naval Flotilla, Sounds of North Carolina.

Order of Commander Rowan, U. S. Navy, to Acting Lieutenant Renshaw, U. S. Navy, to proceed to guard duty in the Neuse River.

U. S. FLAG-STEAMER PHILADELPHIA,
Off New Berne, N. C., March 26, 1862.

SIR: You will take a position with the *Barney* off Slocum's Creek as an outpost to prevent small craft from passing down the river without a pass signed or endorsed by me. You will also keep a good lookout on the fleet to guard against plundering on their part. You are authorized to look into the hold of any sailing vessel leaving here that you have reason to suspect. You can look for deserters or assign any other politic reason you choose for your visit, the object of which will be to prevent dishonest people from carrying off property that has been stolen or sold without authority.

You will not examine the steamer of General Burnside.

The passes I may sign are intended to cover the vessels empty. When any goods are found on board, such as you may have reason to suspect have been stolen or obtained without leave and not designated in the pass signed or countersigned by me, you will detain the vessel, large or small, boat or canoe, and send the person in charge to me.

I want you to combine a sound discretion in the performance of this duty with good temper and tact on the part of your subordinates.

Very respectfully,

S. C. ROWAN,
Commanding U. S. Naval Forces, Sounds North Carolina.

Acting Lieutenant R. T. RENSHAW,
Commanding U. S. S. Commodore Barney.

Report of Flag-Officer Goldsborough, U. S. Navy, of the arrival of the U. S. S. Patroon.

U. S. FLAGSHIP MINNESOTA,
Hampton Roads, Virginia, March 27, 1862.

SIR: I have the honor to inform the Department that the U. S. S. *Patroon* arrived in these roads yesterday.

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.

[Telegram.]

MARCH 27, 1862.

A man that I sent to the *Monitor* with some shot is just back. He says that two contrabands reported that the *Merrimack* had 6 feet water in her hold when she reached the navy yard after the conflict with the *Monitor*, and that her own pumps would not keep her free.

Two refugees also state that the *Merrimack* seems to have completed her repairs.

J. A. DAHLGREN.

HON. GIDEON WELLES,
Secretary of the Navy.

Report of Lieutenant Werden, U. S. Navy, transmitting information regarding the construction of Confederate gunboats at Norfolk.

[U. S. S.] STARS AND STRIPES,
Powell's Point, [N. C.], March 27, 1862.

SIR: Captain Hopkins came here this morning with the within information from the enemy, which he assures me is perfectly reliable. I send it to you at once, that you may advise me what to do. The *Putnam* and *Ceres* are quite used up, and the *Lockwood* is leaking so badly that it is with difficulty that she can be kept afloat. Can you not send me one or two of the "broad horns?"

I am, respectfully, your obedient servant,

R. WERDEN.

Commander S. C. ROWAN, U. S. Navy,
Commanding U. S. Naval Forces, Pamlico Sound.

[Enclosure.]

Two ironclad gunboats building at Norfolk to come through the north channel. One of them is nearly ready to be launched.

The troops have all left Elizabeth City, except a few of the militia.

The inhabitants of Elizabeth are rapidly coming back since the departure of the troops, and they manifest a good feeling toward our vessels.

A small battery is being built near the mouth of the north canal.

Very respectfully, etc.,

ALFRED HOPKINS,
Lieutenant, Commanding U. S. S. Underwriter.

Letter from the Secretary of War to Major-General Wool, U. S. Army, introducing Mr. Vanderbilt, and in relation to the steamship Vanderbilt.

WAR DEPARTMENT,
Washington, D. C., March 27, 1862.

GENERAL: Allow me to introduce to you Cornelius Vanderbilt, esq., of New York, and commend him to your confidence and kind attention.

On Saturday last you were informed by telegraph from this Department that the steamship *Vanderbilt* had been given to the Government

and accepted by the President and assigned to special duty to guard the transports in the service of this Department and to aid in the destruction of the *Merrimack*. I am waiting for intelligence from you of the arrival of the *Vanderbilt*, as requested in my telegram, and feared something had delayed her, but Mr. Vanderbilt informs me she arrived on Sunday. I hope that you may find much advantage in the use of the *Vanderbilt*.

I have also detailed the *Metamora*, the fastest vessel that could be chartered, to run as a packet between the fortress and Cherrystone Point and guard the telegraphic cable. You will please give such orders as you may deem proper for that purpose.

I have placed the *Metamora* at the disposal of Mr. Vanderbilt while he is at Fortress Monroe.

Yours, truly,

EDWIN M. STANTON,
Secretary of War.

Major-General JOHN E. WOOL,
Commanding at Fort Monroe.

Order of the Secretary of War to Major-General Wool, U. S. Army, in regard to the steamship Vanderbilt.

WAR DEPARTMENT,
Washington, D. C., March 27, 1862.

GENERAL: Mr. Scott, Assistant Secretary, has just arrived, and brings me your note of the 24th,* stating that you had turned the *Vanderbilt* over to Flag-Officer Goldsborough. This disposition of the *Vanderbilt* was not contemplated by my instructions to you, nor designed as the mode of employing that vessel. She belongs to the War Department, and is to act exclusively under its orders.

You will therefore take measures to have her placed immediately under command of this Department and relieved from duty under Flag-Officer Goldsborough.

Yours, truly,

EDWIN M. STANTON,
Secretary of War.

Major-General JOHN E. WOOL.

Report of Commander Rowan, U. S. Navy, regarding the preparations for attack upon Beaufort, N. C.

U. S. S. PHILADELPHIA,
Off New Berne, N. C., March 28, 1862.

SIR: General Parke moved from here to Morehead City on the 22d instant. General Burnside paid him a visit there, who informs me that Parke summoned the fort to surrender, which was declined. He is now erecting mortar batteries, and will cross to the seashore with a regiment or two and make approaches from the westward. There is a difficulty in the way in the latter movement; water has to be crossed,

* Not found.

and requires our aid. I have already informed you that I was preparing such force as the depth of water in the sound admits of. I have recalled the *Ellis* from Albemarle and sent the *Underwriter* to take her place.

This vessel and the little *Granite* and a stern-wheel steamer that I captured here will constitute the naval fleet. The general wants the stern-wheel boat for the purpose of carrying troops from Morehead City to the neck of land on the west side of the fort for the purpose above stated. The stern-wheel boat will be commanded by Lieutenant McCook, who is to pass the fort in her, and if disabled to burn her and take to his boats and join Franklin in the *Ellis*, whom I shall order to keep out of range in the sound until the army opens fire, when he is to do all he can with his rifled-banded gun. I had the honor to suggest the propriety of sending five of our mortar vessels to cooperate.

Any suitable vessels that you can spare from your command would be of infinite importance to the general besieging.

I have the honor to be, very respectfully, your obedient servant,
S. O. ROWAN,

Comdg. U. S. Naval Forces, Sounds of North Carolina.

Flag-Officer L. M. GOLDSBOROUGH,

Comdg. North Atlantic Blockading Squadron, Hampton Roads.

Report of Commander Rowan, U. S. Navy, regarding the seizure of two schooners in Pantego Creek, North Carolina.

U. S. FLAG-STEAMER PHILADELPHIA,
Off New Berne, N. C., March 28, 1862.

SIR: I sent Lieutenant Commanding Quackenbush to visit the Pungo and seize some vessels said to be hauled into the creek. He returned yesterday, bringing with him two schooners, with a number of Northern women and two men who claimed his protection.

General Burnside has given them permission to occupy houses in town.

I have the honor to be, very respectfully, your obedient servant,
S. O. ROWAN,

Comdg. U. S. Naval Forces, Sounds of North Carolina.

Flag-Officer L. M. GOLDSBOROUGH,

Comdg. North Atlantic Blockading Squadron, Hampton Roads.

Report of Lieutenant Quackenbush, U. S. Navy, of the seizure of the schooners Albemarle and Lion in Pantego Creek, North Carolina.

U. S. S. DELAWARE,
Off New Berne, N. C., March 28, 1862.

SIR: I have the honor herewith to submit to you the following report:

In obedience to your verbal order, on the 25th instant, at 10:30 a. m., weighed anchor and proceeded down the Neuse River, arriving opposite Wade's Point, Pamlico River, at 7 p. m., where we anchored for the night.

The following morning, at 5:30 o'clock, weighed anchor and, running in close to Wade's Point, landed M. Ribbett, pilot. Returning, we entered the mouth of the Pungo River at 7 a. m. At 7:30 laid to and sent a boat up Juaran [Jordan's?] Creek for the purpose of ascertain-

ing if there was a schooner there. The boat returned at 8 a. m., having failed to discover any vessel. At 9:30 entered the Pantego Creek, and proceeding slowly up to its head discovered two large schooners, which proved to be the *Albemarle* and *Lion*, owned by Boyle and Richard Reddick, of Suffolk, Va. Sent two armed boats, took possession, and towed them out, when we anchored at the mouth of Pantego at 6:30 p. m.

The following morning at daylight received on board several families, who came off for protection, after which weighed anchor and proceeded on our way to this place, arriving at 12 a. m.

I am, very respectfully, your obedient servant,

S. P. QUACKENBUSH.

Commander S. O. ROWAN,

Comdg. U. S. Naval Forces, Albemarle and Pamlico Sounds.

Letter from the Secretary of the Navy to Flag-Officer Goldsborough, U. S. Navy, regarding reports not received.

NAVY DEPARTMENT, *March 28, 1862.*

SIR: Referring to the dispatch* from this Department of the 25th November, 1861, you will please state why the reports therein called for have not been made.

Very respectfully,

GIDEON WELLES.

Flag-Officer L. M. GOLDSBOROUGH,

Comdg. North Atlantic Blockading Squadron, Hampton Roads.

Instructions of the Secretary of the Navy to flag-officers commanding blockading squadrons, regarding evasions of the blockade.

NAVY DEPARTMENT, *March 28, 1862.*

SIR: Whenever a case is brought to your knowledge of an evasion of the blockade within the limits of your command you will, without unnecessary delay, convene a court of enquiry for the purpose of a rigorous investigation of the circumstances attending such evasion and direct the court to report, in addition to the evidence and a statement of the material facts ascertained, their opinion whether the evasion was in any manner the consequence of negligence or other fault on the part of commanding or other officers or persons in the naval service, naming persons censurable, if any.

The record of any court convened under this order will be promptly dispatched to the Department.

I am, respectfully, your obedient servant,

GIDEON WELLES.

Flag-Officer L. M. GOLDSBOROUGH,

Comdg. North Atlantic Squadron, Hampton Roads.

Flag-Officer SAML. F. DU PONT,

Comdg. South Atlantic Blockading Squadron, Port Royal, S. C.

Flag-Officer WM. W. McKEAN,

Comdg. Eastern Gulf Blockading Squadron, Key West, Fla.

Flag-Officer D. G. FAERAGUT,

Comdg. Western Gulf Blockading Squadron, Ship Island.

* See Series I, Vol. 6, p. 454.

[Telegram.]

CHERRYSTONE, VA., March 28, 1862.

Yesterday afternoon I visited the *Vanderbilt* and found her preparations far advanced and that she is at any moment ready for action. Her steam is kept constantly up. There are seven steamers here, all ready to act as rams, with more or less efficiency, but by their combined operations abundantly able to destroy the *Merrimack*. In my judgment, it is impossible for the *Merrimack* to come down to Fort Monroe without being sunk by the rams. She can run up James River, she can attack Newport News, and do what she pleases above Fort Monroe, as the channel above is too narrow and crooked to admit of the steam rams being worked against her with effect; but while remaining up there out of our reach she can do us no harm. Commodore Goldsborough is fully awake to the importance of destroying the *Merrimack*, and has a clear comprehension of the manner in which that can best be done with the means at his command. I think he will do his duty both skillfully and bravely, and I have no doubt with success. Mr. Vanderbilt fully approves Commodore Goldsborough's plan of battle, and desires the steamer *Vanderbilt* to remain under Goldsborough's command. I have directed her so to remain until otherwise ordered by you. The large guns are not made as available as they ought to be. The 15-inch gun is not yet ready to be used with any efficiency, although it is mounted upon a carriage. It is important to have the great gun made available immediately for defense against the *Merrimack*. If you approve, I will return this afternoon to aid in making it ready. The officers of two steamers of the French navy, now here, went to Norfolk yesterday under a flag of truce sent by Commodore Goldsborough. On their return this morning they at once got up steam in both ships, although they have had their fires out for the last week. This looks as if they anticipated a naval engagement to come off soon. This is all the information I can gather as to the force and disposition of the rebels. I think they will make no fight this side of Richmond. Our chief difficulty will be to land transportation. I will await your answer here.

P. H. WATSON,
Assistant Secretary of War.

Hon. E. M. STANTON,
Secretary of War.

Order of Commander Rowan, U. S. Navy, to Lieutenant Quackenbush, U. S. Navy, to proceed with the U. S. S. Delaware to the Pamlico River, to cut off communication with Washington, N. C.

U. S. FLAG-STEAMER PHILADELPHIA,
Off New Berne, March 29, 1862.

SIR: You will proceed without delay to the Pamlico River for the purpose of intercepting all communication between Washington, [N. C.], and the sound. It is reported that a vessel is expected hourly in the Pamlico or Pungo from the West Indies through Ocracoke.

You will also ascend the Pamlico and show your vessel off Washington, and be very careful that no attempts are made to remount the guns. Remain in the river until further orders.

Very respectfully,

S. C. ROWAN,
Commanding U. S. Naval Forces, etc.

Lieutenant Commanding S. P. QUACKENBUSH,
Commanding U. S. S. Delaware.

Order of Commander Rowan, U. S. Navy, to Lieutenant Werden, U. S. Navy, enjoining a strict watch on the movements of the enemy.

U. S. FLAG-SHIP PHILADELPHIA,
New Berne, N. C., March 29, 1862.

SIR: I have ordered the steamer *Morse* to report to you for duty off Elizabeth City. It is very desirable and important to keep a close watch on both canals and to use every means in your power to ascertain what the enemy is doing on either canal. Whether the North River Canal is permanently obstructed and whether the enemy can come through the Elizabeth City Canal [Dismal Swamp?] with his new gunboats. Employ spies if you can find intelligent and reliable negroes, and I will approve any bills for reasonable sums thus expended.

Be vigilant and prohibit all intercourse with the shore except under your own immediate orders and for special purposes connected with the public interest.

Very respectfully,

S. O. ROWAN,

Commanding Naval Forces, etc.

Lieutenant Commanding R. WERDEN,

Commanding Naval Division, Albemarle Sound.

Letter from Commander Rowan, U. S. Navy, to Flag-Officer Goldsborough, U. S. Navy, regarding condition of affairs in the sounds of North Carolina.

NEW BERNE, N. C., March 29, 1862.

FLAG-OFFICER: I have been very busy since I last wrote you. This thing of playing commander in chief is attended with a great deal of thinking, working, and, what is worse than all, writing.

I travel charmingly in harness with the generals, particularly the chief, who is a trump.

Since my last note nothing startling has occurred in a naval way. The general wants to keep me and my force with him. Report says that the enemy is concentrating a large force at Goldsboro to move on us. I tell him they can not come into this town so long as the navy surrounds three sides of it. He thinks so, too, but when I talk of sending more force to Albemarle he feels uncomfortable. Hawkins, in command at Roanoke, has a big scare on him, notwithstanding I have five of the small vessels there under Werden.

The *Ellis* brings a report from Elizabeth that the enemy is plating his new gunboats and intends paying us a visit. This news puts the scare on me, and I have determined to send Flusser and Peter Hays there to hull him and board him. When the general learns that two of the big gun vessels, as he calls them, have left, he will begin to fidget. From what you learn of the Dismal Swamp locks there is but 17½ feet width; the contract, or specification, calls for vessels of 22 feet beam. Can it be possible that there can be deception in this? I can shut up the channel at Elizabeth temporarily, and would do so at once, but for the difficulty of guarding so many points and having anything left to work with. I understand the Albemarle Canal is closed and a solid road now crosses it. Have you any information to give me on this point? Can't you spare me the *Miami*? She would be a tower of strength to run down the coats of mail. If you can possibly do so I know you will, for it was my parting request. I have been as happy as a clam at high water until this Albemarle news, and I am now as

nervous as the rest, though I say nothing. If the three new boats, ironed, added to the two we know of, come out and can horn us, as did the *Merrimack* to the *Cumberland*, we shall be wiped out and the army must share our fate.

Foster is entrenching, building two forts in the rear of the town. I was out there to-day with Burnside. I don't like this building forts so far back, indeed forts of any kind, which, if taken, may be turned on the webfooted people; and I so stated to the general. But Foster is an engineer, and he must build forts.

What think you of my doings at Washington? If I had a force of one or two "broad horns" I would go there and frighten the people out of their boots unless the lens is returned. I am on the track of the party concerned in its removal, and if I find the authorities slippery I shall scout them. On the other hand, I am a believer in moral suasion. The hearts of the people of North Carolina are not with the rebels; the woods and swamps are full of refugees fleeing from the terror of conscription. A fellow by the name of [Colonel James H. †] Lane held a fort on the opposite side of the Neuse the day we arrived. He told his soldiers to go home and hold themselves in readiness to obey his call. The call was made and responded to by 36 of the 150; the rest are in the swamps, and the doughty hero is looking [for] them and carrying them off, tied to horses, to Goldsboro. I sent the *Delaware* to the Pungo after two schooners. The people in Hyde County are fleeing in all directions. Quackenbush afforded protection to several women and brought them here. The people say they won't fight us, and if they must fight it will be on our side. The general has decided to arm these people and organize them as North Carolina's reserve.

Lieutenant Haxtun, of the *State of Georgia*, came up in the last train (hand cars) last night from Beaufort. He landed on Cove [Core] side and took his boat across. He brings no news of importance. I gave him three of our code signal books to take to Franklin when he gets down. Five feet can be carried through the sound. The little wheelbarrow I captured here will soon be ready. The general is very anxious to get her to Morehead City. I shall send McCook. She will not pass nearer than a mile and a half of the fort and will be under fire while she runs about 3 miles. It does not occur to me to be very hazardous, yet I would not expose the people if they did not express so strong a desire. I fought it off until he proposed to get volunteers, who would get a large sum if they succeeded. I then told him I would undertake it. It is a chance shot that will hit the little craft; that shot may cripple her, in which case he is to take to his boat immediately and pull to Beaufort. One of my pilots has just carried some crafts through the canal to Beaufort. He informs me that the fort opened on Beaufort while he was there, but the best shot only reached to within 30 feet of the wharf. The guns must be indifferent, or the commandant of the fort is only trying to fool us, since the distance is by chart not over a mile and a half.

April 1.—I expect to start the little wheelbarrow to-morrow, escorted by Franklin in the *Ellis*. I have directed McCook to be very prudent, and Franklin is to knock spots out of the fort with his rifled gun. I know of no safer gun, rifled, than the banded 32-pounder, notwithstanding the objection to introduce them on the part of the bureau. I shall send the little *Granite* down when we are ready to open on the fort. The captain is spoiling for a fight.

I shall have at Elizabeth two "broad horns" under Flusser to watch my friends at Elizabeth.

General Burnside has offered to put his whole navy under my command. I could make something of some of the vessels by putting heavy 32-pounders on them, taken from the forts, but I am not willing to trust myself in the hands of his people, and I have no officers or men to spare. Please give me your ideas on this point.

I think of suggesting to the general to run two of them between Marmora [Merrimon?] and here. They might as well do something.

I have sent two launches to Beaufort at the general's request. He wants one of my 100 Parrotts there. Shall I let him have it? I am fighting shy.

I am, very truly, yours,

S. C. ROWAN.

Flag-Officer GOLDSBOROUGH,
Commanding.

Report of Flag-Officer Goldsborough, U. S. Navy, explaining the delay in forwarding information requested by the Department regarding the relative merits of commanding officers.

U. S. FLAGSHIP MINNESOTA,
Hampton Roads, Virginia, March 30, 1862.

SIR: I have the honor to acknowledge the receipt of your communication* of the 28th instant, and in reply beg leave to say that the reports therein alluded to have not been made, because, from their nature, I supposed they would not be expected until ample opportunities had occurred to enable me to determine fairly and justly with regard to their requirements. The task they impose is both difficult and delicate, and to this hour I can not conscientiously assign the relative merit of each and every commanding officer attached to the squadron under my command, nor, indeed, do I feel myself yet prepared to speak with exact justice to all concerned in relation to the officers formerly in the Navy and serving under acting appointments and those now attached to seagoing vessels who are on the retired list.

I can state, however, that in my belief each and every one of the above is thoroughly loyal to his country. Not a sign to the contrary has ever been evinced or even whispered, to my knowledge.

My attention at this time is especially given to the *Merrimaack* and to aiding our Army in its contemplated operations in this quarter. As soon as these momentous affairs are off my hands I shall, I hope, have it more in my power to respond to the wishes of the Department with regard to the individuals in view.

The steamer *Illinois* arrived to-day, and I am happy to say in a condition as reported to me ready for the service she is to perform.

The *Cambridge* left to-day for Wilmington, N. C.

I am, very respectfully, your obedient servant,

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

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

* See page 175.

Order of Flag-Officer Goldsborough, U. S. Navy, to Commander Parker, U. S. Navy, to proceed to duty off Wilmington, N. O.

U. S. FLAGSHIP MINNESOTA,
Hampton Roads, Virginia, March 30, 1862.

SIR: Proceed off Wilmington, N. O., with the *Cambridge* under your command, and remain there closely and vigorously blockading the place until further orders, or as long as your supply of fuel and provisions will possibly permit.

I am, very respectfully, your obedient servant,

L. M. GOLDSBOROUGH,
Flag-Officer.

W. A. PARKER,
Comdg. U. S. S. *Cambridge*, Hampton Roads, Virginia.

P. S.—As a matter of course, Commander Parker will report himself to the senior officer off Wilmington and receive his orders as to the particular point he is to guard. Distribute copies of the accompanying printed papers among all the vessels off Wilmington.

L. M. G.

Order of Commander Rowan, U. S. Navy, to Lieutenant Werden, U. S. Navy, regarding duty assigned to the U. S. S. Shawsheen.

U. S. FLAG-STEAMER PHILADELPHIA,
New Berne, N. O., March 30, 1862.

SIR: On the arrival of the *Morse* you will order the *Shawsheen* to proceed to this place and report to me. You will direct the captain of the *Shawsheen* to bring down all the parts of the engine belonging to the *Seymour* and all and every description of stores and supplies that have been taken from that vessel and are now on board the *Ceres*, *Lockwood*, *Putnam*, or *Whitehead*.

Very respectfully,

S. O. ROWAN,
Commanding Naval Forces, Sounds of North Carolina.

Lieutenant Commanding WERDEN,
Commanding Naval Forces Albemarle Sound,
or, in his absence, Senior Officer present off Elizabeth City.

Report of Flag-Officer Goldsborough, U. S. Navy, acknowledging the receipt of Department's communications.

U. S. FLAGSHIP MINNESOTA,
Hampton Roads, Virginia, March 31, 1862.

SIR: I have the honor to inform the Department that its communications of March 21 and 27, conveying, respectively, the thanks of Government to the officers and crew of the *Monitor* and to Commander Rowan, his officers and men, have been duly received and forwarded; also that of 21st instant, requiring reports on certain desiccated vegetables; that of the 28th, calling for courts of enquiry to investigate violations of blockade, and that of the 29th, recalling at my request the detachments of Assistant Surgeon Bragg and Second Assistant Engineer Griffin.

All the extracts lately received relative to proposed violations of this blockade have been printed and are being circulated as fast as possible among the vessels of my squadron, with instructions to commanding officers carefully to observe them.

I am, very respectfully, your obedient servant,

L. M. GOLDSBOROUGH,

Flag-Officer, Comdg. North Atlantic Blockading Squadron.

Hon. GIDEON WELLES,

Secretary of the Navy, Washington, D. C.

Order of Commander Rowan, U. S. Navy, to Lieutenant Flusser, U. S. Navy, to proceed off Elizabeth City, N. C., to watch the movements of the enemy.

U. S. FLAGSHIP PHILADELPHIA,
Off New Berne, March 31, 1862.

SIR: You will proceed in the steamer *Commodore Perry* to Elizabeth City, N. C. On your arrival there you will assume command of the naval forces in front of that place. You will make such close daily inspection of the town as will assure you that the enemy is not fortifying. The great object of your presence off Elizabeth is to prevent the enemy from sending his gunboats through the canal, which must be prevented at all hazards. Use every means to obtain information of the movements of the enemy. Mislead him as much as possible as to the real object of your presence. Obtain reliable information if possible as to the state of the canal, the width of the locks, the beam of the gunboats, and the extent of the fortifications at the milldam.

Any reasonable sum expended for such information will be authorized. When you think it prudent you can go to North River in the *Whitehead* and some other small steamer for making a close reconnoissance of the condition of the canal, that you may be able to report all the particulars to me in writing, and in person on your return here.

You will leave your vessel at Elizabeth and your orders with Lieutenant Commanding Hopkins. Wishing you better health, and success in your expedition,

I am, very respectfully,

S. C. ROWAN,

Commanding Naval Forces, etc.

Lieutenant Commanding O. W. FLUSSER,

Commanding Steamer Commodore Perry.

Report of Commander Glisson, U. S. Navy, commanding U. S. S. Mount Vernon, regarding the impaired condition of that vessel.

U. S. S. MOUNT VERNON,
Off Wilmington, N. C., March 31, 1862.

SIR: I herewith enclose you the report of the chief engineer of this vessel, by which you will see the bad condition of our boiler. We arrived off this place on the 20th instant, after encountering a fearful gale of wind from the southeast. Our boiler commenced leaking and it was almost impossible to keep steam on. We were obliged to keep the bilge pump going to keep the ship free from water. After anchoring at 9 o'clock in the evening the leak became so bad as to render it absolutely necessary to blow the water out of the boiler, notwithstanding the threatening appearance of the weather. We worked all night

on the boiler and have succeeded in temporarily stopping the leak. It is, however, liable to break out again at any moment, and I fear that we can not carry sufficient steam to contend with a gale. We may be rendered helpless at any instant so far as the steam is concerned. I shall do all in my power to keep the boiler in repair and keep her afloat until my coal is out, which will be about the first of May next. I would most respectfully request the flag-officer to send another steamer off here as early as practicable, as one is not sufficient to keep up a strict blockade. We are all well, and everything is quiet off Wilmington. Since our return here the weather has been very boisterous.

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 the Secretary of the Navy to flag-officers commanding blockading squadrons, to furnish fortnightly reports.

NAVY DEPARTMENT, March 31, 1862.

SIR: You will please furnish the Department every fortnight with a statement of the respective stations of the several vessels composing your squadron.

I am, respectfully, your obedient servant,

GIDEON WELLES.

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

Flag-Officer D. G. FARRAGUT,
Comdg. Western Gulf Blockading Squadron, Ship Island.

Flag-Officer WM. W. MCKEAN,
Comdg. Eastern Gulf Blockading Squadron, Key West, Fla.

Letter from the Secretary of the Navy to flag-officers commanding blockading squadrons, transmitting information regarding the shipment of munitions of war in steamer Bahama.

NAVY DEPARTMENT, March 31, 1862.

SIR: I transmit herewith for your information a copy of dispatch No. 2, received at Department of State from the U. S. consul at Newcastle-upon-Tyne, concerning the movements of the steamer *Bahama*, which is now loading at that place with guns and other munitions of war.

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,
Comdg. Western Gulf Blockading Squadron, Ship Island.

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

Flag-Officer WM. W. MCKEAN,
Comdg. Eastern Gulf Blockading Squadron, Key West, Fla.

[Enclosure.]

CONSULATE OF THE UNITED STATES OF AMERICA,
Newcastle-upon-Tyne, March 11, 1862.

SIR: I have to inform you that the British steamer *Bahama*, referred to in my dispatch No. 1, dated the 27th of January last, is now nearly loaded and is expected to sail from West Hartlepool docks in a few days. She is entered out for Hamburg and the West Indies. Her cargo consists of shot, gunpowder, and other munitions of war; she has also a small gun on deck, and I heard several others will be shipped before she leaves. She is a fine screw steamer, bark rigged, and about 800 tons register. I have written to Mr. James H. Anderson, our consul at Hamburg, to look after her and report full particulars to your Department. If I can obtain any further information about the *Bahama* I will write by the next mail. I duly received your dispatches dated 22d January and 17th February, respectively.

With great respect, I am, sir, your obedient servant,

HERBERT DAVY,
U. S. Vice-Consul.

SECRETARY OF STATE,
Washington.

Report of Acting Master Warren, U. S. Navy, commanding U. S. S. Victoria, of the duty performed by that vessel at the mouth of the Rappahannock River.

U. S. S. VICTORIA, March 31, 1862.

SIR: Immediately after receiving your orders on Tuesday, the 25th instant, I steamed up to the mouth of the Rappahannock River and anchored at 9 p. m. After daylight on the morning of the 26th, I sent two boats on shore with my executive officer in charge of one and a master's mate in charge of the other, to reconnoiter. At 11 a. m. they returned with a negress and three children. The white men all ran away as they landed.

From the negress I learned there was a battery of three or four guns 2 miles farther up the river—say 4 miles from Windmill Point—and that their picket guard extended nearly to Windmill Point. They were not strong at their battery—say 70 or 80 men.

I sent her on shore again, hoping to get further information the next day from her.

On the 27th the boats went on shore again and found a number of armed men occupying a large house. They came on board again at 1 p. m. The boats attempted to land at another point and were fired upon before they landed. I immediately commenced shelling the woods and other places of concealment and sent a few well-directed shells into and around the houses occupied by their armed men.

On the 25th my boats attempted to land at another place and were again pursued by mounted armed men.

I boarded the American bark *Lapwing*, from Rio for Baltimore, 3,000 bags coffee.

On the 27th I stood off and spoke U. S. ship *St. Lawrence*, bound up the bay. Also spoke schooner *Laura Gertrude*, from Alexandria, with horses and mules for Hampton Roads. Also boarded ship *Casilda*, of Baltimore, from Liverpool for Baltimore.

On the 30th steamer *Champion* came along and took our pilot, who belonged to that boat.

I have returned to the roads for another pilot and further orders, the *Young Rover* not having returned to relieve me.

I am, very respectfully, your obedient servant,

J. D. WARREN,

Acting Master, Commanding U. S. S. *Victoria*.

Commodore I. M. GOLDSBOROUGH,
Flag-Officer.

Report of Flag-Officer Goldsborough, U. S. Navy, giving the stations of the vessels of the North Atlantic Blockading Squadron.

U. S. FLAGSHIP MINNESOTA,
Hampton Roads, Virginia, April 1, 1862.

SIR: In obedience to your instructions of the 31st ultimo, I have the honor to append the following statement of the respective stations of the vessels of my squadron at the present date, according to the latest information in my possession:

Vessel.	Station.	Vessel.	Station.
Minnesota	Hampton Roads.	Commodore Barney ..	Sounds of North Carolina.
Wachusett	Do.	Ellis	Do.
San Jacinto	Do.	Shawsheen	Do.
Dacotah	Do.	Lookwood	Do.
Chocoma	Do.	Ceres	Do.
Penobscot	Do.	Morse	Do.
Octorara	Do.	Putnam	Do.
Anacostia	Do.	Whitehead	Do.
Freeborn	Do.	Philadelphia	Do.
Marblehead	Do.	Brinker	Do.
Brazillera	Do.	Granite	Do.
Roman (coal ship) ...	Do.	Hunchback	Do.
Charles Phelps (coal ship)	Do.	Southfield	Do.
William Badger	Do.	Albatross	Off Beaufort, N. C.
Ben Morgan (hospital) ..	Do.	State of Georgia	Do.
Rescue (tug)	Do.	Chippewa	Do.
Cohasset (tug)	Do.	Gemsbok	Do.
Young America (tug) ..	Do.	Jamestown	Off Wilmington, N. C.
Monitor (battery)	Do.	Cambridge	Do.
Currituck	Do.	Mount Vernon	Do.
Victoria	Do.	Monticello*	Do.
Baltimore	Do.	Amanda	Do.
Island Belle	Do.	Fernandina	Do.
Patron	Do.	Daylight	Off York River.
Louisiana	Sounds of North Carolina.	Young Rover	Off Rappahannock River.
Stars and Stripes	Do.	Brandywine (store-ship)	Baltimore, Md.
Valley City	Do.	Mystic (repairing) ..	Do.
Underwriter	Do.	Zouave (repairing) ..	Do.
Hetzel	Do.	Dragon (repairing) ..	Do.
Delaware	Do.	Dawn (repairing)	New York.
Commodore Perry	Do.	Uncas (repairing) ...	Baltimore, Md.

* This vessel was ordered a week or so since to go off Wilmington direct from Baltimore, and the presumption is she left three or four days ago.

I am, very respectfully, your obedient servant,

L. M. GOLDSBOROUGH,

Commanding North Atlantic Blockading Squadron.

Hon. GIDEON WELLES,

Secretary of the Navy, Washington, D. C.

P. S.—Since writing the above, the U. S. S. *Seminole* has arrived here from Port Royal.

L. M. G.

Letter from Major-General Wool, U. S. Army, to Flag-Officer Goldsborough, U. S. Navy, requesting the presence of a gunboat at Newport News, Va.

HEADQUARTERS DEPARTMENT OF VIRGINIA,
Fort Monroe, Va., April 1, 1862.

SIR: I have just received a dispatch from Brigadier-General Mansfield at Newport News, by which I am informed that yesterday one of the camps at or near that place was shelled by an enemy's gunboat. The general asks for a gunboat to be stationed at Newport News during the day to keep off the enemy and protect the landing of troops and supplies. I hope you will be able to comply with his desires.

I am, very respectfully, your obedient servant,

JOHN B. WOOL,
Major-General.

Flag-Officer L. M. GOLDSBOROUGH.

Order of Commander Rowan, U. S. Navy, to Lieutenant McCook, U. S. Navy, to proceed in charge of the steamer Old North State to Carolina City, N. C.

U. S. FLAG-STEAMER PHILADELPHIA,
Off New Berne, April 1, 1862.

SIR: You will [take] charge of the stern-wheel boat *Old North State* and proceed in her to Carolina City through Core Sound. You will use great care and prudence in passing Fort Macon. You will pass the fort through the swash between Canal [Carrot?] Island and Bird Island. You must use your discretion as to whether it will be best to make this passage in the night or by daylight.

The *Ellis* will accompany you to within long range of the fort and will assist you in any way possible. On your arrival at Carolina City you will report to General Parke and deliver to him the vessel and launch, with their officers and crews. This done, return here and report to me.

Wishing you every success and a safe arrival at the point of your destination,

I remain, very respectfully,

S. O. ROWAN,
Commanding U. S. Naval Forces, Sounds of North Carolina.

Lieutenant Commanding R. S. MCCOOK,
Commanding U. S. S. *Old North State*.

Order of Commander Rowan, U. S. Navy, to Lieutenant Franklin, U. S. Navy, to proceed with the U. S. S. Ellis to Fort Macon, N. C., as consort to the steamer Old North State.

U. S. FLAG-STEAMER PHILADELPHIA,
Off New Berne, April 1, 1862.

SIR: You will proceed in company with the stern-wheel boat through Core Sound to Shackelford Banks, where you will remain until the *Old North State* passes the fort to Carolina City. This completed, you will return to this place.

Very respectfully,

S. O. ROWAN,
Commanding U. S. Naval Forces, etc.

Lieutenant Commanding FRANKLIN,
Commanding U. S. S. *Ellis*.

Order of Commander Rowan, U. S. Navy, to Lieutenant Werden, U. S. Navy, to obtain information regarding movements of the enemy in the Albemarle Canal.

U. S. FLAG-STEAMER PHILADELPHIA,
Off New Berne, April 1, 1862.

SIR: I send the *Perry*, Captain Flusser, with the *Morse*, *Whitehead*, and *Putnam*, to watch Elizabeth. I have also directed Captain Flusser to make a personal reconnoissance with the *Whitehead* and launch of the Albemarle Canal.

It is reported that the enemy will attempt to pass the canals with his gunboats that are said to be partially plated. Do all in your power to obtain information of the movements of the enemy by land or water. Please send me all flags taken from the three-masted schooner *Napoleon*.

Very respectfully,

S. C. ROWAN,
Commanding U. S. Naval Forces, etc.

Lieutenant Commanding R. WERDEN,
Commanding U. S. Naval Force, Albemarle Sound.

Instructions of the Secretary of the Navy to flag-officers commanding blockading squadrons, regarding officers and crews of vessels seized for violation of the blockade.

NAVY DEPARTMENT, April 1, 1862.

SIR: Complaint has been made by the English minister of the separation of master and crews of vessels seized for violation of the blockade and sent in for adjudication, claiming that it is not regular, and may be, especially as regards the master, attended with serious detriment to the owners.

So far as it can be done with safety, the officers and crews will be kept together and sent into port with the prize.

I am, respectfully, your obedient servant,

GIDEON WELLES.

Flag-Officer S. F. DU PONT,
Comdg. South Atlantic Blockading Squadron, Port Royal, S. C.

Flag-Officer D. G. FARRAGUT,
Comdg. Western Gulf Blockading Squadron, Ship Island.

Flag-Officer WM. W. MCKEAN,
Comdg. Eastern Gulf Blockading Squadron, Key West, Fla.

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

Order of the Secretary of the Navy to Flag-Officer Goldsborough, U. S. Navy, regarding the U. S. ship Cumberland.

NAVY DEPARTMENT, April 1, 1862.

SIR: The Department desires you to secure anything or any part of the *Cumberland* that is above water and is worth saving.

I am, respectfully, your obedient servant,

GIDEON WELLES.

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

Report of Commander Rowan, U. S. Navy, commanding naval forces, sounds of North Carolina, transmitting list of vessels laden with prize naval stores.

U. S. S. PHILADELPHIA,
Off New Berne, N. C., April 1, 1862.

SIR: I enclose herewith a list of returning vessels freighted by me with prize naval stores which fell into my hands when I captured New Berne, N. C.

I have the honor to be, very respectfully, your obedient servant,
S. C. ROWAN,
Commanding Naval Forces, Sounds of North Carolina.

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

[Enclosure.]

List of United States merchant vessels freighted by Commander S. C. Rowan, commanding U. S. naval forces in the sounds of North Carolina, with prize naval stores captured by the squadron under his command when New Berne was occupied by the U. S. naval forces on the 14th March, showing the cargo of each, and consigned for adjudication to the judges of the U. S. district court at the port for which they have sailed.

Name of vessel.	Cargo.	Reported owner.	To what port consigned.
Alfred H. Partridge..	386 barrels rosin, 31 barrels tar, 4,500 dressed shingles.	Cicero Justice	New York.
Sarah A. Falconer....	556 barrels rosin, 64 casks rosin.	John B. Flanner.....	Do.
P. A. Sanders	750 barrels and 25 casks rosin.	530 barrels, Wm. Flfo; remainder, Richard Taylor.	Philadelphia.
Eva Bell	950 barrels rosin	Wm. G. Bryne.....	Do.
Palma.....	1,331 barrels rosin, turpentine, and pitch, 118 barrels oil, and 257 casks rosin.	1,174 barrels rosin and pitch, 43 casks rosin, and 118 barrels oil, Alex. Miller; 162 casks and 52 barrels rosin, J. B. Flanner; 105 barrels and 51 casks rosin, Wm. Whitford.	New York.
Harriet and Sarah....	753 barrels and 136 casks rosin, 71,000 dressed shingles.	Jarvis	Philadelphia.
Eothen	508 barrels rosin.....	Wm. P. Moore.....	New York.
Lizzie Taylor	520 barrels and 318 casks rosin, 101 barrels turpentine, and 32,650 dressed shingles.	Rosin and shingles, Cicero Justice; turpentine, E. Ellis.	Philadelphia.
Clifton.....	900 barrels and 74 casks rosin; 9 bales cotton.	513 barrels and 8 casks rosin, David Bell; 387 barrels and 66 casks rosin, Wm. G. Bryne; 9 bales cotton, Dibble & Bros.	New York.

S. C. ROWAN,
Commanding Naval Forces in Sounds of North Carolina.

Report of Flag-Officer Goldsborough, U. S. Navy, regarding orders given to certain vessels of his command.

U. S. FLAGSHIP MINNESOTA,
Hampton Roads, Virginia, April 2, 1862.

SIR: I have the honor to inform the Department that this morning I ordered the U. S. gunboat *Marblehead* to relieve the *Daylight* in the blockade off York River; also, that I dispatched this morning the U. S.

gunboat *Chocura* to Baltimore, in tow of the *Victoria*, to disengage from her propeller a cable which has fouled it and rendered it temporarily useless.

The *Victoria* is under orders to return immediately to these roads.

I am, very respectfully, your obedient servant,

L. M. GOLDSBOROUGH;

Flag-Officer, Comdg. North Atlantic Blockading Squadron.

Hon. GIDEON WELLES,

Secretary of the Navy, Washington, D. C.

Report of Commander Rowan, U. S. Navy, regarding the construction by the enemy of three ironclad gunboats.

U. S. S. PHILADELPHIA,

Off New Berne, N. C., April 2, 1862.

SIR: Lieutenant Commanding Franklin returned in the *Ellis* on the 28th ultimo from Elizabeth. He left there the *Underwriter*, *Putnam*, and *Whitehead*. He reports that a negro informed him that the enemy was working, near completion, three new gunboats, which he was plating. These boats may not be heavily plated, but if fitted as rams they would be very formidable against my slight little craft.

I would respectfully urge upon the commander in chief the propriety (I may say the necessity) of sending the *Miami* into these waters as the only vessel capable of coping with these little mail-clad craft, should they succeed in entering the sound.

The commanding-general is threatened in front, and is unwilling that I should have less than six of my heaviest vessels to protect his flanks at this place. I have sent two heavy ships, the *Perry* and *Morse*, all that can be spared, to Elizabeth, with instructions to be very vigilant and give me the earliest information of the enemy's movement.

The commander in chief is too familiar with my position in these waters not to know that in case my little squadron should be destroyed, the army must necessarily share the same fate, unless Fort Macon is taken in the meanwhile.

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

S. C. ROWAN,

Commanding U. S. Naval Forces, Sounds of North Carolina.

Flag-Officer L. M. GOLDSBOROUGH,

Comdg. North Atlantic Blockading Squadron, Hampton Roads.

Order of Flag-Officer Goldsborough, U. S. Navy, to Lieutenant Patterson, U. S. Navy, to proceed with the U. S. S. Chocura to Baltimore for repairs.

U. S. FLAGSHIP MINNESOTA,

Hampton Roads, Virginia, April 2, 1862.

SIR: Proceed to Baltimore with the U. S. gunboat *Chocura* under your command and have her propeller cleared without delay by resorting to any means necessary for the purpose, and then return to this place at the earliest moment practicable.

The *Victoria* will take you in tow. On reaching Baltimore, put yourself in communication with Carpenter James McDonnell, U. S. Navy,

superintendent of naval repairs, whose address is 68 N. Broadway, corner of Mullikin street.

I am, very respectfully, your obedient servant,

L. M. GOLDSBOROUGH,

Flag-Officer. Comdg. North Atlantic Blockading Squadron.

Lieutenant T. H. PATTERSON,

U. S. Gunboat Chocura, Hampton Roads, Virginia.

Order of Flag-Officer Goldsborough, U. S. Navy, to Acting Master Warren, U. S. Navy, to proceed to Baltimore to tow the U. S. S. Chocura.

U. S. FLAGSHIP MINNESOTA,
Hampton Roads, Virginia, April 2, 1862.

SIR: Proceed with the *Victoria* under your command and take the gunboat *Chocura* in tow to Baltimore, and then return to this place without delay.

I am, very respectfully, your obedient servant,

L. M. GOLDSBOROUGH,

Flag-Officer.

Acting Master Commanding J. D. WARREN,

U. S. S. Victoria, Hampton Roads, Virginia.

Order of Commander Rowan, U. S. Navy, to Lieutenant Murray, U. S. Navy, to proceed in command of the U. S. S. Louisiana to Washington, N. C.

U. S. S. PHILADELPHIA,
Off New Berne, April 2, 1862.

SIR: You will proceed to Washington, N. C., and on your arrival there investigate the circumstances of the visit of the *Delaware* to that place and obtain any other information of interest.

After remaining there twenty-four hours you will return to this place, bringing the *Delaware* with you, leaving the *Brinker* to carry out her written instructions.

Very respectfully,

S. C. ROWAN,

Commanding Naval Forces, Sounds of North Carolina.

Lieutenant Commanding A. MURRAY,

Commanding U. S. S. Louisiana, off New Berne.

Letter from Commander Rowan, U. S. Navy, to Flag-Officer Goldsborough, U. S. Navy, regarding affairs in the sounds of North Carolina.

NEW BERNE, April 2, 1862.

FLAG-OFFICER: I have omitted, I think, to mention the reissue of your proclamation. We found a printing press here, and the general had any number of copies struck off. He sent the manuscript copy to me to sign, to which I demurred, but the general thought that the officer commanding the naval forces present ought to sign the procla-

mation; so I signed it. If in this I erred, you must attribute it to any cause rather than a desire to arrogate to myself what properly belongs to you.

The general has just left me. He says our outposts had a brush last night with the enemy's cavalry. We killed one of them and one of our side was taken prisoner.

The *Perry* started for Elizabeth this morning while the general was on board. He became a little nervous and wanted her to remain for a few days till we heard from the enemy. I told him I had sufficient force here to protect him from an attack by land of 50,000 men. The *Hunchback* and *Hetzel* are in position above his lines in the Neuse. The *Valley City* is opposite in the Trent and the *Louisiana* will be in position to-day above the railroad bridge. The *Southfield* is off the town, in the Trent, and the *Barney* is off Slocum's Creek, ready to come up at any moment. The *Delaware* and *Brinker* are in the Pamlico River landing the enemy's wounded at Washington and keeping a lookout that the points are not again armed, and to pick him a schooner or so expected daily from the West Indies through Ocracoke. I am told that a brisk trade has been kept up through this inlet up to our arrival at Roanoke.

I have been waiting from day to day the departure of a mail. The general promises to give me twenty-four hours' notice. To-night Captain Reynolds came off and told me that three mails have left in the last week. If this is so the general and I will have a row. I shall consider it very discourteous, to say the least of it, but until I know it from his own lips I shall not believe it. As late as this morning he gave me the same assurance.

If the mails have left you must not blame me for not writing.

I am out of sugar. Please order 20 barrels to be sent by first conveyance.

Very truly, yours,

S. C. ROWAN.

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

I am shipping the captured naval stores by returning vessels. I send a list of shipments so far. The property belongs to rabid secesh, but swear they are good Union till they find it won't do; then they show the cloven foot.

Order of Flag-Officer Goldsborough, U. S. Navy, to Lieutenant Nicholson, U. S. Navy, commanding U. S. S. Marblehead, to proceed to duty in York River.

U. S. FLAGSHIP MINNESOTA,
Hampton Roads, Virginia, April 2, 1862.

SIR: Proceed to the mouth of York River with the U. S. gunboat *Marblehead* under your command and relieve the U. S. S. *Daylight* in closely and vigorously blockading that river until further orders or as long as your supply of fuel and provisions will possibly permit.

I am, very respectfully, your obedient servant,

L. M. GOLDSBOROUGH,
Flag-Officer.

Lieutenant Commanding S. NICHOLSON,
U. S. S. Marblehead, Hampton Roads, Virginia.

Letter from Major-General McClellan, U. S. Army, to Flag-Officer Goldsborough, U. S. Navy, requesting the detail of a naval officer for temporary duty as harbor master.

HEADQUARTERS ARMY OF THE POTOMAC,
Hampton Roads, April 2, 1862.

MY DEAR GOLDSBOROUGH: Will you do me the favor to detail one of your officers on temporary duty as harbor master to control the movements of the transports? If he will report to me or to General Marcy in the morning I will have him placed in communication with my chief quartermaster, General Van Vliet, and turn over to him the entire control of the vessels, with the sincere hope that he will use any force that may be necessary to force the captains of vessels to obey orders. I think this arrangement will be best for all. You can then control fully the positions of vessels and keep your front clear. All I ask is that men, horses, and material shall be disembarked with the utmost rapidity and the vessels sent back to Washington at once.

Sincerely, yours,

GEO. B. MCCLELLAN,
Major-General.

Flag-Officer GOLDSBOROUGH,
Commanding Fleet.

P. S.—If you can spare more than one officer for a very few days it will be well. My wish is to enable you to prevent the possibility of interference with your military arrangements, and to leave the control afloat where it belongs, i. e., to the Navy.

Do not hesitate to refuse my request if it will in anyway interfere with your convenience or arrangements.

MCC.

Request from Brigadier-General Casey, U. S. Army, to Major-General Wool, U. S. Army, for a gunboat to accompany transport Hero to Newport News, Va.

HEADQUARTERS DEPARTMENT OF VIRGINIA,
Fort Monroe, Va., April 2, 1862.

GENERAL: I am instructed by Brigadier-General Silas Casey to make a requisition for a gunboat to accompany the transport *Hero* to Newport News this evening.

I understand the transport has been fired upon, and I respectfully request you to furnish, if possible, an escort.

The gunboat would have to report at the steamer *Constitution*, on which General Casey has at present his headquarters.

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

M. P. ENGLE,
Captain, Assistant Quartermaster.

Major-General WOOL,
Commanding at Fortress Monroe.

Letter from the Secretary of the Treasury to Flag-Officer Goldsborough, U. S. Navy, placing at his disposal, for service, the revenue steamer E. A. Stevens.

TREASURY DEPARTMENT, *April 2, 1862.*

SIR: This letter will be handed you by Captain Shippen, commanding the *E. A. Stevens*,* who has been directed to place himself tem-

*Also called *Naugatuck*.

porarily under your orders. The *E. A. Stevens* is a boat of peculiar construction, which has been generously placed at the disposal of the Government by E. A. Stevens, esq., of Hoboken, who built her at his own expense. She is now in the revenue service.

A 12-inch gun has been ordered for the *Stevens*, and upon its arrival at Fortress Monroe is to be substituted for the gun now on board.

Captain Shippen will be very happy to perform any service you may assign him, and I cordially commend him to your favor.

Yours, truly,

S. P. CHASE.

Flag-Officer GOLDSBOROUGH.

Letter from the commanding officer of H. B. M. S. Rinaldo, to Flag-Officer Goldsborough, U. S. Navy, regarding the delivery of dispatches by flag of truce.

H. B. M. S. RINALDO,
Off Fortress Monroe, April 2, 1862.

SIR: Having dispatches for the British consul at Norfolk and Richmond from Lord Lyons, which I have been asked to transmit, I have the honor to request you will be pleased to allow me to send them by an officer belonging to her Britannic Majesty's ship under my command, under a flag of truce, to-morrow, the 3d instant, at any hour most convenient to you, when you may have a steamer at your disposal suitable for such service.

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

W. N. W. HEWETT,
Commander.

Flag-Officer GOLDSBOROUGH,
U. S. Frigate *Minnesota*, Hampton Roads.

Letter from the Secretary of the Navy to flag-officers commanding blockading squadrons, transmitting information regarding the movement of blockade runners from foreign ports.

NAVY DEPARTMENT, April 2, 1862.

SIR: I herewith enclose a copy of a dispatch addressed to the Secretary of State, dated the 7th ultimo, by the U. S. consul at Hamburg, reporting the sailing from that port of the ship *Carcilie* with a cargo of arms, it is believed, for the insurgents.

The steamer *Southwick*, heretofore brought to your attention, was at Funchal March 3, destined for Nassau, and recent advices state that the steamers *Bermuda*, *Southwick*, and *Herald* are or were at Bermuda.

I am, respectfully, your obedient servant,

GIDEON WELLES.

Flag-Officer W. W. McKEAN,
Commanding Eastern Gulf Blockading Squadron.

Flag-Officer D. G. FARRAGUT,
Commanding Western Gulf Blockading Squadron.

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

Flag-Officer SAMUEL F. DU PONT,
Port Royal, S. C.

[Enclosure.]

U. S. CONSULATE, *Hamburg, March 7, 1862.*

SIR: The *Carcilie* sailed from this port yesterday for St. Thomas, having on board, according to my belief, a cargo of arms for the South. A steamer could easily overhaul her. She sailed under the Hamburg flag.

I am keeping up a strict surveillance, and all my discoveries are immediately reported to Mr. Sanford, our minister at Brussels.

Over 200,000 arms, which my agent has seen, have arrived here from the interior within the last two weeks.

Your obedient servant,

JAMES H. ANDERSON,
Consul.

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

P. S.—I have written a copy of this letter to the consul-general at Havana.

J. H. A.

Report of Flag-Officer Goldsborough, U. S. Navy, of the arrival at Hampton Roads of the U. S. steamers Aroostook and Bienville.

U. S. FLAGSHIP MINNESOTA,
Hampton Roads, Virginia, April 3, 1862.

SIR: I have the honor to inform the Department that the U. S. gun-boat *Aroostook* arrived here yesterday afternoon from Philadelphia. In the evening the U. S. S. *Bienville* arrived from Washington with ordnance.

I am, very respectfully, your obedient servant,

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

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

Order of the Secretary of the Navy to Flag-Officer Goldsborough, U. S. Navy, regarding transfer of coal vessels to Admiral Du Pont's command.

NAVY DEPARTMENT, *April 3, 1862.*

SIR: If there are any coal vessels at Hampton Roads that can be spared from your service, send them immediately to Flag-Officer Du Pont, Port Royal. Can you spare the *Albatross* from your command? Have you merchant steamers enough for your peculiar service?

I am, respectfully, your obedient servant,

GIDEON WELLES.

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

Order of the Secretary of the Navy to Flag-Officer Goldsborough, U. S. Navy, regarding the U. S. S. Seminole.

NAVY DEPARTMENT, April 3, 1862.

SIR: You can retain the *Seminole* until you no longer require her, and then dispatch her to Philadelphia for full repairs.

* * * * *

I am, respectfully, your obedient servant,

GIDEON WELLES.

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

[Telegram.]

NAVY DEPARTMENT, April 3, 1862.

Proceed at once to Hampton Roads and report to Flag-Officer Goldsborough.

GIDEON WELLES.

Lieutenant D. L. BRAINE, U. S. Navy,
Commanding U. S. S. Monticello, Baltimore, Md.

Letter from the Secretary of the Navy to Flag-Officer Goldsborough, U. S. Navy, regarding orders issued to Lieutenant Braine, of the U. S. S. Monticello.

NAVY DEPARTMENT, April 3, 1862.

SIR: Lieutenant Commanding Braine, of the *Monticello*, has applied to the Department for orders to sea. He appears to be unaware of your instructions to him to proceed off Wilmington with that vessel, and the Department has therefore directed him to report to you at Hampton Roads.

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 Flag-Officer Goldsborough, U. S. Navy, regarding U. S. vessels Amanda and Rhode Island.

NAVY DEPARTMENT, April 3, 1862.

SIR: The Department acknowledges the receipt of your Nos. 182, 184, 186, 188, and 189. The U. S. bark *Amanda* has been detached from your squadron and ordered to the Gulf.

The U. S. S. *Rhode Island* will probably leave Philadelphia on the 5th instant for the Gulf, touching at Hampton Roads.

I am, respectfully, your obedient servant,

GIDEON WELLES.

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

Letter from the commanding officer of the steamship Illinois to Flag-Officer Goldsborough, U. S. Navy, regarding that vessel.

STEAMSHIP ILLINOIS,
Hampton Roads, Virginia, April 3, 1862.

SIR: The *Illinois* sailed from New York on her present cruise on Friday, 28th March, at 3:30 p. m.

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

D. S. BABCOCK,
Commanding *S. S. Illinois*.

Flag-Officer L. M. GOLDSBOROUGH,
U. S. Flagship Minnesota, Hampton Roads, Virginia.

Order of Commander Rowan, U. S. Navy, to Acting Master Woodward, U. S. Navy, commanding U. S. S. Shawsheen, naming duties to be performed by that vessel.

U. S. S. PHILADELPHIA,
Off New Berne, April 3, 1862.

SIR: You will take in tow the prize schooner *Napoleon* and take her through the swash into Hatteras Inlet. On your arrival there you will ascertain the number of navy coal vessels there and order them to pass the swash if their draft of water will permit, sending one to Roanoke and another to Powell's Point to report to Captain Werden.

You will also tow the *Eliza J. Raynor* through the swash and direct her to come here and anchor below the barriers and report to me. Assist the schooner *Howard* and the *Granite* to execute their orders and hasten here. You will examine the condition of the Neuse River light-boat and report the articles on board. Enquire if we have any sugar in the inlet; if so, have it sent here.

This duty done, you will return here with all dispatch, taking coal from some of our coal vessels. Be careful not to injure your vessel. Do not attempt to round to with a strong ebb tide; pass down below the vessels before doing so.

Very respectfully,

S. O. ROWAN,
Commanding *U. S. Naval Forces, Sounds of North Carolina.*
Acting Master THOS. J. WOODWARD,
Commanding *U. S. S. Shawsheen, off New Berne.*

Letter from Major-General McClellan, U. S. Army, to Flag-Officer Goldsborough, U. S. Navy, regarding the plan of operations against Yorktown, Va.

HEADQUARTERS OF THE ARMY OF POTOMAC,
Hampton Roads, April 3, 1862.

DEAR SIR: I find that I have wagons sufficient to move the greater part of the force now here, and have accordingly concluded to advance toward York to-morrow morning.

Unless delayed by an obstinate resistance on the part of the enemy, our advanced guard ought to be in rear of the Ship Point battery at about 2 o'clock to-morrow afternoon, and in possession of it by from 3 to 3:30 o'clock.

I propose on the next day (5th) to invest Yorktown, throwing a sufficient force above it to prevent the escape of the garrison by land, unless they abandon the place on our approach. So many days would elapse before I could collect the transports necessary to land a force on the Gloucester side, that I have thought it more prudent to advance upon Yorktown without waiting for the movement on the other side. I would now respectfully ask for such assistance in the way of gunboats as you can properly afford.

A couple (or more) of gunboats to-morrow afternoon near Ship Point battery would be of great use to us.

If you can send all your available force, after providing for the other objects you have in view, so as to reach the vicinity of Yorktown day after to-morrow, I think we can make short work of it.

If we can arrange matters so that I can get in rear of Yorktown before you open fire, we ought very soon to get the place.

I shall have troops at Howard's Bridge to-morrow by midday, and we might arrange to communicate there, but I expect to have the telegraph completed to my headquarters to-morrow evening and can then tell you the exact state of affairs and the time when I shall probably reach the rear of Yorktown. If at all possible, I will come out to see you this evening, but in the meantime, let me ask the favor that you will inform me what I can probably count upon at Ship Point and Yorktown in the way of naval assistance.

Very truly, yours,

GEO. B. MCCLELLAN,
Major-General, Commanding.

Flag-Officer GOLDSBOROUGH,
Commanding Squadron.

Report of Commander Glisson, U. S. Navy, of the destruction of the schooner Kate, of Nassau, New Providence.

U. S. S. MOUNT VERNON,
Off Wilmington, N. O., April 4, 1862.

SIR: I have to report to you that at daylight on the morning of the 2d instant we discovered a schooner to the westward, at the distance of about 13 miles from us. She was standing in for the shore. We immediately slipped our cable and made all sail in chase. We soon discovered it to be their intention to beach the schooner, as they could not fetch into Lockwood's Folly Inlet, the wind being fresh from the northward and eastward. At 6:15 we observed the crew of the schooner leave for the shore in their boat, and at the same time discovered the schooner to be on shore in the surf with all sail set and pressing her farther on. At 6:50 we observed smoke coming out of her cabin. At 7 sent a boat in charge of Acting Master Alick Allen, manned and armed, and provided with buckets to extinguish the flames. At 7:15 the fire was entirely put out. We anchored as near the schooner as was prudent in 3½ fathoms of water; ran a hawser to her, weighed the anchor, and steamed ahead to try to haul her off; the hawser parted, and we again anchored in our former position to make further efforts to get her off. We fired several shot from our 32-pounder guns in the direction of a party of rebels who were concealed in the bushes and firing rifles at our men on board of the schooner. At 7:20 observed a steamer standing in for Bald Head and the U. S. bark *Fernandina* standing

toward the steamer. At 7:30 both vessels stood toward us, and at 7:40 the U. S. S. *Cambridge* made her number. At 8:15 the *Fernandina* opened fire on the rebels in the same direction as that in which we had been firing. At 8:30 made signal to her to cease firing, the rebels having dispersed. Both vessels then anchored near us, sending their boats to assist us in getting the schooner off.

All hands on board of the schooner employed in starting overboard salt to lighten her. The tide was falling rapidly.

At 3 o'clock in the afternoon, having started overboard half of the cargo of salt and fully ascertained that she had no other articles on board, and that there was no chance of getting her off, it was determined, after consultation with Commander Parker and other officers, to burn her, after scuttling her, which was done.

The *Mount Vernon* and the *Cambridge* fired some shot through the burning schooner, and all the vessels remained by her until 5 p. m., when her masts fell, her deck fell in, and both hull and cargo were so thoroughly destroyed as to render it impossible for the rebels to derive any advantage from them.

All the vessels then returned to the anchorage off Bald Head.

The schooner proved to be the *Kate*, of Nassau, New Providence. Her papers, log book, etc., which are much injured by the fire in her cabin, I forward you by the U. S. bark *Fernandina*; also an American and a secession flag and a private signal marked *Leonora*, all of which were badly burned by the fire and were the only flags found on board.

The surf ran so heavily alongside of the schooner and the water was so shallow there that it was impossible to load any of our boats with any part of her cargo without risking their loss, otherwise much of the cargo could have been saved. By her papers I see that she has borne three different names, viz, the *Leonora*, *Lucy O. Holmes*, and the *Kate*, of Nassau, New Providence.

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, regarding the movements of vessels under his command.

U. S. FLAGSHIP MINNESOTA,
Hampton Roads, Virginia, April 4, 1862.

SIR: I have the honor to inform the Department that the U. S. S. *Daylight* arrived here yesterday afternoon from off York River, and this morning the U. S. S. *Marblehead* left these roads to take the place of the *Daylight* temporarily on that blockading station; also that the floating battery called the *Naugatuck*, or *Stevens*, arrived here from Baltimore yesterday afternoon, and in the evening the *Bienville* left for Philadelphia with sick men on board from this squadron. The *Daylight* is under orders to proceed to assist in the blockade off Beaufort, N. C., as soon as she has coaled, and the *Monticello*, which reached here this morning from Baltimore, will go at once off Wilmington, N. C. Both the *Monticello* and *Daylight* are amply supplied with the latest information concerning proposed violations of this blockade printed for distribution.

In reply to a communication from the Department dated the 1st instant, I have to state that the steamer *Illinois* sailed from New York on her present cruise on Friday, March 28, at 3:30 p. m.

I am, very respectfully, your obedient servant,

L. M. GOLDSBOROUGH,

Flag-Officer, Comdg. North Atlantic Blockading Squadron.

HON. GIDEON WELLES,

Secretary of the Navy, Washington, D. C.

Report of Flag-Officer Goldsborough, U. S. Navy, regarding orders issued to Lieutenant Braine, commanding U. S. S. Monticello.

U. S. FLAGSHIP MINNESOTA,

Hampton Roads, Virginia, April 4, 1862.

SIR: I have the honor to enclose herewith a copy of my orders* to Lieutenant Commanding Braine, dated March 25, 1862. The communication which I have just received from the Department, therefore, informing me of the application of this officer for orders to sea surprises me. Another letter, sent by this day's mail, will inform the Department that the *Monticello* is now here, on the point of leaving for Wilmington, N. C.

I am, very respectfully, your obedient servant,

L. M. GOLDSBOROUGH,

Flag-Officer, Comdg. North Atlantic Blockading Squadron.

HON. GIDEON WELLES,

Secretary of the Navy.

Report of Flag-Officer Goldsborough, U. S. Navy, regarding coal vessels for Flag-Officer Du Pont's command, and referring to the U. S. steamers Daylight and Albatross.

U. S. FLAGSHIP MINNESOTA,

Hampton Roads, Virginia, April 4, 1862.

SIR: There are no coal vessels here that can be spared from our service and sent to Flag-Officer Du Pont. It is my intention to send the *Daylight* off Beaufort as soon as she can be provided with coal, water, etc., which, weather permitting, will be in the course of two or three days from this time; then, I think, the *Albatross* can be spared from my command. I should prefer to have one more merchant steamer, with matters properly arranged at the place of her departure as to engineers, crews, etc., for the peculiar service of this place, but unless captain and all hands come here already engaged for that service, and willing to execute it, she would probably prove rather a source of embarrassment than an object of substantial assistance.

I am, very respectfully, your obedient servant,

L. M. GOLDSBOROUGH,

Flag-Officer, Comdg. North Atlantic Blockading Squadron.

HON. GIDEON WELLES,

Secretary of the Navy.

* See p. 168.

Order of Flag-Officer Goldsborough, U. S. Navy, to Lieutenant Olitz, U. S. Navy, and other commanding officers, to report to Commander Missroon for duty in York River, Virginia.

U. S. FLAGSHIP MINNESOTA,
Hampton Roads, Virginia, April 4, 1862.

SIR: Report yourself to Commander J. S. Missroon for duty, and obey any orders he may give you concerning the movements of your vessel.

I am, very respectfully, your obedient servant,

L. M. GOLDSBOROUGH,
Flag-Officer.

Lieutenant Commanding J. M. B. OLITZ,
U. S. S. *Penobscot*.

Lieutenant Commanding S. NICHOLSON,
U. S. S. *Marblehead*.

Lieutenant Commanding THOMAS S. PHELPS,
U. S. S. *Corwin*.

Lieutenant Commanding GEORGE BROWN,
U. S. S. *Octorara*.

Acting Master Commanding J. D. WARREN,
U. S. S. *Victoria*.

Acting Master Commanding W. F. SHANKLAND, Jr.,
U. S. S. *Currituck*.

Instructions of Flag-Officer Goldsborough, U. S. Navy, to Commander Missroon, U. S. Navy, regarding cooperation with the army for the reduction of Yorktown and Gloucester Point.

U. S. FLAGSHIP MINNESOTA,
Hampton Roads, Virginia, April 4, 1862.

SIR: I have directed the officers commanding the *Penobscot*, *Marblehead*, *Corwin*, *Octorara*, *Victoria*, and *Currituck* to report to you for duty, and to obey your orders concerning the movements of their vessels. With these vessels and the *Wachusett* you will proceed to cooperate with the army at and about York River, and thus to execute the services which I have fully explained to you in person. I wish you to keep yourself in as easy communication with General McClellan and his authorized officers as practicable, so that by the information he or they may afford from time to time your steps may be made correspondingly with those of the army. The first object in view, as you are aware, is the reduction of Yorktown and Gloucester Point, and thus to open the navigation of York River and its tributaries to our army transports and navy vessels. The next is to keep those streams clear of the enemy to every necessary and practicable extent. In the landing and covering of our army forces, and in protecting its transports, you will afford every assistance in your power.

These instructions are necessarily only general; details I intrust to your own sound discretion and judgment.

In assigning you to the discharge of these highly important duties, I beg to say that I place every confidence in your circumspection and in your ability to execute them in a way at once creditable to yourself, the Navy, and the country.

L. M. GOLDSBOROUGH,
Flag-Officer.

Commander J. S. MISSROON,
U. S. S. *Wachusett*.

Order of Commander Rowan, U. S. Navy, to Acting Master Chase, U. S. Navy, to proceed in the prize schooner Caroline Virginia to Hatteras Inlet, for the purpose of lightening the schooner Eliza J. Raynor.

U. S. S. PHILADELPHIA,
Off New Berne, April 4, 1862.

SIR: You will proceed to Hatteras Inlet in the schooner *Caroline Virginia*. On your arrival there, take from the schooner *Eliza J. Raynor* sufficient ordnance stores to bring said schooner to a draft of 8 feet or less. Having done this, you will direct the schooner *Eliza J. Raynor* to cross the bulkhead and make the best of her way to this place. You will return also in the *Caroline Virginia*.

If there are any heavy coal schooners in the inlet that can not pass over the swash, take their names and draft.

Very respectfully,

S. C. ROWAN,
Commanding Naval Forces, Sounds of North Carolina.
Acting Master LUKE B. CHASE,
Comdg. U. S. Prize Schooner *Caroline Virginia*, off New Berne.

[Telegram.]

HEADQUARTERS ARMY OF THE POTOMAC,
Big Bethel, April 4, 1862—5:40 p. m.

We have turned Ship Point battery, and our cavalry no doubt [is] in possession by this time. Our advanced guard is at Corkleville [Cockletown?], about 5 miles from Yorktown. No longer necessary to land at Sand Box. I shall order a division to disembark at Ship Point. Will you be good enough to send a couple of gunboats there to prevent accidents. Van Vliet will communicate with you. It would be well to send the gunboats there early in the morning. All goes well.

GEO. B. McCLELLAN,
Major-General.

Flag-Officer L. M. GOLDSBOROUGH,
U. S. S. Minnesota.

Letter from Major-General McClellan, U. S. Army, to Flag-Officer Goldsborough, U. S. Navy, regarding the advance upon Yorktown, Va.

BIG BETHEL, April 4, 1862—8:30 p. m.

MY DEAR GOLDSBOROUGH: Our advanced guard is about 5 miles from Yorktown, our left column where I ordered it to go (Young's Mills). I hear that the rebels are being reinforced from Richmond, and rather think we shall have a fight to-morrow, as I shall endeavor to cut their retreat. Would it not be well for you to have some of your gunboats in the vicinity, ready to act according to circumstances? We may find them useful if I succeed in beating the enemy in front of Yorktown.

To-morrow night I will give you more definite information.

Truly, your friend,

GEO. B. McCLELLAN.

Flag-Officer GOLDSBOROUGH,
[U. S.] S. Minnesota.

Letter from Colonel Hawkins, U. S. Army, to Commander Rowan, U. S. Navy, advising the release of the schooner Zenith.

HEADQUARTERS,
Roanoke Island, N. C., April 4, 1862.

SIR: I have two men here, Bloxham and Soms, who were taken on board of the schooner *Zenith* by one of the vessels under your command. I think there is no doubt about the cargo of corn on board belonging to the citizens of Core Sound, who, as you know, are very poor and wholly dependent upon the mainland for their supplies. We are not in want of the corn here, and I feel disposed to let them proceed to their homes, should such a course be in accordance with your ideas.

Be kind enough to let me hear from you at your earliest convenience in relation to this matter.

Most faithfully, your obedient servant,

RUSH O. HAWKINS,
Commanding Fourth Brigade and Post.

Commodore S. O. ROWAN,
Commanding Naval Forces in North Carolina.

Report of Flag-Officer Goldsborough, U. S. Navy, relative to operations in York River.

U. S. FLAGSHIP MINNESOTA,
Hampton Roads, Virginia, April 5, 1862.

SIR: I have the honor to state that the U. S. steamers *Wachusett*, *Penobscot*, and *Currituck* left here early this morning for operations in and about York River.

I have had the honor of receiving the communications of the Department relative to the detachment of the *Amanda* and the future disposition of the *Seminole*. Your instructions concerning Acting Master's Mate Hargous and the seamen of the *Congress* will receive due attention.

A heavy firing has been going on for several hours in the direction of Yorktown, and from information received by me this morning from General McClellan I have no doubt whatever that our army is now busily engaged in reducing the place.

I am, very respectfully, your obedient servant,

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

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

Report of Acting Master Warren, U. S. Navy, commanding the U. S. S. Victoria, of his return from Baltimore.

U. S. S. VICTORIA, April 5, 1862.

SIR: In accordance with your orders to me on the 2d instant, I proceeded on my way to Baltimore, towing the U. S. gunboat *Chocura*. We arrived there in safety on the 3d instant, at 2.30 o'clock p. m., and I immediately called on the U. S. Navy agent, who supplied me with a sufficient quantity of coal to fill my coal bunker, and I left Baltimore

on the 4th instant at 5 o'clock p. m., and have arrived safely back to this place, ready for service again.

I am, very respectfully, your obedient servant,

J. D. WARREN,

Acting Master, Commanding U. S. S. Victoria.

Commodore L. M. GOLDSBOROUGH,

Flag-Officer, Comdg. North Atlantic Blockading Squadron.

Detailed report of Acting Master Woodward, U. S. Navy, regarding the execution of orders in Hatteras Inlet, North Carolina.

U. S. S. SHAWSHEEN,

Pamlico Sound, April 5, 1862.

SIR: In obedience to your orders I proceeded to the inlet with schooner *Napoleon* and towed her to sea without much trouble; then took lighter alongside the schooner *E. J. Raynor* to lighten her; supplied myself with coals from the *Charlotte Williams*, she being deepest draft, and gave her orders to proceed to Powell's Point to report to Captain Werden; also gave orders to schooner *Neptune* to proceed to Roanoke Island to report to Captain Werden, these being all the coal schooners at the inlet for the Navy. Found the schooner *Charles H. Moller* with stores; gave him orders, after towing him over the swash, to proceed with all dispatch to New Berne, to report to you on his arrival, and to anchor below the barricade. After lightening the *Raynor* up to 8 feet, towed him over the swash. Went to the steamer *Suwanee*, took 73 boxes of shell for 100-pounder Parrott guns, the boxes in bad condition, and one cask of packing; then took lighter up over the swash and put ammunition on board the *Raynor* again, and gave him orders to proceed to New Berne and report to you on his arrival, and to anchor below the barricade. Having met two coal schooners on their way here, I believe I did right in sending the remaining two to Roanoke Island. I examined the Neuse River light boat and found her in fair condition, perfectly tight, and lamp fixtures nearly complete, good ground tackle, etc. The hoisting chains to lamp have been taken away. There is one howitzer carriage on board, two spare warps or hawsers, and a quantity of stores, consisting of the following articles: Five barrels beef, 8 barrels rice, 21 barrels bread, 7 barrels dried apples, 4 barrels beans, 3 barrels vinegar, 1 barrel molasses, 4 boxes cheese, 2 boxes tea, 2 boxes coffee, and several water barrels. The *Howard* and *Granite* were ready to leave when I arrived down. Having done all as directed in your letter of instructions, I left the inlet for New Berne at 5 p. m., 5th instant. Passed on the way here schooner *C. H. Moller*, bound here, and schooner *Palma*, bound out.

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,

Comdg. U. S. Naval Forces, Sounds of North Carolina.

Order of the Secretary of the Navy to Flag-Officer Goldsborough, U. S. Navy, for the restriction of unauthorized trading.

NAVY DEPARTMENT, April 5, 1862.

SIR: It is not unlikely that some vessels may make their appearance at Old Point, or in that vicinity, for the purpose of trading with the

army and naval forces without authority to do so. None should be allowed there without the permission of the Treasury, War, or Navy Departments, and should you discover any that have not such permission you will seize them and send them into port for adjudication.

I am, respectfully, your obedient servant,

GIDEON WELLES.

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

Letter from Major-General Wool, U. S. Army, to Flag-Officer Goldsborough, U. S. Navy, giving information regarding Confederate vessels.

HEADQUARTERS DEPARTMENT OF VIRGINIA,
Fort Monroe, Va., April 5, 1862.

SIR: It is reported to me that the *Virginia* was in the dry dock last night with coal on board and two new guns. She is expected to be taken out of the dock to-day. The *Yorktown*, *Jamestown*, *Teaser*, and four other gunboats are at Norfolk. Captain Pegram is to command the *Virginia*.

I am, sir, very respectfully,

JOHN E. WOOL,
Major-General.

Flag-Officer L. M. GOLDSBOROUGH,
Hampton Roads.

Report of Commander Rowan, U. S. Navy, transmitting report of Lieutenant Murray, U. S. Navy, regarding condition of affairs at Washington, N. C.

U. S. S. PHILADELPHIA,
Off New Berne, N. C., April 5, 1862.

SIR: The general has sent the enemy's wounded to Washington. I sent the *Albemarle* to land them, but, by stupidity or accident, Mr. Chase ran her on the piles, when she sank immediately. The *Delaware* was fortunately in sight and came to the rescue of the wounded men then on board. To guard against any indiscretion on the part of the officers then in the Pamlico, I dispatched Lieutenant Commanding Murray in the *Louisiana*.

The condition of affairs in Washington may be inferred from Captain Murray's report, which is herewith enclosed.

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

S. O. ROWAN,

Commanding U. S. Naval Forces, Sounds of North Carolina.

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

[Endorsement.]

Respectfully forwarded. The *Albemarle*, the vessel alluded to, was a prize steamer taken at New Berne.

L. M. GOLDSBOROUGH,
Flag-Officer.

APRIL 16, 1862.

[Enclosure.]

U. S. S. LOUISIANA,
Off New Berne, N. C., April 5, 1862.

SIR: In compliance with your orders of the 2d, by some delay not sent to me until the 3d, I proceeded to Washington, N. C., arriving at the obstructions below on the evening of the latter day, where I found the *Delaware* and *Brinker*.

On the morning of the 4th I went up to the town in company with the *Delaware* and put myself in communication with some of our friends. I learned that Mr. Respice (the mayor) had been taken out of his bed the night before and carried off; that a detachment of cavalry was in the neighborhood for the purpose of arresting the Union men, and in consequence most of the respectable people had left town for the woods, a reign of terror prevailing.

The report that the Confederate army was marching from Kinston on New Berne is not fully sustained.

I returned over the obstructions before night, and proceeded to visit, and finally to destroy, by blasting and fire, a fortification, partially masked, which up to this present time had escaped our observation. It was a formidable affair, with barrack accommodations for a thousand troops, situated on the right bank, about 2 miles below the obstructions. I also visited the *Albemarle* in company with the commanding officers, engineers, and carpenters. She was pronounced a total loss, and I ordered her destruction. She was on fire when we left.

I think the disaster to the *Albemarle* the result of negligence or incapacity.

I send you Confederate dates to 31st March, and remain, very respectfully, your obedient servant,

A. MURRAY,
Lieutenant, Commanding.

Commander S. C. ROWAN, U. S. Navy,
Comdg. in Albemarle and Pamlico Sounds, North Carolina.

Report of Commander Rowan, U. S. Navy, of the arrival at Beaufort, N. C., of the prize steamer Old North State.

U. S. S. PHILADELPHIA,
Off New Berne, N. C., April 5, 1862.

SIR: I have the pleasure to report the safe arrival at Beaufort, N. C., of the prize steamer *Old North State*, under command of Lieutenant McCook, which left here on the 1st instant for Core Sound and successfully ran past Fort Macon in the night. She is now performing good service in transporting troops across the Bogue.

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

S. C. ROWAN,
Comdg. U. S. Naval Forces, Sounds of North Carolina.

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

P. S.—I would also inform you that the *Ellis* has assumed a position in Core Sound. The *Granite*, I fear, draws too much water to enter the sound.

S. C. R.

Report of Commander Rowan, U. S. Navy, giving information of an attack by the blockading squadron upon Fort Macon, N. C.

U. S. S. PHILADELPHIA,
Off New Berne, N. C., April 5, 1862.

SIR: I have the honor to report that an aid of General Parke arrived here this afternoon from Beaufort, and by him I am informed that a fire was opened upon the fort yesterday afternoon by the blockading squadron, which was kept up for about one hour and a half.

General Parke is getting his rifle gun and mortars in position as fast as possible.

I am, very respectfully, your obedient servant,

S. C. ROWAN,

Comdg. U. S. Naval Forces, Sounds of North Carolina.

Flag-Officer L. M. GOLDSBOROUGH,

Comdg. North Atlantic Blockading Squadron, Hampton Roads.

Letter from Major-General McClellan, U. S. Army, to Flag-Officer Goldsborough, U. S. Navy, regarding operations against Yorktown, Va.

HEADQUARTERS OF THE ARMY OF THE POTOMAC,
Five Miles from Yorktown, April 5, 1862—10:30 p. m.

MY DEAR FLAG-OFFICER: The rebels are close in my front and we have had sharp cannonading most of the afternoon, with but little loss on our side, some eight or ten killed. Our neighbors are in a very strong position, their left at Yorktown (strongly entrenched with numerous guns), thence extending along the line of the Warwick River to its mouth. This river is some 7 feet deep to a point near Lee's Mill, banks marshy and almost impassable; from point to point they have batteries. The roads are inferior and I have had great difficulty in moving. To-morrow I shall spend in making reconnoissances, in repairing the roads, getting up supplies, and establishing my depot at Ship Point. I can not turn Yorktown without a battle, in which I must use heavy artillery and go through the preliminary operations of a siege. The reconnoissances of to-morrow will enable me to form a pretty correct judgment of what I have to meet and the best way of overcoming the difficulties before me. Naval cooperation seems to me more essential than ever. I can best give you my ideas by to-morrow night. I learn that the *Mystic* has reached you. Will you be able to put her at the Yorktown batteries if I find it necessary?

If I find the position as strong as I now anticipate, I will probably propose to you that I shall get my siege guns and mortars in battery to open simultaneously with the action of such naval vessels as you can spare.

Reinforcements are said to be arriving from Richmond and Norfolk.

I fear our Severn, [Va.], expedition may be impracticable. I received this morning a dispatch from the Adjutant-General informing me that McDowell's corps (some 35,000 men) had been withdrawn from my command. I need not tell you that nothing could have astonished me more. I received the dispatch while listening to the rebel guns, and was well assured that I required all the force I had counted upon. I shall send this through Missroon and ask him to read it.

Do let me hear from you occasionally; as often as your duties will permit.

I can tell you better to-morrow evening about the Severn [River, Virginia,] and will ask Missroon to come to see me to-morrow.

Ever your friend,

GEO. B. MCCLELLAN,
Major-General, Commanding.

Flag-Officer GOLDSBOROUGH,
Commanding Squadron.

Letter from Flag-Officer Goldsborough, U. S. Navy, to Major-General McClellan, U. S. Army, regarding proposed operations against Yorktown, Va.

U. S. S. MINNESOTA,
Hampton Roads, Sunday, April 6, 1862—3:30 p. m.

MY DEAR GENERAL: Just this moment received your dispatch of last night. The *Mystic* is not here, nor do I expect her for some time to come. Until the guns on Gloucester Point be turned by the movement up the Severn it will be wholly impracticable, in my judgment, for the small naval force I can now detail to assist you to attack the forts at Yorktown and Gloucester with any prospect of success, unless, forsooth, it be practicable to run past those forts at night and so get on the inside of them and assail them in flank. Of this Missroon may judge. Tell him what I say. You know my position here. I dare not leave the *Merrimack* and consorts unguarded. Were she out of the way everything I have here should be at work in your behalf; but as things stand you must not count upon my sending any more vessels to aid your operations than those I mentioned to you. Some of them are now at and about York River, under Missroon, and the other three I hold here to move with your division up the Severn if you still intend to send over there, and if you do not, I shall send them off to Missroon on being informed of the fact by you.

I wish it had been in your power to carry out the plan of landing at the Sand Box, up the Severn, and moving from Fort Monroe and about Newport News simultaneously. Will you not still have serious difficulty in your way in marching a force from Shipping [Ship] Point to Yorktown?

The moment you tell me of your intention not to carry out the Severn movement I shall dispatch the three vessels now here for York River service to Missroon, but until I do hear from you on the subject I shall keep them on hand ready for a spring at a moment's notice.

Write me or telegraph as often as you can. I feel an intense interest in you and your operations.

In great haste, yours, most truly and faithfully,

L. M. GOLDSBOROUGH.

Major-General GEORGE B. MCCLELLAN,
Commanding Army of the Potomac, near Yorktown, Va.

Letter from Commander Missroon, U. S. Navy, to Major-General McClellan, U. S. Army, regarding the extensive defenses of Yorktown, Va.

[U. S. S.] WACHUSETT, April 5 [6], 1862—11:45 a. m.

MY DEAR GENERAL: I received your note of 4th last evening, proposing to me to shell at long range to-day noon. I was prepared to

do so with three gunboats to-day. At daylight this morning we had the first clear view, which disclosed vast additions to the fortifications of which I had the plans—so vast that these boats would be destroyed in twenty minutes.

I have to-day discovered the position of the masked battery of four 10-inch guns, to which have been added extensive works, and some more guns have been reported. I am now trying to draw its fire by advancing and firing at long ranges; so far without effect.

I have this moment received your note of yesterday of 11 p. m. It came too late for me to get to you to-day. I wish I could; but, my dear sir, I am without officers. I have not one with whom I dare to leave this vessel. None have any experience whatever.

I saw your troops advancing along Wormley's Creek toward the masked battery of four 10-inch guns. Until these are taken I can not advance with this range. When these are taken they can be turned on the water battery which lies nearest to us, and which has lately been made more extensive also, as I see by the new earth.

When you take the Wormley's Creek we can have uninterrupted communication at any and all times. The view is good from where I am. Your signal officer did not come on board, and would be very serviceable if here.

I am, with the commanders of the two vessels with me, anxious to assist you; but you see the cost of its attempt in the existing state of things. Depend on it, all the fortifications have been largely increased.

Our want of officers is a hard trial, and my presence is a necessity to my vessel; yet, if you still wish it at any time that I should join you, I will do so.

Your views in writing will be carried out faithfully, if possible, or by signal. If you want me to take the boats under fire say so, and it shall be done at once, no matter at what cost.

I am writing this on deck while firing.

Yours, very truly,

J. S. MISSROON.

General GEORGE B. McCLELLAN.

Letter from Brigadier-General Howard, U. S. Army, to Acting Master Shankland, U. S. Navy, requesting cooperation.

HEADQUARTERS HOWARD'S BRIGADE,
Shipping [Ship] Point, Va., April 6, 1862.

CAPTAIN: General Howard directs me to request you at once to reconnoiter the Poquosin River and ascertain what facilities there are on that river for transporting supplies to Howard's [Harwood's] bridge. Also to see if any transports can be found in that river.

Will you also send one boat to the *Spaulding* to be subject to the order of Colonel Miller, while he is landing commissary stores?

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

F. D. SEWALL,
Assistant Adjutant-General.

Captain SHANKLAND,
U. S. Gunboat Currituok.

Letter from Commander Missroon, U. S. Navy, to Major-General McClellan, U. S. Army, giving additional information regarding the fortifications in York River, Virginia.

SUNDAY, April 6, 1862—1 p. m.

MY DEAR GENERAL: I have received your favor of this date by Colonel Key, and hasten to say that I have already written you via Shipping [Ship] Point in reply, giving my reasons for not having joined you. The time you proposed to proceed with me had elapsed, and particularly the difficulties of my leaving my vessel, owing to the want of officers of experience to take care of her.

I have explained in my note of to-day, and have repeated to Colonel Key, the greatly increased strength of the fortifications as seen from this position. The forts at Gloucester are very formidable indeed, and the water batteries of Yorktown have evidently been increased in dimensions within a few days, as indicated by the new earth.

As I pointed out to you in our interview, the works to be most apprehended (though they all are too formidable for our vessels or three or four times their numbers and class) are the guns in mask, about one-fourth to one-half of a mile this side of Yorktown, which position I pointed out to Colonel Key.

The enemy are still on Gloucester Point; how strong I can not say. So long as he holds that formidable work (or, indeed, upper and lower work) we surely can not command the York River. All the gunboats of the Navy would fail to take it, but would be destroyed in the attempt; yet I will not hesitate to try the experiment, if required to do so, with the force, however inadequate.

I have explained to Colonel Key that if you turn the masked works which I fired on to-day and received its fire in return, the guns would command the next water battery, which is about the fifth of a mile from it, toward Yorktown, as it appears from this ship.

With those two batteries carried, this force might approach near enough to shell Yorktown at long range, but nothing more. These vessels of this class are not calculated for closer or heavier work.

As I could not go in time to reach you to-day, as requested, I sent, after dispatching my letter to you, the second in rank, Lieutenant Commanding Clitz, to confer with you; and now, with Colonel Key, I proceed to Wormley's Creek to meet you or General Heintzelman.

Very truly, yours,

J. S. MISSROON,
Commanding.

General GEORGE B. McCLELLAN.

Order of Commander Rowan, U. S. Navy, to Acting Volunteer Lieutenant Behm, U. S. Navy, to proceed to Elizabeth City.

U. S. S. PHILADELPHIA,
Off New Berne, April 7, 1862.

SIR: You will proceed in the *Southfield* under your command to Albemarle Sound. You will find Captain Werden in the *Stars and Stripes* off Powell's Point, to whom you will report, and then proceed without delay to Elizabeth City and report to Captain Flusser.

Very respectfully, your obedient servant,

S. O. ROWAN,
Commanding Naval Forces, Sounds of North Carolina.

Act. Vol. Lieut. Comdg. C. F. W. BEHM,
Commanding U. S. S. Southfield, off New Berne.

Letter from the Secretary of the Navy to Lieutenant Braine, U. S. Navy, regarding orders.

NAVY DEPARTMENT, April 7, 1862.

SIR: Please inform the Department why you awaited its orders at Baltimore (telegraphing it to that effect) when you had before you orders from Flag-Officer Goldsborough to return to your station off Wilmington, etc., and to be there at the earliest possible moment.

I am, respectfully, your obedient servant,

GIDEON WELLES.

Lieutenant D. L. BRAINE,

Commanding U. S. S. Monticello, off Wilmington, N. C.

Letter from the Secretary of the Navy to Messrs. Dunham & Co., New York, urging the early sailing of the steamer Ericsson.

NAVY DEPARTMENT, April 7, 1862.

You will please direct the captain of the *Ericsson* to proceed with that vessel as early as possible to Hampton Roads and report to Flag-Officer Goldsborough. It is desirable that the *Ericsson* should sail before Wednesday if you can get her off.

I am, respectfully,

GIDEON WELLES.

DUNHAM & Co.,
New York.

Report of Commander Missroon, U. S. Navy, regarding movements in cooperation with the army against Confederate defenses in York River.

U. S. S. WACHUSETT,

At anchor between Sand Box and Wormley's Creek, April 8, 1862.

SIR: I reached this anchorage, after a passage of four hours, at 11:10 a. m. on the 5th instant, after having dispatched the *Penobscot*, with the *Currituck*, to Ship Point.

Lieutenant Commanding Olitz found the battery at that place in possession of our troops. The *Currituck* was left there upon the requisition of General McClellan for "a small gunboat to remain till the post should be well occupied." The *Penobscot* reported to me at this place (where I found the *Marblehead*) a few hours after.

On the same day I received a communication from General McClellan asking such assistance as we might be able to render, about noon on the 6th, by throwing shell into Yorktown, if it could be done without seriously exposing the vessels, in order to divert the enemy. Arrangements were made accordingly to proceed at the time intimated to attack at long shell range the nearest water battery in view at the time, if not prevented by intervening works, and which is situated an eighth of a mile or more in advance than represented in the sketch we possess of the enemy's works.

To reach Yorktown it was necessary to dislodge the gunners from that water battery, which has lately been very much increased in dimensions, as shown by the addition of new earth, as have all the

fortifications both at Yorktown and Gloucester Point. At the latter place additional and more elevated works have been erected than those of which we had information.

The position of the masked battery having now become an object of much concern, as on it would depend our first advance, and the day being hazy, a clearer inspection at early dawn on the following day, 6th, revealed the four large columbiads but indistinctly, of which we had notice, behind some mere fringe wood, near the position represented in the sketch of the enemy's works. To assure myself of the strength of this battery, and to get our own longest ranges, I ran in about noon of the 6th with the *Wachusett*, *Penobscot*, and *Marblehead* and threw in a few shells from each of these vessels, several of which falling among them. The enemy opened from a concealed rifle cannon of heavy caliber under the masked battery, which threw near and far beyond us, but withheld the fire of the columbiads, which were manned at the time, in expectation of our nearer approach, when the vessels immediately withdrew just out of range, having accomplished in several particulars the object of the movement.

This work is very formidable, both from its heavy cannon, its extensiveness, and its very elevated position, which enables it to throw a plunging fire upon the decks of these gunboats, as well as a horizontal fire from its rifle cannon.

The contemplated movements of General McClellan about noon of the 6th were not, however, made by him.

The balloon observations also show its construction and strength to be formidable to any attack from the rear by troops, while its masked situation renders it a very indistinct target from the vessels. I think it alone would destroy all the vessels, while it would receive little or no injury from our fire.

The balloon survey also shows that it is only vulnerable to the cannon in Yorktown, so that should we gain it by a land attack our troops could be driven out by a concentrated fire from that point.

All the works on the river sides are extremely formidable, far more so than we have had any idea of, and I learn that works on the land side are very extensive, reaching across the peninsula. To attack the works on the river front several heavy frigates or vessels of much endurance would be necessary to insure success.

While the now unmasked batteries of columbiads and rifle cannon remain in the hands of the enemy, it [they] forms a complete barrier to these vessels, to pass which would only insure their destruction. This opinion is sustained decidedly by all the commanding officers with me. I have so informed General McClellan, while stating that such a requisition would only be justifiable by the most urgent necessity. I believe that this is also the opinion of those generals who have lately made balloon observations.

The presence of these vessels is very important to the army for the protection of their transports, the enemy having several steamers and armed schooners in the river which appear to be zealous and indefatigable in their movements.

The *Octorara* would be the most serviceable vessel on this station, on account of her light draft and heavy rifle guns.

Respectfully, sir, your obedient servant,

J. S. MISSROON,
Commander.

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

Letter from Major-General McClellan, U. S. Army, to Flag-Officer Goldsborough, U. S. Navy, regarding conditions in York River.

HEADQUARTERS ARMY OF THE POTOMAC,
Near Yorktown, April 8, 1862.

MY DEAR FLAG-OFFICER: Your kind letter received. From the information received thus far I am inclined to think that the "masked battery" on the river bank below Yorktown is not in existence, but that the gun fired upon Missroon was from the advanced bastion of the place itself.

Porter thinks that he has found a place from which we can enfilade their water batteries. I go there in a few minutes to look at it. Should it prove to be so, we can enable the gunboats to take an effective part in the contest. The weather is infamous (has been raining hard for the last twelve hours and still continues), the roads are horrid, and we have the devil's own time about supplies.

I have made strong representations as to the withdrawal of the First Corps, which has forced me to abandon the Severn movement, and hope the President may be induced to change his order. Prisoners say that Joe Johnston has assumed command; that heavy reenforcements are arriving, and that they intend to fight the great battle here. I am probably weaker than they now are, or soon will be, but I will whip them in spite of the fact that 50,000 men have been withdrawn from my command since I commenced the operation.

This reduction of force necessitates more caution on my part.

The position of the enemy is immensely strong, but we are learning more of it every hour. Our men behave splendidly—brave and patient as men can be.

I will communicate with Missroon this morning, and write you fully to-night.

In great haste, sincerely, your friend,

GEO. B. MCCLELLAN,
Major-General, Commanding.

Flag-Officer L. M. GOLDSBOROUGH,
[U. S. S.] Minnesota.

Porter's camp is just off shelling range; his pickets and sharpshooters are near enough to pick off their cannoneers.

Letter from the Secretary of the Navy to flag-officers commanding blockading squadrons, transmitting information of the arrival at Bermuda of the steamer Herald, carrying munitions of war.

NAVY DEPARTMENT, April 8, 1862.

SIR: I herewith transmit for your information a copy of dispatch No. 14, received at the Department of State from the U. S. consul at Bermuda, respecting the arrival at that place of the steamer *Herald*, with a valuable cargo of arms and munitions.

Respectfully, your obedient servant, GIDEON WELLES.
Flag-Officer L. M. GOLDSBOROUGH,
Comdg. North Atlantic Blockading Squadron, Hampton Roads.

Flag-Officer SAML. F. DU PONT,
Comdg. South Atlantic Blockading Squadron, Port Royal, S. C.

Flag-Officer WM. W. MCKEAN,
Comdg. Eastern Gulf Blockading Squadron, Key West, Fla.

Flag-Officer D. G. FARRAGUT,
Comdg. Western Gulf Blockading Squadron, Ship Island.

[Enclosure.]

CONSULATE OF THE UNITED STATES OF AMERICA,
Bermuda, March 24, 1862.

SIR: I beg to inform you that the British side-wheel steamer *Herald*, of Dublin, reported fourteen days from Madeira, arrived here this morning. She is consigned to J. T. Bourne, agent for the so-called Southern Confederacy. She is a long, narrow iron vessel of about 600 tons burden, and draws but 9 feet of water; is white below water line and black above; has one smokestack and two masts, with yards on the foremast. It is reported she is to take the cargo of the *Bermuda*, but from her appearance I should think she has on board a full cargo. The steamers *Bermuda* and *Southwick* are still here. I think the *Southwick* will leave soon, and presume the cargo of the *Bermuda* will be reshipped. They have tried to get storage for it, but as there is a large quantity of powder the authorities will not allow it to be landed. Fourteen men came as passengers in the *Bermuda*. They are supposed to be Southerners.

I am, sir, your obedient servant,

C. M. ALLEN,
Consul.

HON. SECRETARY OF STATE,
Washington, D. C.

Report of Commander Missröon, U. S. Navy, regarding the formidable character of the fortifications in York River.

U. S. S. WACHUSETT,

At anchor between Sand Box and Wormley's Creek, April 9, 1862.

SIR: In my official communication of the 7th [8th] instant, I had the honor to inform you of the extremely formidable character of the fortifications and of their commanding position upon this river. I should have exemplified their power by a comparison with the works on Hilton Head, S. C., which engaged the entire fleet of Flag-Officer Du Pont for four hours. From my inspection of the works on Hilton Head I should say that they were not so powerful by 50 per centum, at least, as those now before us; nor can we ascertain with certainty the existence of concealed works, as no deserters come in to us.

An inspection of the river and chart shows that the works on both sides of it are so admirably located with regard to mutual protection and assistance that I could not engage one and escape the concentrated fire of the whole. To give good effect to our fire we must pass a line drawn north and south through Wormley's Creek, when the enemy's fire would probably destroy, within one hour, not only these vessels, but a dozen like them, while our fire, owing to the position of their most advanced works, would inflict little injury.

In my communication of the 7th instant I intimated a desire to have the *Octorara* with me. I did not intend to suggest an increase in the number of vessels of the gunboat class, but desired an exchange for one of those already assigned to this duty, owing to her lighter draft and rifle gun, much needed here. Indeed, I would prefer not to have an increase of vessels which are so illy calculated to endure the fire of land batteries. The more we have the more will be expected of them in the attack, while I know they can do but little service in such an attack. I apprehend that too much is expected from these vessels by

the general, notwithstanding my understanding with him in your cabin, and your own remarks to him, of their vulnerability. I am prepared, however, to attempt all of which these vessels are capable.

Respectfully, sir, your obedient servant,

J. S. MISSROON,

Commander, Senior Naval Officer Present.

Flag-Officer L. M. GOLDSBOROUGH,

Comdg. North Atlantic Blockading Squadron, Hampton Roads.

Letter from the Secretary of the Navy to Flag-Officer Goldsborough, U. S. Navy, regarding the steamer Ericsson.

NAVY DEPARTMENT, April 9, 1862.

SIR: The steamship *Ericsson* is to leave New York to-day for Hampton Roads to report to you for such duty as you may require of her in running down the *Merrimack*.

I am, respectfully, your obedient servant,

GIDEON WELLES.

Flag-Officer L. M. GOLDSBOROUGH,

Comdg. North Atlantic Blockading Squadron, Hampton Roads.

Letter from Flag-Officer Goldsborough, U. S. Navy, to Commander Rowan, U. S. Navy, regarding the Confederate gunboats building at Norfolk, Va.

U. S. FLAGSHIP MINNESOTA,
Hampton Roads, Virginia, April 9, 1862.

SIR: I am in receipt of your communication of the 1st and 2d instant.

I wrote to you some days ago that two plated gunboats were probably being prepared by the enemy at Norfolk, and that they might be intended for the sounds of North Carolina. Should they appear in those sounds, you can, I am satisfied, readily capture or destroy them with the ferryboats under your control by running them down. This, in my judgment, is the only proper way to accomplish the object, situated as you are, and it is, I think, morally certain to succeed. Those gunboats, I take it, can be at most but small affairs, as the breadth of the lock above Elizabeth City will not admit a vessel of a greater beam than 17 feet 4 inches, and it is scarcely probable that, with your vigilance over the Currituck link of the Albemarle Canal, any attempt will be made to get any into the sound except by the way of Elizabeth City.

The *Miami* is in the Gulf of Mexico, but a vessel like her, with a rudder at each end, would not answer well as a ram.

I have no other information about a solid road across the Currituck link of the Albemarle Canal than what your letters convey.

It strikes me as altogether impracticable for you to take the exclusive control of any of General Burnside's vessels with things standing as they now do. Exercise your own discretion about letting the general have the use of one of the 100-pounder Parrotts.

I regret that the general should have persuaded you to sign the proclamation to which you allude. In a military point of view, he urged upon you, in my opinion, a wrong proceeding, and to satisfy him of this

fact it is only necessary, I think, to remind him that it was General Dix, commanding a department, and not General Lockwood, commanding a division of his forces, who issued the proclamation to the people of the eastern shore of Virginia; nor was the former present at any time among the people to whom the proclamation applied, while the latter was commanding an armed force in their midst to compel obedience to what that instrument required.

There were shipped to you from Baltimore by schooner *Charles H. Molla* [Moller], on the 19th ultimo, 7,792 pounds of sugar.

My situation here is such that it is impossible for me to detail any more vessels for the sounds of North Carolina. Besides the *Merrimack* and consorts, all of which are now lying off Craney Island in a state of readiness to attack us at any moment, I have an expedition under Commander Missroon to engage my attention, which expedition is required to cooperate with General McClellan in York River.

I am, very respectfully, your obedient servant,

L. M. GOLDSBOROUGH,
Flag-Officer.

Commander S. C. ROWAN,
Sounds of North Carolina.

Report of Flag-Officer Goldsborough, U. S. Navy, regarding measures taken for the restriction of unauthorized trading.

U. S. FLAGSHIP MINNESOTA,
Hampton Roads, Virginia, April 10, 1862.

SIR: I have the honor to acknowledge the receipt of your dispatch of the 5th instant instructing me to cause the seizure of vessels trading with our army and navy forces in this vicinity without permission from Government. I have taken measures to have this order properly executed, and Major-General Wool has promised me his cooperation. I have this day received the communication of the Department dated the 8th instant directing due notice to be given the postmaster here of the departure of vessels for the South, and also that covering a copy of a dispatch from the U. S. consul at Bermuda relative to the steamer *Herald*, which I have caused to be printed for circulation. I learn from a letter of the 9th from the Department that the steamer *Ericsson* was to have left New York on that day for this place.

I am, very respectfully, your obedient servant,

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

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

Order of Commander Missroon, U. S. Navy, to Acting Master Shankland, U. S. Navy, commanding U. S. S. Currituck, to proceed to duty at Ship Point, Virginia.

U. S. S. WACHUSETT,
York River, April 10, 1862.

SIR: Until I shall make other arrangements than exist now with General McClellan, you will proceed and remain at Shipping [Ship] Point, [Poquosin River], for such service and protection as you may be called upon to render that post.

I would wish you to call here on the 13th for further orders. While you continue at Shipping [Ship] Point, there should be an understanding with the military commandant at that place, so as to secure a concurrent action between the port and your vessel in case of necessity.

Respectfully,

J. S. MISSROON,
Commanding, and Senior Naval Officer.

Acting Master W. F. SHANKLAND,
U. S. S. Currituck.

[Telegram.]

HEADQUARTERS ARMY OF THE POTOMAC,
Near Yorktown, April 10, 1862—8:10 p. m.

I have had a good view to-day of the river defenses of Yorktown and Gloucester. If you can spare her, please send the *Naugatuck* and any other small vessel with an 80 or 100 pounder rifle. With such guns we can probably prevent their landing men and supplies from York in daylight and can annoy them much at night. If the *Mystic* can run the batteries, she can break up all their communications by land and disturb them terribly, even if she can not drive them out of the water batteries by a reverse fire.

GEO. B. MCCLELLAN,
Major-General.

Commodore GOLDSBOROUGH.

[Telegram.]

Confidential.] HEADQUARTERS ARMY OF THE POTOMAC,
Near Yorktown, April 10, 1862—10 p. m.

Nothing of interest to-day. Weather and roads a little better. Shall make good progress in landing heavy guns and supplies to-morrow. Hooker's division commenced arriving. Found other landing places. Examined water defenses. Enemy strengthening works and receiving reinforcements. Gloucester well fortified on land side.

G. B. MCCLELLAN,
Major-General.

Hon. E. M. STANTON,
Secretary of War, Washington.

Letter from the Secretary of the Navy to Flag-Officer Goldsborough, U. S. Navy, transmitting information regarding the movements of the Confederate schooner Star.

NAVY DEPARTMENT, *April 10, 1862.*

SIR: I herewith enclose copy of a dispatch dated 12th ultimo, received by the Department of State from the U. S. consul at Guadeloupe, in relation to the schooner *Star*, which vessel is said to be loading with a cargo for some port in North Carolina.

I am, respectfully, your obedient servant,

GIDEON WELLES.

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

[Enclosure.]

CONSULATE OF THE UNITED STATES OF AMERICA,
Pointe à Pitre, Guadeloupe, March 12, 1862.

SIR: The Southern schooner *Star*, of $85\frac{3}{5}$ tons, six men, David Gaskell, master, arrived in this port on the evening of the 2d instant from Washington, N. C., with a cargo of 60,000 shingles, 16,800 staves, 8 barrels tar, and 6 barrels spirits of turpentine, sold at the following rates: Shingles, \$9.14; staves, \$50.58 per thousand; tar, \$5 per barrel; turpentine, 88 cents per gallon.

The schooner will in a few days effect her return to Washington, laden with sugar, molasses, coffee, and apothecary ingredients. According to a conversation held by Captain Gaskell, the wants of Washington are great and things of immediate necessity are held at enormous prices.

I resort to the British steam packet as the surest and most expeditious mode to convey these facts to your knowledge, thinking that this will reach you at a due and propitious moment.

I am, sir, very respectfully, your most obedient servant,
 H. THIONVILLE,
U. S. Vice-Consul.

HON. W. H. SEWARD,
Secretary of State, Washington, D. C.

Letter from the Secretary of the Navy to flag-officers commanding blockading squadrons, transmitting information regarding the shipment from foreign ports of arms and munitions of war.

NAVY DEPARTMENT, *April 10, 1862.*

SIR: Enclosed are extracts from dispatches received at the Department of State respecting vessels fitting out in England or that have sailed with supplies for the insurgents, viz:

Concerning the *Fanny Lewis*, *Annie Childs*, *Rosina Claypole*, *Mary*, *Königen Augusta*, and *Oreto* (privateer), from dispatches of the consul at Liverpool, dated the 12th and 22d of March.

Concerning the *Marshal Ney*, *Bahama*, *Economist*, *Southwick*, *Minna*, and *Pacific*, from dispatches of the consul at London, dated the 14th, 21st, and 22d of March.

The steamer *Bahama* is reported at Hamburg, March 20, receiving on board 100,000 muskets. Her commander is said to be a native of South Carolina and boasts of having twice run the blockade.

Most of the vessels named have already been brought to your notice. Some of them are heavily loaded with Enfield rifles and munitions of war.

The impression seems to be gaining ground that a well-organized stock company has been formed in England whose object is to throw supplies into the South. It therefore behooves the officers who have been charged with the maintenance of the blockade to strain every nerve to thwart the purpose in view and to cut off the insurgents from all foreign aid.

I am, respectfully, your obedient servant,
 GIDEON WELLES.

Flag-Officer SAML. F. DU PONT.
 Flag-Officer L. M. GOLDSBOROUGH.
 Flag-Officer D. G. FARRAGUT.
 Flag-Officer WM. W. MCKEAN.

[Enclosure.—Extracts.]

From the U. S. consul at Liverpool, dated March 12, 1862:

* * * The *Fanny Lewis*, referred to in previous dispatches, sailed on Monday last. As yet there has been no notice published by the custom-house of her clearance, if any was effected. Her cargo consists of about 900 bags saltpeter, 229 coils manila rope, 40 barrels and 10 casks soda ash, 28 barrels caustic soda, 50 packages hardware, lot machinery, 625 barrels gunpowder, bales of cotton, and flannel goods, etc. The powder was put on in the river just before she sailed. * * *

From the U. S. consul at Liverpool, dated March 22, 1862:

* * * The cargo of the rebel steamer *Annie Childs*, which ran the blockade at Wilmington and arrived at this port some days ago, was 634 bales of cotton, 788 barrels rosin, 215½ and 10½ boxes manufactured tobacco, one box peanuts, and one box, contents unknown. Her commander's name is W. C. Hammer. Her consignees at this place, Fraser, Trenholm & Co. She is an American steamer, was called the *North Carolina*, and is said to be [have been] owned, previous to her seizure by the Confederates, by New Yorkers. I understand she is to be loaded with arms and munitions of war and sent back to Wilmington. I will obtain an accurate description of her and send it in my next dispatch. A small bark, called the *Rosina Claypole*, is loading nominally for Kingston, in Jamaica; her cargo is intended for the South. She will either run the blockade or land it at some port in the West Indies. She is only 184 tons burden, and commanded by Captain Vickers.

The bark *Mary*, formerly belonging to one of the Southern ports, but now sailing under the English flag, is also taking on a cargo for the South. She will clear for St. Thomas.

The ship *Königen Augusta*, of 510 tons burden, commanded by Captain Schaul, is also taking in a cargo for the Southern Confederacy. She will clear for Havana. It is not unlikely that all of these vessels may land their cargoes at some of the West India ports and run them in upon steamers, rather than incur the risk of running the blockade with sailing vessels. * * *

The gunboat *Oreto*, so often referred to in my communications to the Department, was reported in the papers on Wednesday last as having taken her final departure from this port, but she was back again in the river the same evening. A part of the crew of the steamer *Annie Childs* have just left my office; they tell me that Captain Bulloch is to command the *Oreto*, and that four officers for this vessel came over with them in the *Ohilds*. The names of three are Young, Low, and Maffet or Maffitt; the fourth was called Eddy on the ship; the first two are lieutenants, and the other two, last named, midshipmen. They further state that these officers during the voyage wore naval uniforms; that they came on the *Ohilds* at a place called Smithville, some 20 miles down the river from Wilmington; that it was talked about and understood by all on board that their object in coming was to take the command of a vessel which was being built in England for the Southern Confederacy. They further state that it was understood in Wilmington before they left that several war vessels were being built at Liverpool for the South. Information from them, from the pilot who was in charge, as well as from other confidential sources, leads me to believe that she, the *Oreto*, will sail from here direct to Madeira, and from thence to Nassau, and there will attempt to run into one of the Southern ports. I understand that at least a part of the armament, together with several cases of small arms, within the last two days have been taken to her on a flat-boat. * * *

From the U. S. consul at London, dated March 14, 1862:

The *Marshal Ney* has not yet arrived at Havre, consequently no European officers have yet been embarked.

Quite a number of cannon, gun carriages, and large quantities of shell have gone to Hartlepool, 250 miles from here, to be shipped, I hear, on board the screw steamer *Bahama*. This vessel is an iron screw, 245 feet long, 35 feet beam, depth of hold $22\frac{3}{4}$, and 1,530 tons. She will receive all necessary attention from Mr. Marshall of that consular district. * * *

I trust it will be remembered at the Navy Department, and by our naval commanders on the Gulf and Atlantic coasts, that the steamers *Economist* and *Southwick* have near 40,000 Enfield rifles, with a large quantity of powder, rifled cannon, army clothing, etc., on board, designed for the insurgent States. * * *

From the U. S. consul at London, dated March 21, 1862:

* * * The rebel steamer *Minna* did not get out of the dock until last evening, and I think will not be got to sea before to-morrow. She is very deep, with a full and, for the Confederates, valuable cargo. She is drawing 17 feet water aft and 14 forward, and it is said will run about 9 knots per hour. During the present week she has taken in several thousand more Enfield rifles and has now on board, we are confident, 10,000, and perhaps double this quantity, several thousand pistols (revolvers), sabers, ball cartridges, a quantity of saltpeter, etc. I fear an invoice can not be procured until next week. She will go to Bermuda, Nassau, Matamoras, or some other convenient port for reshipment, if she can not get into Fernandina, which, from accounts they send here, seems to be almost an open port.

The steamer *Pacific*, her captain said last evening, will certainly be ready to leave on Saturday evening. She has coffee, tea, clothing, Enfield rifles, etc. She will take out a number of passengers, some Southerners, some foreigners, surgeons, and officers for the rebel Army. I have very direct information that she will take out some heavy rifled cannon, at least for her own use. She is called one of the fastest boats afloat, and threats are given out that we shall find her very troublesome. I trust, therefore, the Navy Department will give her all necessary attention. * * *

From the U. S. consul at London, dated March 22, 1862:

* * * I herewith forward an invoice of the cargo of the steamer *Minna*. You will notice that her cargo is mostly made up of tea, coffee, blankets, leather, boots and shoes, swords, knapsacks, rifles, etc. Only 8,580 rifles are invoiced, but we think there are more on board; also that she has powder, saltpeter, and revolvers.

The *Pacific* at this time, 4 p. m. Saturday, shows no signs of moving to-day. I have good authority for thinking she is detained for a quantity of rifles, which are coming from Birmingham. I herewith send a description of her, taken from an American shipmaster here, but as she was run on the Galway line, between Galway and New York, she must be well known to many there, and by some of our naval officers.

There are two or three sailing vessels here which have ballasted with coal and are taking in assorted cargoes for Nassau. Should anything be discovered to give them a rebel complexion, they will be reported.

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

F. H. MORSE,
Consul.

Second appearance of the U. S. S. Virginia (Merrimack) in Hampton Roads, April 11, 1862.

Report of Flag-Officer Goldsborough, U. S. Navy.

U. S. FLAGSHIP MINNESOTA,
Hampton Roads, Virginia, April 12, 1862.

SIR: The *Merrimack* and consorts all made their appearance yesterday morning and remained between Sewell's Point and Newport News, out of gunshot from Fort Monroe and the Rip Raps, until late in the afternoon, when they returned to their anchorage under Craney Island. Among the hundreds of sailing vessels congregated here several had anchored, contrary to my advice repeatedly and formally urged upon the proper authorities on shore, in an exposed position, well over toward Newport News, and three of them were captured by the enemy's vessels. Except this nothing further of any importance occurred.

Had the *Merrimack* engaged the *Monitor*, which she might have done, I was quite prepared, with several vessels, to avail myself of a favorable moment and run her down. This experiment, however, must not be made too rashly, or until the right opportunity presents itself, as to fail in it would be to enable the *Merrimack* to place herself before Yorktown, etc.

I am, I believe, fully impressed with all the considerations attending the case in view, and shall most certainly do my best in the premises.

Of this the Department may feel itself most fully assured.

The *Ericsson* and *Sebago* arrived last evening.

It is very desirable that the new ironclad steamer at the navy yard, New York, should be got here at the earliest moment practicable.

I am, very respectfully, your obedient servant,

L. M. GOLDSBOROUGH,

Flag-Officer, Comdg. North Atlantic Blockading Squadron.

Hon. GIDEON WELLES,

Secretary of the Navy, Washington, D. C.

Report of Major-General Wool, U. S. Army.

FORT MONROE, April 11, 1862—11 a. m.

The *Merrimack* came out and planted herself between Newport News and Sewell's Point, with the *Yorktown* and *Jamestown* and several gunboats and tugs. The tugs came down as far as Bates' Dock and carried off three small vessels, empty. Driving cattle across Hampton Bridge this morning it was broken down and I could not cross; otherwise I would have sent my artillery to protect them.

Brigadier-General Casey's division* was quite near—within a mile. I believe it is the intention to strengthen the rebels opposite the Warwick Court-House. Brigadier-General Keyes' corps is opposite the rebels. I have telegraphed McClellan that the *Yorktown* and *Jamestown* were crowded with troops opposite to General Keyes. I have a battery at Newport News, but Brigadier-General Mansfield says for the want of horses it is of no use. Everything we had has been

*General Casey's division was not near. See Official Records, Union and Confederate Armies, Vol. XI, Pt. III, p. 89.

put in requisition to aid the Army of the Potomac; consequently we are somewhat in a crippled condition. The roads are almost impassable.

JOHN E. WOOL,
Major-General.

Hon. E. M. STANTON,
Secretary of War.

[Telegram.]

FORT MONROE, *April 11, 1862—5 p. m.*

Merrimack came down toward the *Monitor* and *Stevens*. The latter fired four or five rounds and the *Merrimack* one round, when she, with her consorts, returned to Craney Island. Thus ends the day. What the night may bring forth I am unable to say.

JOHN E. WOOL,
Major-General.

Hon. E. M. STANTON,
Secretary of War.

[Telegram.]

FORTRESS MONROE, *April 11, 1862.*

(Received at Washington, D. C., via Baltimore,
April 12—9:25 a. m.)

I said two days since that we were looking for [the] *Merrimack* and sunshine together; both are here this morning. Day opened bright [and] clear, with [the] broad expanse of Hampton Roads almost unruddled by wave. About 7 o'clock [a] signal gun from [the] *Minnesota* turned all eyes toward Sewell's Point, and, coming out from under [the] land, almost obscured by [a] dim haze, [the] *Merrimack* was seen, followed by [the] *Yorktown*, *Jamestown*, and four small vessels, altogether seven in number. There was instantaneous activity among [the] transports and vessels in [the] upper roads to get out of [the] way [of the] steamboats, several of which were crowded with troops, [and] moved down out of danger. Steam tugs ran whistling and screaming about, towing strings [of] vessels behind them, whilst sloops, schooners, and brigs, taking advantage of what air there was, got up sail [and] moved out [of] harm's way. In [the] course [of an] hour [the] appearance [of] crowded roads was greatly altered.

Forest [of] masts between fortress [Fort Monroe] and Sewell's Point disappeared, and [the] broad, open expanse of water bore on its surface only [the] rebel fleet and two French and one English men[*-of*-]war, which, with steam up, still maintained position.

Curious maneuvers. 8:30 o'clock: For [the] last hour the maneuvers of [the] rebel fleet have apparently been directed toward decoying our fleet up toward Sewell's Point. When [the] *Merrimack* first appeared she stood directly across the mouth [of] Elizabeth River, followed her consorts as if they were bound [for] Newport News.

[The] *Merrimack* approached [the] English sloop of war, and after apparently communicating with her, fell slowly and moved back toward her consorts in rear. [The] French and English vessels then moved up as if they had been informed that [the] lower roads were to be [the] scene of conflict and they had been warned to get out of range.

For an hour [the] rebel fleet kept changing position without making any decided advance in any direction.

On our part no movement was made. The *Monitor*, with steam up and in fighting trim, laid quietly near her usual anchorage. [The] *Naugatuck* (Stevens' battery) came out and took position alongside [the] *Monitor*. Signals were exchanged between our vessels, the fort, and Rip Raps, but no movements were made.

Curiosity grew rapidly into suspense. A bold stroke. At length [the] *Yorktown* moved rapidly up and, after advancing well toward Newport News, steamed rapidly toward Hampton.

The object was then seen [to] be the capture of three sailing vessels, two brigs, and [a] schooner, transports, which were lying either aground or had not been furnished with a steam tug in order to make their escape. The bold impudence of maneuvering continued; the apparent apathy of our fleet excited surprise and indignation.

There was a rebel boat, not built for war purposes, having the protection of the *Merrimack* and his consorts, where, it appeared to impartial eyes, she could easily be cut off, and yet no attempt on our part to do it. Of course there were good reasons for this policy, though the crowd could not see it.

FULTON.

SECRETARY WAR.

Abstract log of the U. S. bark *Braziliera*.

April 11, 1862.—At 7:20 a. m. the rebel fleet, consisting of ten vessels of different sizes, came out from Norfolk. Cleared ship for action. From 9 to 10 purchased our anchor. At 11 let it go again and veered away 30 fathoms. All the rest of the morning the rebel fleet continued to hover around between Sewell's Point and Newport News. One of their steamers went into the bight about Hampton Roads and took three small prizes. All the steam fleet of our Navy underway. The English and French steamers are at anchor far up the river toward Newport News. Afternoon: The vessels of both fleets hovering about and keeping about as far from each other as they have been since morning. At 4 p. m. the *Merrimack* let fly a gun, I think at the *Naugatuck*, and both the *Naugatuck* and the fort answered it in return, after which the rebel fleet went away to Sewell's Point and our fleet all anchored.

Abstract log of the U. S. S. *Chocura*.

April 8, 1862.—At 2:30 p. m. a tugboat came from flagship with orders to prepare to get underway, as the *Merrimack* and six other rebel vessels were at Craney Island and expected out.

April 11.—At 7:30 a. m. flagship fired a signal gun for all vessels in the fleet to get underway and be ready for action, as the *Merrimack* and five other rebel steamers were in sight coming this way. At 4 p. m. the *Merrimack* opened fire on the *Monitor* at long range, but the shot fell far short. At 4:10 the *Merrimack's* fire was returned from the *Octorara* and *Naugatuck* without doing any damage. At 5 the *Merrimack*, with her consorts, turned and steamed toward Norfolk and went out of sight behind Sewell's Point.

April 12.—Heard heavy firing and saw a large column of smoke in the direction of Yorktown. At 2:20 p. m. the *San Jacinto* signaled to the flagship that the rebel flagship was aground.

Abstract log of the U. S. S. *Dacotah*.

April 11, 1862.—At 7:30 a. m. saw rebel steamers *Merrimack*, *Yorktown*, and *Jamestown*; cleared ship for action. From 8 to meridian: United States squadron underway, watching the maneuvers of the rebel vessels. Rebel steamer *Yorktown* took two prizes—a schooner and sloop. From meridian to 4 p. m.: Squadron underway, watching the movements of the enemy. At 5 p. m. rebel vessels went behind Sewell's Point.

Abstract log of the U. S. S. *Daylight*.

April 11, 1862.—At 7:10 a. m. saw several steamers up the river. At 7:25 the *Minnesota* fired a gun and made signal No. 5; got into position. At 8:10 *Minnesota* made signal No. 438; waiting for the *Merrimack* and the rebel steamers which are in sight. From 12 to 4 p. m., waiting for the rebel steamers (six of them in sight besides the *Merrimack*).

April 12.—At 8:30, in obedience to signal from the *Minnesota*, called all hands to quarters and prepared for action; stood up toward the Rip Raps, but finding that the *Merrimack* did not come out, ran under the stern of the *Minnesota* and received permission to coal.

Abstract log of the U. S. S. *Minnesota*.

April 11, 1862.—At 6:30 a. m. the rebel steamer *Merrimack*, with several others, came out, passed Sewell's Point, standing in the direction of Newport News. 8 a. m. to meridian: Made signal to get underway; beat to quarters; *Merrimack* and seven other steamers in sight. Steamer *Yorktown* (rebel) stood toward Hampton Roads and made fast to two schooners and a brig and towed them toward Sewell's Point. The rebels are not disposed to come out of shoal water. From meridian to 4 p. m.: Still standing up and down the roads. At 2:30 p. m. the *Merrimack* fired two shots, which were returned by the *Naugatuck*; nothing of importance transpired. At 5 the rebel steamers steamed toward Norfolk; made signal to pick up moorings. At 6:25 got ship to her moorings.

Abstract log of the U. S. S. *San Jacinto*.

April 11, 1862.—At 7:30 a. m. flagship fired a gun and hoisted No. 5; beat to general quarters; slipped the cable and kept position in channel, with head upstream. Immediately after hearing the signal gun from the flagship, saw the *Merrimack* and six other rebel steamers coming past Sewell's Point. From 8 to meridian: Crew at quarters during the watch, and enemy's fleet maneuvering between Sewell's Point and Newport News. One of the enemy's fleet crossed over toward Hampton Bar and captured two brigs. Meridian to 4 p. m.: Crew at quarters during the watch, and enemy's fleet in sight. The *Merrimack* fired three shot at the *Monitor*, which fell short. At 4:45 p. m. enemy's fleet stood in Elizabeth River in line of battle, the *Merrimack* leading. At 5 p. m. the whole fleet passed in out of sight. At 5:30 beat the retreat.

Report of Flag-Officer Tattnell, U. S. Navy, of the capture of three merchant vessels within the bar of Hampton.

FLAGSHIP VIRGINIA,
Off Sewell's Point, April 12, 1862.

SIR: I had the honor to address you yesterday by telegraph in regard to the movements of the *Virginia* on that day.

I have now to inform you more particularly that, the weather having cleared up, I left the anchorage off Norfolk at 6 a. m. and dropped down to Hampton Roads, within long range of the enemy's batteries, which fired several shot at us, but without effect.

Their steamer *Monitor* was lying close under the protection of the batteries. The flagship *Minnesota*, with a large number of men-of-war and merchant vessels, was lying below the forts. A few of the latter lying above the forts, on our approach retired to the squadron below. Signal guns were at the same time fired by the squadron. Several of the men-of-war, including the *Monitor*, got up steam, and I thought it to be their intention to engage me, but they suffered me to hold my position until late in the afternoon without doing so.

Observing three merchant vessels within the bar of Hampton, I directed Lieutenant-Commandant Barney, in the *Jamestown*, to capture them, if he found they could be approached without too much risk.

This was very promptly and creditably accomplished, and the vessels were towed out with the assistance of the steamer *Raleigh*, Lieutenant-Commandant Alexander, who followed the *Jamestown* in for the latter purpose.

They proved to be the brig *Marcus*, of Stockton, N. J.; brig *Saboah*, of Providence, and schooner *Catherine T. Dix*, of Accomac. One of the brigs was loaded with hay; the two others were in ballast. A part of their crews, to the number of thirteen, were captured.

The capture of these vessels, almost within gunshot of the *Monitor*, did not affect her movements.

The prisoners were examined separately, but the only information received, in which they all concurred, was that the steamer *Vanderbilt* was with the enemy's fleet below, and that she had been fitted with a ram, very low down on her stem, for the purpose of attacking the *Virginia*.

They were mistaken in her being present, for late in the afternoon she joined the fleet from sea.

This steamer, as powerful in her lower frame as the *Virginia*, was known to be fitting at New York for the purpose of aiding the *Monitor*, and I have reason to think that others of the enemy's steamers, now below, are prepared to do the same.

The enclosed paragraph* from a Northern paper, found on board of one of the prizes, refers to this.

I have reason to think, also, that obstructions have been placed in the channel between Fortress Monroe and the Rip Raps. It is observed that the enemy's large ships pass the posts very near to Fortress Monroe, thus avoiding the mid channel.

This morning I left Craney Island and moored to the buoy off Sewell's Point, in sight of the enemy's ships.

I shall act with proper prudence, for with the *Virginia* at the mouth of James River the enemy's operations in that direction may be checked, which will aid the plans of General Magruder, as I understand them. I shall take especial care not to be cut off from Norfolk.

* Not found.

The enemy's plan, obviously, will be to get me in close conflict with the *Monitor*, and, as in that event I must occasionally lose my headway entirely, to seize the opportunity to run into me with the *Vanderbilt* and other vessels, which, for that purpose, will keep out of the mêlée.

The alterations, it is thought, have decreased the speed of the *Virginia* 1 mile the hour.

I have the honor to be, with great respect, your obedient servant,

JOSIAH TATTNALL,
Flag-Officer, Commanding, etc.

Hon. S. R. MALLORY,
Secretary of the Navy.

Instructions of the Secretary of the Navy of the Confederate States to Flag-Officer Tattnall,
U. S. Navy.

C. S. NAVY DEPARTMENT,
Richmond, April 12, 1862.

SIR: Your dispatch of yesterday, announcing your cruise in the roads and your capture of three small vessels and twelve prisoners, and your letter of the 10th instant, have been received. Captain Lee has been instructed to make all practicable dispatch with the port shutters, and I see no reason why they should not all be in place in a few days.

No immediate necessity for your leaving the roads exists, and concurring with you in the opinion which you express, that were the *Virginia* to pass the forts now Norfolk would be in danger of immediate capture, you will not subject it to this hazard without the sanction of the Department. Circumstances may, however, render a dash in York River, or even farther, expedient, and hence the importance of preparing your ship for it. I am urging the completion of the new ironclad gunboat (the *Richmond*), which will be able to do good service under your command.

You will please keep a vigilant watch upon the enemy, who must not be allowed to cross the river nor to ascend the James River.

The 32-pounder rifled gun of the *Teaser*, one of your squadron, was burst near the muzzle a few days ago, and she came here for another and returns with it to-day.

The *Monitor* and her consort are probably expecting the *Mystic*,* an ironclad boat from New York, and hence did not assail you.

I am, respectfully, your obedient servant,

S. R. MALLORY,
Secretary of the Navy.

Flag-Officer, JOSIAH TATTNALL,
Comdg. Naval Defenses, etc., Steamer Virginia, Hampton Roads.

Extract from report of Commander W. N. W. Hewett, V. C., Royal Navy, commanding H. M. S. *Rinaldo*, dated 26th April, 1862, off Fortress Monroe, forwarded to the Admiralty by Vice-Admiral Sir Alexander Milne, K. C. B., on the 24th May, 1862.

Early on the morning of the 11th the Confederate iron-cased battery *Virginia* (late *Merrimack*), accompanied by four gunboats and two tugs, was seen approaching from the direction of Norfolk. At 7:10 a. m. the Federals fired two alarm guns from the iron-cased battery *Monitor* and the fortress. The *Virginia* and her consorts continued steaming

*This refers to the U. S. S. *Galena*, which vessel was built at Mystic, Conn

for Fortress Monroe, but when abreast of Sewell's Point, well out in the stream, the gunboats and tugs stopped, and the *Virginia* proceeded as before, passing within 200 yards of me. At 7:45 the fort on the Rip Raps fired two shots at her, both falling short. I then slipped from my port anchor, and in company with the French war steamers *Catinat* and *Gassendi*, headed for Newport News, keeping out of the range of the Federal guns.

At 9 a. m. the Confederate gunboat *Patrick Henry*, with some little assistance from the gunboat *Teaser*, captured three transports close inshore on the Federal side, without being interfered with, and towed them up to Norfolk. From this hour until 4 p. m. the Confederate squadron cruised about the roads without opposition, the *Virginia* occasionally going within range of the Federal guns on the Rip Raps and Fortress Monroe, as well as those of the large squadron under the guns of the fortress. At 4 p. m. the *Virginia* fired three shots at two Federal gunboats inside the bar for the protection of the schooners and transports. They immediately returned the fire, but the range being too long no damage was done on either side. The *Virginia* then steamed back to Craney Island with the rest of the squadron. I was at this time anchored near Newport News.

The next day the *Virginia* and her consorts steamed down to Sewell's Point and remained there all that day, the Federal squadron making no attempt to harass or engage them.

During the time the *Virginia* was in Hampton Roads I had a good opportunity of witnessing her movements. It was surprising to see how easily she turned, and she was apparently handled with the greatest ease. I calculated her speed to be a little over 7 knots per hour, which is better than her former speed as the *Merrimack*, and somewhat faster than the U. S. frigate *Minnesota*.

Report of Commander Missroon, U. S. Navy, transmitting copy of letter sent to Major-General McClellan regarding the strength of the fortifications of Yorktown.

U. S. S. WACHUSETT, April 11, 1862.

SIR: I beg to forward you a copy of a communication sent General McClellan to-day, for your information, in relation to the strength of the enemy upon the bay side, as it affects the vessels now here.

A very intelligent negro informed General McClellan and myself yesterday that up to November last he had been employed upon the fortifications of Yorktown, and that he had assisted in mounting thirty-six large rifle cannon in the upper batteries.

The enemy is now busily at work increasing his works to bear upon the shipping at Gloucester, but his finished works are so formidable that I am unable to check the work now going on. To go within range would insure the destruction of all the vessels, without accomplishing the object. They have had too much time allowed them since our arrival to get reinforcements for works vastly more formidable than imagined by us.

If an attack be delayed much longer this anchorage will not be tenable.

Respectfully, sir, your obedient servant,

J. S. MISSEON,
Commander.

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

[Enclosure.]

U. S. S. WACHUSETT, *April 11, 1862—8 a. m.*

MY DEAR GENERAL: This (early) morning was remarkably clear and favorable for observations, and the following may be relied upon, viz: A short distance left of wharf are 10 cannon, bearing on the bay, on elevated ground. Still farther to left of these are 12, elevated, and bearing on the bay. On the water battery are 8 plainly in view, and on the hill, whence they fired on the 6th, 4. Total in Yorktown, 34 guns, bearing on the bay.

On the two upper batteries at Gloucester 16 guns bear on the bay, with 5 empty embrasures in the water battery (the guns may be only withdrawn from our view), making 50 cannon which bear upon the bay, apparently of heavy caliber.

Appearances indicate an intention to throw up works opposite to the anchorage. If they do so, it will probably be so far inland as will be beyond shell range of XI-inch guns.

If in range, we can shell them with effect; but if not, vessels would be compelled to retire toward Too's Point. I have expected that movement of his.

The enemy is active to-day with his working parties at Gloucester.

Respectfully, yours,

J. S. MISSROON,
Commander.

[General G. B. McCLELLAN.]

11 a. m.—The enemy is now erecting a work in advance of their upper forts, some distance in front of them, and between the two high chimneys and this anchorage, but so completely covered by 16 heavy cannon on that side that I can not approach near enough to prevent the progress of the work. These boats can not go under such a fire as appears before us.

J. S. M.

[Telegram.]

FORT MONROE, VA., *April 11, 1862—5 p. m.*

I have not failed to keep you advised of what is passing in Hampton Roads. Among other conjectures it is thought the *Merrimaack* intends to make her way to Yorktown to relieve the rebels of our gunboats and to drive us from Ship Point, where he had his depot of supplies. I will keep you advised of all movements if it is possible. The flag-officer has at last furnished us with a gunboat to keep the enemy's boats from entering Hampton Creek.

JOHN E. WOOL,
Major-General.

Hon. E. M. STANTON,
Secretary of War.

[Telegram.]

HEADQUARTERS ARMY OF THE POTOMAC,
Near Yorktown, April 11, 1862—10 p. m.

Weather good. Work on roads progressing. Nothing is left undone to enable us to attack with least possible delay. Reconnoissances

pushed boldly and satisfactorily to-day. Several skirmishes to-day, in which we have had a few wounded, none killed. In every case drove back the enemy with considerable loss on his side. Our men show the utmost spirit in all these affairs, and have been uniformly successful. I am delighted with Franklin's orders. I shall make the movements I have alluded to as soon as possible after he arrives.

GEO. B. McCLELLAN,
Major-General.

Hon. E. M. STANTON,
Secretary of War, Washington.

[Telegram.]

HEADQUARTERS ARMY OF THE POTOMAC,
Near Yorktown, April 11, 1862—10 p. m.

Franklin's division is ordered to join me. I will now make the movements proposed. It will be some three or four days. Weather good; roads improving.

GEO. B. McCLELLAN,
Major-General.

Flag-Officer L. M. GOLDSBOROUGH,
Commanding, Hampton Roads.

[Telegram, via Cherrystone.]

NAVY DEPARTMENT, April 11, 1862—2:15 p. m.

The French sloop of war *Gassendi*, now at Hampton Roads, designs proceeding to Alexandria, having the approbation of the Government.

G. V. FOX,
Assistant Secretary.

Flag-Officer L. M. GOLDSBOROUGH,
Hampton Roads, Virginia.

Letter from the Secretary of the Navy to flag-officers commanding blockading squadrons, transmitting information regarding the movement of blockade runners from Liverpool.

NAVY DEPARTMENT, April 11, 1862.

SIR: I herewith transmit a copy of a dispatch, No. 42, dated March 26, received by the Department of State from the U. S. consul at Liverpool, reporting the departure from that port of the steamer *Oreto* and giving further information and description of the steamer *Annie Childs* and bark *Mary*.

I am, respectfully, your obedient servant,

GIDEON WELLES.

Flag-Officer WM. W. McKEAN.
Flag-Officer L. M. GOLDSBOROUGH.
Flag-Officer S. F. DU PONT.
Flag-Officer D. G. FARRAGUT.

[Enclosure.]

U. S. CONSULATE,
Liverpool, March 26, 1862.

SIR: The *Oreto* took her departure from this port on Saturday afternoon last. The pilot who took her out says she will not return, but go direct to Bermuda. This may be true or not. Captain Bulloch and the officers referred to in my dispatch No. 38 were on board.

The bark *Mary*, referred to in No. 30, is clearing to-day. She will attempt to run the blockade. Her cargo consists of coal, iron, hardware, bales of clothing, blankets, shoes, spades, etc. Enclosed, marked No. 1, find a description of her. She will clear for St. Thomas.

Enclosed, marked No. 2, is a minute description of the steamer *Annie Childs*. This vessel on Saturday last was nominally transferred, and will therefore clear from here an English vessel. She will load a cargo for the Confederate Government and run or attempt to run the blockade. She has not taken as yet any cargo on board.

I have the honor to be, etc.,

THOS. H. DUDLEY,
U. S. Consul.

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

Instructions of Flag-Officer Goldsborough, U. S. Navy, to the commanding officers of naval vessels in Hampton Roads, in view of the probable attack of the C. S. S. Virginia (Merrimack).

U. S. FLAGSHIP MINNESOTA,
Hampton Roads, April 12, 1862.

There are many indications to my mind that the *Merrimack* and consorts intend an attack upon us to-night. Be thoroughly prepared, therefore. She must be run down at all hazards, and if she attempt to go to Yorktown she will have to go around the Horseshoe, where she must be followed and run down. The salvation of our army now before Yorktown greatly depends upon the accomplishment of her destruction, or at least crippling her. All commanders of vessels, those of the *Vanderbilt*, *Arago*, *Illinois*, and *Ericsson* included, will do their very best in the premises, and none will be considered as having disobeyed orders who will bring about the end in view, whether signals be made to them or not for the purpose. All are to exercise a sound discretion and to bear in mind that at night it is very difficult, if not impossible, to tell any one vessel, other than the flagship, particularly what to do. Destroy the *Merrimack* by running her down is what I want all to do, and this, whether the attack be made to-night or on any other night.

I am, very respectfully, your obedient servant,

L. M. GOLDSBOROUGH,
Flag-Officer.

TO EVERY NAVAL VESSEL IN THE ROADS.

[Telegram.]

HEADQUARTERS ARMY OF THE POTOMAC,
Near Yorktown, April 12, 1862.

I desire very much that the *Octorara* should join the Severn [River, Virginia,] expedition. If you can do so without attracting too much

observation, will you please have a naval reconnoissance made of the mouth of the Severn [River, Virginia,] to find out the strength of the rebel fortifications there?

GEO. B. MCCLELLAN,
Major-General.

Flag-Officer L. M. GOLDSBOROUGH,
Commanding, Hampton Roads.

[Telegram.]

HEADQUARTERS ARMY OF THE POTOMAC,
Near Yorktown, April 12, 1862.

I will now be able to make our second movement. Where shall Franklin's vessels rendezvous? What of the *Naugatuck*? Can I have her? We are pretty quiet here, but working hard.

GEO. B. MCCLELLAN,
Major-General.

Flag-Officer L. M. GOLDSBOROUGH,
Commanding, Hampton Roads.

Order of Flag-Officer Goldsborough, U. S. Navy, to Acting Master Gillespie, U. S. Navy, to proceed with stores to the Rappahannock River.

U. S. FLAGSHIP MINNESOTA,
Hampton Roads, April 12, 1862.

SIR: You will please take from the U. S. ship *William Badger* the provisions and stores on board of her for the *Young Rover* and proceed with them to the Rappahannock River. On your arrival there, deliver the stores to the *Young Rover* and take from thence the contrabands she has on board, whom you will bring to this place as soon as possible. You are authorized to employ a pilot; it is possible that one of the York River pilots on board the *William Badger* may answer your purpose; if so, you are authorized to take him; if not, you will have to get one from the shore.

I am, very respectfully, your obedient servant,

L. M. GOLDSBOROUGH,
Flag-Officer.

Acting Master-W. T. GILLESPIE,
Comdg. U. S. Ship Braziliera, Hampton Roads, Virginia.

P. S.—Tell the commanding officer of the *Young Rover* to receive no more contrabands on board till further orders from me.

L. M. GOLDSBOROUGH.

Letter from the Secretary of the Navy to the President of the United States, urging the restriction of the exportation of anthracite coal.

NAVY DEPARTMENT, *April 12, 1862.*

SIR: It is of the greatest importance that the exportation of anthracite coal from ports of the United States to any and all foreign ports should be absolutely prohibited.

The rebels obtain this coal for their steamers from Nassau and Havana, and the fact that it burns without smoke enables them to approach blockaded ports with greater security, as all other coals throw out so much smoke as to render their presence visible a great distance at sea.

I am, most truly, sir, your obedient servant,
GIDEON WELLES.

The PRESIDENT OF THE UNITED STATES.

Report of Flag-Officer Goldsborough, U. S. Navy, regarding the movements of the O. S. S. Virginia (Merrimack).

U. S. FLAGSHIP MINNESOTA,
Hampton Roads, Virginia, April 13, 1862.

SIR: Although the *Merrimack* and consorts hovered about inside of Sewell's Point during yesterday, none of them, except a very small tug, appeared outside of that point, and she, doubtless, only to reconnoiter. To-day up to this hour, 3 p. m., they all remain at anchor about Craney Island, and seem to be quiet.

I am, very respectfully, your obedient servant,
L. M. GOLDSBOROUGH,
Flag-Officer, Comdg. North Atlantic Blockading Squadron.

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

[Telegram.]

BALTIMORE, April 13, 1862.

Old Point letter brings nothing later than dispatch of Wool's last night, except that, as the *Merrimack* remained stationary off Sewell's Point, it was thought she was aground. The letter closes thus:

4 p. m.—The *Merrimack* still lies in the position she assumed early this morning. The other vessels of rebel fleet were about, but she remains quietly and it is the opinion of some that she is aground, as the tide is quite low, but this is only a matter of surmise. 5 p. m.—The *Merrimack* still remains off Craney Island, and from the cluster of tugboats around her, it is pretty certain she is aground. The *Saranac* [*Suwanee*] came in this morning from Hatteras. No news. The *Rhode Island*, from Key West and the blockading squadron in the Gulf, also came in this morning and left again for [New] York. No news transpired.

FULTON.

Hon. GIDEON WELLES,
Secretary of Navy.

Report of Flag-Officer Goldsborough, U. S. Navy, regarding the movements of certain vessels of his command.

U. S. FLAGSHIP MINNESOTA,
Hampton Roads, Virginia, April 13, 1862.

SIR: I have the honor to inform the Department that the U. S. bark *Braziliera* left these roads this morning to take provisions and stores

for the U. S. S. *Young Rover* off the Rappahannock River and to receive from that vessel some contrabands which she has lately taken on board. The *Braziliera* has instructions to return immediately to Hampton Roads.

The U. S. S. *Daylight* left this place this afternoon for Baltimore to get water, whence she will proceed immediately to assist in the blockade off Beaufort, N. C.

The U. S. bark *Fernandina* arrived here this afternoon from off Wilmington, N. C., and was dispatched at once to Baltimore to get her supplies. She will return to her station as soon as these are obtained.

I have the honor to acknowledge the receipt of your communication of the 11th instant, enclosing information from the U. S. consul at Liverpool, dated March 26, and to forward herewith statements of vessels boarded by the *Jamestown* and *Fernandina*.

I am, very respectfully, your obedient servant,

L. M. GOLDSBOROUGH,

Flag-Officer, Comdg. North Atlantic Blockading Squadron.

Hon. GIDEON WELLES,

Secretary of the Navy, Washington, D. C.

Order of Flag-Officer Goldsborough, U. S. Navy, to Commander Lockwood, U. S. Navy, commanding U. S. S. Daylight, to proceed to duty off Beaufort, N. C.

U. S. FLAGSHIP MINNESOTA,
Hampton Roads, Virginia, April 13, 1862.

SIR: Proceed off Beaufort, N. C., with the U. S. S. *Daylight* under your command, and remain there, closely and vigorously blockading the place until further orders, or as long as your supply of fuel and provisions will possibly permit. Distribute carefully among the commanding officers off Beaufort copies of the accompanying extracts and of all other extracts you may receive relative to proposed attempts to violate the blockade.

Proceed first to Baltimore and there fill up your water tanks, losing no time whatever in doing so, and go from there direct to Beaufort. Get from Commander Prentiss, off Beaufort, the instructions given him by me in relation to sending some of the vessels now off Beaufort to Wilmington in case Fort Macon should fall into our possession, and govern yourself accordingly.

I am, very respectfully, your obedient servant,

L. M. GOLDSBOROUGH,

Flag-Officer.

Commander SAML. LOCKWOOD,

U. S. S. Daylight, Hampton Roads, Virginia.

Letter of Commander Missroon, U. S. Navy, to Major-General McClellan, U. S. Army, stating objections to a naval attack on Gloucester Point.

U. S. S. WACHUSETT,
York River, April 13, 1862.

MY DEAR GENERAL: Your proposal to throw shells into the enemy's works at Gloucester last night was about to be attempted at 11 p. m.

(although I could not believe that it would injure the works he has been erecting), when the movement of the vessels was immediately signaled by their pickets, and I was unwilling to carry three vessels of this light description under such a destructive fire as the enemy was prepared to concentrate from fifty cannon upon them.

The wind was directly upon their works, which would have driven the vessels upon Yorktown had any accident occurred to their machinery.

The works of the enemy are entirely too formidable, both in structure and cannon, to warrant an attack by three such light vessels as these, and I should be very unwilling to attack them, unless it be to a limited extent, simultaneously with your assault.

The enemy's pickets are stationed all along the whole extent of Gloucester and are sleepless.

Yours, very respectfully,

J. S. MISSROON,
Commander.

Major-General GEORGE B. MCCLELLAN.

[Telegram.]

HEADQUARTERS,
Near Yorktown, April 13, 1862.

We are much in want of 15 and 20 second fuzes for 11-inch gun and for Parrott and Dahlgren shells.

J. S. MISSROON.

Flag-Officer GOLDSBOROUGH.

[Telegram.]

HEADQUARTERS ARMY OF THE POTOMAC,
Near Yorktown, April 13, 1862.

If you possibly can, please spare me something with a 100-pounder rifle. We need it to annoy their working parties on the other side of river. All goes well.

GEO. B. MCCLELLAN,
Major-General.

Flag-Officer L. M. GOLDSBOROUGH,
Commanding Hampton Roads.

[Telegram.]

U. S. FLAGSHIP MINNESOTA,
Hampton Roads, Virginia, April 14, 1862.

I have ordered the *Sebago* to your assistance. She is provided with a 100-pounder, and is of the same class and construction as the *Octorara*, and will take the place of the latter. Inform Missroon of these facts, if you please.

L. M. GOLDSBOROUGH,
Flag-Officer.

Major-General MCCLELLAN,
Near Yorktown.

[Telegram.]

NAVY DEPARTMENT, *April 14, 1862.*

The mortars and beds were shipped yesterday at Pittsburg and are ordered with the utmost possible dispatch by way of Baltimore, and will probably reach you by the close of this week. Five thousand 13-inch shells and fuzes were ready to leave the Boston navy yard yesterday for Old Point. No exertion shall be spared on our part to carry your wishes out.

G. V. FOX.

Major-General G. B. McCLELLAN,
Near Yorktown.

Report of Commander Lockwood, U. S. Navy, commanding U. S. S. Daylight, of his intended departure for Beaufort, N. C.

U. S. PROPELLER DAYLIGHT,
Off Baltimore, Md., *April 14, 1862.*

SIR: I have the honor to report that I arrived here this morning at 7:30 a. m. from Hampton Roads, having been ordered here by Flag-Officer Goldsborough for a supply of water, with orders to proceed without delay to Beaufort, N. C., on blockading duty.

I shall leave in execution of the order this afternoon, and proceed direct to Beaufort without stopping at Hampton Roads.

Enclosed herewith I forward a list of the officers of this vessel.

I am, sir, respectfully, your obedient servant,

SAML. LOCKWOOD,
Commander.

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

Report of Flag-Officer Goldsborough, U. S. Navy, of the nonappearance of the U. S. S. Virginia (Merrimack.)

U. S. FLAGSHIP MINNESOTA,
Hampton Roads, Virginia, *April 14, 1862.*

SIR: The *Merrimack* and consorts did not make their appearance yesterday, nor have they done so to-day up to this hour, 3 p. m. The lookouts report that all of them have gone to Norfolk, or at any rate, considerably above Craney Island. The weather for the last two days has been mild and clear, and favorable for a sally on their part. I am satisfied that Commodore Tattnall now commands the *Merrimack*.

I shall avail myself of an early opportunity to recover the officers and men taken from the *Congress* on the 8th ultimo. All of them, I believe, are now in Richmond. I intend to suggest that they either be placed at once on parole, or else given up in exchange for an equal number of the enemy, put upon parole by me, taken in the fight off Elizabeth City.

Your dispatches concerning the men from the *Congress* and *Cumberland*, now on board the *Braziliera*, and enclosing the report from the U. S. consul at Halifax, [Nova Scotia], have been received to-day.

I have just dispatched the *Sebago* to assist in the operations in York River.

I am, very respectfully, your obedient servant,

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

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

Letter from the Secretary of the Navy to Flag-Officer Goldsborough, U. S. Navy, regarding the U. S. Frigate St. Lawrence.

NAVY DEPARTMENT, April 14, 1862.

SIR: The Department proposes to send the *St. Lawrence* to sea unless you can make her of service at Hampton Roads. She is now anchored at the Kettle Bottom Shoals, in the Potomac, and will be ordered down if you want her.

If you need any life preservers on board the vessels designed to operate against the *Merrimack*, you are at liberty to procure them, either by requisition on the Department or otherwise.

I am, respectfully, your obedient servant,

GIDEON WELLES.

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

Letter from Major-General Wool, U. S. Army, to Flag-Officer Goldsborough, U. S. Navy, regarding expected attack by the C. S. S. Virginia (Merrimack).

HEADQUARTERS DEPARTMENT OF VIRGINIA,
Fort Monroe, Va., April 14, 1862.

SIR: I am informed that the *Merrimack*, if she receives coal this evening, anticipated from Richmond, will attack Newport News to-morrow.

I am, respectfully, your obedient servant,

JOHN E. WOOL,
Major-General.

Flag-Officer L. M. GOLDSBOROUGH.

Report of Acting Master Studley, U. S. Navy, regarding negroes sent to Hampton Roads.

U. S. S. YOUNG ROVER, April 14, 1862.

SIR: The bark *Brazilera* has arrived here with instructions to take certain negroes from this vessel. The said negroes I have sent to the roads, with a list of their names, but the messenger for some reason or other neglected to carry out the instructions I gave him, hence this mistake. The negroes were turned over to the provost-marshal, whose receipt I have.

Very respectfully, your obedient servant,

IRA B. STUDLEY,
Acting Master, Commanding.

Flag-Officer L. M. GOLDSBOROUGH,
Hampton Roads, Virginia.

Letter from Commander Missroon, U. S. Navy, to Major-General McClellan, U. S. Army, regarding the battery on Gloucester Point.

[U. S. S.] WACHUSETT, April 14, 1862.

MY DEAR GENERAL: I am very sorry you are obliged to defer your visit to-day, as we may soon have thick weather.

The enemy are collecting about the picket station I designated yesterday as the one where notes were being taken. The troops are in the rear, out of range, and came down in squads of a dozen to look at the ships. They seem to anticipate us.

From the ship to-day it would seem that the works being thrown up at Gloucester's upper works are to defend their rear, which has been neglected up to this time to a certain extent. Our movement on it should be hastened, to save our troops as much as possible.

Last night a contraband came on board from Gloucester in a canoe, at which they fired. He is not intelligent; says there are only five companies of troops in Gloucester, and that they have many pickets out; one company of fifteen or twenty men near the creek (Sarah's); that they expect the *Merrimack* here, Colonel or General Magruder having written for her to come up, which is promised him; that the battery at Gloucester Point is commanded by Jeff Page, late of U. S. Navy, a good officer; Richard L. Page, also formerly of Navy, in command of one of the upper works at Gloucester; that they are very sanguine of sinking vessels, and have practiced their firing, which is very accurate; says Page (Jeff) can kill a dog at a mile. He knows roads and creeks. I will send his p. m. [sic]. If you want him, telegraph.

Would it not be well to communicate with Flag-Officer, Magruder's expectation of *Merrimack* coming here? It can do no harm, and if she escape in the night we might be telegraphed the fact, as we must have room to oppose her more than we have here.

One-half hour on board this vessel is all that would be necessary to give you a clear idea from this standpoint.

I much fear if we delay, or are obliged to delay our landing, the troops will find a battery in the rear of picket station to oppose them with telling effect.

Yours,

J. S. MISSROON.

Major-General McCLELLAN.

General Orders.

U. S. S. WACHUSETT,
York River, April 14, 1862.

To communicate between the vessels of this division by night, the following regulations will be observed:

1. One sharp whistle will bring the *Penobscot* within hail of this ship, or that of senior officer present.
2. Two sharp whistles will bring the *Marblehead* alongside, and within hail.
3. Three sharp whistles will bring the vessel of the third in seniority within hail, and so on.

One long continuous whistle of ten seconds or thereabouts will notify the approach of the enemy, or our intention to attack the enemy, and for all vessels to go to quarters and to get underway by slipping cable.

Two lights vertically placed on board of the vessel of the senior officer (when signal thus made) will signify remain at quarters without slipping.

One long continuous whistle will be sounded by any vessel perceiving the enemy approaching.

J. S. MISSROON,
Commander and Senior Officer Present.

Report of Flag-Officer Goldsborough, U. S. Navy, regarding the expected attack of the C. S. S. Virginia (Merrimack) and consorts.

U. S. FLAGSHIP MINNESOTA,
Hampton Roads; Virginia, April 15, 1862—3 p. m.

SIR: The *Merrimack* and consorts still remain quiet and at anchor near Norfolk.

Their next move, I understand, is to shell Newport News. The place is no longer of any material consequence to us, and it is not my intention to be drawn up there by the enemy. Our troops stationed there, as both Generals McClellan and Wool assure me, can easily fall back out of the way of all harm. It would be extremely hazardous, if not positively destructive, for me to go among the shoals and narrow waters thereabouts with my large vessels.

I am, very respectfully, your obedient servant,

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

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

Report of Flag-Officer Goldsborough, U. S. Navy, giving the stations of the vessels of the North Atlantic Blockading Squadron.

U. S. FLAGSHIP MINNESOTA,
Hampton Roads, Virginia, April 15, 1862.

SIR: In obedience to your instructions of March 31, I have the honor to enclose herewith a statement of the present distribution of the vessels belonging to this squadron.

I am, very respectfully, your obedient servant,

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

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

[Enclosure.]

Distribution of the vessels belonging to the North Atlantic Blockading Squadron, Flag-Officer L. M. Goldsborough commanding, April 15, 1862.

Vessel.	Commanding officer.	Stations.	Remarks.
Minnesota	Captain G. J. Van Brunt. . .	Hampton Roads, Va. . .	
Wachusett	Commander J. S. Missroon. . .	do	Left for York River, April 5.
San Jacinto	Commander Wm. Roncken- dorff.	do	
Dacotah	Commander J. P. McKinstry. . .	do	
Seminole	Commander J. P. Gillis. . .	do	
Monitor	Lieutenant Commanding Wm. N. Jeffers.	do	
Chocura	Lieutenant Commanding T. H. Patterson.	do	
Penobscot	Lieutenant Commanding J. M. B. Clitz.	do	Do.
Octorara	Lieutenant Commanding George Brown.	do	
Marblehead	Lieutenant Commanding Somerville Nicholson.	do	Left for York River, April 4.
Arroostook	Lieutenant Commanding J. C. Beaumont.	do	
Brazillera	Acting Master W. T. Gil- lepie.	do	

Distribution of the vessels belonging to the North Atlantic Blockading Squadron, Flag-Officer I. M. Goldsborough commanding, April 15, 1862—Continued.

Vessel.	Commanding officer.	Station.	Remarks.
Roman	Acting Master F. P. Allen..	Hampton Roads, Va ..	Coal ships.
Charles Phelps.....	Acting Master Wm. F. North.	do	
William Badger ...	Acting Master H. P. Carr ...	do	Hospital ship.
Ben. Morgan.....	Acting Master Wm. Shankland.	do	
Victoria	Acting Master J. D. Warren	do	To be used as a ram.
Baltimore.....	Acting Master C. Germain..	do	
Patroon.....	Acting Master Robert G. Lelar.	do	Left for York River, April 5.
Currituck	Acting Master W. F. Shankland, jr.	do	
Rescue	Acting Master's Mate C. A. Blanchard.	do	Left for York River, April 14.
Cohasset.....	Acting Master's Mate R. Berry.	do	
Young America ...	First Assistant Engineer Jas. Hamilton.	do	To be used as rams.
Corwin	Lieutenant Commanding Thos. S. Phelps.	do	
Sebago.....	Lieutenant Commanding E. W. Henry.	do	To be used as rams.
Illinois	Lieutenant D. S. Babcock...	do	
Vanderbilt	Lieutenant Lefevre	do	To be used as rams.
Arago	Lieutenant Gadsden.....	do	
Eriesson	Lieutenant Lowber.....	do	Sounds of North Carolina.
Louisiana.....	Lieutenant Commanding A. Murray.	do	
Stars and Stripes ..	Lieutenant Commanding Reed Werden.	do	To be used as rams.
Valley City	Lieutenant Commanding J. C. Chaplin.	do	
Underwriter.....	Lieutenant Commanding A. Hopkins.	do	To be used as rams.
Hetzel	Lieutenant Commanding H. K. Davonport.	do	
Delaware	Lieutenant Commanding S. P. Quackenbush.	do	To be used as rams.
Ellis	Lieutenant Commanding C. L. Franklu.	do	
Commodore Perry ..	Lieutenant Commanding C. W. Flusser.	do	To be used as rams.
Commodore Barney..	Acting Lieutenant Commanding R. T. Renshaw.	do	
Hunchback	Acting Lieutenant Commanding E. R. Colhoun.	do	To be used as rams.
Southfield	Acting Volunteer Lieutenant Commanding C. F. W. Behm.	do	
Shawsheen	Acting Master Thos. J. Woodward.	do	To be used as rams.
Lockwood	Acting Master G. W. Graves	do	
Morso	Acting Master Peter Hays..	do	To be used as rams.
Ceres	Acting Master J. MacDiamid.	do	
Putnam	Acting Master Wm. J. Hotchkiss.	do	To be used as rams.
Whitehead	Acting Master Charles A. French.	do	
Philadelphia.....	Acting Master S. Reynolds ..	do	To be used as rams.
H. Brinkor.....	Acting Master J. E. Giddings.	do	
Granite.....	Acting Master's Mate E. Boomer.	do	To be used as rams.
Daylight.....	Commander S. Lockwood..	Off Beaufort, N. C.	
State of Georgia ...	Commander J. F. Armstrong	do	Left Hampton Roads for Baltimore, April 13, for water. Thence to go at once to Beaufort. April 15 passed Hampton Roads on her way to Beaufort.
Chippewa	Lieutenant Commanding A. Bryson.	do	
Gensbok	Acting Volunteer Lieutenant Commanding E. Cavanaugh.	do	Left Hampton Roads, April 5, for Wilmington.
Mount Vernon.....	Commander O. S. Glisson ...	Off Wilmington, N. C. .	
Jamestown	Commander C. Green	do	Left Hampton Roads, April 5, for Wilmington.
Cambridge	Commander W. A. Parker ..	do	
Monticello.....	Lieutenant Commanding D. L. Braine.	do	

Distribution of the vessels belonging to the North Atlantic Blockading Squadron, Flag Officer L. M. Goldsborough commanding, April 15, 1862—Continued.

Vessel.	Commanding officer.	Stations.	Remarks.
Fernandina	Acting Volunteer Lieutenant Commanding G. W. Browne.	Off Wilmington, N. C.	Arrived at Hampton Roads for supplies, April 13. Sent to Baltimore to return to station at once.
Young Rover	Acting Master I. B. Studley.	Off Rappahannock River, Va.	
Dawn	Lieutenant Commanding A. G. Clary.	New York	Undergoing repairs at New York.
Brandywine	Commander B. J. Totten	Baltimore, Md	Storeship.
Mystic	Lieutenant Commanding H. N. T. Arnold.	.....do	} Undergoing repairs at Baltimore.
Dragon	Acting Master W. Watson .....	.....do	
Uncas	Acting Master L. G. Crane .....	.....do	
Zouave	Pilot [John A.] Phillips .....	.....do	

Very respectfully, your obedient servant,

L. M. GOLDSBOROUGH,

Flag-Officer, Comdg. North Atlantic Blockading Squadron.

Hon. GIDEON WELLES,

Secretary of the Navy, Washington, D. C.

[Telegram.]

HEADQUARTERS ARMY OF THE POTOMAC,

April 15, 1862.

Have found what seems to be a good landing place for Franklin, who has returned to superintend embarkation of his division. Naval rifled shells have annoyed enemy considerably to-day. All our work being rapidly pushed, but there is an immense deal to do. Saw no signs to-day of reinforcements to the enemy. Weather good again.

G. B. MCCLELLAN,

Major-General.

Hon. E. M. STANTON,

Secretary of War.

Report of Commander Missroon, U. S. Navy, regarding the U. S. S. Currituck.

U. S. S. WACHUSETT,

York River, Virginia, April 15, 1862.

SIR: Having no especial duty for the *Currituck* to-day, I can better dispense with her now than hereafter, and as she has less than fifteen days' provisions, medical and other stores, have concluded to dispatch her to Hampton Roads, with directions to hasten back as early as possible, as her light draft makes her invaluable to us in the approaching service at this place.

The ammunition required to-day may be brought by the *Currituck*.

Respectfully, sir, your obedient servant,

J. S. MISSROON,

Commander.

Flag-Officer L. M. GOLDSBOROUGH,

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

Order of the Secretary of the Navy to Acting Master Gillespie, U. S. Navy, to proceed to duty at Port Royal, S. C.

NAVY DEPARTMENT, April 15, 1862.

SIR: Proceed with the U. S. bark *Braziliera* to Port Royal, S. C., and report to Flag-Officer Saml. F. Du Pont for duty on the South Atlantic Blockading Squadron.

I am, respectfully, your obedient servant,

GIDEON WELLES.

Acting Master W. T. GILLESPIE,
Comdg. Officer U. S. Bark *Braziliera*, Hampton Roads.

Explanatory report of Lieutenant Braine, U. S. Navy, regarding the execution of orders.

U. S. S. MONTICELLO,
Off Wilmington, N. C., April 15, 1862.

SIR: In answer to your communication* of the 7th instant, I beg leave to say that I considered it my duty as well as the proper courtesy due you, to report this vessel when ready for sea. As regards my telegraphing that I awaited the Department's orders, I must refer you to the fact that although I had orders to proceed to Wilmington, N. C., with all dispatch, and I was using every effort so to do, yet the nature of the Department's orders, detaching an assistant engineer from the *Monticello*, and directing him, upon her arrival at Hampton Roads, to report to Flag-Officer Goldsborough, led me to believe that I was to proceed first to Hampton Roads, instead, as I intended, directly down the coast. Being in doubt, I telegraphed as I did, not wishing through courtesy to refer the Department to the nature of my orders whilst they conflicted with an implied order alluded to above.

I am, respectfully, your obedient servant,

D. L. BRAINE,
Lieutenant, Commanding.

Hon. GIDEON WELLES,
Secretary of the Navy.

Report of Flag-Officer Goldsborough, U. S. Navy, regarding the C. S. S. Virginia (Merrimack), and the visit of the French minister to Norfolk, Va.

U. S. FLAGSHIP MINNESOTA,
Hampton Roads, Virginia, Wednesday, April 16, 1862—3 p. m.

SIR: The *Merrimack* and company still keep themselves in reserve, and remain, I believe, anchored either off or above Norfolk.

Yesterday the French man-of-war *Gassendi*, with the French minister, M. Mercier, on board, went from this to Norfolk, her captain having informed me that the matter was well understood at Washington and by General Wool, to whom, I understood him to say, M. Mercier was referred by the State Department. The thing, however, was mentioned to me rather informally than officially, just as he and the minister were quitting this ship's gangway.

* See p. 209.

The minister himself said nothing to me upon the subject, although he was on board and in conversation with me for some time.

I am, very respectfully, your obedient servant,

L. M. GOLDSBOROUGH,

Flag-Officer, Comdg. North Atlantic Blockading Squadron.

Hon. GIDEON WELLES,

Secretary of the Navy, Washington, D. C.

Report of Flag-Officer Goldsborough, U. S. Navy, regarding the movements of vessels.

U. S. FLAGSHIP MINNESOTA,
Hampton Roads, Virginia, April 16, 1862.

SIR: I have the honor to inform the Department that the U. S. steamers *Fort Henry* and *Somerset* put in here yesterday evening on their way to Key West, the former for repairs, the latter for coal. I have sent the *Fort Henry* to Baltimore.

The U. S. S. *Currituck* arrived here yesterday from York River for supplies.

The order detaching the U. S. bark *Braziliera* from this squadron has been received.

I am, very respectfully, your obedient servant,

L. M. GOLDSBOROUGH,

Flag-Officer, Comdg. North Atlantic Blockading Squadron.

Hon. GIDEON WELLES,

Secretary of the Navy.

Letter from Commcnder Missroon, U. S. Navy, to Major-General McClellan, U. S. Army, regarding the shelling of York River batteries.

U. S. S. WACHUSETT,
York River, April 16, 1862.

MY DEAR GENERAL: I sent the *Anacostia* last night to throw some shell into Gloucester at 11 and 1 o'clock. Her commander reports to-day that he threw eleven into Gloucester and one into Yorktown, several of which were seen to explode. He says that when he commenced on Gloucester, lights were visible where they were apparently at work, but were extinguished immediately. He also informed me that he had no more explosive shells, and asked to return. As I had no instructions in his case, I left him to act on his own discretion, in view of the orders he received from Captain Wyman. He has left, and requested me to forward enclosed letter to you.

Very respectfully, your obedient servant,

J. S. MISSROON,

Commander.

Major-General GEORGE B. MCCLELLAN,

Commanding Army of Potomac, near Yorktown, Va.

[Enclosure.]

U. S. S. ANACOSTIA,
York River, April 16, 1862.

SIR: I have expended all the explosive projectiles for the 50-pounder rifled gun, and as Captain Missroon will not give his consent for us

to bring the 9-inch guns into action even at night, fearing that we may be crippled, and that in assisting us he may get some of his own vessels crippled, which he wishes to keep in good order for what he considers more important duties expected hereafter. I am therefore of but little use here at present, and shall return to-day to the Potomac, when I hope to exchange my 9-inch guns for a couple of 80-pounder rifled guns, and with them to return here soon. We have landed in the enemy's works between twenty and forty shells since we have been here.

Very respectfully, yours,

O. O. BADGER,
Lieutenant, Commanding.

[Major-General GEO. B. MCCLELLAN, U. S. Army,
Commanding Army of Potomac, near Yorktown, Va.]

Report of Commander Rowan, U. S. Navy, regarding the expedition up the Pasquotank River, North Carolina.

U. S. S. PHILADELPHIA,
Off New Berne, N. C., April 16, 1862.

SIR: Lieutenant Commanding Flusser ascended the Pasquotank to within 3 miles of the locks with the *Whitehead* and *Putnam*.

Here the river became so crooked that he considered it very hazardous to go farther, owing to the danger from musketry or shell, and the impossibility of turning the vessels.

Colonel Hawkins sent a detachment from Roanoke to cooperate in this movement, which resulted in the capture of upward of 70 militia, who are now prisoners on the island, and the obstruction of the new cut in the river through one of the sharp turns.

We are getting up a strong force, to be commanded by General Reno, for the purpose of destroying the locks.

I am, very respectfully, your obedient servant,

S. O. ROWAN,
Commanding Naval Forces, Sounds of North Carolina.

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 movement of vessels from foreign ports carrying munitions of war.

NAVY DEPARTMENT, *April 16, 1862.*

SIR: I transmit herewith extracts from a dispatch of the U. S. consul at Liverpool to the Department of State, dated the 29th ultimo, giving further information concerning the bark *Mary* and in relation to a vessel called the *Eagle's Wing*; also extracts from a dispatch of the U. S. minister to Belgium, dated the 28th, and from dispatches of the U. S. consul at Hamburg, dated the 26th and 27th ultimo, respecting the steamer *Bahama*.

The screw steamer *Pacific*, of which you have been advised heretofore, is reported as at London on the 27th ultimo, loaded with powder,

guns, swords, blankets, cannon, etc., with the intention of sailing the next day for Nassau, or some one of the blockaded ports.

I am, respectfully, your obedient servant,

GIDEON WELLES.

Flag-Officer WM. W. MCKEAN,
Comdg. Eastern Gulf Blockading Squadron.

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

Flag-Officer D. G. FARRAGUT,
Comdg. Western Gulf Blockading Squadron, Ship Island.

Flag-Officer S. F. DU PONT,
Comdg. South Atlantic Blockading Squadron, Port Royal, S. C.

[Enclosure.]

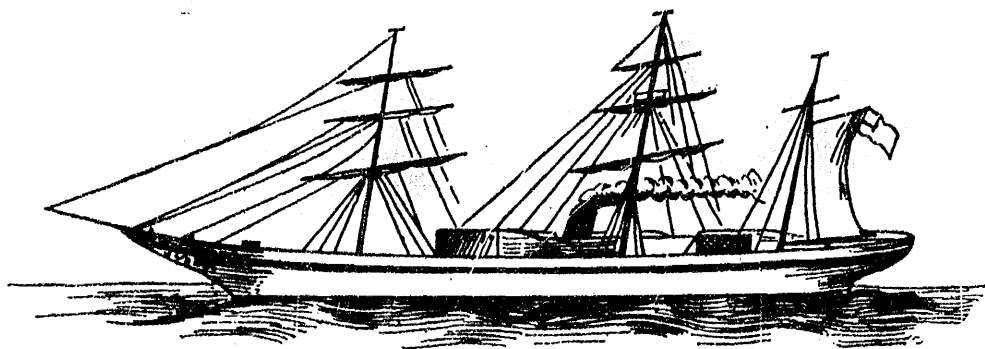
From the U. S. consulate at Liverpool, dated March 29, 1862:

* * * The bark *Mury*, referred to in dispatch No. 42, sailed on the 27th. I understand she took on a large quantity of powder while in the river. She will make direct for one of the Southern ports, I think Wilmington, and attempt to run the blockade. She is owned by Fernie Brothers & Co. Her consignees at Liverpool are Inville & Tomlinson.

A small boat called the *Eagle's Wing*, of 176 tons burden, owned by Curry, Kellock & Co., cleared and sailed yesterday for Havana and Nassau. She carries a mixed cargo for the South, and I am informed will attempt to run the blockade. * * *

From the U. S. minister at Brussels, dated March 28, 1862:

* * * I have the honor to enclose herewith some information touching the steamer *Bahama*, referred to in my dispatch No. 55, as being engaged at Hamburg taking in a large and valuable cargo of cannons and small arms for the rebels. She will probably leave to-day or to-morrow, with the intention of seeking to run the blockade. I also enclose a sketch of the vessel.



She is a new screw steamer of about a thousand tons measurement, painted black, with a narrow red stripe around her waist; yellowish-gray below the water line; yellow houses and boats; much gilt and filigree work about her bows and stern; upper half of her chimney red, lower half black; name gilded on light-blue ground on each bow and upon her stern; roofs of her houses rounded and painted white; three masts, two of them square-rigged, carrying topgallant sails; heads and yards painted black; five boats in sight.

From the U. S. consul at Hamburg, dated March 26 and 27, 1862:

The *Bahama* is still loading with contraband. Up to the 24th sixty-four brass cannon had been put on board of her, 6 and 12 pounders. I am fearful that her name will be changed, because her commander yesterday sent the ship's clock to a clock maker to have the word *Bahama* taken off and his own name, Captain E. L. Tessier, substituted.

At present she draws 16 feet of water, and when she is fully loaded she will draw from 18 to 19 feet. * * *

Report of Commander Missroon, U. S. Navy, of the shelling of the York River batteries by the U. S. S. Sebago.

U. S. S. WACHUSETT,
York River, April 17, 1862.

SIR: I beg to enclose requisition of the *Sebago* for ammunition.

The *Sebago* has been throwing shells from her 100-pounder rifle into Yorktown and Gloucester at intervals, and with effect, for the last two days. Her fire was returned from two heavy rifles on the Yorktown works yesterday, which, though it did not strike her, exhibited excellent long-range practice, throwing the water over her and all passing in close proximity. The object having been obtained, I withdrew her by signal.

I have taken 100 tons coal from the *Ontario*. The *Ourrituck* has received 40 tons, and the army vessels 20 tons. A small balance of a few tons is now going to the *Marblehead*. We shall require at an early day—say in five days or less time—about 100 tons of coal for the *Penobscot*, *Sebago*, and *Marblehead*.

Respectfully, sir,

J. S. MISSROON,
Commander.

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

Report of Flag-Officer Goldsborough, U. S. Navy, regarding the crew of the U. S. bark Braziliera.

U. S. FLAGSHIP MINNESOTA,
Hampton Roads, Virginia, April 17, 1862.

SIR: The present crew of the *Braziliera* is made up essentially of men who belonged to the *Congress* and *Cumberland*, with one man who belonged to the *Whitehall* and four men who belonged to the *R. B. Forbes*. As these men have not yet received their accounts, and as it is the wish of the Department to indulge them with a leave of absence for a while, I respectfully request permission to send the *Braziliera* up the Potomac to the *St. Lawrence*, to transfer over to that vessel the above men and to receive from her an equal number in return.

I am, very respectfully, your obedient servant,

L. M. GOLDSBOROUGH,
Flag-Officer, Comdg. 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, approving plan of operations against the C. S. S. Virginia (Merrimack), and enjoining cooperation with Major-General McClellan in York River.

NAVY DEPARTMENT, April 17, 1862.

SIR: The measures adopted by the Government and yourself in relation to the armored steamer *Merrimack* will, I think, under your direction and execution, be effective in overpowering her, provided she gives you the opportunity. If she does not, her power will be restricted to narrow limits and where it will be comparatively harmless. Should she venture out, the *Minnesota*, or some [one] or more of the large steamers, will be able, I doubt not, under full speed, to run her down. The Department has full confidence in your judgment and efficiency in the discharge of this and every duty intrusted to you.

The attention of the whole country, as well as of the Department, is turned with intense interest at this time to the naval and army movements in lower Virginia. I commend your determination not to be drawn into a conflict where the enemy can take you at disadvantage, and would enjoin unceasing vigilance at every point. It can not be many days before the *Galena*, which is now receiving her armament on board, will be with you, and will, I trust, prove an efficient acquisition to your squadron. Your determination, should the enemy shell Newport News, not to be drawn among the shoals and narrow waters thereabouts, seems to me wise and proper.

You will actively and earnestly cooperate with Major-General McClellan, whose position and movements at Yorktown and on York River are of momentous interest and consequence to the whole country. Any and all aid that you can render him and the Army you will extend at all times. It is important and absolutely essential that he should secure all the assistance that he may require of the Navy and that it is in your power to bestow, consistently with your other duties.

The general objects and designs of the Government, and the great interests dependent on the naval and army movements in the vicinity of Hampton Roads, are well understood by you. In addition to the general facts from time to time communicated to you, the Assistant Secretary of the Navy has visited you on your station and made known the wishes of the Government in person.

Whether and to what extent you can detach any portion of your command from their employment on other stations at this juncture I am unable to decide. To your judgment these and other matters are confided with a solicitude and anxiety that I can not express, but with a confidence that the country will not be disappointed in you.

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 Flag-Officer Goldsborough, U. S. Navy, regarding the U. S. S. Young Rover and the limits of his command.

NAVY DEPARTMENT, April 17, 1862.

SIR: The steam bark *Young Rover* has been detached from your squadron and ordered to report for duty in the Potomac Flotilla, under

Lieutenant Commanding Wyman, the order of transfer having been sent direct.

Your command will not hereafter embrace the Rappahannock River, which is placed under charge of Lieutenant Commanding Wyman, of the flotilla.

I am, respectfully, your obedient servant,

GIDEON WELLES.

Flag-Officer L. M. GOLDSBOROUGH,

Comdg. North Atlantic Blockading Squadron, Hampton Roads.

[Telegram.]

NAVY DEPARTMENT, *April 17, 1862.*

There are not any ships' carriages for Parrott's 100-pounders that can be spared from our ordnance, but it is thought that the 8-inch case-mate carriages, of which there are some on hand at Fortress Monroe, can be made to answer with very little alteration.

G. V. FOX.

Major-General MCCLELLAN.

Order of Flag-Officer Goldsborough, U. S. Navy, to Acting Master Warren, U. S. Navy, commanding U. S. S. Victoria, to proceed to duty off Wilmington, N. C.

U. S. FLAGSHIP MINNESOTA,
Hampton Roads, April 17, 1862.

SIR: You will proceed off Wilmington, N. C., with the U. S. S. *Victoria* under your command. Immediately on your arrival you will report to the senior naval officer there for duty in closely and vigorously blockading the place until further orders, or so long as your supply of fuel and provisions will possibly permit.

I am, very respectfully, your obedient servant,

L. M. GOLDSBOROUGH,
Flag-Officer.

Acting Master Commanding J. D. WARREN,
U. S. S. Victoria, Hampton Roads, Virginia.

General report of Flag-Officer Goldsborough, U. S. Navy, acknowledging the Department's communications.

U. S. FLAGSHIP MINNESOTA,
Hampton Roads, Virginia, April 18, 1862.

SIR: I have the honor to inform the Department that I yesterday dispatched the U. S. S. *Victoria* to assist in the blockade off Wilmington, N. C.

I have this day, subject to the approval of the Department, appointed Barry D. Mulligan an acting third assistant engineer in the U. S. Navy, and ordered him to report for duty on board the steamer *Rescue*.

Your communication of April 16, conveying further information concerning the block *Mary*, the steamships *Bahama*, *Pacific*, etc., has been received and printed.

The steamer *Ericsson* left the wharf at New York on Wednesday, the 9th of April, at 1 p. m., and proceeded as far as the quarantine, where, on account of bad weather, she anchored for the night and proceeded on her voyage at 9 o'clock the next morning.

Your dispatch of the 17th instant, approving of my course with reference to the enemy, and expressing the solicitude of the Department concerning the present aspect of affairs in and about Hampton Roads, has been received.

I am, very respectfully, your obedient servant,

L. M. GOLDSBOROUGH,

Flag-Officer, Comdg. North Atlantic Blockading Squadron.

HON. GIDEON WELLES,

Secretary of the Navy, Washington, D. C.

Order of Flag-Officer Goldsborough, U. S. Navy, to Pilot Phillips, commanding U. S. S. Zouave, to proceed to Hampton Roads.

U. S. FLAGSHIP MINNESOTA,
Hampton Roads, April 18, 1862.

SIR: You will proceed at once, being ready, to Hampton Roads with the *Zouave* under your command. The question you asked can be answered here.

I am, very respectfully, your obedient servant,

L. M. GOLDSBOROUGH,

Flag-Officer.

Pilot Commanding JOHN A. PHILLIPS,

U. S. Gunboat Zouave, Baltimore, Md.

Order of Flag-Officer Goldsborough, U. S. Navy, to Acting Master Watson, U. S. Navy, commanding U. S. S. Dragon, to proceed to Hampton Roads.

U. S. FLAGSHIP MINNESOTA,
Hampton Roads, April 18, 1862.

SIR: You will proceed at once, being ready, to Hampton Roads with the *Dragon* under your command.

I am, very respectfully, your obedient servant,

L. M. GOLDSBOROUGH,

Flag-Officer.

Acting Master Commanding W. WATSON,

U. S. Gunboat Dragon, Baltimore, Md.

Report of Flag-Officer Goldsborough, U. S. Navy, acknowledging the Department's commendatory letter.

U. S. FLAGSHIP MINNESOTA,
Hampton Roads, Virginia, April 19, 1862.

SIR: In acknowledging yesterday the receipt of your communication* of the 17th instant, commending the course I have pursued and intend

to pursue in relation to the *Merrimack*, and expressing confidence in my ability to discharge the duties intrusted to me, I did not obey the impulse of my heart to thank you most sincerely for the kindness and consideration it evinces, because I really had not time to do so. Owing to the large mails which now arrive here, scarcely more than an hour or so intervenes between the time of receiving my letters and that of the departure of the return mail, and consequently I have but a very limited period at my disposal to frame my replies.

Your communication, sir, is very gratifying to my feelings on many accounts, but especially so, because of the outrageous and ridiculous comments made by some of the newspapers of the country in alluding to the *Merrimack's* visit the other day.

I am well aware of the objects and designs of the Government in this vicinity, and I well know, too, the intense interest they excite, and how much there is at stake. Depend upon it, sir, that everything in my power shall be done to carry them out, and bring about the most happy results. I only await a suitable opportunity to crush the *Merrimack*.

Any and all aid that I can render General McClellan, consistently with my duties here, shall be most cheerfully extended to him and his army at Yorktown and on York River.

Again thanking you, sir, most profoundly, for the encouragement your letter in view affords, I have the honor to subscribe myself,

Very respectfully, your most obedient servant,

L. M. GOLDSBOROUGH,

Flag-Officer, Comdg, North Atlantic Blockading Squadron.

Hon. GIDEON WELLES,

Secretary of the Navy, Washington, D. C.

Report of Flag-Officer Goldsborough, U. S. Navy, acknowledging the Department's communication regarding the limits of his command.

U. S. FLAGSHIP MINNESOTA,
Hampton Roads, Virginia, April 19, 1862.

SIR: I have the honor to acknowledge the receipt of your dispatch of April 17, informing me that the Rappahannock River is no longer embraced in my command, and of the detachment of the *Young Rover* from this squadron. To-day I have received your communication concerning the supply vessels *Connecticut*, *Rhode Island*, and *Massachusetts*.

I have to-day, subject to the approval of the Department, appointed Jacob [John J.] Everhart an acting master's mate, with orders to report for duty on board the *Brandywine* at Baltimore.

I am, very respectfully, your obedient servant,

L. M. GOLDSBOROUGH,

Flag-Officer, Comdg. North Atlantic Blockading Squadron.

Hon. GIDEON WELLES,

Secretary of the Navy, Washington, D. C.

Report of Commander Lockwood, U. S. Navy, regarding proposed plan of attack upon Fort Macon, N. C.

U. S. PROPELLER DAYLIGHT,
Blockading off Beaufort, N. C., April 19, 1862.

SIR: I have the honor to report my arrival here with the U. S. S. *Daylight* on the 13th instant, and on relieving Commander Prentiss, he

proceeded with the U. S. S. *Albatross* to Port Royal, taking with him a small propeller, the *Magic*, attached to Flag-Officer Du Pont's command, which had put in here in distress. I called on the commanding general, Parke, whose headquarters are on Bogue Island [Bauks?]. I have on board of my vessel a signal officer and two privates belonging to his command, and am thus enabled to communicate with him at all times.

On the following day I held a consultation with the commanders of the different vessels relative to our several duties and submitted a plan of attack on Fort Macon by the naval forces, which, after an interchange of views and opinions, was adopted and will be carried into execution when the land forces have completed their batteries and signify their readiness to open fire. Our plan is similar to that practiced at Port Royal.

General Burnside, who is at New Berne, I am informed, dispatched four days ago a schooner loaded with coal from Hatteras Inlet for this place for the U. S. S. *State of Georgia* and the *Chippewa*, which we are expecting to arrive hourly.

I trust, sir, that the opportunity of doing something to establish my fair fame may not be taken from me, and that the contemplated attack on Fort Macon will enable me to confound my enemies, and that this foul conspiracy against me may be exposed.

I hope that summary measures may be taken in reference to the base conduct of Acting Paymaster Charles H. Denison, which I reported to you from Baltimore, and could there be a general removal of the officers of this vessel to break up this combination the interests of the service would be promoted.

I am, sir, very respectfully, your obedient servant,
 SAMUEL LOCKWOOD,
Commander.

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

P. S.—I enclose herewith a list of officers of this vessel.

S. I.

Order of the Secretary of the Navy to Commander Taylor, U. S. Navy, to proceed in command of the U. S. S. Galena to Hampton Roads.

NAVY DEPARTMENT, April 19, 1862.

SIR: Proceed with all possible dispatch to Hampton Roads with the steamer *Galena* under your command and report to Flag-Officer L. M. Goldsborough.

I am, respectfully, etc.,

GIDEON WELLES.

Commander ALFRED TAYLOR,
New York.

Letter from H. K. Lawrence, esq., to the Secretary of the Navy, proposing to destroy the U. S. S. Virginia (Merrimack).

WASHINGTON, D. C., April 18, 1862.

SIR: I propose to the Navy Department to destroy the rebel ironclad steamers *Merrimack*, *Jamestown*, and *Yorktown* within twenty days from

this date, the United States Government paying me for the destruction of the steamer *Merrimack* \$500,000 and for the destruction of the steamers *Jamestown* and *Yorktown* \$100,000 each.

The respective sums named to be paid on the destruction by me of either of the said steamers. The Government is to furnish me with 2,000 pounds of gunpowder for the purpose, and with the necessary transportation for my men and apparatus from the city of Washington to a point as near the said steamers as shall be deemed safe to venture.

In event of the said steamers being removed from their present position, beyond my reach, or being destroyed by other means before the expiration of this proposal, then the Government shall refund to me the amount of my actual outlay to carry out this proposal, not to exceed \$1,800.

I have the honor to remain, your obedient servant,
H. K. LAWRENCE.

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

Letter from the Secretary of the Navy to H. K. Lawrence, esq., in regard to his proposition to destroy the C. S. S. Virginia (Merrimack).

NAVY DEPARTMENT, April 18, 1862.

You are informed, in reply to yours of this date proposing to destroy the *Merrimack*, *Jamestown*, and *Yorktown* for a specified amount, that if you state your plans to the Department your proposal will be considered.

Very respectfully,

GIDEON WELLES.

H. K. LAWRENCE,
Washington.

Letter from H. K. Lawrence, esq., to the Secretary of the Navy, regarding plan for the destruction of the C. S. S. Virginia (Merrimack) by means of submarine armors.

APRIL 19, 1862.

SIR: I propose to the Navy Department to destroy the rebel ironclad steamer *Merrimack* within twenty days from this date and to prepare for the purpose four submarine armors, for which the Department shall pay me \$1,800, payable at the time I shall leave Fort Monroe with my men to carry out this proposal. The Department shall furnish me with 1,500 pounds gunpowder and facilities and material to manufacture the necessary torpedoes at the arsenal in Washington.

In event of my success in destroying the *Merrimack* to the satisfaction of the Department, the Secretary of the Navy pledges himself to recommend an appropriation by Congress of \$100,000 as my compensation and to use his influence and best exertions to have said appropriation passed.

H. K. LAWRENCE.

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

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

Private.]

NAVY DEPARTMENT, April 19, 1862.

DEAR COMMODORE: I have your two notes. I am glad Missroon is more in accord with the General. He is one of our best officers. The Navy is suffering severely from the condition of things at Hampton Roads, the great public not understanding why we can not take Yorktown. The feeling here is that McClellan has put himself into a very tight place, and that a rush past the batteries at Yorktown only can relieve him, or very greatly assist him. The President sends daily about the *Galena*, and Paulding promises her Tuesday. The *Maratanza*, double rudder, has sailed from Boston. The command of this latter vessel you are to leave vacant. I wish John R. [Goldsborough] was here to take her. The best officers seem to wish this class of vessels, and we will try and work him into one. Upon the arrival of the *Galena*, I presume from the anxiety the general expressed to me, that he would like to have her above Yorktown. Some of our brave fellows will have to go with her, but I do not feel very great anxiety. A passage at night, under full steam, across the line of fire has been demonstrated by this war to be easy of accomplishment.

Most truly, yours,

G. V. FOX.

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

Report of Commander Rowan, U. S. Navy, regarding the expedition to the Dismal Swamp Canal.

U. S. S. PHILADELPHIA,
Off Elizabeth City, April 20, 1862.

SIR: I have the honor to inform you that I left New Berne on the evening of the 17th, followed by two of the large army transports with two regiments, which were joined by three regiments of Colonel Hawkins' command, all under the command of Brigadier-General Reno. This united force left Roanoke Island at 5 o'clock on the evening of the 18th and reached the point of debarkation opposite Cobb's Point about 10 o'clock the same night.

This command was landed by the boats of the Navy and transport vessels between midnight and daylight, together with three wagons, loaded with blasting material for the purpose of destroying the locks in the Dismal Swamp Canal.

The head of the column did not move into the road till nearly daylight; the rear left about 7 o'clock. The force moved up the left bank of the Pasquotank about 8 to 10 miles, when the enemy met it about 2,000 strong. A brisk but short engagement took place at a point about 1 to 2 miles below the river bridge, and about 3 miles below the first lock. The enemy were driven back and our troops held the field, where they bivouacked. At 10 o'clock the same night our troops commenced to retire for the point of debarkation, which was reached at early daylight on Sunday morning, destroying the bridges behind them.

The troops were embarked as soon as possible and returned. General Reno left here for New Berne about noon, having left a letter to be sent on shore under flag of truce asking permission to remove the remainder of his wounded, about eleven in number.

Our force was 3,000 effective men, and our loss is 10 to 15 killed and 30 to 40 wounded. The enemy lost 20 to 30 killed; his wounded were removed, it is supposed.

I regret to inform you that the lock has not been destroyed.

About 10 o'clock I received intelligence that the enemy had fallen back on Norfolk. I presume he will return immediately on learning that our troops are moving in an opposite direction.

I shall destroy the mouth of the North River Canal* before I leave, if I can get the services of the submarine material from the engineer. I am loading an additional vessel with sand to be sunk at the mouth.

If I had the *Ellis* here now, I would send her to the locks and blow them up, notwithstanding the danger to the vessel from the flood and rapids consequent thereon.

I am, very respectfully, your obedient servant,

S. O. ROWAN,

Commanding U. S. Naval Forces, Sounds of North Carolina.

Flag-Officer L. M. GOLDSBOROUGH,

Comdg. North Atlantic Blockading Squadron, Hampton Roads.

Order of Flag-Officer Goldsborough, U. S. Navy, to Acting Volunteer Lieutenant Browne, U. S. Navy, to return to duty off Wilmington, N. C.

U. S. FLAGSHIP MINNESOTA,
Hampton Roads, April 20, 1862.

SIR: Unless you have received orders from Washington detaining you at Baltimore you will, as soon after the receipt of this as possible, return with the U. S. bark *Fernandina* under your command off Wilmington, N. C., and remain there as formerly, blockading the place until further orders, or until it is absolutely necessary for you to leave there for supplies. It is entirely unnecessary, I take it, for you to touch at these roads. The enclosed printed information is for distribution among the commanders of blockading vessels off Wilmington.

I am, very respectfully, your obedient servant,

L. M. GOLDSBOROUGH,

Flag-Officer.

Acting Volunteer Lieutenant Commanding G. W. BROWNE,

U. S. Bark Fernandina, Care of Navy Agent, Baltimore, Md.

Letter from Flag-Officer Goldsborough, U. S. Navy, to Major-General Wool, U. S. Army, regarding a system of signals in case of attack by the enemy.

U. S. FLAGSHIP MINNESOTA,
Hampton Roads, April 20, 1862.

GENERAL: I deem it proper to communicate to you that in case of a night attack on the part of the enemy, or an attempt on his part to escape by us, all the vessels belonging to the squadron under my command and acting under my authority will hoist at one of their mast-heads three lights, disposed of vertically, the upper one red, the next

*A part of Albemarle and Chesapeake Canal.

below it blue, and the lower one red, in order that they may be readily distinguished from those of the enemy, and thus not be fired upon by the guns of Fortress Monroe or the Rip Raps. Besides these lights, each of my vessels, if absolutely necessary, will resort to the private night signal to make herself known as one of ourselves, which night signal is a single roll of fireworks, the first third of which exhibits a white color, the second third a red color, and the last third a green color, each third lasting, perhaps, only the fractional part of a minute, and each succeeding the other with only an interval of a few seconds. The answer to this private night signal, if made by anyone or more of my vessels, will be also a single roll of fireworks, with the first third exhibiting a red color, the second third a white color, and the last third a red color; but it is not likely in the cases put that any answers will be necessary, and therefore in all probability none will be made.

In the event, however, of any attack by the enemy, or his attempt to escape, this ship and others in all probability will have to make various night signals in the way of orders and recognition, but these are not to be confounded with those just alluded to; and, in order to guard carefully against anything of the sort, the colored lights at the masthead mentioned above should be kept steadily in view and regarded, unless shot away, as a governing symbol.

Should you deem it advisable, I will, with pleasure, make anyone or more of your officers, whom you may designate, acquainted with our code of night signals, with the understanding that he, or they, will regard the information as strictly confidential and only to be used to avoid accidents. It occurs to me that it would be well to keep the light of the light-house at Fortress Monroe from showing at all in the direction of Elizabeth River, and also that no light whatever should be exhibited on the Rip Raps. Will you permit me to suggest, therefore, that orders be given accordingly. The light-house at Fortress Monroe is a governing mark for vessels coming from Norfolk, and by blinding the portion mentioned no inconvenience can be experienced by ourselves.

I am, very respectfully, your obedient servant,

L. M. GOLDSBOROUGH,
Flag-Officer.

Major-General JOHN E. WOOL,
Commanding Department of Virginia, Fortress Monroe, Va.

Letter from Major-General Wool, U. S. Army, to Flag-Officer Goldsborough, U. S. Navy, regarding communication by signal.

HEADQUARTERS DEPARTMENT OF VIRGINIA,
Fort Monroe, Va., April 20, 1862.

SIR: I thank you for your communication of to-day. The signals described will claim my particular attention, and I will send an officer (perhaps two) to see you and receive your explanations of their use when the *Merrimack* again makes her appearance. One of the officers will be the signal officer, who may possibly make an arrangement with you to have a signal officer on board of your ship to signalize with the fort.

Very respectfully, your obedient servant,

JOHN E. WOOL,
Major-General.

Flag-Officer L. M. GOLDSBOROUGH.

Letter from Major-General McClellan, U. S. Army, to the Assistant Secretary of the Navy, making enquiry regarding the preparation of the U. S. S. Galena.

HEADQUARTERS ARMY OF THE POTOMAC, April 20, 1862.

[SIR:] How soon can I count on the *Galena* with certainty? I am fast reaching a point where the success of my operations must, to a certain extent, depend upon the fact of her cooperation, or the reverse. She will be of very great assistance to me, and, if she can do what we were talking of, will shorten my work here very much.

GEO. B. MCCLELLAN,
Major-General.

Hon. G. V. FOX,
Assistant Secretary of the Navy.

Letter from Flag-Officer Goldsborough, U. S. Navy, to Major-General Wool, U. S. Army, regarding the light-house at Fort Monroe.

U. S. FLAGSHIP MINNESOTA,
Hampton Roads, April 21, 1862.

GENERAL: In your note of yesterday you do not allude to my proposition concerning the light-house at Fort Monroe, and, therefore, it may be that I did not make myself sufficiently understood.

The light of that light-house is a governing mark by night for vessels coming from Norfolk, and it ought, therefore, I think, [be] at once so blinded by boards or otherwise as to show no light whatever in that direction, and it should be kept so blinded as long as this war lasts as it does. This will occasion no inconvenience to vessels approaching Hampton Roads from the bay or sea. Also, in my judgment, no light should be exhibited on the Rip Raps. I take it that you have abundant authority in the premises, and therefore beg to invoke it to carry out these suggestions if you agree with me in opinion. Under no circumstances would the keeper of the light-house venture to disregard your directions, although he may not be placed immediately under your orders.

I am, very respectfully, your obedient servant,

L. M. GOLDSBOROUGH,
Flag-Officer.

Major-General JOHN E. WOOL,
Commanding Department of Virginia, Fortress Monroe, Va.

Order of Commander Missroon, U. S. Navy, to Acting Master Shankland, U. S. Navy, to proceed to Cheseman's Creek on special duty in connection with the army.

U. S. S. WACHUSETT,
York River, Virginia, April 21, 1862—2 a. m.

SIR: You will please proceed without a moment's delay to Cheseman's Creek, with such purchases and tackles as I am able to furnish you with from this vessel, for the purpose of moving heavy pieces of ordnance for the army, to which duty you will give your personal attention until the work required of you shall be accomplished, when you

will return to this anchorage with the purchases loaned by me, as they are necessary to this vessel. Go to Artillery Landing, Cheseaman's Creek.

Respectfully, your obedient servant,

J. S. MISSROON,
Commanding.

Master W. F. SHANKLAND, U. S. Navy,
In Command of *Currituck*.

Get there by early daylight if possible.

Order of Commander Rowan, U. S. Navy, to Acting Master MacDiarmid, U. S. Navy, to proceed to New Berne, N. C., for repairs to the U. S. S. Ceres.

U. S. S. PHILADELPHIA,
Off *Elizabeth City*, April 21, 1862.

SIR: Proceed in the *Ceres*, under your command, to New Berne, N. C., and report to Lieutenant Commanding Murray for repairs. On your way down you will communicate with the inlet and get the news, and send here two of the coal schooners supposed to be there; that is, send them to Roanoke; send the third one to New Berne.

You will ascertain from some person in the inlet whether there is any matter for the Navy there, mail or other. Should you want coal, take it from the army vessels. If you receive any very important news, return with it to this place. Use all dispatch in reporting.

Very respectfully,

S. C. ROWAN,
Commanding Naval Forces, etc.

Acting Master Commanding JNO. MACDIARMID.

Order of the Secretary of the Navy to Captain Purviance, U. S. Navy, to proceed to duty in Hampton Roads.

NAVY DEPARTMENT, April 21, 1862.

SIR: On the receipt hereof proceed with the U. S. frigate *St. Lawrence* to Hampton Roads and report to Flag-Officer Goldsborough for duty.

I am, respectfully, your obedient servant,

G. WELLES.

Captain H. Y. PURVIANCE,
Comdg. *St. Lawrence*, Kettle Bottom Shoals, Potomac River.

Order of the Secretary of the Navy to Captain Ringgold, U. S. Navy, to proceed to duty in Hampton Roads.

NAVY DEPARTMENT, April 21, 1862.

SIR: On the receipt hereof proceed with all dispatch to Hampton Roads and report to Flag-Officer Goldsborough for duty.

I am, respectfully, your obedient servant,

GIDEON WELLES.

Captain C. RINGGOLD,
Commanding U. S. [*Ship*] *Sabine*, New York.

Letter from the Secretary of the Navy to Flag-Officer Goldsborough, U. S. Navy, regarding certain vessels of his command.

NAVY DEPARTMENT, April 21, 1862.

SIR: Enclosed herewith is an unsealed order to Flag-Officer Du Pont to send the *Susquehanna* to Hampton Roads for duty under your command. You will immediately dispatch one of your vessels with it to Port Royal. The steamer selected for this purpose and to supply the place of the *Susquehanna* should be one that will be of little service to you for military purposes, but should at the same time be suitable for blockading duty. Perhaps one of the several merchant steamers under charter will answer the purpose.

The Department as yet has received no reply to its letter of the 14th instant, asking if you needed the *St. Lawrence*, nor to its telegram of Saturday repeating the enquiry and also informing you that the *Sabine*, at New York, was at your service. It has, nevertheless, ordered both of those vessels to report to you.

I am, respectfully, your obedient servant,

GIDEON WELLES.

Flag-Officer L. M. GOLDSBOROUGH.

Report of Flag-Officer Goldsborough, U. S. Navy, giving information regarding the construction of gunboats at Norfolk, and referring to the expedition to Dismal Swamp Canal.

U. S. FLAGSHIP MINNESOTA,
Hampton Roads, Virginia, April 22, 1862.

SIR: Three white men (one of them accompanied by his wife and two children) were picked up last night by the *Baltimore*. They were in a boat and had, as they say, escaped from Norfolk. One of them has been working for a long time past in the Gosport navy yard. He describes the *Merrimack* as being off the yard, with a large gang of men working upon her, day and night, fitting shutters to all her side ports. She has always had them, he says, to her end ports. He also informs me that four new wooden gunboats have been completed at the Norfolk yard, and a fifth over in Norfolk, and that all are now ready for service. Furthermore, that at the Norfolk yard they are building rapidly a vessel to be just like the *Merrimack* in every respect, except in size, which is only to be about a thousand tons; that she is already far advanced toward completion in her woodwork and has even the woodwork of her covering, or house, finished. Neither her engines nor any of her iron plates have yet been put in place. It is expected she will be ready for use in about a month or so. This, he says, is the only vessel to be plated that the enemy is preparing at Norfolk. Besides the above five gunboats, they are now building there four more.

I am perfectly satisfied of the truth of all these statements.

I am, very respectfully, your obedient servant,

L. M. GOLDSBOROUGH,

Flag-Officer, Comdg. North Atlantic Blockading Squadron.

Hon. GIDEON WELLES,

Secretary of the Navy, Washington, D. C.

N. B.—By a late Norfolk paper, which I forward to the Department to-day, it appears that a fight came off last Friday near Elizabeth City

between some of General Burnside's men and the enemy, and that the latter were driven halfway to Norfolk. The object of the attack on our part was, I know, to destroy the lock of the Dismal Swamp Canal at South Mills, which I have no doubt has been accomplished effectually.* With this lock destroyed, and the Currituck link of the Albemarle and Chesapeake Canal kept choked, no ironclad or other gunboats can go from Norfolk to the sounds of North Carolina.

No vessel drawing over 3 or 3½ feet water can pass through Currituck Sound from Norfolk, and so get into Croatan and Pamlico sounds. I speak from positive information on this point, for I had the experiment tried in effect by Lieutenant Jeffers, when he was dispatched by me in charge of an army stern-wheel boat, drawing only 3 feet or so of water, to destroy some salt works at Old Currituck Inlet.

Could General Burnside be promptly reenforced with a body of 40,000 men, I am convinced that he could possess himself of Norfolk in a fortnight after their arrival at Roanoke Island. This idea I have entertained ever since that island surrendered to our arms, and the more I think of it the more I am confirmed in my belief. With the force the general would then have, he would, undoubtedly, use the roads leading from Powell's Point, Winton, and Gatesville, all three of which are good and practicable, and hold Roanoke Island and Winton as bases of operation. These considerations may be of moment before a great while, if they are not so now.

Most respectfully,

L. M. G.

[Telegram.]

U. S. FLAGSHIP MINNESOTA,
Hampton Roads, Virginia, April 22, 1862.

I do not think that I can use either the *St. Lawrence* or *Sabine* to any advantage. I wrote to the Department concerning an exchange of some men between the *St. Lawrence* and *Braziliera*. Can this be done?

L. M. GOLDSBOROUGH,
Flag-Officer.

GIDEON WELLES,
Secretary of the Navy.

[Telegram.]

NAVY DEPARTMENT, April 22, 1862.

The *Galena* sailed this forenoon for Hampton Roads direct.

G. V. FOX.

Major-General G. B. MCLELLAN,
Headquarters Army Potomac.

Report of Commander Missroon, U. S. Navy, regarding the need of large supplies of ammunition.

U. S. S. WACHUSETT,
York River, Virginia, April 22, 1862.

SIR: The expenditures of ammunition from these vessels, and especially that for the 100-pounder rifle of the *Sebago*, are large, and as it

* See p. 250.

is probable that they will all have to expend largely for several consecutive days when the expected attack is made, according to the arrangements now made, I telegraphed you to-day that we should want an early and a large supply, of which the vessels of this class can carry but little more than a day's full supply.

I am borrowing 30" to 25" paper fuzes for the rifles from the army, and am trying now to borrow for immediate use.

Our fire from the 100-pounder has done important work in preventing the erection of works and in getting shells into enemy's works day and night, to which General McClellan attributes much importance.

It is expected, I find, that the *Galena* shall be made to pass between Gloucester Point and Yorktown batteries, up the York River.

If it be attempted before the reduction of most of these works, she will be destroyed probably, as her armor is only 2 or 2½ inches thick. The general tells me that Mr. Fox, Assistant Secretary, told him she could go up with impunity.

Respectfully,

J. S. MISSROON,
Commander.

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

Order of the Secretary of the Navy to Lieutenant Morris, U. S. Navy, commanding U. S. S. Port Royal, to proceed to duty in Hampton Roads.

NAVY DEPARTMENT, April 22, 1862.

SIR: Proceed with the U. S. S. *Port Royal* under your command with the utmost dispatch to Hampton Roads and report to Flag-Officer Goldsborough for duty.

Before sailing transmit to the Department a muster roll of the crew and a separate list of the officers of the *Port Royal*.

I am, respectfully, your obedient servant,

GIDEON WELLES.

Lieutenant GEO. U. MORRIS,
Commanding Steamer *Port Royal*, New York.

Letter from the Secretary of the Navy to flag-officers commanding blockading squadrons, transmitting information regarding the blockade runners Memphis, Melita, and Bahama.

NAVY DEPARTMENT, April 22, 1862.

SIR: I transmit herewith for your information a copy of a dispatch received by the Secretary of State from the U. S. minister at Brussels in reference to the steamers *Memphis*, *Melita*, and *Bahama*, supposed to be intended to run the blockade.

Very respectfully, etc.,

GIDEON WELLES.

Flag-Officer W. W. McKEAN.
Flag-Officer L. M. GOLDSBOROUGH.
Flag-Officer D. G. FARRAGUT.
Flag-Officer SAML. F. DU PONT.

[Enclosure.]

Confidential.]

LEGATION OF THE UNITED STATES,
Brussels, April 1, 1862.

SIR: With reference to my dispatch of the 20th March, I have to report that an offer has been made by the owners of the new steamer *Memphis* to leave Liverpool 20th instant with a cargo of 1,100 tons, consisting of blankets, shoes, cloth, powder, etc., which cost £65,000, and with the ship valued at £90,000, to run her into the hands of our blockading squadron or aground so that she can be secured, for £53,000.

The *Melita*, referred to, has been sold to rebel agents and that cargo can not be secured as projected. The *Bahama*, Captain Tessier, formerly of the *Bermuda*, is about full, and at last advices was to leave Hamburg immediately. She has, I presume, the most valuable cargo yet shipped by the rebels, is very fast, and it is undoubtedly intended to run the blockade with her. Her draft is reported 16 feet, which I think an exaggeration. * * *

I have the honor to be, with great respect, your obedient servant,
H. S. SANFORD

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

Report of Flag-Officer Goldsborough, U. S. Navy, regarding the U. S. vessels St. Lawrence, Sabine, and Uncas.

U. S. FLAGSHIP MINNESOTA,
Hampton Roads, Virginia, April 23, 1862.

SIR: Your letter of the 21st instant, which did not reach me until to day, stating that the Department had not then received a reply to its questions about the *St. Lawrence* and *Sabine*, surprises me not a little, as I returned an answer to the telegram by telegraph in five minutes after its receipt, and to the effect that neither of those frigates could be used to any advantage. I have since, however, on more mature reflection, concluded that if their present spar-deck guns could be removed and replaced by 100-pounder rifles, and the vessels arranged so as to afford high elevation and abundant training to these guns, that then they might be of very great service, and have so expressed myself to both Assistant Secretary Fox and Captain Harwood in repeated notes. Armed as those frigates now are, they can not be of any use in this quarter, but, on the other hand, would rather be a source of embarrassment than efficiency.

We received no mail yesterday. A letter to me from the navy agent at Philadelphia, dated the 15th instant, reached me only this morning. A letter from me to the navy agent at Baltimore had not reached him four days after it was mailed here. There is something wrong somewhere.

The *Uncas* has just arrived here on her way to Port Royal, and by her I will dispatch your order to Flag-Officer Du Pont about ordering the *Susquehanna* to report to me at Hampton Roads.

I am, very respectfully, your obedient servant,

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

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

P. S.—As the *Uncas*, which leaves immediately, will be able to answer all that the Department requires, will it be necessary for me

still to dispatch another vessel to Port Royal? If so, I shall have to send the *Patroon*.

L. M. G.

Report of Commander Missroon, U. S. Navy, regarding ammunition.

U. S. S. WACHUSETT,
York River, Virginia, April 23, 1862.

SIR: Your letter of the 22d was received by the *Patroon* last evening. The pyrotechnist examined the fuzes on board the *Marblehead*, which Captain Nicholson had complained of. The fuzes upon which I reported unfavorably were those contained in, and extracted from, fifteen 32-pounders, and in fifteen XI-inch shells, all which were used in the experiment or test.

I received your dispatch yesterday, requiring a more specific requisition for ammunition than contained in my dispatch. In reply, I beg to say that these vessels can not carry in their magazines and shell rooms more than ammunition enough for thirty hours' constant firing; that they have now nearly or quite that quantity, but that a supply should be near at hand exceeding that which may be expended in thirty hours; a contingency which will be likely to occur if the army be able to open the way to these vessels to pass up the York River to points where there will probably be continuous opposition, and which I believe we shall have to encounter up to West Point.

The works of the enemy are excessively strong and powerfully armed. Their cannon are managed and served with surprising accuracy, exceeding anything I have heretofore known, and there is every indication of a most determined resistance. More than fifty heavy cannon bear upon this bay, and the destruction of vessels of this class is inevitable if taken under such a fire without their having the power to inflict any damage, or but trifling damage, to the enemy, owing to the superior and well-chosen position of their batteries.

I believe that any number of vessels of this or the gunboat class will not prevail against works so located as those now before me, and that an increase of numbers will only add to our casualties. General McClellan proposes to dismount some of the cannon before these vessels advance, and it is an evident necessity that he should do so to a very large extent.

I have forwarded to Commander Poor a general requisition for ammunition such as the vessels will be likely to require, but which they can not stow till the present stock be expended. It will have to remain in the vessel bringing it.

Respectfully, sir, your obedient servant,

J. S. MISSROON,
Commander.

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

Report of Flag-Officer Goldsborough, U. S. Navy, regarding the U. S. steamers Dragon and Cambridge.

U. S. FLAGSHIP MINNESOTA,
Hampton Roads, Virginia, April 23, 1862.

* * * * *

I have the honor to inform the Department that the *Dragon* arrived here from Baltimore yesterday afternoon, and this morning the *Cam-*

bridge came in from the blockade off Wilmington, [N. C.], for supplies.

I am, very respectfully, your obedient servant,

L. M. GOLDSBOROUGH,

Flag-Officer, Comdg. North Atlantic Blockading Squadron.

HON. GIDEON WELLES,

Secretary of the Navy, Washington, D. C.

Report of Commander Rowan, U. S. Navy, transmitting report of Lieutenant Flusser, U. S. Navy, regarding the expedition for the destruction of the Chesapeake and Albemarle Canal, April 23, 1862.

U. S. S. PHILADELPHIA,

Off Elizabeth City, N. C., April 26, 1862.

SIR: Finding the army had failed to accomplish the purpose for which it was landed near Elizabeth City, and having returned to its posts without accomplishing either the destruction of one or the other of the canals, I resolved to undertake it with the navy. I accordingly gave orders to Lieutenant Commanding Flusser, and, furnishing him with all the means he required, he accomplished the work to my entire satisfaction, and in his usual able and energetic manner.

I enclose Lieutenant Commanding Flusser's report.

I am, very respectfully, your obedient servant,

S. C. ROWAN,

Commanding Naval Forces, Sounds of North Carolina.

Flag-Officer L. M. GOLDSBOROUGH,

Comdg. North Atlantic Blockading Squadron, Hampton Roads.

[Enclosure.]

U. S. S. COMMODORE PERRY,

Off Elizabeth City, April 25, 1862.

SIR: In obedience to your order, I left this place on the 23d instant in the *Lockwood*, with the *Whitehead* and *Putnam* in company, each with an officer and a detachment of men on board, the *Lockwood* towing the wrecking schooner *Emma Slade*, with the apparatus for blowing up the banks, to block up Albemarle and Chesapeake Canal. At the mouth of North River we were joined by the *Shawsheen*, having in tow a schooner which had been sent the day before to Roanoke Island to be filled with sand.

In the afternoon of the 23d, fifty men were landed on each bank, while a launch with a heavy 12-pounder was sent up the canal; and with this force we moved up 2 miles, examining the banks to find the best place for operations.

I concluded to place the obstruction near the mouth, that the men while at work might be under cover of the guns of the steamers and the enemy be prevented from removing it. The schooner was sunk just inside the canal, and with brush, stumps, rails, trunks of heavy trees, and earth, the passage was obstructed from the schooner about 50 yards above. We were occupied from noon till sunset of the 23d and from 7:30 a. m. till half an hour after sunset on the 24th. Earth was thrown in by hand from each bank as far as could be, but we had no wheelbarrows to carry it to the middle.

Professor Maillefert, of the New York Submarine Engineering Company, and his assistants, were of great service to me; indeed I was

mostly governed by his advice, as he is more familiar with this sort of work than I am. He is of opinion that it will require two or three months' labor with a dredging machine to remove what we have placed in a day and a half. He says it will be easier and cheaper to cut a new outlet than to remove the obstruction.

The rebels have, I think, no thought of using that canal, as they have themselves been obstructing it above and below the bridge.

It would be well to send a steamer there daily until the timber is well water-soaked and sunk.

Very respectfully, your obedient servant,

C. W. FLUSSER,
Lieutenant, Commanding.

Commander S. C. ROWAN,
Comdg. U. S. Naval Forces, Inner Waters of North Carolina.

Letter from the Assistant Secretary of the Navy to Flag-Officer Goldsborough, U. S. Navy, regarding cooperation with the Army of the Potomac.

NAVY DEPARTMENT, April 23, 1862.

MY DEAR COMMODORE: I have your note of the 20th instant, and your two of the 21st. It is perfectly understood that the army were to dash up the peninsula without the navy, and in fact we were never informed of the movement. I found it out accidentally, and did my best to turn it to Norfolk, knowing the scant force we had and the benefit the rebels would derive from the *Merrimack*. But, as it was determined to go on to the peninsula, we threw all the force we could toward you, and so continue to do, because the cry will be (it has already commenced) for the Navy to pull them out of the slough. The Navy have done it several times during the war for our army friends, but the golden opportunity is now presented to save the Army and immortalize the Navy. Harwood has written you about the Parrott guns. All our rifles of large caliber seem to be failures, which leaves us in the lurch about such guns. Meeker's commission, or appointment, has been sent. It is all right about Daniels; he could not be reinstated as midshipman. Rowan's clerk has no chance at present. I wish you could send two merchant steamers in lieu of the *Susquehanna*. Du Pont will send up a wail about withdrawing that noble ship, but the Government and people call upon us to lift the Army of the Potomac out of the mire. The submarine boat I hope will be with you before many days, also another blow-up matter,* in which the party takes the risk and labor for \$100,000, if successful. I think the *Galena* will trouble them if she runs batteries. Our Potomac Flotilla now have the run to Fredericksburg. Do not you learn anything about New Orleans?

Most truly, yours,

G. V. FOX.

Report of Commander Missroon, U. S. Navy, regarding the U. S. S. Corwin.

U. S. S. WACHUSETT,
York River, Virginia, April 23, 1862.

SIR: The steamer *Corwin* arrived yesterday. Captain Phelps informed that after the landing of troops had been effected, he was

* See pp. 248, 249.

intended to proceed hence on other duty, to the Potomac, of some importance.

I beg to say that as the *Corwin* draws 10 feet, she can not approach the appointed landing within 1,000 yards, at which distance her light battery of one 20-pounder Parrott and two howitzers would not be of material assistance, especially as we have as many vessels and guns as are necessary to cover the landing, and as can operate to advantage. I do not expect a serious opposition.

Respectfully, sir, your obedient servant,

J. S. MISSROON,
Commander.

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

Report of Commander Missroon, U. S. Navy, requesting to be relieved from duty in cooperation with General McClellan against the York River batteries.

U. S. S. WACHUSETT,
York River, Virginia, April 23, 1862.

SIR: I beg that you will relieve me from an unpleasant position, not only on my individual account, but that the naval service may not be subjected to censure or disagreeable criticism.

It is evident that General McClellan expects these gunboats to perform duties under the fifty cannon of Yorktown and Gloucester, occupying most commanding positions, which would, in my opinion, cause their destruction, while they could inflict little or no serious injury to the enemy.

While General McClellan hears silently a general officer propose to me to take these vessels under a destroying fire—thereby apparently acquiescing in the proposition—he has taken me aside to say, “Captain, if I commanded a flotilla as you do, I should hesitate before I would take the vessels under such a destructive fire,” and, “Captain, I do not see that the vessels can do anything now.”

If you will do me the favor to relieve me, the opportunity will be afforded General McClellan of finding in my successor one whose views coincide with his as to the ability of these vessels to endure the fire of Yorktown and Gloucester; while, if he fail to find that concurrence, it will afford evidence against the measure, very satisfactory to the Navy to possess.

In view of coming events, I think it is due alike to the service and to myself to relieve me on this application for the above reasons.

Respectfully, sir, your obedient servant,

J. S. MISSROON,
Commander.

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

Report of Commander Missroon, U. S. Navy, requesting to withdraw his application for relief from duty in the York River.

U. S. S. WACHUSETT,
York River, Virginia, April 23, 1862.

SIR: I have received your letter of this date by the *Patroon*, and have just received a dispatch from General McClellan, informing me

that Commander Rodgers had proceeded to Fortress Monroe to await the *Galena*, and that he did not need the blocks and tackles now. I therefore return the letters directed to Commander Rodgers herewith to you.

The blocks and tackles are on board the *Patroon*. I had previously furnished what were needed for landing mortars.

The gun-carriage makers have completed the work on the carriage of the *Sebago*, and I send them to you by the *Patroon*.

I have to request, sir, that the request to be relieved, which I made this afternoon, be suspended, or that I be permitted to withdraw it.

Respectfully, sir,

J. S. MISSROON.

Flag-Officer GOLDSBOROUGH,
Commanding North Atlantic Blockading Squadron.

Report of Flag-Officer Goldsborough, U. S. Navy, regarding the U. S. steamers Galena and Maratanza.

U. S. FLAGSHIP MINNESOTA,
Hampton Roads, Virginia, April 24, 1862.

SIR: The *Galena* and *Maratanza* arrived here to-day about noon; the former vessel, the *Galena*, with the cam on the eccentric shaft carried away and the eccentric arm or main steam rock shaft of starboard engine also carried away. The cam is repaired, but a new arm for rock shaft will probably be necessary.

Engineers are now engaged in deciding what must be done, and whether we can do it here or not. If I get their report before the mail closes, I will give the Department the result. I think, and hope, that the work can be done here, and that, too, without much delay.

Commander Rodgers is already in command of the *Galena*.

The *Maratanza* I have sent to Yorktown.

The mail is about closing, and I have not yet received the report from the engineers.

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 the Secretary of War, regarding a plan to capture Norfolk, Va.

NAVY DEPARTMENT, April 24, 1862.

SIR: I have the honor to transmit to you a copy of dispatch* No. 214 of Flag-Officer Goldsborough, received this day by the Department. The views expressed by him in regard to the possession of Norfolk accord so fully with my own that I deem it a duty to communicate them to you. I know not that it is possible, in the existing state of things, to reenforce General Burnside, as proposed, but the capture of Norfolk would, in my opinion, next after New Orleans, be the most decisive blow that would be struck for the suppression of the rebellion.

* See pp. 255, 256.

I also send you an extract from a dispatch of Commander Missroon, of the steamer *Wachusett*, York River, in relation to the works at Yorktown.

I am, very respectfully, your obedient servant,

GIDEON WELLES.

Hon. E. M. STANTON,
Secretary of War.

Escape of the steamer Nashville into Wilmington, N. C., April 24, 1862.

Order of the Secretary of the Navy to Flag-Officer Goldsborough, U. S. Navy, to furnish official information.

NAVY DEPARTMENT, *May 12, 1862.*

SIR: Enclosed is a slip from a newspaper, in which it is stated that the rebel steamer *Nashville* ran out of Wilmington, N. C., on the 30th ultimo, with a cargo of cotton. Have you official information on the subject? What force was blockading the port at the time?

I am, respectfully, your obedient servant,

GIDEON WELLES.

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

[Enclosure.—Newspaper clipping.]

The rebel steamer Nashville.—A letter from an officer on board the U. S. S. *Daylight*, dated Beaufort, N. C., May 2, says:

The steamer *Nashville* ran the blockade on the 24th of April and entered the harbor of Wilmington by Cape Fear River (not by the new inlet, as before stated) and got aground inside of Fort Caswell, having on board 60,000 stand of arms and 40 tons of powder. They sent steamers from Wilmington and Smithville to lighten her and succeeded in getting her off on the 26th, when she proceeded to Smithville, where she took in two lighter-loads of cotton and ran the blockade out of the harbor on the 30th of April and went to sea.

Report of Flag-Officer Goldsborough, U. S. Navy, regarding the lack of official information.

U. S. FLAGSHIP MINNESOTA,
Hampton Roads, Virginia, May 13, 1862.

SIR: I have no official information with regard to the *Nashville's* having run out of Wilmington, N. C., on the 30th ultimo, with a large cargo of cotton; nor do I believe it. She doubtless did run into that place on or about the 24th ultimo.

The *Jamestown*, *Monticello*, and *Victoria* must have been off Wilmington on the 30th ultimo. The *Mount Vernon* left these roads early this morning for Wilmington. The vessels now off there are the *Chippewa*, *Penobscot*, *Monticello*, *State of Georgia*, and *Victoria*. The *Cambridge* is to go off there the moment she can leave Baltimore.

I am, very respectfully, your obedient servant,

L. M. GOLDSBOROUGH,

Flag-Officer, Comdg. North Atlantic Blockading Squadron.

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

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

SOUTH WINDSOR, CONN., *May 24, 1862.*

SIR: I have the honor to acknowledge the receipt of your letter of the 24th instant, enquiring into the circumstances of the running of the blockade at Wilmington by the *Nashville* and of her exit loaded with cotton. In reply I respectfully state the facts relating thereto, so far as I am informed, and which were immediately placed on record for transmission to the flag-officer.

On the 24th ultimo the *Jamestown* was obliged to haul off from New Inlet on account of a strong breeze from the northward and eastward. On the 25th, whilst on our return, we fell in with the *Mount Vernon* and communicated with her. As we came in sight of the light-house, late in the afternoon, six steamers were discovered near the batteries bearing the rebel flag, and apparently awaiting our approach. I did not suspect that the larger steamer was the *Nashville*, but supposed their intention was to endeavor to dispute the blockade, knowing probably that the *Jamestown* was the only vessel on that side of the shoal, with a view to cover the exit of other vessels loaded and waiting inside to make good their escape.

I was not able to fetch far enough to windward to reach the steamers on that tack, but stood in toward them until within 3 miles, when, not wishing to place the ship so near the land as would prevent maneuvering, I wore ship in the hope of drawing them away from the land and from under the protection of the batteries. We now discovered that the largest steamer was aground, and as the wind was getting light (about a 3-knot breeze), and it would be impossible to reach them before night, I called for the opinion of the three senior sea officers as to the best mode of procedure for attacking the enemy. The opinion was unanimous that the most certain way of insuring success would be to endeavor to obtain the assistance of our steamers on the other side of the shoal. I accordingly stood on to the shoal into 8 fathoms of water and threw up several rockets and fired a gun to attract attention, but without effect. The wind had become very light and I concluded to send a boat across the shoal. She was sent in charge of Acting Master [Midshipman] Bache, who volunteered, as did also Acting Master Ellery. In the morning, 26th, the *Monticello* came around and took us in tow, and we stood in prepared to attack steamers and batteries. The wind at this time sprung up from the northward and eastward, and increased so that when within about 8 miles of the bar the sea and wind had risen so much that it was evident the *Monticello* could not manage the ship when brought into action head to wind and sea. I was therefore compelled very reluctantly to cast off. I directed Lieutenant Commanding Braine to go in the *Monticello* and reconnoiter and endeavor to destroy the large steamer which was side-wheel and of American build. Captain Braine soon returned and reported that the steamer had got inside and beyond the range of his guns. At this time the *Victoria*, steamer, arrived, and I ordered her in to keep as close a blockade as could be, and the *Monticello* to return to her position on the other side. I was compelled to carry sail to clear the shoal, and the wind and current prevented my return until the 1st.

On meeting the *Victoria*, which vessel was then in plain sight of the light-house at Federal Point, Acting Master Warren, in command, informed me of the plan pursued by him in blockading, which was to take the bearings of a known point and keep just in sight during the day, and when night set in to run in by compass close to the entrance

and anchor, not showing any light. I had not heard of the reported escape of the *Nashville* at the time, nor do I think she could have got out at New Inlet with a cargo, as at high tide there is but 11 feet on the bar, and I have heard that was the draft of the steamer when light.

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

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

Report of Flag-Officer Goldsborough, U. S. Navy, giving extracts from reports of commanding officers.

U. S. FLAGSHIP MINNESOTA,
 Norfolk, Va., June 3, 1862.

SIR: The following extracts afford all the official information I have received with regard to the escape of the *Nashville* into and out of Wilmington, N. C.:

From Commander Lockwood, under date of Beaufort, N. C., April 30, 1862:

The U. S. gunboat *Chippewa* returned here last evening from Fort Caswell, N. C., where I had sent her on the 27th instant, at the request of Major-General Burnside, [with] a flag of truce, to land a number of paroled prisoners captured in Fort Macon. Lieutenant Commanding Bryson reports that the *Nashville* ran the blockade at [Cape] Fear River on the 24th instant about 10 a. m. with a large and valuable cargo of arms and munitions of war, passing in through the northern passage, New Inlet, where she grounded, and the rebels, with several tugboats, were busily working until the night of the 25th or morning of the 26th, when they succeeded in getting her into port.

From Lieutenant Commanding Braine, under date of Wilmington, May 5, 1862, whose letter was only received by me yesterday, June 2, 1862:

I have the honor to inform you that on the 29th April, 1862, two soldiers of the rebel Army, names, Henry Garwood and George Henry, privates, deserted from Fort Caswell and came off to this ship. They gave me the following information relative to the rebel forces at this place:

In Fort Caswell there are between 550 and 600 men.

They have received lately in the fort 5,000 pounds bacon, 200 barrels flour, and other provisions.

The fort mounts thirty-six guns in all; four of them are carronades, placed so as to rake the moat (which has 5 feet depth of water in it). The guns in barbette are thirty in number; six are rifle guns, and look toward the entrance to the harbor, and with these are four VIII-inch columbiads, looking in the same direction. The balance of the guns are light 32 and 24 pounders.

In and about the fort, at Federal Point, New Inlet entrance, are 2,000 men, the greater portion of them in camp, about 4 miles to the northward of Federal Point.

At Smithville there are six companies of artillery and six fieldpieces. The guns in earthwork at New Inlet are twenty-four in number; of their class and caliber I have no information.

These deserters informed me that the steamer *Nashville*, now called the *William L. Wragg*, and sailing under English colors, ran in at New Inlet on the 26th of April. Whilst doing so, she struck on the bar and lay there twenty-eight hours, during which time a portion of her cargo was taken out by five tugs which went to her assistance.

They state that while she lay on the bar the U. S. sloop of war *Jamestown* came to within about 3 or 4 miles of her and then stood offshore.

The *Nashville* is reported by them to be injured, having her port wheelhouse stove in, and that she was towed to Wilmington.

From Commander Armstrong, under date of Wilmington, May 14, 1862, whose letter was also only received by me yesterday, June 2, 1862:

The rebels at Fort Caswell are busy strengthening their fortification and leveling the sand hills to the westward of the fort. They have placed obstructions in the

channel, and have a line of floats across the entrance of Cape Fear River. Contrabands, who came off on Monday, May 4, report that the steamers *Nashville* and *Gordon* had previously gone out. I place no reliance on their statement, although a rumor prevailed at Beaufort, N. C., before I left there, that such was the case.

I am, very respectfully, your obedient servant,

L. M. GOLDSBOROUGH,

Flag-Officer, Comdg. 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, expressing surprise at the lack of official information.

NAVY DEPARTMENT, *June 9, 1862.*

SIR: Your No. 273, dated the 3d instant, has been received. The Department is surprised not only at the insufficiency or mismanagement of the blockading force off Wilmington when the rebel steamer *Nashville* ran into and out of that port, but also at the neglect of the commanding officers to report those circumstances promptly.

The first official information that reached the Department of the escape of the *Nashville* into Wilmington on the 24th or 25th of April was the report of Commander Green, under date of May 24, in response to an enquiry of the Department.

Lieutenant Braine, who, it would appear from Commander Green's report, was sent to attempt to destroy the *Nashville* while aground, does not, in his letter to you of May 5, mention his action in the matter, but states that he had learned from a deserter of the escape of the *Nashville* into Wilmington.

No official information of the *Nashville* having run out of Wilmington has been received. Commander Armstrong says in his report to you that he had heard from some contrabands that such was the case.

Officers on blockading duty should be required to report promptly to the flag-officer or the Department all matters of importance pertaining to the blockade.

You will require of Lieutenant Braine and the commanding officer of the *Victoria*, and of other vessels that were off Wilmington when the *Nashville* ran in and out, a report of the facts within their knowledge relating thereto.

I enclose herewith a copy of the report of Commander Green, above mentioned, upon which the Department has ordered a court of enquiry.

It is said that the steamer *Theodora*, or *Gordon*, also escaped from Wilmington about the same time the *Nashville* did.

I am, respectfully, your obedient servant,

GIDEON WELLES.

Flag-Officer L. M. GOLDSBOROUGH,

Commanding, etc., Norfolk, Va.

Order of Flag-Officer Goldsborough, U. S. Navy, to commanders of vessels blockading off Wilmington, N. C., to furnish reports.

U. S. FLAGSHIP MINNESOTA,

Norfolk, Va., June 10, 1862.

SIR: You will send me a full report of all the facts within your knowledge concerning the late entrance of the *Nashville* into Wilmington and her subsequent escape from that port.

Officers on blockading duty under my command are required to report promptly to me all matters of importance pertaining to the blockade.

I am, very respectfully, your obedient servant,

L. M. GOLDSBOROUGH,

Flag-Officer, Comdg. North Atlantic Blockading Squadron.

Commander O. S. GLISSON,

Commanding U. S. S. Mount Vernon.

Commander J. F. ARMSTRONG,

Commanding U. S. S. State of Georgia.

Lieutenant J. M. B. CLITZ,

Commanding U. S. S. Penobscot.

Lieutenant A. BRYSON,

Commanding U. S. S. Chippewa.

Lieutenant D. L. BRAINE,

Commanding U. S. S. Monticello.

Acting Master J. D. WARREN,

Commanding U. S. S. Victoria.

Report of Commander Glisson, U. S. Navy, commanding U. S. S. Mount Vernon.

U. S. S. MOUNT VERNON,

Off Wilmington, N. C., June 16, 1862.

SIR: Your letter of the 10th instant has been received. In answer, I have to state that I have known nothing of the entrance of the *Nashville* or of her departure from Wilmington. Contrabands state that she ran in on the 25th April and out on the 29th of the same month. On the 25th April I was on my way to Hampton Roads for coal; on the 29th the *Mount Vernon* was at Hampton Roads, and it was there that I first heard that the *Nashville* had got into Wilmington.

I am, very respectfully, your obedient servant,

O. S. GLISSON,

Commander, U. S. Navy.

Flag-Officer L. M. GOLDSBOROUGH,

Comdg. Atlantic Blockading Squadron, Hampton Roads.

Report of Commander Armstrong, U. S. Navy, commanding U. S. S. State of Georgia.

U. S. S. STATE OF GEORGIA,

Off Wilmington, N. C., June 16, 1862.

SIR: Your letter of the 10th instant has been received. I have no knowledge of any facts concerning the entrance of the *Nashville* into this port or her subsequent escape from it.

Contrabands who came off from shore reported, as mentioned in my letter of May 14, her escape from this port prior to the arrival of this ship. I have since heard their statement confirmed.

Very respectfully, your obedient servant,

JAS. F. ARMSTRONG,

Commander, Commanding.

Flag-Officer L. M. GOLDSBOROUGH,

Commanding North Atlantic Blockading Squadron.

Report of Lieutenant Olitz, U. S. Navy, commanding U. S. S. Penobscot.

U. S. STEAM GUNBOAT PENOBSCOT,
Off Cape Fear, North Carolina, June 16, 1862.

SIR: In reply to your letter of the 10th instant, in relation to the arrival and departure of the steamer *Nashville* at and from the port of Wilmington, N. C., I have to state that I know nothing of my own knowledge, as I was not present at the time.

I have the honor to be, your obedient servant,

J. M. B. CLITZ,
Lieutenant, Commanding.

Flag-Officer L. M. GOLDSBOROUGH,
Comdg. North Atlantic Blockading Squadron, Norfolk, Va.

Report of Lieutenant Bryson, U. S. Navy, commanding U. S. S. Chippewa.

U. S. GUNBOAT CHIPPEWA,
Off New Inlet, North Carolina, June 21, 1862.

SIR: Your order, dated Norfolk, Va., June 10, 1862, directing me to send you a full report of all the facts within my knowledge concerning the late entrance of the *Nashville* into Wilmington and her subsequent escape from that port, has been received, and in reply I have to state that of my own knowledge I can say nothing.

In explanation of the above, I would respectfully state that at the time it was said that the *Nashville* ran in (on or about the 25th of April) I was at Beaufort, N. C. At the time she is said to have escaped from that harbor (and it is said that she went out of the western bar channel on the night of May 4) I was off New Inlet.

I am, respectfully, your obedient servant,

A. BRYSON,
Lieutenant, Commanding.

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

Additional order from Flag-Officer Goldsborough, U. S. Navy, to Lieutenant Braine, U. S. Navy, commanding U. S. S. Monticello.

U. S. FLAGSHIP MINNESOTA,
Norfolk, Va., June 11, 1862.

SIR: In addition to the information relative to the evasions of the blockade of Wilmington by the *Nashville*, required from you in my letter of yesterday, you will give me in detail an account of your action in obedience to Commander Green's directions to you to run in and attempt to destroy the *Nashville* while aground on the bar at the entrance of the harbor.

Your letter to me, dated May 5, does not allude to this order of Commander Green.

I am, very respectfully, your obedient servant,

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

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

Report of Lieutenant Braine, U. S. Navy, commanding U. S. S. *Monticello*.

U. S. S. MONTICELLO,
Beaufort, N. C., June 15, 1862.

SIR: In reply to your letters of June 10 and 11, instant, in which you require a full report of all the facts within my knowledge concerning the late entrance of the *Nashville* into the port of Wilmington and her subsequent escape from that port; also in detail an account of my action in the matter, I beg leave to state that on Saturday, April 26, 1862, the *Monticello* being at anchor off the western entrance Cape Fear River, at 5:30 a. m. we discovered a boat to the southward of Smith's Island pulling up to the northward and westward along the line of Frying Pan Shoals. We immediately got underway. The boat proved to be a cutter in charge of Acting Master Bache, from the U. S. sloop of war *Jamestown*. He brought news of a rebel steamer being ashore on the bar at New Inlet entrance, near Federal Point light-house, with orders from Commander Green, of the *Jamestown*, for the *Monticello* and steamer *Victoria* to proceed around the shoals. I directed the U. S. S. *Victoria* to follow us, taking in tow the cutter belonging to the *Jamestown*, and at 7 a. m. stood to the southward to clear the end of Frying Pan Shoals. At 10:30 a. m. made a sail to the eastward across the shoals, which proved to be the *Jamestown*; stood across the shoal, and at 11:20 a. m. telegraphed the following to the *Jamestown*: "Shall I tow you?" The *Jamestown* signalized: "Communicate, I wish to." I ran close to her and was ordered on board by Commander Green. He directed me to take him in tow. At 12 meridian took the *Jamestown* in tow and stood for New Inlet. At 2:30 p. m. the weather became squally and thick; wind increased from the northward and eastward; we were ordered to cast off the hawser. We now stood in at full speed to New Inlet, and at 3:30 p. m. we were near the bar when we discovered a large-side-wheel steamer showing English colors lying in Cape Fear River, apparently discharging cargo into tugboats alongside of her. I stood in as close to her as the water would permit. She was beyond the reach of our guns. At 4 p. m. stood out to the southward and eastward; at 4:30 discovered the *Victoria* and *Jamestown* and stood for them, making the following telegraphic signals: "The strange steamboat is inside, safe, discharging cargo; she is American built." I then received orders from Commander Green to proceed around Frying Pan Shoals to our former station; the *Victoria* was ordered into New Inlet. I immediately stood to the southward and around the shoal, and on the morning of the 27th instant, at 2:15 a. m., anchored on our station off the western bar, Cape Fear River. The evening of the 27th instant two deserters from the Confederate Army stationed at Fort Caswell came off to the ship in a small boat; their names were Henry Garwood (private) and George Henry (private). My letter to you, May 5 (1862), gave you all the information I received from them. In that I stated the *Nashville* struck on the bar at New Inlet whilst trying to get in and lay there twenty-eight hours, during which time a portion of her cargo was taken out by tugs. These deserters were sent to Beaufort, N. C., to be forwarded to you so that they might give you personally all the information they possessed. I remained at my station on the blockade until May 18, when I was ordered by Commander Glisson to Beaufort, N. C., for provisions and coal. At the expiration of forty-eight hours after my arrival there I left Beaufort, N. C., and at 11:30 p. m., on the night of the 21st of May, I took up my station on the blockade off New Inlet. As regards the

escape of the steamer *Nashville*, I have no personal knowledge of it. I was told by some officers that the contrabands which came off from New Inlet to the U. S. S. *Chippewa* said that the *Nashville* ran out of New Inlet entrance to Cape Fear River on the night of the 29th April, 1862. This, sir, is all the information I possess relative to the entrance and egress of the steamer *Nashville*.

I am, very respectfully, your obedient servant,

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

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

Report of Acting Master Warren, U. S. Navy, commanding U. S. S. *Victoria*.

U. S. S. VICTORIA, -
Off Wilmington Bar, June 15, 1862.

SIR: Your orders under date of the 10th instant, directing me to send a full report of all the facts within my knowledge concerning the late entrance of the *Nashville* into Wilmington and her subsequent escape from that port, has been received this day, and in reply I beg leave to say that on the 26th of April, last; whilst lying off Fort Caswell, I received orders from Captain Braine, of the U. S. S. *Monticello*, to accompany him around to New Inlet, the other side of Cape Fear, to assist him to destroy a large steamer said to be ashore there. We immediately started around Frying Pan Shoals. Off the southern end of the shoals I was sent to board a vessel some way off, which separated my vessel from the *Monticello*. On my way around I spoke the U. S. sloop of war *Jamestown* working offshore, the wind blowing strong from the northeast, and she had lost one anchor. I spoke the *Monticello*, who stated that the steamer above alluded to had floated off and gone into the river. I was then ordered by Captain Green to go to the Federal Point channel and stay there for the present. The *Monticello* returned to Fort Caswell to guard that channel. It being at that time too dark to approach the channel, I kept underway all night.

On the 27th, at daylight, I stood in, and at 8 o'clock a. m. anchored in 9 fathoms of water. At 11:30 I got underway and stood in nearer the channel. Seeing a steamer aground in the river, I stood in as near as I dared to, and made the steamer inside to be the *Nashville* (as I supposed). I immediately sent a rifled 30-pounder shell at her, but she was too far distant for me to reach her. At 5 p. m. the steamer floated and went up the river. I kept underway till 6 o'clock, sounding and taking bearings. At 6 p. m. I anchored off the channel as near as I could judge.

I have heard many stories about the *Nashville*, but this is all I know about her.

All of which is most respectfully submitted.

Your obedient servant,

J. D. WARREN,
Acting Master, Commanding U. S. S. *Victoria*.

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

Letter from the Secretary of the Navy to Flag-Officer Goldsborough, U. S. Navy, transmitting copy of the opinion of the court of enquiry.

NAVY DEPARTMENT, *July 8, 1862.*

SIR: I transmit herewith a copy of the opinion of the court of enquiry which was recently convened at Philadelphia for the purpose of investigating the causes of the escape of the rebel steamer *Nashville* from capture while aground near New Inlet, North Carolina, on the 24th of April last.

The court, it appears, are of opinion that—

The discretion of the senior officer, Commander Glisson, of the *Mount Vernon*, in leaving the station when he did, without being relieved, was not well exercised, and in a great measure tended toward the escape of the *Nashville*.

As the Department can not give the detailed and specific instructions which might remedy a want of judgment or discretion in subordinate officers of a squadron, it must rely upon the vigilance of the flag-officer for such supervision as will prevent a repetition of occurrences so little creditable to the service as the escape of the *Nashville*.

I am, respectfully, your obedient servant,

GIDEON WELLES.

L. M. GOLDSBOROUGH,
Commanding, etc., Norfolk, Va.

[Enclosure.]

Opinion of the court.

The opinion of the court relative to the facts and incidents which have come before them in their investigation of the failure to capture the rebel steamer (supposed to be the *Nashville*) whilst aground on the New Inlet Bar by the U. S. ship *Jamestown*, commanded by Commander Charles Green, is as follows:

The court is impressed with the fact given in evidence that the *Jamestown* was ordered to sea in great haste by the commanding officer of the blockading squadron from Hampton Roads, through the urgency of the Navy Department, without having completed her repairs, in being unsupplied with the full complement of boats and anchors. In the opinion of the court, the condition of the ship tended very much to impair the efficiency of the *Jamestown* and to lessen the confidence of the commander and officers in her ability to perform the service of the blockade; written evidence is produced that Commander Charles Green remonstrated against going to sea thus unprepared, but obeyed his orders.

The court is of opinion that the part of the coast of North Carolina about Cape Fear is one of the most exposed during the winter and spring months, rendering very difficult and at times almost impossible for a sailing vessel to maintain position, and frequently very dangerous, especially with a defective outfit.

It is doubtful, in the mind of the court, whether the force, consisting of the *Jamestown* and three steamers, was competent to guard the two entrances to the Cape Fear River and maintain a strict blockade, the first being a sailing vessel and the last, steamers defective in their machinery. There were no directions given to the commanders of these vessels how to act or to what their attention was to be called, and they were permitted to leave their stations for supplies without being relieved by others.

In the opinion of the court, the discretion of the senior officer, Commander Glisson, of the *Mount Vernon*, in leaving the station when he did, without being relieved, was not well exercised, and in a great measure tended toward the escape of the *Nashville*, as the guarding of the New Inlet was left thereby entirely to the *Jamestown*, a sailing vessel, with an armament inadequate, as has been proved, deficient in an anchor and a first cutter, while the old channel was left to be guarded by the *Monticello* and *Victoria*, steamers.

It is the opinion of the court that Commander Green, on discovering lights while at anchor to the northward of the bar, acted on the evening of the 23d of April with cautious prudence in slipping his cable and getting underway, and they are satisfied that he used all diligence to keep his ship as near the entrance during the night as the weather permitted. From the evening of the 23d to the afternoon of the 25th it is shown that the state of the weather was such as to preclude his maintaining a position under sail to intercept vessels bound in or out. Had Commander Glisson left one of the three steamers in his company, this could have been effected, as appears to the court was his duty to have ordered. The court thinks that Commander Green should have guided his movements by the time of high water and have sighted the bar at that time, when vessels bound out or in would have, in all probability, made the attempt to run the blockade. The court was surprised to find that no attention had been paid to this event, and that no attention appears to have been given to the tides.

There is little doubt, from the information derived from the witnesses and the documents submitted to the court, that the *Nashville* passed in on the morning of the 24th and grounded on the bar at that time, where she lay some thirty-six hours, till the morning tide of the 26th April.

The court is of opinion that after the discovery of the rebel steamer aground on the afternoon of the 25th Commander Green had not the force to attack her or effect her capture, by reason of the inadequate armament of the *Jamestown*, in having no guns of long range, or with boats at night, being deficient in a first cutter. Finding himself so situated, he consulted his officers, who coincided in his opinion, when he made diligent exertions to procure the aid of the steamers to effect the capture or destruction of the rebel steamer. At the same time, it is in evidence that those two steamers, the *Monticello* and *Victoria* (the *Mount Vernon* having left her station the day before without a relief) were some distance off, and the *Monticello* defective in her machinery, from which cause his intentions were retarded and frustrated by the delay which ensued. The court would also notice the willful neglect and deviation of Acting Master Warren, in command of the *Victoria*, from his orders, in giving chase to a schooner, thus failing to join the *Jamestown* in the shortest possible time.

It is extremely doubtful whether the *Jamestown* and the two steamers were of sufficient force to have made any successful attempt to capture the rebel steamer after she had got off and within the bar, or have effected her destruction, although the *Victoria* was of light draft of water, protected, as the rebel steamer was, by the forts and the armed tugs that had come to her assistance. If it had been possible, it was not deemed advisable to attempt it.

The high character of Commander Green for energy and attention to his duties, which the officers of the *Jamestown* have borne testimony to, has satisfied the court that Commander Green, under the circumstances,

acted with desire to perform his duty, and that the escape of the *Nashville* is in no manner to be imputed to the neglect of Commander Charles Green, commanding the *Jamestown* at the time and place of said escape.

CHARLES WILKES,
Captain, U. S. Navy, and President of the Court.
WILLIAM E. WHITMAN,
Judge-Advocate.

Report of Flag-Officer Goldsborough, U. S. Navy, making comments upon the opinion of the court of enquiry in the case of Commander Green, U. S. Navy.

U. S. FLAGSHIP MINNESOTA,
Norfolk, Va., July 14, 1862.

SIR: The opinion of the court of enquiry in the case of Commander Charles Green, of the *Jamestown*, a copy of which was recently forwarded me by the Department, accompanied by remarks from the honorable Secretary, contains some statements so unfounded in fact and so calculated to injure others entirely innocent of wrong in the premises, that I deem it incumbent upon me to submit to you the following comments with regard to them and the papers herewith transmitted. It is very clear to my mind that the evidence adduced, instead of being full and complete in relation to the affair involved, was but of a very meager character, although it may have been the best, in absence of important witnesses, that could have been obtained; and that upon this the opinion is predicated.

It is stated that—

The court is impressed with the fact given in evidence that the *Jamestown* was ordered to sea in great haste by the commanding officer of the blockading squadron from Hampton Roads, through the urgency of the Navy Department, without having completed her repairs, in being unsupplied with the full complement of boats and anchors.

As this stands, and with the opinion separated from the proceedings, one would naturally infer that I am the officer alluded to, and the omission therefore to name who, in the minds of the court, that commanding officer was, is calculated to implicate me. The truth is, at the time in view I was and had been for several weeks in the sounds of North Carolina. I had nothing whatever to do with the preparation of the *Jamestown* for service, nor did I order her to sea.

Again, in alluding to the *Jamestown* and three steamers as being the vessels detailed to guard the entrances to Cape Fear River, it is stated:

There were no directions given to the commanders of these vessels how to act, or to what their attention was to be called, and they were permitted to leave their stations for supplies without being relieved by others.

So far from there being the slightest truth in this conclusion about directions to commanding officers, I doubt whether in the whole history of blockades such minute instructions ever were given to cruisers as those furnished to all the vessels of the North Atlantic Blockading Squadron engaged on blockading service; and in support of this assertion, and as a matter of justice to myself, I ask that the accompanying papers may be carefully examined. They are just such as were given to the vessels alluded to in the opinion, and as have been given to every vessel of this squadron sent on blockading service since a very short time after I first took command in it. If they contain no directions to commanders how to act or to what their attention is to be

called, then I am incapable of issuing any that will. But upon this point the Department will judge for itself and decide upon the consequence due to the court's reflections. It is not a little remarkable that as far back as last December the president of the court, Captain Wilkes, obtained from me a printed copy of all these papers, except, of course, those headed extracts, etc.; and, unless I am greatly mistaken, Captain Ringgold, another member of the court, must also have been similarly provided with them.

And it is further stated that—

The court would also notice the willful neglect and deviation of Acting Master Warren, in command of the *Victoria*, from his orders, in giving chase to a schooner, thus failing to join the *Jamestown* in the shortest possible time.

Upon this, very naturally, the Department has felt itself called upon to dismiss Acting Master Warren from his command; but it now turns out, from the proceedings of another court of enquiry, which were forwarded by me yesterday to the Department, that Acting Master Warren was ordered by his superior officer, Lieutenant Commanding Braine, to do the very thing which has brought upon him the court's censure, and resulted in his displacement. So much for relying implicitly upon mere *ex parte* testimony.

I find that I omitted to notice in the proper place the remark of the court about the vessels being permitted to leave their stations for supplies without being relieved by others. No vessel of this squadron has been allowed to leave her blockading station except in a case of absolute necessity. Every available one had to be kept constantly on blockading service, and thus an arrangement of relief vessels was impracticable.

I am, very respectfully, your obedient servant,

L. M. GOLDSBOROUGH,

Flag-Officer, Comdg. North Atlantic Blockading Squadron.

Hon. GIDEON WELLES,

Secretary of the Navy, Washington, D. C.

Record of proceedings of a court of enquiry, held on board the U. S. S. *Penobscot*, June 24, 1862.

* * * * *

The court convened pursuant to adjournment on the 28th instant, at 10 o'clock a. m. Present, Commander O. S. Glisson, Lieutenant Commanding J. M. B. Olitz, Lieutenant Commanding H. N. T. Arnold, Judge-Advocate Theodore E. Smith.

The proceedings of the last meeting were read and approved.

There being no further testimony to be obtained on this station, and after reading over the evidence and maturely deliberating thereon, the court are of the following opinion:

That no person or persons on board of the U. S. S. *Monticello* or the U. S. S. *Victoria* are at all censurable for the entrance or escape of the steamer *Nashville* into or from the port of Wilmington, N. C., in April last. But the court are of the opinion that Commander J. F. [Charles] Green, of the U. S. ship *Jamestown*, is censurable for not having destroyed or attempting to destroy the supposed steamer *Nashville* while ashore on the bar of New Inlet, N. C., on the 26th April, 1862. Also for not having maintained his proper station on blockading service. The court feel called upon to say that they have labored under

great disadvantages in passing an opinion on Commander Green without having been able to obtain evidence from either him [or] his officers and crew.

O. S. GLISSON,
Commander, Senior Officer.
 J. M. B. OLITZ,
Lieutenant, Commanding, U. S. Navy.
 H. N. T. ARNOLD,
Lieutenant, Commanding, U. S. Navy.
 THEODORE E. SMITH,
Judge-Advocate.

The court having finished the business before it, adjourned.
 Commander O. S. GLISSON,
Senior Officer.
 THEODORE E. SMITH,
Judge-Advocate.

Report of Flag-Officer Goldsborough, U. S. Navy, regarding the repairs to the U. S. S. Galena.

U. S. FLAGSHIP MINNESOTA,
 Hampton Roads, Virginia, April 25, 1862.

SIR: The damages sustained by the machinery of the *Galena* are being repaired at our own workshop on shore at Fortress Monroe, and I am greatly in hopes, from the reports I receive, that they will all be made good in the course of to-day. There are difficulties, however, to contend with, but I have a strong impression that they will be effectually overcome.

Nothing of importance has transpired here since my last.

I am, very respectfully, your obedient servant,

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

Hon. GIDEON WELLES,
Secretary of the Navy.

Letter from the Secretary of the Navy to Flag-Officer Goldsborough, U. S. Navy, regarding the steamers Patroon, Massachusetts, and Port Royal.

NAVY DEPARTMENT, April 25, 1862.

SIR: If you can spare the *Patroon* send her to Port Royal with orders to report to Flag-Officer Du Pont for duty in the South Atlantic Blockading Squadron.

The steamer *Massachusetts* will probably leave New York to-day. The steamer *Port Royal*, Lieutenant George U. Morris commanding, is now under orders to report to you for duty. She may not be ready for sea before the 30th instant.

I am, respectfully, etc.,

GIDEON WELLES.

Flag-Officer L. M. GOLDSBOROUGH.

Letter from Commander Rowan, U. S. Navy, to Major-General Burnside, U. S. Army, reporting the successful obstruction of the North River Canal.

U. S. S. PHILADELPHIA,
Off Elizabeth City, April 25, 1862.

GENERAL: We have effectually obstructed the North River Canal.* I enclose you an abstract from the Norfolk Day Book, which Flusser captured in the post-office on the morning of his arrival in the canal.

I have been up the Pasquotank several miles above Elizabeth City. Troops can be landed on either side of the river within 6 miles of South Mills. The body of the adjutant has been sent in by flag of truce and brought off by the *Delaware*.

General Blanchard informs Major Jardine (who was here for the wounded) that they, the wounded, have been sent to Fortress Monroe. I also enclose a communication from General Blanchard to General Reno.

Very respectfully,

S. C. ROWAN,
Commanding U. S. Naval Forces, Sounds North Carolina.
Major-General A. E. BURNSIDE,
Commanding Department North Carolina.

Bombardment and capture of Fort Macon, N. C., April 25-26, 1862.

Report of Flag-Officer Goldsborough, U. S. Navy.

U. S. FLAGSHIP MINNESOTA,
Hampton Roads, Virginia, May 2, 1862.

SIR: I have the honor to inform the Department that Fort Macon is now in our possession. The accompanying reports give all the official information I have received with regard to its capture.

I am, very respectfully, your obedient servant,

L. M. GOLDSBOROUGH,
Flag-Officer, Comdg. North Atlantic Blockading Squadron.
Hon. GIDEON WELLES,
Secretary of the Navy, Washington, D. C.

Report of Commander Rowan, U. S. Navy, transmitting report of Lieutenant Franklin, U. S. Navy, commanding U. S. S. Ellis.

U. S. S. PHILADELPHIA,
Off New Berne, N. C., May 1, 1862.

SIR: I have this moment anchored off New Berne and avail myself of the mail to-morrow to inform you of the fall of Fort Macon, after a bombardment of ten hours.

I enclose copy of Lieutenant Commanding Franklin's report of his participation in the affair, which has disappointed me. I regret to say that this officer did not make prize of the vessels in port, but suffered Captain Lockwood to come in and seize them. I forbore capturing these vessels before the fort fell, in consequence of their being English, though principally owned by rebels.

* A part of the Albemarle and Chesapeake Canal.

I refer the matter for your consideration. I think the vessels are my prizes.

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

S. C. ROWAN,

Comdg. U. S. Naval Forces, Sounds of North Carolina.

Flag-Officer L. M. GOLDSBOROUGH,

Comdg. North Atlantic Blockading Squadron, Hampton Roads.

[Enclosure.]

U. S. S. ELLIS,

Off Beaufort, N. C., April 26, 1862.

SIR: I have the honor to make to you the following report:

Fort Macon surrendered after being bombarded for ten hours. In my letter of the 23d instant to you I mentioned the superior range of the fort's guns and my inability to reach it at 2 miles, even with the increased charge of 8 pounds.

On Friday, the morning of the attack, the wind was fresh from the southward and westward, making sufficient sea to render my fire very uncertain and to endanger the vessel on the shoals.

These circumstances and the poor range of my gun decided me not to engage with the *Ellis*, so I was obliged to content myself with offering the services of my people to assist at the guns on the canal boats. Mr. Porter worked one for a short while, but orders soon came to stop it, and when the firing ceased [we] were engaged in sounding out a better position for them.

Very respectfully, your obedient servant,

O. L. FRANKLIN,

Lieutenant, Commanding Ellis.

Commander S. C. ROWAN,

Commanding U. S. Naval Forces in North Carolina.

Report of Commander Lockwood, U. S. Navy, commanding U. S. S. Daylight.

U. S. S. DAYLIGHT,

Beaufort Harbor, April 26, 1862.

SIR: I have the pleasure to inform you that Fort Macon is ours after one day's bombardment, in which the gunboats under my command participated. Our loss is one engineer, wounded in the arm by a round shot, or rather the splinters, the shot entering our starboard quarters and lodging in the opposite side of the ship.

The army had 2 wounded and 1 killed, I hear. Particulars of our part in the capture hereafter. In haste.

Yours, respectfully,

SAML. LOCKWOOD,

Commander and Senior Officer.

Flag-Officer L. M. GOLDSBOROUGH,

Comdg. North Atlantic Blockading Squadron, Hampton Roads.

Additional report of Commander Lockwood, U. S. Navy, commanding U. S. S. Daylight.

U. S. PROPELLER DAYLIGHT,

Beaufort Harbor, April 27, 1862.

SIR: I have the honor to report that on the 25th instant our batteries on shore being in position, fire was opened about 6 a. m. on Fort Macon.

On its being reported, I got underway and steamed toward the other blockading vessels, making signals for them to get underway, to prepare for action, and form in line ahead. When within range, as near as the shoals allowed us to approach, the *Daylight* opened fire, followed in succession by the steamer *State of Georgia*, Commander James F. Armstrong; the gunboat *Chippewa*, Lieutenant-Commanding A. Bryson, and the bark *Gemsbok*, Acting Lieutenant-Edward Cavendy. The three steamers kept underway, steaming around in a circle, delivering their fire as they came within range at a mile and a quarter distant from the fort. The bark anchored.

After firing a number of rounds of shot and shell, finding that the sea from a southwest wind blowing on shore caused the vessels to roll so quick and deep as to render our guns almost unmanageable, to affect our range and the accuracy of our aim, I reluctantly withdrew, after being engaged about an hour and a quarter, hoping that the wind and sea would subside, so as to enable us to renew our firing in the afternoon. I the more readily adopted that course, as we did not contemplate to be continuously engaged, but to occasionally open fire on the enemy, whom we expected would hold out for several days. The wind and sea increasing rendered the renewal of the engagement impracticable that afternoon by the gunboats. Toward evening a flag of truce was displayed from the fort, which passed into our possession the following morning, and we heartily cheered the reappearance of our glorious flag over the ramparts of Fort Macon about 10 a. m., April 26, 1862.

On entering the port I had an interview with Major-General Burnside, and we jointly signed the terms of capitulation on the part of the United States forces.

We expended nearly half of our 15-second fuzed shells, and, I am happy to say, with good effect, and our time of attack was most opportune, as we drew the fire of the enemy from an important land battery, which enabled our forces to repair damages caused by the concentrated fire of the enemy thereon.

The fire of the enemy on the vessels from guns of greater range was excellent; their shot and shell fell around us in every direction. Many good line shots passed just over and beyond us, as we successively passed their line of fire, and we were exceedingly fortunate in receiving so little damage. The *Daylight* was struck by an VIII-inch solid shot on the starboard quarter below the spar deck, passing through several bulkheads and the deck below to the opposite side of the vessel in the engine room about 6 inches above the machinery, among which it dropped. A splinter fractured the small bone of the right forearm of Acting Third Assistant Engineer Eugene J. Wade; and I am happy to state that this was the only casualty that occurred afloat.

I am informed that our forces on shore had 1 killed and 2 wounded, and that the enemy had 8 killed and 20 wounded. It is remarkable that so important a victory should have been achieved with so little loss of life, particularly as the interior of the fort was literally covered with fragments of bombs and shell, and many of their guns disabled.

I herewith enclose the reports of the several commanders, and it gives me great pleasure to commend the gallantry of all.

I am, sir, respectfully, your obedient servant,

SAMI. LOCKWOOD,

Commander and Senior Officer Present.

Flag-Officer LOUIS M. GOLDSBOROUGH,

Comdg. North Atlantic Blockading Squadron, Hampton Roads.

Report of Commander Armstrong, U. S. Navy, commanding U. S. S. State of Georgia.

U. S. S. STATE OF GEORGIA,
Off Fort Macon, N. C., April 26, 1862.

SIR: I have the honor to hand herewith a statement of the amount of ammunition expended during the action of yesterday.

The fire of the enemy was well directed, their shot and shell falling thick and fast around us, one passing through the American ensign at the peak.

While making the circle under the fire of the fort we touched bottom slightly, without damage.

The coolness and spirit displayed by the officers and crew of this vessel deserve the highest praise.

I am, sir, very respectfully, your obedient servant,
JAMES F. ARMSTRONG,
Commander.

Captain SAMUEL LOCKWOOD,
Commander and Senior Officer, off Fort Macon, N. C.

Report of Lieutenant Bryson, U. S. Navy, commanding U. S. S. Chippewa.

U. S. GUNBOAT CHIPPEWA,
Beaufort, April 27, 1862.

SIR: In obedience to your orders I herewith transmit you an account of the part taken by this vessel at the bombardment of Fort Macon on the 25th instant.

In accordance with your signal we got underway at 8 o'clock and, following in line, stood in for the fort. I am surprised that our firing should have been so accurate, when I take into consideration the rolling of the vessel. At times the muzzle of our XI-inch pivot gun was within a very short distance of the water. During the time we were in the engagement, we fired twelve rounds from the XI-inch gun and ten from the 20-pounder Parrott.

The shell from the fort passed through our rigging and exploded all around us, but I am happy to be able to state that no one was injured; neither did the hull or rigging receive the slightest damage.

Both officers and men, few of whom had ever been under fire before, behaved with the greatest coolness and bravery.

I am, respectfully, your obedient servant,
A. BRYSON,
Lieutenant, Commanding.

Commander SAML. LOCKWOOD,
Senior Officer Present.

Report of Acting Volunteer Lieutenant Cavendy, U. S. Navy, commanding U. S. bark Gemsbok.

U. S. S. [BARK] GEMSBOK,
Off Beaufort, N. C., April 25, 1862.

SIR: I have the honor to report to you the following statement of the part this vessel took in the bombardment of Fort Macon between the hours of 8 and 10 a. m. on the above date.

Agreeably to signal from my senior officer I prepared the ship ready for action. At 7:55 perceived signal to get underway to the fort and

open fire. At 8 hove up anchor and stood in toward Fort Macon and anchored close in to the breakers in 4 fathoms water, distant 1 mile (large distance) from the fort.

Immediately opened fire and continued firing until the flagship stood off, when I hove up anchor and stood for the anchorage. Fired twenty-eight shot and shell at the fort. Having but a small quantity of long-range fuzes that would reach it, compelled me to use hollow shells and shot instead.

During the time the ship was in action several shot and shell came very near us; only one did any damage, however, carrying away the forward starboard maintopmast backstay 10 feet from the deck; also carrying away main topsail halyards and main brace.

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

EDW. CAVENDY,

Commanding Gemsbok.

SAMUEL LOCKWOOD,

Senior Officer, Commanding U. S. S. Daylight.

Order of congratulation of Flag-Officer Goldsborough, U. S. Navy, to Commander Lockwood, U. S. Navy, and regarding the disposition of vessels.

U. S. FLAGSHIP MINNESOTA,

Hampton Roads, May 2, 1862.

SIR: I beg to congratulate you and the officers and men associated with you upon the capture of Fort Macon. Be good enough to communicate to them my entire satisfaction at the gallant conduct evinced on the occasion, and receive for yourself the same manifestation. The attention of the Navy Department is already drawn to the deed.

I wish you to send the *Chippewa* and *State of Georgia* off Wilmington, N. C., without delay, to assist in blockading that place.

The *Daylight* and *Gemsbok* can remain at Beaufort until further orders. I have this day ordered a thousand tons of coal to be sent from Philadelphia to Beaufort for the use of our vessels there and off Wilmington, and also a full supply of provisions, stores, and clothing to be sent from Baltimore to Beaufort for the same purpose. Tell the commanding officers of the *Chippewa* and *State of Georgia* that hereafter they will find supplies at Beaufort, and direct them to inform the commanding officers they may meet off Wilmington that they, too, hereafter, are to go to Beaufort for supplies. In short, no vessel stationed at Beaufort or off Wilmington is to come here unless her condition is such as to render the move absolutely necessary, or unless she be ordered by the Navy Department or myself to do so.

It is very desirable that the coals, provisions, stores, etc., should be landed and stored conveniently and safely, so as to avoid demurrage. This you will endeavor to manage. The clerk accompanying the provisions, etc., is to remain with them and attend to their delivery, taking all necessary receipts. Direct him, however, not to deliver any article unless there be a requisition for it, duly approved by the senior naval officer present.

I am, very respectfully, your obedient servant,

L. M. GOLDSBOROUGH,

Flag-Officer.

Commander LOCKWOOD,

U. S. S. Daylight.

Report of Commander Lockwood, U. S. Navy, regarding the steamers *Alliance* and *Gondar*, captured at the fall of Fort Macon, transmitting terms of capitulation.

U. S. S. DAYLIGHT,
Beaufort Harbor, N. C., May 3, 1862.

SIR: On the capture of Fort Macon I found two ships, the *Alliance* and *Gondar*, flying the English flag, lying near the railroad depot at Morehead City, in charge of their masters, with a guard of soldiers on board to prevent the removal of the cargo or property, consisting of turpentine, rosin, and cotton, and yesterday Brigadier-General Parke, in command of this division, turned them over to me, with sundry papers found at the custom-house when our forces entered Beaufort, on examining which I am satisfied that they are lawful prizes, and have no doubt but that their transfer to the English flag is fraudulent. Report says they belong to parties in Charleston, S. C., and New York. They have been here since the latter part of August last, and claim to have arrived before a blockade of the harbor existed, and the captain of the *Alliance* says he applied to the commanding officer in less than fifteen days after the blockade actually took place for permission to leave. I find that the *Gondar* took in cargo as late as the 22d January last, and they have been watching for a chance to run the blockade, having several times dropped down near the entrance of the harbor for that purpose. The *Alliance*, from her bills of lading, dated St. John, New Brunswick, August 12, 1861, must have cleared for Havana and entered at the Confederate custom-house, Beaufort, N. C., August 28, 1861. The *Gondar*, by her bills of lading, found also at the Confederate custom-house, dated Liverpool, July 5, 1861, must have cleared for Nassau, New Providence, and entered Beaufort custom-house September 2, 1861. Being satisfied that they are lawful prizes, I have put a prize crew on board of each and ordered them to New York for adjudication. The *Gondar's* cargo was salt and iron. The captain of the *Alliance* is here. Her cargo consisted of grindstones, quicksilver, castor oil, spool cotton, mackerel, tin plate, block tin, bar iron, sheet iron, iron wire, pig iron, and two trunks of percussion caps.

The log book of the *Gondar* is missing for the period prior to Captain Matthew Robert Gooding's leaving her to command the *Nashville*, and John Jennings was appointed to command the *Gondar* March 17, 1862, the day the *Nashville* is said to have run the blockade. Both ships are American built, and have had their name and Liverpool recently painted on their stern, under which, on one of them, sufficient letters are visible to make out Charleston.

There is said to be at the railroad depot about 400 barrels of rosin and turpentine which, report says, was formerly loaded on board the bark *Glenn* to run the blockade, but was subsequently landed to convert her into a privateer. I shall enquire into it, and if I can get sufficient proof of that fact, I shall confiscate it and send it North for adjudication.

The U. S. ship *Gemsbok* will sail in company with the above prizes, convoying them as far as off the capes of the Chesapeake, when she will go to Hampton Roads and they to New York.

There is a report here that the *Nashville* ran out of Wilmington, N. C., on the 30th April, taking with her two steamboat and one lighter loads of cotton, hurriedly put on board and unstowed.

I am, sir, respectfully, your obedient servant,

SAML. LOCKWOOD,
Commander and Senior Officer.

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

P. S.—I send also herewith a copy of the terms of capitulation of Fort Macon.

S. LOCKWOOD.

[Enclosure.]

Terms of capitulation.

FORT MACON, N. C., April 26, 1862.

The following are the terms of capitulation agreed upon for the surrender to the forces of the United States of Fort Macon, Bogue Banks, North Carolina:

ARTICLE 1. The fort, armament, and garrison to be surrendered to the forces of the United States.

ARTICLE 2. The officers and men of the garrison to be released on their parole of honor not to take up arms against the United States of America until properly exchanged, and to return to their homes, taking with them all their private effects, such as clothing, bedding, books, etc.

M. J. WHITE,

Colonel, C. S. Army, Commanding Fort Macon.

SAML. LOCKWOOD,

Commander, U. S. Navy, and Senior Officer.

JOHN G. PARKE,

Brigadier-General Volunteers,
Commanding Third Division, Department North Carolina.

Report of Flag-Officer Goldsborough, U. S. Navy, acknowledging the Department's communications.

U. S. FLAGSHIP MINNESOTA,

Hampton Roads, Virginia, April 26, 1862.

SIR: The information, dated the 22d instant, from the Department concerning the steamers *Bahama*, *Melita*, and *Memphis*, has been received and printed. The information about the vessels at Liverpool and Bermuda preparing to violate this blockade, sent to me from the Department on the 25th, has just been received; also the dispatch dated the 24th concerning the steamship *Karnak*, and that of the 25th relating to the *Patroon*, *Massachusetts*, and *Port Royal*. I have the honor to state that I have chartered the schooner *Victory* for the purpose of keeping our naval force in the York River supplied with ammunition. I enclose herewith the duplicate of the charter party.

The *Connecticut* arrived here from the south this morning. The engineer reports that the repairs on the *Galena* will be completed to-day.

I am, very respectfully, your obedient servant,

L. M. GOLDSBOROUGH,

Flag-Officer, Comdg. North Atlantic Blockading Squadron.

HON. GIDEON WELLES,

Secretary of the Navy, Washington, D. C.

Letter from Major-General Wool, U. S. Army, to Flag-Officer Goldsborough, U. S. Navy, transmitting information from the commanding officer at Fort Wool.

HEADQUARTERS DEPARTMENT OF VIRGINIA,

Fort Monroe, April 26, 1862.

SIR: Enclosed herewith I have the honor to transmit a note just received from Lieutenant-Colonel Helleday, commanding at Fort Wool,

for your information, although it is probable that you are already aware of the movements of the rebels referred to.

JOHN E. WOOL,
Major-General.

Flag-Officer L. M. GOLDSBOROUGH,
U. S. [Steam] Frigate Minnesota, Hampton Roads.

[Enclosure.]

FORT WOOL, *April 26, 1862.*

SIR: Everything quiet at Fort Wool. I presume it is reported to and known at headquarters that the rebels are busy sounding the channel opposite and this side of Sewell's Point, and that floating lights are to be seen at night at the place where the boats worked during the day. A gunboat might destroy those buoys, or whatever they are.

I am, colonel, most respectfully, yours,

G. B. HELLEDAY,
Lieutenant-Colonel, Commanding Fort Wool.

Colonel W. D. WHIPPLE,
Assistant Adjutant-General.

Report of Flag-Officer Goldsborough, U. S. Navy, relative to some of the vessels' of his command.

U. S. FLAGSHIP MINNESOTA,
Hampton Roads, Virginia, April 27, 1862.

SIR: In consequence of discharging the crew, formerly of the *Cumberland*, agreeably to your order of the 25th instant, I shall not have men enough left for the *Braziliera*. Can 40 men be sent here for that ship? The *Mount Vernon*, just arrived from off Wilmington, will also have to be provided with a new crew forthwith, and it will take some 60 men for the purpose. In all, therefore, 100 men are now required here.

The frigate *St. Lawrence* arrived here to-day. The machinery of the *Galena* has been repaired.

Agreeably to your instructions of the 25th instant, I have to-day ordered the *Patroon* to Port Royal. I have also sent the *Chocura* to York River; the *Penobscot* is to return here from that place.

I have the honor to acknowledge the receipt of the communication from the Department concerning James Corlace, killed on the 12th ultimo.

I am, very respectfully, your obedient servant,

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

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

Report of Commander Glisson, U. S. Navy, regarding the inadequate force on the blockade off Wilmington, N. C.

U. S. S. MOUNT VERNON,
Hampton Roads, Virginia, April 27, 1862.

SIR: I have to report to you the arrival of the U. S. S. *Mount Vernon* from Wilmington, N. C. I have also to report that the *Jamestown*

will have to return for supplies on the 1st May. The *Monticello* can remain until the 15th and the *Victoria* until the 20th May. After the *Jamestown* leaves there will be only two vessels off Wilmington, one off each entrance, which force is totally inadequate to maintain an efficient blockade.

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

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

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

Order from Flag-Officer Goldsborough, U. S. Navy, to Acting Master Lelar, U. S. Navy, commanding U. S. S. *Patroon*, to proceed to duty in the South Atlantic Blockading Squadron.

U. S. FLAGSHIP MINNESOTA,
Hampton Roads, April 27, 1862.

SIR: You will proceed to Port Royal, S. C., and report to Flag-Officer Du Pont for duty in the South Atlantic Blockading Squadron.

I am, very respectfully, your obedient servant,

L. M. GOLDSBOROUGH,
Flag-Officer.

Acting Master Commanding ROBERT G. LELAR,
U. S. S. *Patroon*, Hampton Roads, Virginia.

Order from Commander Rowan, U. S. Navy, to Lieutenant Murray, U. S. Navy, to dispatch the U. S. S. *Morse* to Elizabeth City, N. C.

U. S. S. PHILADELPHIA,
Off Elizabeth City, April 27, 1862.

SIR: On the arrival of the *Underwriter* you will dispatch the *Morse* with orders to report to the senior officer off Elizabeth City.

Direct the *Morse* to coal before leaving and not to run on snags in passing through Croatan Sound. Direct Captain Hays to arrange his movements so that he will make good anchorage at night and avoid grounding anywhere.

Very respectfully,

S. C. ROWAN,
Commanding Naval Forces, etc.

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

Letter from Lieutenant Badger, U. S. Navy, to Lieutenant Wise, U. S. Navy, advising the use of "liquid fire" to repel boarders on the U. S. S. *Monitor*.

U. S. S. ANACOSTIA,
Rappahannock River, April 27, 1862.

DEAR SIR: It has occurred to me, from the movements of the *Merrimack* on her last visit to Hampton Roads, and from other reasons, that the enemy has some plan to draw the *Monitor* out from under the guns of the fortress, in order to capture her by boarding and towing her up Elizabeth River by her (the *Merrimack's*) superior power or momentum.

Suppose half a dozen men were to spring on the *Monitor's* decks provided with grapnels and chains, and make them fast, just after her two guns had been fired; undoubtedly she could be towed off and they could not help themselves.

It seems to me that it would not be difficult for them to provide a few men with armor to perform this duty, and with comparative safety, since only musketry could be used against them.

In such an event it strikes me that the "liquid fire," with which you witnessed an experiment four or five months ago at the navy yard, Washington, would be a good thing to drive them off with. The pipe of a hose thrown out of the small holes in the "dome," or out of the pilot house, would, I think, clear the decks sooner than the heaviest discharge of musketry that could possibly be brought to bear.

If you think well of this idea, pray call Fox's attention to it. He was present and witnessed the effect of the "liquid fire" on the occasion referred to.

Very truly, yours,
 Lieutenant H. A. WISE, U. S. Navy,
Ordnance Bureau, Navy Department, Washington.

O. C. BADGER.

Letter from Major-General Wool, U. S. Army, to Flag-Officer Goldsborough, U. S. Navy, giving intelligence regarding the C. S. S. Virginia (Merrimack).

HEADQUARTERS DEPARTMENT OF VIRGINIA,
Fort Monroe, Virginia, April 27, 1862.

DEAR SIR: I send a man (contraband) who, with several others, has just arrived from Portsmouth [Norfolk] navy yard.

He is intelligent and can give you some information as to the talk of the *Merrimack's* intention to come out to-morrow.

He also brings intelligence of our navy having arrived at New Orleans, as reported in the yesterday's Richmond paper, etc.

By direction of Major-General Wool:

T. J. CRAM,
Colonel, Aid-de-Camp.

Flag-Officer L. M. GOLDSBOROUGH.

Report of Flag-Officer Goldsborough, U. S. Navy, regarding the movements of vessels.

U. S. FLAGSHIP MINNESOTA,
Hampton Roads, Virginia, April 28, 1862.

SIR: The U. S. S. *Cambridge* returned to her blockading station off Wilmington, N. C., yesterday afternoon. Last night the U. S. S. *Penobscot* arrived here from York River.

Copies of the general [order] from the Department, forbidding the communication of intelligence concerning naval movements, etc., have been received and will at once be distributed, with directions that they are to be read publicly on the quarter-deck of every vessel in this squadron.

I am, very respectfully, your obedient servant,

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

HON. GIDEON WELLES,
Secretary of the Navy.

Order of Flag-Officer Goldsborough, U. S. Navy, to Commander Glisson, U. S. Navy, to proceed with the U. S. S. Mount Vernon to Baltimore for repairs.

U. S. FLAGSHIP MINNESOTA,
Hampton Roads, April 28, 1862.

SIR: You will proceed to Baltimore with the *Mount Vernon* under your command and have her boiler repaired there with all possible dispatch.

I am, very respectfully, your obedient servant,

L. M. GOLDSBOROUGH,
Flag-Officer.

Commander O. S. GLISSON, U. S. Navy,
U. S. S. *Mount Vernon*, Hampton Roads.

Letter from Commander Missroon, U. S. Navy, to Major-General McClellan, U. S. Army, regarding the York River defenses.

U. S. S. WACHUSETT,
York River, April 28, 1862.

GENERAL: I have reason to believe that the enemy has withdrawn his long-range rifles from Yorktown and has placed them in the woods, to operate on this anchorage. The shells for the two 100-pounder vessels are nearly exhausted, and I am just now advised that a supply vessel may not be expected under three days and to husband our shells in the meantime.

Should the enemy place rifles behind embankments 900 yards beyond the margin of the river our 11-inch guns could not reach them, their range for accurate firing being only 1,320 yards and short of 3,000 yards at extreme elevation, while the 100-pounders, mounted on extremely vulnerable vessels, with their machinery exposed and with crews as yet unpracticed, and short of shell, though with abundance of shot, could do little toward displacing the enemy.

As the first duty of importance for the vessels will be to cover the landing of General Franklin's division, they must be kept intact and ready for it. I therefore think it proper to take a position somewhat farther outside my present anchorage till I get a supply of ammunition, or till General Franklin be ready to move, but in the meantime shall keep a steamer in position to protect the pontoons I see near Sand Box, and shall also throw a few 11-inch shells into Yorktown or Gloucester, when practicable, at night.

I should think that the pontoons at Sand Box indicate to the enemy the intention to land at Gloucester.

Very respectfully,

J. S. MISSROON,
Commander.

Major-General GEORGE B. MCCLELLAN,
Comdg. Army of the Potomac, Headquarters near Yorktown, Va.

Order of Commander Rowan, U. S. Navy, to Lieutenant Quackenbush, U. S. Navy, commanding U. S. S. Delaware, to proceed on an expedition up Albemarle Sound.

U. S. S. PHILADELPHIA,
Off Elizabeth City, April 29, 1862.

SIR: Proceed up the Albemarle Sound with the *Delaware* under your command, accompanied by the *Ceres* and *Whitehead*. You will visit Hertford, show your force off Edenton, and visit Plymouth.

Should there be any vessels on the stocks you will destroy them, if of sufficient size to be used by the rebels.

It is reported that a small steamer is hauled up and concealed in the Perquimans River, near Blanchard's Bridge; if you find you can, without too much risk, cut her out, do so. Report says there is some militia stationed at the bridge.

Use good discretion. Say to the people of the towns you visit that their safety depends on their neutrality and good conduct. Promise nothing in the way of protection to any of these people residing on shore.

Communicate with Plymouth and Hertford in person, and keep your people in hand, that they neither scatter nor do violence to private property. Public property will be seized and destroyed, and such vessels as you may find will be captured. Don't remain over night in the river within musket range.

As soon as you have completed your visit to Plymouth, you will direct the *Ceres* and *Whitehead* to return here and you will proceed to New Berne, communicating with the commander of the *Granite*, now stationed at Ocracoke Inlet, on the way.

Very respectfully,

S. C. ROWAN,
Commanding Naval Forces, etc.

Lieutenant Commanding S. P. QUACKENBUSH,
Commanding U. S. S. Delaware.

Report of Flag-Officer Goldsborough, U. S. Navy, regarding the movements of the U. S. steamers Dawn, New Berne, and Massachusetts.

U. S. FLAGSHIP MINNESOTA,
Hampton Roads, Virginia, April 29, 1862.

SIR: I have the honor to state that the U. S. S. *Dawn*, from New York, en route for Port Royal, put into this place this morning for repairs to her engines. I have this morning sent the U. S. S. *New Berne* to Baltimore, owing to the condition of her boilers, which, upon careful examination, directed by me, have been found very defective, in consequence of age and long-continued use, and require extensive repairs. The U. S. supply steamer *Massachusetts* arrived here to-day.

I am, very respectfully, your obedient servant,

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

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

Report of Commander Missroon, U. S. Navy, regarding the shelling of the York River batteries by the vessels under his command.

U. S. S. WACHUSETT,
York River, April 30, 1862.

SIR: I have the honor to report to you that at the request of General McClellan "to annoy the enemy by firing a few shells by day and night," these vessels have been engaged in that duty almost daily, when permitted by circumstances to do so, and by the limit prescribed by their store of ammunition, especially since the 13th instant.

On the 14th instant all the vessels shelled very effectively the woods on Gloucester, where the enemy were erecting a battery abreast the anchorage, and soon drove them away; we have since learned that the six companies engaged there were that night withdrawn to Yorktown and the intended work abandoned.

On the 15th the *Anacostia* and *Sebago*, each mounting a rifled cannon of long range, arrived at this anchorage and were immediately brought into requisition. They both shelled very effectively the attempted extension of the main works on Gloucester and caused the enemy to desist from their work, killing an officer in charge, his horse, and 2 men, as we have since learned. The shelling on that point was renewed early on the morning of the 16th. On the same day the *Sebago* threw her shells into Yorktown, narrowly escaping the well-directed shots from the enemy's heaviest rifled cannon; she resumed the firing at midnight.

On the 17th she again threw her shell at Yorktown and Gloucester.

On the 20th the *Sebago* threw her rifle shell with precision upon the Gloucester works.

On the 21st she again shelled the enemy. On the 24th, the enemy being at work again upon an extension of his works on Gloucester, the *Sebago's* rifled gun did good execution, completely driving them away from it.

On the 25th the *Maratanza* commenced on Gloucester and Yorktown, throwing her rifle shell into the rebel camp and water battery with fine effect, causing great commotion, and it is believed, from the activity of the ambulance and its subsequent direction to the hospital, to have caused the enemy some casualties.

On the 26th she again operated on two occasions during the day, successfully lodging her shell in the immediate vicinity of the magazine in the water battery in Yorktown and enemy's camp.

The *Sebago* also threw her shell into Yorktown with accuracy on the same day.

On the 27th the *Sebago* and the *Maratanza* both operated effectually on the Yorktown works, bursting their shells on the ramparts, camps, and in the water battery. At midnight the *Maratanza* again annoyed the enemy by her shells.

On the 29th the *Maratanza* drove off by her shells a working party of the enemy from the fortifications on Gloucester, and on the same day she and the *Sebago* were ordered to shell a steamer plying between Yorktown and Gloucester. The fire of the former is believed to have struck the steamer, when she ran up York River. The *Sebago* then threw several shell, which exploded in the midst of the camp at Yorktown, evidently doing much damage.

The services of both these vessels are now suspended by the want of shells, the one having twenty and the other but sixteen on hand. On the 5th of April, at the request of General McClellan to "get some shells into Yorktown," the *Wachusett*, *Marblehead*, and *Penobscot* were run within long range of the nearest works of the enemy on the following day, with a view first to ascertain the locality of a masked battery said to contain X-inch columbiad cannon. These vessels discharged several shell, which, on taking effect, the fire was replied to by several shots from a rifle cannon of long range, when the vessels withdrew under the impression that the position of the supposed battery had been unmasked. This, it would now seem, was not the masked work we looked for.

Since, then the *Marblehead* and *Penobscot* have rendered good service in discharging XI-inch shell into Yorktown and Gloucester on all suitable occasions under cover of night, and with impunity, so far, to themselves. On the night of the 28th instant the fire of the enemy passed over the *Marblehead* without inflicting injury.

The number of shells expended in each of these operations has been by necessity carefully limited by our stock on hand. It has now become so much reduced that I am admonished to desist in a great degree from the further expenditure of the 100-pounder (rifle) shell till a fresh supply be received and now expected within two days. In the meantime we can only use the gunboats with XI-inch guns under cover of night. Solid shot would be a useless waste, as they do not effect the object in view.

As I shall this day relinquish this vessel to my successor, I would beg to say that she is not well suited to service in this narrow river. Her great length prevents her movement with that facility which would tend to her benefit when under the enemy's fire, and she is so extremely crank that her heavy cannon when "run out" to battery careens her so much as [to] render useless the sights of her guns, as well as to impair their extreme ranges. A small gunboat with a 100-pounder rifle gun would be infinitely more serviceable.

Very respectfully, your obedient servant,

J. S. MISSROON,
Commander.

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

Additional report of Commander Missroon, U. S. Navy, regarding the duty performed by the vessels under his command.

U. S. S. WACHUSETT,
York River, Virginia, April 30, 1862.

SIR: I have the honor to report to you that I have this evening transferred the command with which I was intrusted to Commander William Smith, with my instructions from you in regard to the duty at this place, and that I shall proceed at daylight to Boston in obedience to the orders of the Department of 22d instant, transmitted through you.

I had the honor of forwarding to you, sir, to-day, a detailed statement of the duty performed by the vessels at the request of General McClellan, with the object of annoying the enemy, and I omitted to state therein that during the whole time various services were also rendered at his request in landing cannon and mortars at Ship Point and at Wormley's Creek, and that the *Currituck* was for several weeks stationed at Ship Point, until released by the verbal consent of General McClellan.

It was understood that the vessels should protect the landing of General Franklin's division at the beach opposite Sand Box, and with that view General McClellan and staff, and also General Franklin, have made inspections from the deck of the *Wachusett*, but no definite arrangement had been entered into with me as to the exact position, nor as to the particular manner in which that important service was to be performed, nor as to the time.

I have several times urged the necessity upon General Franklin for a defined arrangement, without obtaining it. In our last interview on the 19th instant he promised to visit the *Wachusett* on the following day (20th) at noon, and to be accompanied by his staff, including Colonel [B. S.] Alexander, of Engineers. The weather was unpleasant on the 20th, and I have neither heard from nor seen General Franklin since. In view of the great importance of a clear understanding on that subject, I have represented to my successor its necessity.

I feel it to be of importance that this statement be laid before you at this time, in order to record the facts of the case.

Very respectfully, your obedient servant,

J. S. MISSROON,
Commander.

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

Report of Commander Rowan, U. S. Navy, regarding the retention of a naval force off Elizabeth City with a view to restricting the movements of new ironclads under construction for the enemy.

U. S. S. PHILADELPHIA,
Off Elizabeth City, April 30, 1862.

SIR: In consequence of the failure to destroy the locks in the Dismal Swamp Canal, and the report that the canal is being deepened for the purpose of bringing through some ironclad vessels, one of which is now completed, another nearly so, and a third is being built out of sight in Deep Creek, I deem it advisable to keep all the force I can off Elizabeth. To enable me to do this, it will be necessary to detain the *Underwriter* as a guard ship to the army at New Berne. I shall therefore send her down and anchor her in the position now occupied by the *Hunchback* and order that vessel here.

When I return I shall have here the *Perry*, Lieutenant Commanding Flusser; the *Barney*, Lieutenant Commanding Chaplin; the *Stars and Stripes*, Lieutenant Commanding McCook; the *Southfield*, Lieutenant Commanding Behm; the *Morse*, Lieutenant Commanding Hays; to be joined by the *Hunchback*.

I have directed Flusser to hold his force in a threatening position, with his own ship or the *Barney* around the bend, and two of the tugs to keep watch up in the swamps at night, and in the day to keep a sharp eye on the firm ground, to prevent the enemy from erecting batteries. The remainder of the force is drawn up in line in the Pasquotank, in front of the city, with beautiful shooting ground across the neck of land which forms the bend.

By reference to the sketch you will see the position of the ships.

In case any ironclad vessels come through either canal I shall change my tactics and draw them into the sound, where I shall have room to maneuver.

Very respectfully,

S. C. ROWAN,
Commanding Naval Forces, etc.

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

Report of Commander Lockwood, U. S. Navy, regarding affairs off Beaufort, N. C.

U. S. S. DAYLIGHT,
Off Beaufort, N. C., April 30, 1862.

SIR : The U. S. gunboat *Chippewa* returned here last evening from Fort Caswell, N. C., where I had sent her on the 27th instant, at the request of Major-General Burnside, a flag of truce, to land a number of paroled prisoners captured in Fort Macon.

Lieutenant Commanding Bryson reports that the *Nashville* ran the blockade at [Cape] Fear River on the 24th instant, about 10 a. m., with a large and valuable cargo of arms and munitions of war, passing in through the northern passage, New Inlet, where she grounded, and the rebels with several tugboats were busily working until the night of the 25th or morning of the 26th, when they succeeded in getting her into port.

The *Chippewa* returned here for coal, which had been daily expected, as General Burnside had dispatched a schooner load for the use of her and *State of Georgia*. The coal vessel arrived this morning and is alongside the *Chippewa*. I shall dispatch them as soon as they can be got ready for sea, agreeably to your orders, to report to the senior officer off [Cape] Fear River, and should have done so the day after the fall of Fort Macon, which occurred the day after the *Nashville* ran the blockade, had they have had coal for more than a few days.

The *Chippewa* is short of provisions, and I shall try to make up a month's supply for her from the bark *Gemsbok*, which vessel I shall be obliged to send to the roads, as she leaks and has lost her false keel by getting aground on crossing the bar to enter the harbor, through the ignorance of the pilot. I send herewith Acting Lieutenant Commanding Cavendy's report.

This would be a good place of deposit for coal, provisions, small stores, and lubricating oil, which is in constant demand by the engineer's department for the vessels stationed here and blockading off [Cape] Fear River, North Carolina. Should it meet your approbation I trust you will order a supply sent here soon, and could a number of 10 and 15 second fuzed shells for 32-pounders be also sent they would be very desirable.

Both the *Chippewa* and *State of Georgia* are in want of oil and other stores which I am unable to furnish, except in limited quantities, and by so doing I am reducing this ship's supplies so as to require their being replenished at the earliest moment. The valves and chambers of the auxiliary pump of the *Chippewa* are worn out, and she requires a new one. The galley of the *State of Georgia* is burned or worn out. The service, however, requires that they should report for duty, as you directed, to the senior officer off [Cape] Fear River, and he must determine on the necessity of their going to the roads for supplies.

I am, sir, respectfully, your obedient servant,

SAML. LOCKWOOD,
Commander and Senior Officer.

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

P. S.—It is reported that the *Nashville* had her cargo transferred to her from another vessel at Nassau, New Providence.

S. LOCKWOOD,
Commander.

[Enclosure.]

U. S. SHIP GEMSBOK,
Beaufort Harbor, April —, 1862.

SIR: I respectfully submit to you the particulars of the damage this ship has sustained on the bar while getting in here.

At 2:50 p. m. the steamer *State of Georgia* took us in tow. She had a pilot on board, and while crossing the bar this ship (drawing 14 feet 9 inches water) struck the bottom and the towline parted. The *State of Georgia* could not turn at the time, as the channel was too narrow, and was just getting clear of the bottom herself. Immediately got a towline ready for the *Chippewa*, which was coming up, and asked the captain to take me in deep water, but he said "had not the power." Immediately found the depth of water, and got out the launch and brought out the stream anchor and cable on starboard quarter, the ship thumping heavily, and hard bottom; started water in hold and kept the pumps going; fired signal guns and hoisted signal of distress at fore royal masthead, tide still rising. Loosed the fore-topsail, backed the sail, and hove on stern hawser, ship thumping heavily yet. At 4:15 the ship got afloat and stood into 6 fathoms water and came to anchor. At 5:30 p. m. *Chippewa* came alongside with a pilot on board, and told me if I could get the ship ready before dark he would tow me in, and came for that purpose; got up our anchor and gave her a towline and proceeded on in tow at 6:30 p. m., and at 7 p. m. ship struck in 14 feet water, soft bottom; parted towline; *Chippewa* came back and gave us a towline and tried to get us off, but failed, tide falling. Let go starboard anchor on forefoot. At 12 p. m. tide rose, got out anchor and hawser on starboard bow and hove taut, and then hove up starboard anchor. The ship beginning to thump heavily, sent boat on board the *Chippewa* and asked them to come and heave us off, but the pilot then said he could not do it. The ship swinging to the eastward, made head sail, hove on the hawser, and got off by degrees in 3 fathoms of water; let go the anchor. At daylight the *Chippewa* came and towed us in. The ship now leaks 8 inches in twenty-four hours, and the carpenter reports that he thinks the forefoot is off the ship, as he has examined with a boat hook and finds the copper of the ship torn up. It is my opinion that it is necessary for the ship to go into the dry dock.

I am, very respectfully, your obedient servant,

EDWARD CAVENDY,
Acting Lieutenant, Commanding.

Captain SAMUEL LOCKWOOD,
Senior Officer, Commanding U. S. S. *Daylight*.

Letter from Lieutenant Wise, U. S. Navy, to Lieutenant Badger, U. S. Navy, responding to his suggestions regarding the use of "liquid fire."

BUREAU OF ORDNANCE, NAVY DEPARTMENT,
Washington City, April 30, 1862.

DEAR SIR: Your letter* of the 27th came to me this a. m.

With reference to the *Monitor*, the moment I jumped on board of her after the fight I saw that a steam tug with twenty men could have taken the upper part of her in as many seconds, and perhaps the inside, too, by dropping two or three 12-pounder shrapnel down her little steam

* See p. 285.

pipe; or at all events by choking the turret, and even could that not have been done, it was quite easy to have danced round with the dome, perfectly safe from harm.

But, indeed, the vessel was not intended to be left alone, and should never be run into if it could be avoided; and then, while in battle, with nimble gunboats as consorts, her decks could be kept clear even were an attempt made to capture her by boarding.

Now, however, I hear that hot water pipes are arranged so as to scald the assailants when they may dare to set foot on her.

With respect to that "liquid fire" stuff, which is petroleum, naphtha, and benzine, it might do very well on an emergency, in all save the risk of the fire running down the gratings of the *Monitor* or the crevices about the turret and setting her going below. Moreover, we have sent to all the big guns in the roads shells filled with Birney's preparation, nearly the same elements as the "liquid fire," which will puzzle the devil himself, even in his own dominions, to put out, should one crack over or into hell.

Very truly, yours,

H. A. WISE,
Assistant Inspector Ordnance.

Lieutenant O. C. BADGER, U. S. Navy,
Commanding Steamer Anacostia, Rappahannock River.

Order of the Secretary of the Navy to flag-officers commanding blockading squadrons, regarding the enlistment of contrabands for the naval service.

NAVY DEPARTMENT, *April 30, 1862.*

SIR: The approach of the hot and sickly season upon the Southern coast of the United States renders it imperative that every precaution should be used by the officers commanding vessels to continue the excellent sanitary condition of their crews. The large number of persons known as contrabands flocking to the protection of the United States flag affords an opportunity to provide in every department of a ship, especially for boats' crews, acclimated labor. The flag-officers are required to obtain the services of these persons for the country by enlisting them freely in the Navy, with their consent, rating them as boys, at \$8, \$9, or \$10 per month and one ration. Let a monthly return be made of the number of this class of persons employed on each vessel under your command.

I am, respectfully, your obedient servant,

GIDEON WELLES.

Flag-Officer L. M. GOLDSBOROUGH.
Flag-Officer S. F. DU PONT.
Flag-Officer D. G. FARRAGUT.
Flag-Officer Wm. W. McKEAN.

Report of Commander Glisson, U. S. Navy, commanding U. S. S. Mount Vernon, of arrival at Baltimore, Md.

U. S. S. MOUNT VERNON,
Baltimore, Md., April 30, 1862.

SIR: I have to report the arrival of the U. S. S. *Mount Vernon* at this port this morning. On my arrival the circular from the Depart-

ment, a copy of which is enclosed, was placed in my hands, the order stating that the list was to be forwarded without delay. I considered it to be necessary for me to forward it direct to the Department without sending in [it] via Hampton Roads.

The Government engineer here informs me that the boiler of this vessel will have to come out. The work will be pushed forward as rapidly as possible.

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

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

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

Report of Flag-Officer Goldsborough, U. S. Navy, of the departure of the U. S. S. Cambridge to Baltimore for repairs.

U. S. FLAGSHIP MINNESOTA,
Hampton Roads, April 30, 1862.

SIR: The *Cambridge* returned here this morning from on her way to Wilmington, [N. C.], on account of a leak in the check-valve casing, the seat of which having worked from the casing into the feed pipe, disabling feed pumps. The casing of the valve is found to be very much worn and has a hole in it an inch in diameter. I have sent her to Baltimore to have the repairs effected, with orders to proceed from there direct to Wilmington the moment they are done. In a week at furthest she ought to be off.

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 Pilot Phillips, commanding the U. S. S. Zouave, regarding the condition of that vessel.

U. S. GUNBOAT ZOUAVE,
Baltimore, April 30, 1862.

SIR: I left Baltimore for Hampton Roads yesterday at 2 p. m., and came to at Patuxent at 9 o'clock p. m. on account of a thick fog. When I started to get underway this morning the engineer informed me that the socket bolts that were put in in Baltimore had given out, and that he could not keep the boiler in water, it was leaking so badly, so determined on returning to Baltimore to have the necessary repairs fixed. When done I will proceed to Hampton Roads with dispatch. Hoping my return will meet with your approbation,

I am, very respectfully, your obedient servant,

JOHN A. PHILLIPS,
Commanding U. S. Gunboat Zouave.

Commodore GOLDSBOROUGH,
Flag-Officer, Comdg. North Atlantic Blockading Squadron.

[First endorsement.]

Received May 1. I beg to refer this communication to the Department, in order that it may be satisfied of the faithless way in which the

repairs of our engines, etc., are supervised by the assistant engineer stationed at Baltimore to guard the Government's interests. For such shameful neglect there certainly can be no excuse. The very work he had done to the *Zouave*, after keeping her in Baltimore five times as long as she ought to have been detained, gives way in a few hours after leaving there, and requires the return of that tug again to Baltimore to have the same done over again.

Respectfully,

L. M. GOLDSBOROUGH.

[Second endorsement.]

The *Zouave* was ready three weeks ago, and might then have returned to Fortress Monroe but for the unwillingness of her engineer, who made all kinds of frivolous objections and excuses, and who was, it appears by his remarks to others, determined not to go till the battle of Yorktown was over. The superintending engineer had done everything that was required, and the repairs, in his opinion, had long since been completed. His only error appears to consist in not reporting these facts to the Department sooner.

From the best information I can obtain the delay has been caused by the determination of the engineer of the vessel to keep out of an expected battle.

The two socket bolts referred to in the within letter were not part of the repairs made at Baltimore, but were the original work. They are very small affairs, and could have been repaired in two hours with the means on board, and there was no reason for returning. The engineer of the vessel is either grossly incapable or cowardly.

B. F. ISHERWOOD,
Engineer in Chief.

MAY 3, 1862.

Capture of the British brig Intended.

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

U. S. SLOOP OF WAR JAMESTOWN,
Off Wilmington, N. C., May 1, 1862.

SIR: The British brig *Intended* was fallen in with this morning about 29 miles to the eastward of Federal Point light. She was steering about N. by E. and did not haul on a wind until she found it was impossible to get ahead of this ship. Her papers are in several respects incomplete. I have therefore sent her to Philadelphia for adjudication, under charge of Acting Master G. H. Avery, with Midshipman G. A. Crall and eight men. There is a passenger on board the brig, but the captain can give no account of him, and has no passenger list. Her cargo is 1,000 bags of salt, some coffee, medicines, acids, etc. Her bills of lading are incomplete, and she has no letter of instructions.

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

CHAS. GREEN,
Commander.

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

The *Intended* is on the list of vessels expected to run the blockade.

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

U. S. SLOOP OF WAR JAMESTOWN,
Off New Inlet, North Carolina, May 2, 1862.

SIR: The former report of the capture of the brig *Intended* being brief and incomplete for want of time, the following is presented as more fully explaining the circumstances: On the morning of the 1st instant we discovered a brig standing across our bows, steering about north, with all sail set, the wind being about southeast. This course would take her about to Stump Inlet, one of the finest on this part of the coast. We made sail, and when he found that we would cut him off he hauled on the wind. We fired a gun, and after seeing that we still gained on him he shortened sail. When we came up to him we found his name to be the *Intended*, of London, which being on our list made us the more suspicious. When the boarding officer got on board and asked to see his papers, he first said, "Am I not out of your jurisdiction?" and then produced some papers, after secreting some in his bosom, and said that was all he had. Among them was only part of the invoice, and he did not produce the remainder, but said he had no more, so that either he kept back part of his papers or he was not provided with them all. He had no letter of instructions and no letter to his consignee, and he declined to inform us what the articles were which were not on his manifest. He had, moreover, a passenger, of whom he could give no account except that he was an American, bound from Europe to Baltimore, who had gone to Nassau instead of coming direct to New York. This led me to suspect that he might be either a pilot who had gone out for the purpose of bringing in vessels, or the owner of the cargo, as he seemed to take a great interest in it. The boarding officer brought the master on board this ship, where all his answers were contradictory and evasive. He said he had had no sights for three or four days, and the boarding officer had seen his sights for that day worked up on his slate. He had no log book. As soon as he came on board, he asked if there were other vessels blockading here, and while here he asked two or three persons the same question. His cargo was salt, coffee, tea, castor oil, and other oils, medicines, acids, etc. These were on his manifest. What he had besides I am not aware. He said his longitude was $77^{\circ} 03'$ or $05'$, and the boarding officer had seen it worked up on his slate $77^{\circ} 29'$. When asked if he was steering the proper course for Baltimore, he replied that he was, and on being asked where he was, said he did not know; he had been knocking about here for two or three days, and yet he said he had not got a cast of the lead, though he was in 15 fathoms of water. This "American" passenger, after the prize crew were put on board, drew up a protest and got the captain to sign it and sent it on board. It is herewith enclosed.

I have the honor to be, very respectfully, your obedient servant,
CHAS. GREEN,
Commander.

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

[Enclosure.]

AT SEA, ON BOARD BRITISH BRIG INTENDED, OF LONDON,
Thirty miles from land, May 1, 1862.

I do hereby protest against my forcible removal from on board my vessel as above named by an armed crew and officers from the U. S.

ship *Jamestown*, Captain Green, on a legitimate voyage from Nassau, New Providence, to the city of Baltimore, U. S. A., and I further protest against the removal of my crew, all British subjects, and further declare I am now and started on a voyage as above mentioned, and I do solemnly protest against such treatment.

JAMES GRIFFITHS,
Master.

Letter from Commander Rowan, U. S. Navy, to Flag-Officer Goldsborough, U. S. Navy, regarding affairs in sounds of North Carolina.

U. S. S. PHILADELPHIA,
Off New Berne, N. C., May 1, 1862.

SIR: I left the forces off Elizabeth City in command of Flusser in the *Perry*; Barney, Chaplin; *Southfield*, Behm; *Stars and Stripes*, McCook (temporarily till I meet Franklin), with the *Shawsheen*, Putnam, and *Lockwood*.

I dispatched Lieutenant Commanding Quackenbush up Albemarle Sound with the *Ceres* and *Whitehead*. I enclose a copy of his orders,* which will explain the object of his service.

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

S. C. ROWAN,
Commanding U. S. Naval Forces, Sounds of North Carolina.

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

Letter from Major-General Wool, U. S. Army, to Flag-Officer Goldsborough, U. S. Navy, regarding C. S. S. Virginia (Merrimack).

HEADQUARTERS DEPARTMENT OF VIRGINIA,
Fort Monroe, Va., May 1, 1862.

SIR: I have just received the following report from five contrabands who have arrived from Portsmouth, [Va.]:

Fort Macon was taken on Friday last; 18 rebels were killed and 27 wounded. General Beauregard has evacuated Corinth and fallen back on Memphis. It is reported that Commodore Tattnall and the principal officers of the *Merrimack* have resigned.

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

JOHN E. WOOL,
Major-General.

Flag-Officer L. M. GOLDSBOROUGH,
Hampton Roads.

P. S.—The *Merrimack* lies off the marine hospital at Craney Island, fast to the buoy. She now mounts twelve guns. There are no other steamers there.

JOHN E. WOOL,
Major-General.

[Endorsement.]

On learning positively that Fort Macon is in our possession, I shall at once send an ample supply of coals and provisions to Beaufort for

* See p. 287.

our vessels blockading off Wilmington. In anticipation of that fort falling into our hands, I gave directions long since for all the vessels off Beaufort that could possibly be spared to go immediately off Wilmington when the event occurred.

Having a depot of supplies at Beaufort will greatly facilitate the maintenance of the blockade of Wilmington.

Most respectfully,

L. M. GOLDSBOROUGH,
Flag-Officer.

MAY 1, 1862.

Report of Commander Smith, U. S. Navy, commanding U. S. S. Wachusett, of the shelling of Yorktown, Va., with Birney incendiary shells.

U. S. S. WACHUSETT, *York River, May 1, 1862.*

SIR: On board the schooner which came here yesterday were some Birney incendiary shells. Mr. Birney was here and desirous of making some experiments before going to Washington, where he has been called by the Secretary of the Navy. I directed Lieutenant Commanding Nicholson, of the *Marblehead*, to take some of the shells and, with Mr. Birney on board, go in and throw them into the enemy's works. He did so, and made a report of his proceedings, a copy of which I send you herewith.

I have the honor to be, very respectfully, your obedient servant,
W. SMITH,
Commanding U. S. S. Wachusett.

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

[Enclosure.]

U. S. S. MARBLEHEAD, *York River, May 1, 1862.*

SIR: In obedience to orders I proceeded toward Yorktown last night and at 11:20 p. m., within good range, opened fire upon the enemy's works with the Birney incendiary shell. At the second discharge the enemy returned our fire from a heavy rifle gun. He fired three times, one of his shells exploding within 20 yards astern of this vessel.

I continued to fire, and expended seven Birney shell and three rifle shell from the Parrott gun.

The first five Birney shell landed and exploded well, and the flames were distinctly visible. The other two I believe fell short and in the water, as I had hauled off at Mr. Birney's request, he thinking we were landing the shell too far inland.

It had been raining all day, and we had drizzling rain and thick weather during our firing.

Very respectfully, your obedient servant,

S. NICHOLSON,
Lieutenant, Commanding.

Commander WM. SMITH,
U. S. S. Wachusett, York River, Virginia.

Letter from the Secretary of the Navy to Flag-Officer Goldsborough, U. S. Navy, regarding the U. S. frigates Sabine and St. Lawrence.

NAVY DEPARTMENT, *May 1, 1862.*

SIR: In consideration of the two frigates, the *Sabine* and *St. Lawrence*, being an incumbrance to you at Hampton Roads, the Department has

revoked the order to the former and encloses herewith an order for the latter to proceed to Key West and report for duty in the Eastern Gulf Blockading Squadron.

I am, respectfully, your obedient servant,

GIDEON WELLES.

Flag-Officer L. M. GOLDSBOROUGH.

[Telegram.]

HEADQUARTERS DEPARTMENT OF THE POTOMAC,
Near Yorktown, May 1, 1862.

How long would it take to arrange ten sloops or schooners as mortar ketches for 13-inch mortars? I have ten extra ones complete. We will soon be ready to open. Are getting on well. Rebels fire a great deal and do but little harm.

GEO. B. McCLELLAN,
Major-General.

Flag-Officer L. M. GOLDSBOROUGH,
Commanding.

Letter from Commander Rowan, U. S. Navy, to Flag-Officer Goldsborough, U. S. Navy, requesting instructions in regard to sunken vessels.

U. S. S. PHILADELPHIA,
Off New Berne, N. C., May 1, 1862.

SIR: A number of vessels captured by the enemy before the blockade was enforced at Hatteras Inlet and brought to New Berne were sunk in the river Neuse as a barricade.

I respectfully request instructions as to what disposition I shall make of them. The owner of one of these vessels came here some two weeks since to recover her. I gave him permission to raise her and have her valued and give me a receipt for her. Shall I do the same in other cases? I could raise these vessels and send them North as prizes were it not a doubtful matter whether the expenses would be paid, much less prize money.

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

S. O. ROWAN,

Comdg. U. S. Naval Forces, Sounds of North Carolina.

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

Report of Acting Master Graves, U. S. Navy, commanding U. S. S. Lockwood, of engagement with the enemy in Pasquotank River.

U. S. S. LOCKWOOD,
Pasquotank River, North Carolina, May 2, 1862.

SIR: While lying at anchor at Three Mile Reach about daylight this morning the enemy opened fire upon me with one or more fieldpieces at a bend in the river from three-quarters of a mile to a mile distant.

After a sharp engagement of twenty minutes' duration I drove them from their position (as I have subsequently learned), wounding 8 of their number and disabling the carriage of one of their fieldpieces.

No casualties on our side.

Very respectfully, your obedient servant,

G. W. GRAVES,
Acting Master, Commanding.

Lieutenant Commanding C. W. FLUSSER,
Commanding Naval Forces, Elizabeth City, N. C.

Report of Flag-Officer Goldsborough, U. S. Navy, of arrival of U. S. S. Susquehanna at, and departure of U. S. S. Penobscot from, Hampton Roads.

U. S. FLAGSHIP MINNESOTA,
Hampton Roads, Virginia, May 2, 1862.

SIR: I have the honor to report that the U. S. S. *Susquehanna* arrived here last evening from Port Royal. To-day, at meridian, the U. S. S. *Penobscot* left this place for Wilmington, N. C., touching at Beaufort.

I beg to acknowledge the receipt of the following communications from the Navy Department: Those dated April 30, relating to the enlisting of contrabands for the purpose of obtaining acclimated labor during the hot season, and concerning the transfer of L. F. Robinson, seaman, to this squadron; also that dated May 1, informing me that 140 men are to be sent here from Boston to supply vacancies.

I am, very respectfully, your obedient servant,

L. M. GOLDSBOROUGH,
Flag-Officer, Comdg. 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, regarding additional vessels for his squadron.

NAVY DEPARTMENT, *May 2, 1862.*

SIR: The *Port Royal* and *Mahaska*, side-wheel steamers, will soon reach Hampton Roads. Upon the arrival of either, you will deliver the enclosed order to Lieutenant Commanding Brown, of the *Octorara*.

I am, respectfully, your obedient servant,

GIDEON WELLES.

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

Order from Flag-Officer Goldsborough, U. S. Navy, to Lieutenant Olitz, U. S. Navy, commanding U. S. S. Penobscot, to proceed to duty off Wilmington, N. C.

U. S. FLAGSHIP MINNESOTA,
Hampton Roads, May 2, 1862.

SIR: Proceed first off Beaufort, N. C., with the U. S. S. *Penobscot* under your command, and deliver the accompanying dispatch to the senior naval officer stationed there; then proceed off Wilmington,

N. C., and report yourself to the senior naval officer there for duty in blockading that port, at which service you will continue as long as your supplies will last, or until further orders. Say to the naval officers commanding vessels off Wilmington that a full supply of coal, provisions, stores, and clothing will be kept hereafter at Beaufort, N. C., for their use, and to that place, and not here, they will go for them when necessary.

I am, very respectfully, your obedient servant,
 L. M. GOLDSBOROUGH,
Flag-Officer.

Lieutenant Commanding J. M. B. CLITZ,
U. S. S. Penobscot.

P. S.—Carefully distribute among naval officers commanding vessels at Beaufort and off Wilmington the accompanying circulars, general orders, and extracts from the foreign correspondence of Government, lately received, concerning proposed violations to this blockade.

Order from Flag-Officer Goldsborough, U. S. Navy, to Commander Lockwood, U. S. Navy, prohibiting trade with the enemy.

U. S. FLAGSHIP MINNESOTA,
Hampton Roads, May 2, 1862.

SIR: You are to be very careful and not allow the vessels employed by the Navy to convey coals, provisions, etc., to Beaufort, N. C., to trade there in any way whatever, either with the enemy or our own people; indeed, trading by any vessels, unless expressly authorized by the honorable Secretary of the Treasury, ought not to be allowed at Beaufort under any plea whatever.

I am, very respectfully, your obedient servant,
 L. M. GOLDSBOROUGH,
Flag-Officer.

Commander LOCKWOOD,
Senior Naval Officer at Beaufort, N. C.

Instructions from Flag-Officer Goldsborough, U. S. Navy, to Senior Naval Officer off Wilmington, N. C., regarding supplies for blockading vessels off that port.

U. S. FLAGSHIP MINNESOTA,
Hampton Roads, May 2, 1862.

SIR: Hereafter the blockading vessels stationed off Wilmington, N. C., will proceed to Beaufort, N. C., for supplies of coals, provisions, stores, and clothing, at which place a goodly quantity of those articles will be kept ready for delivery. Water, of course, can also be got at Beaufort in abundance. None of the vessels alluded to above are to come to these roads unless their condition be such as to render the move absolutely necessary, or unless ordered here by the Navy Department or myself.

I am, very respectfully, your obedient servant,
 L. M. GOLDSBOROUGH,
Flag-Officer.

The SENIOR NAVAL OFFICER OF THE U. S. NAVY,
Engaged in Blockading off Wilmington, N. C.

[Telegram.]

HEADQUARTERS ARMY OF THE POTOMAC,
Camp Winfield Scott, May 2, 1862—9:45 p. m.

I think we will be ready for you on Monday, or at latest Tuesday night. Will it be possible for you to run up here to-morrow or Sunday for an hour or two to arrange final movements? I think your vessel should not make its appearance here by daylight, but arrive after dark and run through before daybreak. With the aid of the Navy, I think a glorious success awaits us.

G. B. McCLELLAN,
Major-General.

Captain JOHN RODGERS,
U. S. S. Galena, Hampton Roads.

[Telegram.]

Confidential.] HEADQUARTERS DEPARTMENT OF POTOMAC,
Near Yorktown, May 2, 1862—10:30 p. m.

It is probable that I will be able to open a very heavy fire on Monday morning, certainly by Tuesday morning. I think the gunboats can pass the batteries any dark night. They certainly can after a day's firing on our part. I have proposed to Captain Smith that he shall run by the night after we open. Rodgers will, I suppose, be available for the same purpose. I think the effect of such a movement will be to enable me to gain possession of Yorktown on the second or third day.

Can you spare for this decisive attack some more vessels?

It is all important to make this blow a sure one.

GEO. B. McCLELLAN,
Major-General.

Flag-Officer L. M. GOLDSBOROUGH.

Letter from the Secretary of the Navy to flag-officers, regarding suspected vessels preparing to clear from Liverpool for the insurgent States.

NAVY DEPARTMENT, *May 2, 1862.*

SIR: I herewith transmit extracts from dispatch No. 44 of the consul at Liverpool, addressed to the Secretary of State, relating to the *Metropolis*, *Minho*, *Sophia*, and *Julia Usher*, suspected vessels, and also extract from a dispatch of the consul at Hamburg, dated April 5, mentioning the principal articles of the *Bahama's* cargo.

The ship *Königen Augusta* cleared from Liverpool on the 15th ultimo for Havana with a cargo for the Southern States, and the ship *Patras*, from Falmouth, on the 12th ultimo, for the purpose, it is suspected, of attempting to evade the blockade.

The steamer *Melita*, at Hamburg, has, it is said, been purchased by the rebel agents for the purpose of taking a cargo to the insurgents.

I am, respectfully, your obedient servant,

GIDEON WELLES.

Flag-Officer L. M. GOLDSBOROUGH.

Flag-Officer S. F. DU PONT.

Flag-Officer WM. W. MCKEAN.

Flag-Officer D. G. FARRAGUT.

[Enclosure.—Extracts.]

From the U. S. consul at Liverpool, April —, 1862:

* * * The ship *Metropolis*, owned by Fernie Brothers & Co., sailed from this port on Monday last. She cleared for St. John. I called the attention of the Department to this vessel in a previous dispatch. She has taken out a mixed cargo for the Southern States. From what I learn I think she will not attempt to run the blockade, but land it at Nassau or Bermuda. * * *

The screw steamer *Minho*, 253 tons burden, commanded by Park, entered to load at the custom-house at this port on the 28th of March, cleared on the 1st instant for Havana, and sailed yesterday. She belongs to J. Bibly, and was purchased last week by A. E. Byrne, the intimate friend of Captain Bulloch. The greatest dispatch has been practiced in getting her ready for sailing. She has not taken a full cargo. So far as I have been able to ascertain, it consists of clothing, hardware, and heavy cases, contents unknown. She has been purchased to run between the Southern States and Nassau, Bermuda, and Havana. She is to carry into the Southern ports the cargoes of sailing vessels; is built of iron; hull painted black; bark rigged; one funnel, cream color, with black top; name carved on headboard; life boat midships painted white, two on swing davits forward and two aft, painted black.

The screw steamer *Columbia* has been bought by same party for same purpose. She is at present undergoing repairs, and has not yet entered for loading. * * *

The screw steamer *Sophia*, 453 tons burden, commanded by Albozan and owned by G. H. Fletcher & Co., has entered to load for Havana. I think she is loading for the Southern States, and will attempt to run the blockade. Will send a description in my next dispatch. She has taken on board some 900 bags saltpeter, a number of large heavy cases, contents unknown, a large quantity of quarter-inch wire, a large quantity of iron in bars, hoops, and heavy plates, also six railway turntables.

Fraser, Trenholm & Co. entered for loading at the custom-house yesterday the steamer *Julia Usher*. She is 449 tons burden, and is to be commanded by Captain W. O. Hammer, the same who commanded the *Annie Childs* when she ran the blockade. She is to be loaded for the Confederate Government and run the blockade. * * *

From the U. S. consul at Hamburg, April 5, 1862:

* * * I have ascertained, after many laborious efforts, the marks on a portion of the *Bahama's* cargo. They are as follows:

7
H

600 boxes of bombshells or cartridges.

7
S

100 boxes of bombshells or cartridges.

D. S. 57 large boxes of cavalry swords.

P. W. 16 boxes of swords.

S. S. 24 boxes of filled shells.

E. G. 7 boxes, contents unknown.

E. L. 10 boxes, contents unknown.

7
G

6 boxes heavy English guns.

64 brass cannon, 8 batteries heretofore described.

Letter from Flag-Officer Goldsborough, U. S. Navy, to Major-General McClellan, U. S. Army, regarding vessels off Yorktown, Va.

U. S. FLAGSHIP MINNESOTA,
Hampton Roads, May 3, 1862.

SIR: The wooden gunboats may, and probably can, pass the batteries of a dark and otherwise suitable night without being sunk, but it must be borne in mind that the move takes them away from their supplies of ordnance, fuel, etc., and that they may possibly be compelled to repossess them. Smith may not have such a night on the one after you open, particularly considering the present stage of the moon.

I was greatly in hopes that before the gunboats should be invited to run the gantlet, Gloucester Point battery would have been turned and taken. Then matters would have presented themselves to my mind in a much more favorable light. Just as the enemy's forces are pressed at Yorktown, so will the desire increase to get the *Merrimack* and consorts off there, and the more cautious I must be about sending vessels away from this; they have been threatening us for several days past. Seven vessels of ours are already off Yorktown, and this, you are aware, is the full number originally agreed upon between us in our conferences as sufficient to answer ends, as then understood; but, if events will permit, I will increase the number between now and next Monday night, and as largely as I can consistently with my duty.

I am, very respectfully, your obedient servant,

L. M. GOLDSBOROUGH,
Flag-Officer.

Major-General GEO. B. MCCLELLAN,
Near Yorktown, Va.

Report of Lieutenant Quackenbush, U. S. Navy, commanding U. S. S. Delaware, concerning movements of vessels in sounds of North Carolina.

U. S. S. DELAWARE,
Off New Berne, N. O., May 3, 1862.

SIR: In compliance with your orders on the 29th instant, I weighed anchor at 2:30 p. m. and proceeded in the direction of Hertford, accompanied by the steamers *Ceres* and *Whitehead*; arriving off the mouth of Perquimans River, the fleet came to anchor at 6:25 p. m.

On the following morning, at 6:10 a. m., we weighed anchor and proceeded up the Perquimans River as far as Hertford, and, not being able to advance farther on account of the stumps in the river, we anchored at 8:46 a. m. off Hertford, in company with the other boats. At 9 a. m. I went ashore and held a consultation with the authorities of the place, who assured me the steamer had left there some time, and after posting a proclamation in the town, and finding no public property of any kind, I returned on board my vessel, and at 9:40 a. m. weighed anchor and proceeded in the direction of Plymouth, at which place we arrived, in company with the other boats, at 3:30 p. m.

I proceeded on shore, and after delivering the proclamation to the town councilmen I returned on board. At this place there was a vessel on the stocks, but, being assured that it was the property of a private individual, did not destroy it.

At 4:45 p. m. we weighed anchor, followed by the *Ceres* and *Whitehead*, and proceeded on our way toward Edenton. Arriving at this place, we passed in front of the town and came to anchor beyond musket range for the night at 6:45 p. m.

On the following morning, at 8 a. m., we got underway and made signal for the *Ceres* and *Whitehead* to pass within hail, and, ordering them to proceed to Elizabeth City, we started for Hatteras Inlet. Arriving at 7:25 p. m. we came to anchor for the night. At 12:30 p. m. on the following day we weighed anchor and stood for Ocracoke Inlet, and, arriving at 4:22 p. m., came to anchor and made signal to the commander of the *Granite* to come aboard, whereupon he answered the signal, and a few minutes after he hoisted the signal (can not distinguish). We again hoisted the signal and kept it flying some time, whereupon, he not answering it, we weighed anchor and proceeded in the direction of New Berne; arriving at the mouth of Neuse River at 8 p. m., we anchored for the night.

At 5:30 a. m. on the following morning we weighed anchor for New Berne, at which place we arrived at 8:30 a. m.

I am, respectfully, your obedient servant,

S. P. QUACKENBUSH,
Lieutenant, Commanding.

Commander S. C. ROWAN,
Comdg. U. S. Naval Forces, Sounds of North Carolina.

Letter from Flag-Officer Goldsborough, U. S. Navy, to the Secretary of the Navy, acknowledging receipt of orders from the Department.

U. S. FLAGSHIP MINNESOTA,
Hampton Roads, Virginia, May 3, 1862.

SIR: The U. S. tugboat *Zouave* arrived here this morning from Baltimore. I have just sent the *Rescue* there for repairs, to return immediately.

I have the honor to acknowledge the receipt of the orders for the *St. Lawrence* and *Octorara*. The former were delivered to Commander Schenck, who arrived this morning. I have received the communication of the Navy Department, dated May 1, proposing a remedy for the delays of vessels sent to be repaired at Baltimore; also, that of the 2d instant, about certain suspected vessels at Liverpool, Falmouth, and Hamburg.

A draft of 149 men arrived from Boston this morning.

I am, very respectfully, your obedient servant,

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

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

Report of Commander Rowan, U. S. Navy, of gunboats being built by the Confederates.

U. S. S. PHILADELPHIA,
Off New Berne, N. C., May 3, 1862.

SIR: The enemy is building a gunboat at Deep Creek, at the head of the canal. The work was commenced about two weeks ago.

From the most reliable information I can obtain the enemy has in hand, and at various stages of completion, eleven or twelve gunboats, two of them ironclad, and all to be plated to protect machinery. One of the ironclads is complete, or nearly so; the other is in a state of forwardness.

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

S. O. ROWAN,

Comdg. U. S. Naval Forces, Sounds of North Carolina.

Flag-Officer L. M. GOLDSBOROUGH,

Comdg. North Atlantic Blockading Squadron, Hampton Roads.

Letter from Commander Lockwood, U. S. Navy, to Flag-Officer Goldsborough, U. S. Navy, requesting another vessel ordered to Beaufort, N. C., to reenforce the U. S. S. Daylight.

U. S. PROPELLER DAYLIGHT,

Beaufort Harbor, North Carolina, May 3, 1862.

SIR: I this evening received a dispatch from Brigadier-General John G. Parke, commanding Third Division, wherein he expressed a wish that I would "detain one of the vessels," etc., as per copy, which I herewith enclose. Having made all necessary arrangements for the departure of the *State of Georgia* for her station off [Cape] Fear River blockading, which is not only in compliance with your orders but, in my opinion, of more importance than her remaining here for the present, I have not thought it advisable to recall her order for that service, and the *Gemsbok* having distributed her provisions, reserving only sufficient to carry her north, I can not detain her, and shall remain here with the *Daylight* alone, and request that you will, in compliance with the wish of Brigadier-General Parke, order another vessel here to reenforce the *Daylight*.

I am, sir, respectfully, your obedient servant,

SAML. LOCKWOOD,

Commander and Senior Officer.

Flag-Officer L. M. GOLDSBOROUGH,

Comdg. North Atlantic Blockading Squadron, Hampton Roads.

[Enclosure.]

HDQRS. THIRD DIVISION, DEPT. OF NORTH CAROLINA,

Beaufort, May 3, 1862.

CAPTAIN: Having just received a communication from General Burnside, looking forward to the early removal of the troops from this vicinity, and deeming a stronger force than the simple garrison of the fort absolutely necessary, I have the honor, respectfully, to request that you detain one of the vessels now about leaving until I can hear further from the general commanding.

Very respectfully, your obedient servant,

JOHN G. PARKE,

Brigadier-General, Commanding Third Division.

Captain SAML. LOCKWOOD, U. S. Navy,

Senior Officer.

Report of Commander Lockwood, U. S. Navy, to Flag-Officer Goldsborough, U. S. Navy, regarding affairs at Beaufort, N. C.

U. S. S. DAYLIGHT,
Beaufort Harbor, May 4, 1862.

SIR: I this morning received your dispatches of the 2d instant from Lieutenant Commanding Clitz and communicated their contents to Commander Armstrong, of the *State of Georgia*, who had sailed this morning but was in signal distance. The *Chippewa* sailed on the 3d, and the *Gemsbok* only awaits sufficient water to get the prize ships over the bar. We hope to get them off to-morrow. We, with the army, are getting the buoys together and repairing them preparatory to placing them in their proper positions on the bar. I read at muster your approbatory remarks of our conduct on the capture of Fort Macon to the officers and crew to-day, and it gives me pleasure to hear that our efforts meet your approbation.

I shall look about here for the most convenient, secure, and safe place of deposit for our coal, stores, etc. The railroad depot at Morehead City is recommended by the provost-marshal. Sixteen or 17 feet of water can be carried to the wharf at high water, and if a sufficient force is kept here to protect it from attack, it would probably be the best place we could select. I will consult with Brigadier-General Parke about it, and if it will be advisable to use, we can occupy it at once and the stores will be protected from the weather. There are about 400 barrels of rosin and turpentine, belonging to the same owners who loaded the ships *Alliance* and *Gondar*, I am about sending to New York. It was intended for them, but they could not take it, and it was left there and is claimed by the agent as his individual property, and I only delay seizing it on account of witnesses to prove its character, which I am in pursuit of, and hope to unravel the case soon. I shall endeavor to carry out your orders about our supply vessels trafficking. In your printed extract of April 11, I notice that Fraser, Trenholm & Co., of Liverpool, have purchased ship *Amelia*, of Philadelphia, to load for Confederate States. It is the same firm who are the reputed owners of the *Alliance* and *Gondar*, captured by me here.

I enclose herewith the bimensal returns; also a tabular statement of the expiration of the term of enlistment of the crew of this ship. I am occasionally reminded of it by the men who expect their discharge, and inform them that they must await orders from the Department.

The *Nashville's* having run the blockade at Wilmington, N. C., is credited.

I am, sir, respectfully, your obedient servant,

S. LOCKWOOD,
Commander and Senior Officer.

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

Letter from Major-General McClellan, U. S. Army, to Commander Smith, U. S. Navy, regarding movements of the enemy.

MAY 4, 1862.

[SIR:] I learn that a large part of the rebel force marched to Bigler's Mill, on the York River, last night, to take sail from there to West

Point, [Va.]. It is of the first importance to my operations that some of your gunboats hurry up to West Point to destroy the transportation and report to me the state of affairs.

Franklin's division will be ready to go up under convoy of the other gunboats as soon as I can hear from the river.

GEO. B. McCLELLAN,
Major-General, Commanding.

Commodore SMITH,
Commanding Fleet.

[Tolègram.]

HEADQUARTERS ARMY POTOMAC, *May 4, 1862.*

We have taken Yorktown. I will need the gunboats to move up York River.

G. B. McCLELLAN,
Major-General.

Flag-Officer L. M. GOLDSBOROUGH.

Letter from Flag-Officer Goldsborough, U. S. Navy, to Major-General McClellan, U. S. Army.

U. S. FLAGSHIP MINNESOTA,
Hampton Roads, Virginia, May 4, 1862.

With my whole heart I do most cordially congratulate you on your brilliant and important achievement. The gunboats shall accompany you up York River.

L. M. GOLDSBOROUGH,
Flag-Officer.

Major-General G. B. McCLELLAN,
Commanding Army of the Potomac, etc., near Yorktown, Va.

[Telegram.]

HEADQUARTERS ARMY POTOMAC, *May 4, 1862.*

If it appears that West Point is not strongly held, I would suggest pushing the *Galena* and some gunboats up the James River.

G. B. McCLELLAN,
Major-General.

Hon. G. V. FOX.

[Telegram.]

HEADQUARTERS ARMY POTOMAC, *May 4, 1862.*

The enemy having evacuated Yorktown, General McClellan has no need of the *Galena* on York River. He would like you to send up James River immediately, as far as possible, to harass the enemy as much as may be in your power.

By order [of] Major-General McClellan:

J. J. ASTOR,
Colonel and Aid-de-camp.

Commodore GOLDSBOROUGH.

[Telegram.]

MAY 4, 1862.

Bigler's Wharf is burning. There are no batteries for 12 miles up the river. I have sent a steamer to burn the railroad bridge over Pamunkey River.

SMITH.

Major-General McCLELLAN.

[Telegram.]

MAY 4, 1862.

Steamer *Chocura* has returned from West Point, [Va.]. No obstructions or batteries on the river. No guns or troops at West Point. White flag at that place and at other points on the river. The frames of two large vessels building at West Point.

W. SMITH.

Major-General McCLELLAN.

Cooperation of the Navy with the Army in the operations against Yorktown, Va., May 4 to 7, 1862.

Report of Commander Smith, U. S. Navy, transmitting report of Lieutenant Patterson, U. S. Navy.

U. S. S. WACHUSETT,
Yorktown, Va., May 5, 1862.

SIR: About 7 o'clock yesterday morning we saw an American ensign floating over one of the rebel redoubts at Yorktown, and a few minutes afterwards I received from General McClellan a telegraphic dispatch saying, "Yorktown is in our possession; please run up and help us in communicating with Gloucester," and requesting me to send some of the boats up York River to reconnoiter and seize schooners.

The squadron was immediately underway and stood up the river. When near Gloucester I sent Master Whitehead, of this ship, to hoist the American flag at that place. I then dispatched the *Corwin*, Lieutenant Commanding Phelps, and *Currituck*, Acting Master Shankland, to reconnoiter up York River to the distance of 10 or 12 miles; the other vessels anchored at this place.

We found only one small schooner, which had been abandoned; all other vessels had gone up the river; some few were still in sight, but at a considerable distance.

At 11 a. m. I received a dispatch from General McClellan requesting me to send two boats to reconnoiter as far up as West Point, and let the rest escort Franklin's division, which was to go by water. I directed Lieutenant Commanding Patterson in the *Chocura* to proceed up the river to West Point, taking with him the *Corwin* (which had not yet returned), and to send back the *Currituck*.

At 2 p. m. the *Currituck* returned, and her commander reported that he had been about 12 miles up the river; that Bigler's Wharf, 10 miles above here, was burning, and he had not seen any batteries on the banks. Just as the *Currituck* returned I received a dispatch from General

McClellan saying it was of the first importance that some of the boats should hurry up and destroy the transportation. I therefore dispatched the *Currituck*, with orders to go up the river and if possible destroy the railroad bridge over the Pamunkey River, and then telegraphed to General McClellan to inform him of what I had done.

At 4 p. m. I received another dispatch from General McClellan, requesting me not to burn the bridge, but to save it if possible. I immediately dispatched Lieutenant Commanding Henry in the *Sebago* up the river, with orders, when he should meet the *Corwin* returning here, to send her back in pursuit of the *Currituck* and prevent the burning of the bridge.

At 8 p. m. Lieutenant Commanding Patterson, in the *Ohocura*, returned and reported that he had been to West Point; that he had not found any batteries or soldiers at that place, or at any other point on the river, but found there a white flag flying, and saw white flags flying at many places as he went up the river. I enclose a copy of his report.

At 9:30 p. m. Lieutenant Commanding Henry, in the *Sebago*, returned, having met the *Corwin* and sent her in pursuit of the *Currituck*.

The *Sebago* towed down a small schooner and launch captured by the *Corwin*, having on board four deserters from the rebel camp and five men belonging to small vessels in the transport service, all of whom had given themselves up to the steamer, and whom I have to-day transferred to the provost-marshal; also ten negroes who had given themselves up and whom I have transferred to Colonel Ingalls, at Yorktown.

This forenoon General Franklin's division are arriving and anchoring here, preparatory to a start up the river to-morrow morning. We will accompany them.

The *Corwin* and *Currituck* have not yet returned.

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

W. SMITH,

Commanding U. S. S. *Wachusett*.

Flag-Officer L. M. GOLDSBOROUGH,

Comdg. North Atlantic Blockading Squadron, Hampton Roads.

[Enclosure.]

U. S. STEAM GUNBOAT *OHOCURA*,

Off Yorktown, Va., May 4, 1862.

SIR: I have the honor to report that in obedience to your order of this morning I left Gloucester Point at noon, and at 1:30 was joined by Lieutenant Commanding Thomas S. Phelps in the *Corwin*.

We proceeded up York River, prepared for action, but found every house deserted, apparently, except by females and negroes; a white flag was displayed as we approached.

Bigler's Wharf we found burning at each end, and in the immediate vicinity, from two buildings, hospital flags were flying. Zantzinger's wood and coal wharf, above Bigler's, and on the opposite side, is destroyed in several places.

On reaching West Point the narrow, intricate channel and shoal water prevented my approaching in this vessel as near as I would have wished, and it was too late to do so in boats, but I could easily distinguish the frames of two vessels (apparently intended for gunboats) on fire, and partially consumed.

Near the point is a small water battery with three embrasures which was deserted, and I think without any armament. Here also a white flag was displayed.

There are no obstructions in the channel of the river, nor batteries on its banks.

Very respectfully, your obedient servant,

T. H. PATTERSON,
Lieutenant, Commanding.

Commander W. SMITH,
U. S. S. Wachusett, off Yorktown, Va.

Report of Commander Smith, U. S. Navy, forwarding reports of Lieutenant Phelps and Acting Master Shankland, U. S. Navy.

U. S. S. WACHUSETT,
West Point, York River, May 7, 1862.

SIR: On the afternoon of the 5th instant there was considerable fighting between our forces and the rebels about 6 miles above Yorktown. At 8 p. m. General McClellan sent an aid to request me to send two of the gunboats off the mouth of Queen's Creek, about 6 miles up the river, to shell the rebels, who, it was thought, were endeavoring to turn his flank. I immediately dispatched Lieutenant Commanding Nicholson with the *Marblehead* and Lieutenant Commanding McCann with the *Maratanza* to perform the duty. Before the gunboats reached the station the firing had ceased, and at 9:30 p. m. General McClellan telegraphed to General Franklin that our troops were 10 miles from Yorktown.

At 7 a. m., on the 6th, the transports conveying General Franklin's division began to move up the river to West Point, under the escort of this ship, the *Chocura*, and *Sebago*. At 1:15 p. m. I anchored here with a part of the transports and the remainder of them arrived in the course of the afternoon. The landing of the troops was immediately begun, and is still going on; we are assisting them. I found here the steamer *Corwin*, Lieutenant Commanding Phelps, and *Currituck*, Acting Master Shankland. From these officers I received reports, of which I forward herewith copies.

The prisoners were delivered to the provost-marshal at Yorktown.

Last evening I sent the *Currituck* up the Pamunkey River to endeavor to capture some schooners reported to be there. She returned this morning, and her commander made me a report of his proceedings, of which I enclose herewith a copy.

About 1 p. m. to-day some of the enemy opened fire from some field-pieces, placed on a hill on the left flank of the camp. Our vessels immediately commenced shelling them, and in a few minutes they retired, no damage having been done to our people.

I sent Lieutenant Commanding Phelps in the *Corwin* up the Mat-tapony River to-day to learn something of a party of rebels reported to be crossing that river. He returned this evening and reports that he went up the river 26 miles and ascertained that about 4,000 rebels passed last night across at Dunkirk Bridge. Soldiers were deserting rapidly; white flags were flying on the banks.

A deserter who came in last night reports that 40,000 rebels are in the neighborhood.

We have several prize vessels, all of them small and of little value. What disposition shall I make of them?

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

W. SMITH,
Commanding U. S. Gunboat Wachusett.

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

[Enclosure No. 1.]

U. S. S. CORWIN,
West Point, Va., May 5, 1862.

SIR: I deem it necessary to place before you as early as practicable the following items of information which I obtained from prisoners who appear to be friendly to the Union, and who, as they state, were forced to serve the rebels against their wishes, viz:

Eight feet water can be carried up the Masapony [Mattapony] River to about 5 miles above Walkertown [Walkerton], but this river has been closed by sinking seven schooners in the channel a short distance above West Point.

In the Pamunkey, 9 or 10 feet can be carried to the railroad bridge, but they have fifty vessels, mostly schooners, which they commenced to sink on yesterday near a place called the White House, or at Indian Town.

The rebels are prepared to destroy the railroad bridge, having saws and combustibles ready for this purpose.

The enemy are falling back upon the Chickahominy near Richmond, where they are fortified, etc.; also they intend to make a stand between Fredericksburg and Richmond, probably at the junction of the Virginia Central and the Fredericksburg railroads, or near Chesterfield, and from Yorktown back to the Warwick and Williamsburg. General Johnston is supposed to have 125,000 men on the peninsula and has fallen back where he can escape being cut up by the naval forces.

This was decided upon in a council of war held at Yorktown on his taking command.

A new ironclad steamer superior to the *Virginia*, to be called the *Brandywine*, was launched at Norfolk some eighteen days since (to be commanded by Captain Pegram) and is thought to be nearly ready. There have been also several other gunboats fitting for service.

The channel near the naval hospital at Norfolk, Va., is obstructed nearly all the way across, leaving only room sufficient for the *Virginia* to pass through, and the old frigate *United States* is in readiness to be sunk in the gap if necessary.

I am informed that six gunboats (partially built) and the York River light-boat were destroyed on yesterday.

I am respectfully, your obedient servant,

THOS. S. PHELPS,
Lieutenant, U. S. Navy, Commanding.

Captain WM. SMITH,
Comdg. Div. North Atlantic Blockading Squadron, York River.

Additional, and I believe reliable:

General Johnston and General Magruder are falling back to Hanover Court-House, [Va.], 13 miles from Richmond, to take up their line of defense on the Chickahominy. About 4,000 of the enemy have endeavored to cross the Mattapony River in this vicinity, but were prevented by the presence of our force, and they are pushing farther up the country. There are at present about 2,000 within 3 miles of us.

Some distance back inland, on the south side of the river (during the night), we observed the camp fires of the enemy, extending about a mile in length.

I am, respectfully,

T. S. PHELPS.

[Enclosure No. 2.]

U. S. S. CORWIN,
West Point, York River, Virginia, May 5, 1862.

SIR: I respectfully report that in obedience to your order of the 4th instant, accompanied by the *Currituck*, Captain Shankland, I proceeded up York River at full speed, white flags being displayed on the north bank as we advanced; when near King's Creek, discovered a company of the rebel cavalry on the south side of the river, who were driven off by our shells, and it is believed that three saddles were emptied. Continuing on, discovered Bigler's Wharf to be on fire, and two schooners, one sloop, and a launch, loaded with stores and officers' effects, endeavoring to escape. Succeeded in capturing one schooner and the launch, when the others were abandoned and fired by the rebels and were destroyed.

Having reached the town of Cappahosic, where white flags were displayed, and feeling that my instructions would not warrant a farther advance to the westward, I turned the vessels downstream intending to secure the various schooners at anchor which we had passed.

After capturing a small sloop, Captain Patterson arrived and directed me to cover his steamer while he made a reconnoissance near West Point. When that duty was accomplished we again started down the river, capturing another schooner, and when near Bigler's Wharf I met the *Sebago*, Captain Henry, who delivered your instructions to prevent the *Currituck* from destroying the railroad bridge, which duty I was enabled successfully to accomplish.

On my arrival at West Point at 9:30 p. m. Captain Shankland reported that he had landed, taken possession, and hoisted the American flag.

Six white men were captured in the prizes; one I retained to act as pilot and the others I sent to you by Captain Henry, as they had information of importance to communicate which I deemed necessary for you to have at the earliest moment.

I am, respectfully, your obedient servant,

THOMAS S. PHELPS,
Lieutenant, U. S. Navy, Commanding.

Commander WM. SMITH, U. S. Navy,
*Comdg. Division of North Atlantic Blockading Squadron,
U. S. S. Wachusett.*

[Enclosure No. 3.]

YORK RIVER, Off West Point, May 7, 1862.

SIR: In compliance to [with] your instructions to me, May 4, proceeded up the York River and anchored at 5:30 p. m. of the same day off West Point and landed with two boats' crews for the purpose of hoisting the American ensign over the fort. While in the act of hoisting the flag the female portion of the inhabitants gave vent to their feelings by cheering.

Benjamin Robinson, who is well known here to be a strong rebel, threatened to have them arrested and sent to Richmond, and, using other language disrespectful to the flag, I had him arrested. When in presence of Paymaster Yorke, he acknowledged that he was a secessionist, and would be a damned scoundrel if he was not; also that he came to West Point for the purpose of getting what information he could about the U. S. Army and Navy for the purpose of sending it to the rebel Army. The said Robinson owns a farm opposite West Point

on the south shore, which place has been a rendezvous for the enemy's pickets, as we shelled them out yesterday morning. I therefore consider it my duty to hold the said Robinson for your decision.

Very respectfully, your obedient servant,

WM. F. SHANKLAND,

Acting Master, Commanding U. S. Gunboat Currituck.

Commander WM. SMITH,

Commanding the York River Expedition.

[Enclosure No. 4.]

YORK RIVER, *Off West Point, May 7, 1862.*

SIR: In compliance to [with] your orders to me of May 6 to proceed up the Pamunkey River as far as first island to reconnoiter, and save what property I might find which was in possession of the rebel forces, I beg to report that on my arrival at first island, at 6 o'clock on the morning of the 7th, I found some twelve to twenty schooners sunk across both channels, and above the sunken vessels I found two all ready to be sunk, but not having time to sink them they were run ashore, the rebels leaving them as I hove in sight. I got them off and towed them to this anchorage; they are named the *American Coaster* and the *Planter*, both hailing from Yorktown.

On my passage up I found that they had burned two gunboats on the stocks about 10 miles above West Point. They have left, apparently uninjured, a small steam engine and boiler; also a quantity of timber and lumber.

I saw no signs of the enemy, or anything like fortifications. The channel is sufficiently deep for any of the gunboats. With one stout tugboat the sunken vessels could be removed, in a very short time, sufficient for the fleet to pass. I was informed by a contraband, whom I found upon the island, that it was the intention of the rebels to sink some fifteen more to-day.

Hoping that this will meet your approbation, I am, respectfully, your obedient servant,

WM. F. SHANKLAND,

Acting Master, Commanding U. S. Gunboat Currituck.

Commander W. SMITH,

Commanding York River Expedition.

Additional report of Commander Smith, U. S. Navy, regarding the attack at West Point, Va.

U. S. S. WACHUSETT,

West Point, York River, May 12, 1862.

SIR: In my communication of the 7th instant I informed you that an attack had been made on that day on the left flank of our army, and that our vessels shelled the enemy's artillery, which was posted on a hill to the left, forcing them to retire very precipitately. This was all that we could see from the ship. I have since learned from some of the army officers engaged in the affair that the shelling from our ships was very destructive to the enemy, causing them to retreat so rapidly that they left many of their killed and wounded on the field; indeed, many of them give the credit of the victory, or repulse, to the ships, for without them, they say, our forces could not have withstood the attack, but would have been compelled to fall back on the camp.

On the 8th instant I sent the *Maratanza* and *Ohocura* with General Franklin into the Pamunkey River to search for a place suitable for a landing for the troops. They found what the general wanted.

On the 9th General Franklin moved up the Pamunkey to his new landing, accompanied by the *Maratanza* and *Marblehead*. In the afternoon of the same day General Porter informed me that in the evening he proposed landing a small force on the West Point side of the river, to make a reconnoissance along the railroad. I sent the *Ohocura* with him. They returned the following morning.

On the 10th, Generals Franklin, Marcy, and Van Vliet came on board to request me to send up the Pamunkey to make a reconnoissance toward the White House, at the crossing of the West Point Railroad over that river. I sent the *Ohocura* and *Sebago* to join the *Maratanza* and *Marblehead*, then in the river, to perform the duty. Yesterday morning, the 11th, the *Ohocura* reached the White House, about 45 miles by water from here. The railroad bridge had been destroyed by the rebels. An advance guard of our troops was at the bridge, and the *Ohocura* remains there. The *Marblehead* stopped and remains at Cumberland Landing, at the foot of the second island. The *Maratanza* is about 14 miles up the river watching the railroad, and the *Sebago* is at General Franklin's landing. The vessels had very little trouble in getting through the obstructions which had been placed in the river by sunken vessels.

The troops do not like to move in the neighborhood of the rivers unless accompanied by a gunboat, and we accommodate them as much as we possibly can.

From contrabands and others we learn that the rebels have a great dread of the gunboats. A division of 4,000 rebels from Gloucester traveled up the Mattapony nearly 40 miles to find a crossing, rather than come near West Point, because they heard that some of the gunboats were there.

There is now a line of communication between this point and General McClellan's headquarters. Our crews are healthy.

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

WM. SMITH,

Commanding U. S. S. Wachusett.

Flag-Officer L. M. GOLDSBOROUGH,

Comdg. North Atlantic Blockading Squadron, Hampton Roads.

Letter from Secretary of the Navy to Flag-Officer Goldsborough, U. S. Navy, enquiring for official report of affair at West Point, York River.

NAVY DEPARTMENT, *May 20, 1862.*

SIR: It has been stated in the newspapers that the gunboats rendered very essential aid at West Point, York River, to the division of General Franklin, and cooperated with him in repelling an attack of the enemy. The Department has received no official information of the affair and would enquire if any has been received by you, and if so, the purport of it.

I am, respectfully, your obedient servant,

GIDEON WELLES.

Flag-Officer L. M. GOLDSBOROUGH,

Hampton Roads, Virginia.

Report of Flag-Officer Goldsborough, U. S. Navy, regarding operations in York River.

U. S. FLAGSHIP MINNESOTA,
Hampton Roads, Virginia, May 22, 1862.

SIR: In reply to your communication of the 20th instant, I beg leave to enclose a copy of a portion of a dispatch* from Commander Smith. This is all the official information I have on the operations of the gunboats at West Point, York River, Virginia, at the time alluded to.

I am, very respectfully, your obedient servant,

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

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

Letter from Secretary of Navy to Flag-Officer Goldsborough, U. S. Navy, desiring report of affair at West Point and of expedition up Pamunkey River under Lieutenant Commanding Murray, U. S. Navy.

NAVY DEPARTMENT, *May 23, 1862.*

SIR: Before acting on the report† of Commander Smith acquainting the Department with the extraordinary remissness by which he lost three important officers of his vessel, the Department desires the report of the affair at West Point, where the gunboats are said to have done good service, asked for on the 20th instant.

The Department also desires a report of the expedition up the Pamunkey River under Lieutenant Commanding Murray, which is printed in the New York papers.

Respectfully, your obedient servant, GIDEON WELLES.

Flag-Officer L. M. GOLDSBOROUGH,
Hampton Roads, Virginia.

Letter from Flag-Officer Goldsborough, U. S. Navy, to the Secretary of the Navy, concerning affair at West Point, and transmitting report of expedition up Pamunkey River.

U. S. FLAGSHIP MINNESOTA,
Hampton Roads, Virginia, May 24, 1862.

SIR: Enclosed with my dispatch No. 251 I had the honor to send to the Department a copy of a portion of a dispatch from Commander Smith, which included all the information I possessed with regard to the affair of the 7th at West Point. Herewith I transmit a second copy, and with it I submit the following brief extract from a dispatch, dated May 7, from Commander Smith, which was the first notice I received of the matter. It was written at West Point:

About 1 p. m. to-day some of the enemy opened fire from some fieldpieces placed on a hill on the left flank of the camp. Our vessels immediately commenced shelling them, and in a few minutes they retired, no damage having been done to our people.

I also transmit herewith, in obedience to your instructions of yesterday, a copy of a report‡ from Lieutenant Commanding Murray, received yesterday afternoon, concerning the late expedition up the Pamunkey River.

I am, very respectfully, your obedient servant,

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

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

* For full dispatch of Commander Smith, see pp. 315, 316.

† See p. 393.

‡ See pp. 377, 378.

Letter from Lieutenant Selfridge, U. S. Navy, to Lieutenant Stevens, U. S. Navy, requesting report of the landing of Franklin's division at West Point, to be forwarded to flag-officer.

U. S. FLAGSHIP MINNESOTA,
Hampton Roads, May 26, 1862.

DEAR SIR: In consequence of the disability of the flag-officer to write, his right hand being disabled, he requests me to say that he wishes you to forward, through Commander Smith, of the *Wachusett*, your detailed report of the landing of Franklin's division of the Army of the Potomac at West Point.

He wishes all the information in your possession in regard to the operations of our vessels at that point, that both he and the Department may be fully cognizant of the important service that the navy rendered in preventing a disastrous check to our army.

Very respectfully, your obedient servant,

THOMAS O. SELFRIDGE,
Flag-Lieutenant.

THOMAS H. STEVENS,
Commanding U. S. S. Maratanza, James River, Virginia.

Letter from Commander Smith, U. S. Navy, to Flag-Officer Goldsborough, U. S. Navy, forwarding report of Lieutenant Stevens, U. S. Navy.

U. S. S. WACHUSETT,
City Point, James River, May 29, 1862.

SIR: I forward herewith a copy of a report handed to me to-day by Lieutenant Commanding T. H. Stevens, of the U. S. S. *Maratanza*. At the time the attack referred to in the report was made by the rebel forces on General Franklin's division this ship was anchored off the lower part of the landing; the *Chocura* was above, near the mouth of the Pamunkey; the *Sebago* was getting underway from the upper part of the anchorage to accompany the *Corwin* up the Mattaponi, and the *Maratanza* and *Marblehead* were a short distance below, on their way from Queen's Creek, the latter aground, and the former assisting in getting her afloat. I made signals to the *Currituck* to go to the assistance of the *Marblehead*, and to the *Sebago* and *Maratanza* to take a position near this ship. The enemy were seen with fieldpieces on a hillside firing at our troops, who were hid from our sight by intervening woods. A few discharges of shells from the *Wachusett*, *Maratanza*, and *Sebago* silenced the enemy and drove them hastily from their position, saving our army, as I have understood from army officers, from total defeat.

It seems that the gunboats rendered a much more important service to the army than we on board were at the time aware of, and I only reported that an attack had been made on General Franklin's forces by the rebels, who were shelled by the gunboats and dispersed, as that was all that could be seen from the ship.

Had I known at the time the valuable services rendered by the gunboats, I would have reported it, as a knowledge of it might have been of some advantage to us.

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

W. SMITH,
Commanding U. S. S. Wachusett.

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

[Endorsement.]

MAY 31, 1862.

I beg to forward these reports with regard to the very essential service afforded by our gunboats in York River in assisting our army when attacked at West Point. They have but just come to hand.

Very respectfully,

L. M. GOLDSBOROUGH,
Flag-Officer.

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

[Enclosure.]

U. S. S. MARATANZA,
Off-West Point, May 7, 1862.

SIR: About 11:15 this morning, hearing the sound of heavy firing in the rear of this place, I proceeded on board the *Wachusett* for the purpose of finding means to join my command, which I had passed on my way to report to you and to receive your instructions.

About half past 11 General Franklin telegraphed for the assistance of the gunboats, stating that he was attacked by a large force of the enemy and wanted immediate support. At this time the *Maratanza* was anchored about $2\frac{1}{2}$ miles below, engaged in towing off the *Marblehead*.

Receiving your orders to go aboard the *Maratanza* and bring the vessel into action, I proceeded at once in your gig for this purpose. Immediately upon getting on board I weighed anchor, cleared for action, and, when abreast of and as close to the position of the enemy as we could get, I opened fire with the 100-pounder Parrott, about which time the *Sebago* also opened. The fire was kept up for about three-quarters of an hour (this vessel remaining underway) with terrible and telling effect upon the enemy, whose fire soon began to slacken, and they commenced retreating. At 2:22 p. m. ceased firing and anchored.

It is the generally received opinion, so I gather from the officers and men composing General Franklin's command, that the accurate and destructive fire of the gunboats was greatly instrumental in saving the army from serious reverse and disaster. I found the use of the army signals on this occasion invaluable.

Very respectfully, your obedient servant,

T. H. STEVENS,
Lieutenant, Commanding.

Commander WM. SMITH,
Comdg. U. S. S. Wachusett, and Senior Officer Present.

Order of Flag-Officer Goldsborough, U. S. Navy, to Lieutenant Phelps, U. S. Navy, to furnish particulars regarding captures made by the U. S. S. *Corwin*.

U. S. FLAGSHIP MINNESOTA,
Hampton Roads, May 26, 1862.

SIR: The flag-officer directs me to say to you that the inventory he has received of the prizes captured by the *Corwin* May 4 and 5 and turned over to the *Young America* is not sufficient.

He wishes forwarded to him the full particulars relating to the

capture of the same, how and where captured, the circumstances, their destination at the time, persons and papers found on board, etc.

The flag-officer is unable to write, from a disabled hand.

Very respectfully, your obedient servant,

THOS. O. SELFRIDGE,
Flag-Lieutenant.

Lieutenant THOS. [S.] PHELPS,
Commanding U. S. S. Corwin.

Report of Lieutenant Phelps, U. S. Navy, commanding U. S. S. Corwin, regarding prizes captured in York River, Virginia.

U. S. S. CORWIN,
West Point, Va., June 3, 1862.

SIR: In regard to the prizes delivered to the *Young America*, I have respectfully to report that the schooner *Director* was captured by this vessel on the 4th ultimo (the *Currituck* in company, about 1 mile astern) above Bigler's Wharf and 9 miles above Gloucester Point. She had on board one white boy and seven negroes, and was loaded with the effects of Captain J. B. White, assistant quartermaster-general, C. S. Army. At the time of her capture she was endeavoring to reach West Point, Va., and on the appearance of this vessel Captain White returned to the wharf, set fire to it in three places, and escaped by land.

The launch marked U. S. brig *Dolphin* was captured near the village of Cappahosic, about 10 miles from Gloucester Point, while escaping to the north shore. She was loaded with commissary stores and the effects of General Rains, C. S. Army. She had on board one commissary, one clerk to commissary (late steward on the *Virginia*), and three soldiers belonging to the Louisiana Volunteers. They tore up and threw overboard their papers before we could get to them. The prisoners were sent in the prizes and the *Sebago* to Yorktown.

At the time of the above captures the guard boat *General Scott* and sloop *Champion*, loaded with muskets and army stores, were fired and abandoned by their crews, they escaping to the shore.

The sloop *Water Witch* belonged to the Confederate States and was called Captain T. J. Page's flagship; was abandoned on the evening of the 4th of May, on the arrival of the gunboats at this place, and was seized on the 5th by the *Corwin's* boat at Mrs. Brooks's farm, on the north shore of the Mattaponi River, near West Point, Va. The *Currituck* was in company at the time.

The long gig was seized at West Point by the *Currituck*.

The schooners *American Coaster* and *Planter*, loaded with dirt and ready for sinking by the rebels, were captured by the *Currituck* on the 7th or 8th of May on the Pamunkey River above Cumberland.

On the arrival of the *Young America* for them I had the dirt removed and, by your order, loaded with iron and timber taken from the navy yard at this place.

At the time the first three prizes mentioned in the report were captured the vessels composing the York River Squadron, not named, were off Yorktown.

I respectfully enclose a complete list of the officers and crew of this steamer.

I am, very respectfully, your obedient servant,

T. S. PHELPS,
Lieutenant, Commanding, U. S. Navy.

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

[Endorsement.]

JULY 12, 1862.

The sloop *Water Witch*, quite a small affair, is at the Norfolk navy yard, and leaks so badly that until partially repaired she can not be sent away from there.

L. M. GOLDSBOROUGH,
Flag-Officer.

Order from Flag-Officer Goldsborough, U. S. Navy, to Acting Master Shankland, U. S. Navy, commanding U. S. S. *Currituck*, desiring particulars of prizes captured in York River, Virginia.

U. S. FLAGSHIP MINNESOTA,
Hampton Roads, May 26, 1862.

SIR: The flag-officer directs me to say to you that the inventory he has received of the prizes captured by the *Currituck* May 8 and turned over to the *Young America* is not sufficient.

He wishes forwarded to him the full particulars relating to the capture of the same; how and where captured, the circumstances, their destination at the time, persons or papers found on board, etc.

The flag-officer is unable to write, from a disabled hand.

Very respectfully, your obedient servant,

THOS. O. SELFRIDGE,
Flag-Lieutenant.

Acting Master W. F. SHANKLAND, Jr.,
Commanding U. S. S. Currituck.

Report of Acting Master Shankland, U. S. Navy, commanding U. S. S. *Currituck*, regarding prizes captured.

U. S. S. CURRITUCK,
Pamunkey River, June 6, 1862.

SIR: Your letter dated May 26 is received. With regard to the capture of prizes made by me on the 7th of May, I beg leave to state that I received orders on the afternoon of the 6th from Captain Smith to proceed up the Pamunkey River as far as the first island to capture, if possible, a number of schooners lying at that point filled with sand and stone for the purpose of sinking them across the channels, there being a channel on each side of the island.

I left the anchorage at West Point at 6 p. m. and anchored 2 miles below the Red Bluff, not deeming it prudent to go farther that night. At 4:30 a. m. got underway and ran up to the island, where we arrived at 6:30 a. m. I there found some ten to twelve schooners sunk and two afloat about 100 yards above the sunken ones. I sent the first and second cutters in charge of Mr. Hale, executive officer, to bring them out.

They proved to be the *American Coaster* and the *Planter*. On one was bent mainsail, foresail, and jib, and the other mainsail and jib.

I had a thorough search made, but nothing was to be found on board. The above schooner hailed from Yorktown.

From a contraband on the island I learned that these two schooners were to be sunk with the rest, and that the rebels were coming off

when I hove in sight. They had been sinking the vessels up to 5 o'clock that morning. The party was in charge of a captain of the rebel Army.

-I left the island with both schooners in tow at 7 a. m. and arrived at West Point at 10:15 a. m., and reported immediately to the senior officer, Captain Smith.

Very respectfully, your obedient servant,

W. F. SHANKLAND,

Acting Master, Commanding U. S. S. Currituck.

Flag-Officer L. M. GOLDSBOROUGH,

Comdg. the North Atlantic Squadron, Hampton Roads.

[Endorsement.]

JULY 12, 1862.

The *Planter* was subsequently given up to her owner in consequence of his Union sentiments and valuable services to our vessels up the York and Pamunkey rivers.

L. M. GOLDSBOROUGH,

Flag-Officer.

Report of Flag-Officer Goldsborough, U. S. Navy, of movements of the U. S. S. Virginia (Merrimack).

U. S. FLAGSHIP MINNESOTA,
Hampton Roads, Virginia, May 5, 1862.

SIR: Yesterday afternoon, between 1 and 2 o'clock, the *Merrimack* came down and anchored just inside of Sewell's Point, and after remaining there a few hours she went back and anchored off Craney Island, where she now lies with her steam up. She was accompanied by only one small tug.

The precise object of her movements it is difficult to divine, but one point with her, I think, is to watch James River, up which she can go as high as Hog Island, if not still higher; or, in other words, some 50 or 60 miles or more.

She may attempt to force her way to York River, and be now only waiting for the opportunity of her choice to occur. To get there, with the number of vessels now engaged in transporting our troops, provisions, guns, etc., up to West Point, [Va.], would be very disadvantageous to us, and this, of course, is well known to the enemy.

Rumor places our gunboats detailed for York River as being already off West Point, and our army as having already advanced to the Chickahominy. I have nothing more reliable up to this hour to communicate.

I beg to inform the Department that I have ordered 1,000 tons of coal to be deposited at Beaufort, N. C., and also a supply of provisions, clothing, and stores for the use of our vessels blockading off Wilmington, N. C., and have given orders to those vessels to go to Beaufort hereafter for those articles, and not to come here unless absolutely necessary. The *State of Georgia* and *Chippewa* I have ordered to leave Beaufort and go off Wilmington.

I am, very respectfully, your obedient servant,

L. M. GOLDSBOROUGH,

Flag-Officer, Comdg. North Atlantic Blockading Squadron.

Hon. GIDEON WELLES,

Secretary of the Navy, Washington, D. C.

Report of Lieutenant Braine, U. S. Navy, commanding U. S. S. Monticello, of information received from two deserters from Fort Caswell, N. C.

U. S. S. MONTICELLO,
Off Wilmington, N. C., May 5, 1862.

SIR: I have the honor to report to you that on the night of the 29th of April two soldiers of the rebel Army, names, Henry Garwood and George Henri, privates, deserted from Fort Caswell and came off to this ship. They gave me the following information relative to the rebel forces at this place: In Fort Caswell there are between 550 and 600 men; they have received lately in the fort 5,000 pounds bacon, 200 barrels flour, and other provisions. The fort mounts 36 guns in all; 4 of them are carronades placed so as to rake the moat (which has 5 feet depth of water in it). The guns in barbette are 30 in number; 6 are rifle guns and look toward the entrance to the harbor, and with these are 4 8-inch columbiads looking in the same direction. The balance of the guns are light 32 and 24 pounders.

In and about the fort at Federal Point, New Inlet entrance, are 2,000 men, the greater portion of them in camp about 4 miles to the northward of Federal Point.

At Smithville there are 6 companies of artillery and 6 fieldpieces. The guns in earthwork at New Inlet are 24 in number; of their class and caliber I have no information. These deserters inform me that the steamer *Nashville*, now called the *William L. Wragg*, and sailing under English colors, ran in at New Inlet on the 26th of April; while doing so she struck on the bar and lay there twenty-eight hours, during which time a portion of her cargo was taken out by five tugs which went to her assistance. They state that while she lay on the bar the U. S. sloop of war *Jamestown* came to within about 3 or 4 miles of her and then stood offshore. The *Nashville* is reported by them to be injured, having her port wheelhouse stove in, and that she was towed up to Wilmington.

I am, respectfully, your obedient servant,

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

Flag-Officer L. M. GOLDSBOROUGH,
Norfolk, Va.

[Telegram.]

HEADQUARTERS DEPARTMENT POTOMAC, May 5, 1862.

SIR: Your communication* of to-day just received. West Point is not occupied by the enemy, so that, important as it is to me to send vessels up James River, of course defer to your judgment. I will communicate further after I return from the front.

GEO. B. McCLELLAN,
Major-General.

Flag-Officer L. M. GOLDSBOROUGH,
Hampton Roads.

* Not found.

Letter from Flag-Officer Goldsborough, U. S. Navy, to the Secretary of the Navy, recommending Yorktown as a good place for a navy yard.

U. S. FLAGSHIP MINNESOTA,
Hampton Roads, Virginia, May 6, 1862.

SIR: I would beg to say to the Department that, in my humble judgment, Yorktown is a very much better place for a navy yard than Gosport, Va. In many respects it affords singular advantages for the purpose. I mention this thus early, in case the Department should have occasion to turn its attention to the subject of locating another dockyard in the waters of the Chesapeake, or in case it should wish to establish any shops there for present ends.

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 Flag-Officer Goldsborough, U. S. Navy, regarding movements of United States vessels in Hampton Roads.

U. S. FLAGSHIP MINNESOTA,
Hampton Roads, Virginia, May 6, 1862.

SIR: I have the honor to inform the Department that the U. S. S. *Port Royal* arrived here this morning. Agreeably to your instructions of May 2, I shall dispatch the *Octorara* immediately for Ship Island.

I shall also dispatch the *Braziliera* immediately, now that she has men on board in place of those who belonged to the *Cumberland*, for Port Royal. Both vessels will leave this afternoon.

I am, very respectfully, your obedient servant,

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

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

Letter from Flag-Officer Goldsborough, U. S. Navy, to commanding officers of vessels of North Atlantic Blockading Squadron, regarding the enlistment of contrabands for the naval service.

U. S. FLAGSHIP MINNESOTA,
Hampton Roads, May 6, 1862.

SIR: The approach of the hot and sickly season upon the southern coast of the United States renders it imperative that every precaution should be used by the officers commanding vessels to continue the excellent sanitary condition of their crews. The large number of persons known as contrabands flocking to the protection of the United States flag affords an opportunity to provide in every department of a ship, especially for boats' crews, acclimated labor. The commanding officers under my command are required to obtain the services of these persons for the country by enlisting them freely in the Navy, with

their consent, rating them as boys at \$8, \$9, or \$10 per month and one ration. Let a monthly return be made of the number of this class of persons employed on board the vessel under your command.

L. M. GOLDSBOROUGH,
Flag-Officer.

COMMANDING OFFICERS OF VESSELS OF THE
NORTH ATLANTIC BLOCKADING SQUADRON.

Letter from Commander Rowan, U. S. Navy, to Major-General Parke, U. S. Army, requesting the return of a naval detail serving on the steamer North State and launches.

U. S. S. PHILADELPHIA,
Off New Berne, May 6, 1862.

MY DEAR GENERAL: I am greatly in want of my people now serving with you in the *North State* and in the launches.

I hope you will send them to me as soon as possible, as some of my vessels are without guns' crews.

If the launches can't come through the canal, I will send the *Ellis* for them. I send the two captains of guns, who will take charge of the launches and bring them up with the coast guard people belonging to the *Hunchback* and *Southfield*.

Hoping to see you soon and congratulate you on your splendid success, I am truly, yours, etc.,

S. C. ROWAN,
Commanding Naval Forces, Sounds of North Carolina.

Major-General PARKE,
Commanding at New Berne, N. C.

[Telegram.]

WASHINGTON, *May 6, 1862.*

The Norwegian corvette *Norvier* is expected to arrive at Hampton Roads with the Norwegian minister on board. Has she yet arrived? If not, telegraph me when she does, and inform the commander that the Norwegian minister will visit him at Hampton Roads.

GIDEON WELLES,
Secretary Navy.

Flag-Officer L. M. GOLDSBOROUGH.

[Telegram.]

WASHINGTON, *May 6, 1862.*

I have received the following dispatch from New York:

The *Nashville* is in Wilmington. One of her passengers is here. The police are after him.

G. V. FOX,
Assistant Secretary.

Flag-Officer L. M. GOLDSBOROUGH.

[Telegram.]

U. S. FLAGSHIP MINNESOTA,
Hampton Roads, May 7, 1862.

The Norwegian sloop of war arrived in these roads this morning at 10 o'clock. The message to her commander has been delivered.

L. M. GOLDSBOROUGH,
Flag-Officer.

Hon. GIDEON WELLES,
Secretary Navy.

[Telegram.]

NAVY DEPARTMENT,
Washington, May 7, 1862.

The Department desires you to afford every possible aid to the movements of General McClellan, and endeavor to harass the retreat of the rebels whenever they can be reached by gunboats.

GIDEON WELLES,
Secretary of Navy.

Flag-Officer L. M. GOLDSBOROUGH,
Hampton Roads.

Order of the President of the United States to Flag-Officer Goldsborough, U. S. Navy, regarding the sending of gunboats up the James River.

FORT MONROE, VA., May 7, 1862.

SIR: Major-General McClellan telegraphs that he has ascertained by a reconnoissance that the battery at Jamestown has been abandoned, and he again requests that gunboats may be sent up the James River.

If you have tolerable confidence that you can successfully contend with the *Merrimack* without the help of the *Galena* and two accompanying gunboats, send the *Galena* and two gunboats up the James River at once.

Please report your action on this to me at once. I shall be found at General Wool's headquarters.

Your obedient servant,

A. LINCOLN.

Flag-Officer GOLDSBOROUGH.

Letter from the Secretary of the Treasury to Flag-Officer Goldsborough, U. S. Navy, regarding the sending of gunboats up the James River.

MAY 7, 1862.

DEAR COMMODORE: The President has read me the note he has addressed to you. Should it result in your sending the *Galena*, as indicated, may I ask the favor, unless you think it really injudicious, of letting the *Stevens* [*Naugatuck*] go with the *Galena*.

Yours, truly,

S. P. CHASE,
Secretary of the Treasury.

Letter from Flag-Officer Goldsborough, U. S. Navy, to the Secretary of the Treasury, regarding the sending of gunboats up the James River.

U. S. FLAGSHIP MINNESOTA,
Hampton Roads, Virginia, May 7, 1862—9:30 p. m.

MY DEAR SIR: I really do think it injudicious, for various reasons which I will explain to you hereafter, to send the *Stevens* with the *Galena*, but, if you insist upon it, of course, she shall go.

Most truly and faithfully, yours,

L. M. GOLDSBOROUGH.

Hon. S. P. CHASE,
Fortress Monroe.

Order of Flag-Officer Goldsborough, U. S. Navy, to Captain Rodgers, U. S. Navy, commanding U. S. S. Galena, to proceed with gunboats up the James River.

U. S. FLAGSHIP MINNESOTA,
Hampton Roads, May 7, 1862.

SIR: Proceed with the *Galena*, *Aroostook*, and *Port Royal* up the James River, and with them do all that may be in your power to assist the army under the command of Major-General McClellan, and endeavor to harass the retreat of the rebels wherever they can be reached. Inform the commanders of the *Aroostook* and *Port Royal* that it is my orders they accompany you with their respective vessels, and act implicitly under your instructions. It is the desire of the President of the United States that the expedition should start at once, to-night.

In the discharge of this highly important duty I, of course, leave all details entirely to your own discretion, in which I have every confidence.

I am, very respectfully, your obedient servant,

L. M. GOLDSBOROUGH,
Flag-Officer.

Commander JOHN RODGERS,
U. S. S. *Galena*, Hampton Roads, Virginia.

Letter from the Assistant Secretary of the Navy to Flag-Officer Goldsborough, U. S. Navy, giving information in regard to C. S. S. Virginia (Merrimack).

Private.]

NAVY DEPARTMENT, May 7, 1862.

MY DEAR SIR: Do you think it is true about the *Nashville*? Isherwood and Lenthall say the *Merrimack* must draw 22 to 24 feet of water. She drew 17 launched, and at 19 the top of her screw would be 3 inches above water. Yet she has got a deck above it, and that deck is under water. By the chart I see 3½ fathoms can only be carried 5 miles above Newport News, and 18 feet to Chickahominy, about 33 miles above. The news from McClellan is that the enemy are retreating along James River, being afraid of the other side, which is covered by our gunboats. I saw all the defenses of Yorktown, and am satisfied that if Missroon had pushed by with a couple of gunboats the Navy would have had the credit of driving the army of the rebels out, besides immortality to himself.

Yorktown altogether had but fifty guns, and none pointing up river. The water batteries on both sides were insignificant, and, according to

all our naval conflicts thus far, could have been passed at night with impunity. As Johnston wrote Davis, they magnified their defenses and humbugged us.

Truly, yours,
Flag-Officer L. M. GOLDSBOROUGH,
Hampton Roads.

G. V. FOX.

Report of Commander Green, U. S. Navy, commanding U. S. ship Jamestown, of the arrival of that vessel at Hampton Roads for supplies and repairs.

U. S. SLOOP OF WAR JAMESTOWN,
Hampton Roads, Virginia, May 8, 1862.

SIR: I respectfully report the return of this ship from the blockade of Wilmington, N. C., for supplies, and beg leave to mention the wants of the ship in other respects. The rudder pintles appear to be much worn, requiring examination. Both decks and upper works require calking. The catheads are reported decayed, also the half ports. The force pumps on the berth deck and the donkey engine require repairs.

We are deficient two bower anchors, one first cutter, and three capstan bars.

The ship has, with scarcely any intermission, been employed for the past eleven months on blockading service, during which time the crew have not been allowed liberty and several are at present on the sick list with scurvy. We are short of our original complement 9 men, and there are 8 who were sent in the prize brig *Intended*, and 11 whose time of service expires during the present month, so that on the 1st of June we shall be short 28 men, besides 2 upon whom a medical survey will be necessary.

I have the honor to be, very respectfully, your obedient servant,
CHAS. GREEN,
Commander.

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

[Telegram.]

NAVY DEPARTMENT,
Washington, via Cherrystone, May 8, 1862.

The Department considers it imperative that you should send a division of gunboats up James River, accompanied by the iron vessel *Galena*.

GIDEON WELLES,
Secretary Navy.

Flag-Officer L. M. GOLDSBOROUGH,
Hampton Roads.

Engagement of Federal vessels with Confederate batteries in the James River, May 8, 1862.

Report of Commander Rodgers, U. S. Navy, commanding U. S. S. *Galena*.

U. S. S. GALENA,
Off Hog Island, May 9, 1862.

SIR: We fought two batteries yesterday, each of about a dozen guns. We silenced the first one at Rock Wharf, but finding that we were expending too many shells upon the second at Mother Tynes' Bluff, I put the *Galena* abeam of it as close as the pilot could take her, in good

5-second range, and disconcerted the aim of the rebels while the *Aroostook* and *Port Royal* ran by. No one in any of the vessels hurt; vessels not injured. The *Yorktown* and *Jamestown*, lying between these batteries, moved up the river as we approached, and they disappeared. We ran aground yesterday, and are still unable to get off. I hope to do [so] this evening. The pilots say the channel marks have been misplaced. I will write a fuller account.

Very respectfully, your obedient servant,

JOHN RODGERS,
Commander.

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

Additional report of Commander Rodgers, U. S. Navy, commanding U. S. S. *Galena*.

U. S. GUNBOAT *GALENA*,
Jamestown Island, May 11, 1862.

SIR: I have the honor to report that on 8th instant we offered battle to two batteries of about ten guns each, some of the guns heavy rifled, and the *Jamestown* and *Yorktown* gunboats.

As we approached the batteries which we silenced, the rebel boats lying between them moved up the river.

After this vessel had passed and repassed the second battery seven times in all, as closely as the pilot could carry us, the *Galena* laid still, abreast its guns, while the *Aroostook* and *Port Royal* ran by; she was thus able so to disconcert the aim of the rebel artillerists that our boats escaped a shot.

None of the pilots have been up the river within a year; since then the channel marks have been altered.

Off Hog Island the *Galena* ran aground. In attempting to work her off the engine stopped, the pipes having been filled with sand and pieces of wood.

The injection water is taken from the bottom of the vessel, near the keel, and thus in working the engine while aground, the condenser becomes filled with mud, and the valves choked with whatever composes the bottom.

In consequence of not being able to use our own steam, and of having grounded at high tide, notwithstanding constant labor and assistance, we remained thirty-six hours on the bottom.

This morning we ran up the river as far as Upper Brandon, and found everything clear. We returned here to communicate.

Harrison's Bar has upon it at high tide only 14 feet water, through a very crooked and narrow channel. I regard it as inevitable that we shall get aground in passing this bar. We can not use the engine when we do so. The *Aroostook* and *Port Royal* will not be able, together, to resist the five gunboats which are above us.

I have the honor, therefore, to request that about three or four gunboats may be sent to reenforce us, so as to engage the enemy with assurance of success while we shall be paralyzed in passing the shoal water.

Jamestown Island is a good point to send ammunition to. It is about 7 miles from *Williamsburg*, and the road is very good.

I have the honor to be, your obedient servant,

JOHN RODGERS,
Commander.

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

Letter from Brigadier-General Mansfield, U. S. Army, to Major-General Wool, U. S. Army, announcing surrender of the steam tug John B. White.

U. S. FLAGSHIP MINNESOTA,
Hampton Roads, Virginia, May 8, 1862.

The rebel steam tug *John B. White* has just come in to deliver herself up. I sent her in charge of a guard to you immediately; the captain will give you much information.

Norfolk is being evacuated and the people represented friendly. The *Merrimack* is still commanded by Tattnell, and has orders to run either for the York or James River.

MANSFIELD,
Brigadier-General.

Major-General WOOL.

Engagement with Sewell's Point battery May 8, 1862.—Appearance of the C. S. S. Virginia (Merrimack) in Hampton Roads.

Letter from the Secretary of War to Flag-Officer Goldsborough, U. S. Navy, requesting information.

HEADQUARTERS DEPARTMENT OF VIRGINIA,
Fort Monroe, Va., May 9, 1862.

SIR: The President instructs me to inform you that he desires an immediate report upon your operations yesterday specifying—

First. What instructions were given by you to your officers, respectively.

Second. What, if anything, was accomplished by them.

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

EDWIN M. STANTON.

Flag-Officer GOLDSBOROUGH,
Commanding in Hampton Roads.

[Telegram.]

WAR DEPARTMENT,
Washington, D. C., May 9, 1862.

I am directed by the President to transmit the following telegram to you for publication.

Respectfully, yours,

THOMAS T. ECKERT,
Assistant Superintendent U. S. Military Telegraph.

Hon. GIDEON WELLES,
Secretary Navy.

[Enclosure.—Telegram.]

U. S. FLAGSHIP MINNESOTA,
Hampton Roads, Virginia, May 9, 1862.

SIR: Agreeably to communication just received from the Hon. Edwin M. Stanton, I have the honor to report the instructions I gave yesterday to the officers commanding the several vessels detailed to open fire upon Sewell's Point were that the object was to ascertain the practicability of landing a body of troops thereabouts and to reduce the works

if it could be done; that the wooden vessels should attack the principal works in enfilade, and that the *Monitor*, to be accompanied by the *Stevens*, should go up as far as the wreck and there operate in front on the *Merrimack's* appearance outside of the wrecks. The *Monitor* had orders to fall back into fair channel way, and only to engage her seriously in such a position that this ship, together with the merchant vessels intended for the purpose, could run her down if an opportunity presented itself.

The other vessels were not to hesitate to run her down, and the *Baltimore*, an unarmed steamer of light draft, high speed, and with a curved bow, was kept in the direction of the *Monitor* expressly to throw herself across the *Merrimack*, either forward or aft of her plated house; but the *Merrimack* did not engage the *Monitor*, nor did she place herself where she could have been assailed by our ram vessels to any advantage, or where there was any prospect whatever of getting at her. My instructions were necessarily verbal, and in giving them I supposed I was carrying out your wishes in substance if not to the letter. The demonstration resulted in establishing the fact, that the number of guns at the principal work on Sewell's Point has been essentially reduced and is not greater now than about seventeen, and that the number of men now stationed there is comparatively quite limited. The quarters connected with this work were set on fire by our shells, and no doubt seriously injured.

I am, very respectfully, your obedient servant,

L. M. GOLDSBOROUGH,

Flag-Officer, Commanding Naval Blockading Squadron.

His Excellency the PRESIDENT OF THE UNITED STATES.

Report of Flag-Officer Goldsborough, U. S. Navy. •

U. S. FLAGSHIP MINNESOTA,
Hampton Roads, Virginia, May 9, 1862.

SIR: The *Galena*, *Aroostook*, and *Port Royal* (by direction of the President for me to detail the *Galena* and two gunboats for the purpose) went up James River early yesterday morning.

Also by direction of the President, our vessels shelled Sewell's Point yesterday mainly with the view of ascertaining the practicability of landing a body of troops thereabouts. The *Merrimack* came out, but was even more cautious than ever. The *Monitor* was kept well in advance and so that the *Merrimack* could have engaged her without difficulty had she been so disposed, but she declined to do it, and soon returned and anchored under Sewell's Point.

The *Jamestown* arrived here yesterday. Her condition is such that I shall have to dispatch her to Philadelphia for repairs.

The *Cayuga* also arrived here yesterday from the Mississippi River with dispatches and left for New York in the evening.

The *St. Lawrence* sailed this morning for Key West.

In all, there are now seven of our vessels up the York River, and three of them up the James River. Could I have exercised my own judgment, I should have withdrawn some from the York River, and thus increased the number of those sent up the James.

Our vessels up the James River were no doubt engaged for several hours during yesterday, but whether with the enemy's vessels or with

one of his forts on the south side of the river, we have not yet ascertained. All the enemy's gunboats that were at Norfolk, eight in number, including the *Jamestown* and *Yorktown*, are up the James River, and our three vessels must be this side of them.

I am, very respectfully, your obedient servant,

L. M. GOLDSBOROUGH,

Flag-Officer, Comdg. North Atlantic Blockading Squadron.

HON. GIDEON WELLES,

Secretary of the Navy, Washington, D. C.

Report of Commander Gillis, U. S. Navy, commanding U. S. S. *Seminole*.

U. S. S. SEMINOLE,

Hampton Roads, Virginia, May 8, 1862.

SIR: In obedience to your order we got underway at 11:45 a. m. and stood up to and abreast Sewell's Point battery. Opened fire upon it with our 11-inch shell gun and discharged sixty-nine shell, 15 and 10 second, about two-thirds of which fell in and near their battery, one of which carried away their flagstaff and flag, and when it was being replaced another of our shell shot it away or the man who was waving it. We also fired some 32-pounder shell of 15-second.

Several of the enemy's shot, some rifled, passed over and ahead of us.

One of our shell fired the enemy's works, which continued to burn lively for some time. Toward the close of the action, which ceased about 3:30 p. m., the *Merrimack* approached, but not within range of our guns. We were struck in the bow, carrying away part of hammock nettings. The officers and crew of this vessel behaved with their usual courage and coolness. Will send a report more detailed if you wish it.

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

JNO. P. GILLIS,

Commander.

Flag-Officer L. M. GOLDSBOROUGH, U. S. Navy,

Comdg. North Atlantic Blockading Squadron, Hampton Roads.

I respectfully enclose the requisition for ammunition signaled for.

Report of Lieutenant Constable, U. S. Revenue Marine, commanding U. S. revenue steamer *E. A. Stevens* (Naugatuck).

U. S. REVENUE STEAMER *E. A. STEVENS*,

Hampton Roads, May 9, 1862.

SIR: I have the honor to report that I received orders yesterday morning from Flag-Officer Goldsborough to proceed with the vessel under my command, in company with a squadron composed of the steamers *Susquehanna*, *San Jacinto*, *Dacotah*, *Seminole*, and *Monitor*, for the purpose of shelling Sewell's Point battery, to draw out, if possible, the rebel steamer *Merrimack* into a position where she could be attacked simultaneously by the large steamers. My individual orders from the flag-officer were to take a position for the purpose referred to, and engage the battery, and if the *Merrimack* made her appearance to fall back out of the way to induce her to come out into the roads, so that she could be attacked by the large steamers which were then at anchor below the fortress. In accordance with these orders I got underway

from my position at 10:10 a. m. and stood out in mid-channel to await the movements of the squadron. At [12:]35 p. m., seeing that the squadron of attack was underway, I proceeded with the vessel under my command toward the place of action, governing my movements by those of the flagship *Susquehanna*, under command of Commodore Lardner, under whose orders I was placed by the flag-officer.

I selected a position off the battery of the enemy within a distance varying from three-quarters of a mile to a mile and a quarter (a distance less than that of one-quarter of the actual range of our heavy gun), from which I threw shell into the enemy's battery with good effect until the *Merrimack* made her appearance, coming out of Elizabeth River, when, with the rest of the squadron, led by the flagship, we slowly retired toward Hampton Bar.

Everything on board was conducted to my satisfaction, with the exception of the premature explosion of four shells (two of them being time fuze and two percussion fuze), and the fact that the projectiles frequently start from the cartridge after loading on the berth deck.

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

D. C. CONSTABLE,

Lieutenant, Commanding.

Hon. S. P. CHASE,

Secretary of the Treasury, Washington, D. C.

Letter of thanks from the President of the United States to Flag-Officer Goldsborough, U. S. Navy.

FORT MONROE, VA., *May 10, 1862.*

MY DEAR SIR: I send you this copy of your report of yesterday for the purpose of saying to you in writing that you are quite right in supposing the movement made by you and therein reported was made in accordance with my wishes verbally expressed to you in advance. I avail myself of the occasion to thank you for your courtesy and all your conduct, so far as known to me, during my brief visit here.

Yours, very truly,

A. LINCOLN.

Flag-Officer GOLDSBOROUGH.

Abstract log of the U. S. S. *Dacotah*.

May 7, 1862.—At 1:10 p. m. the *Merrimack* reported as coming down from Norfolk.

May 8.—Meridian to 3 p. m.: Steamed up abreast of Sewell's Point batteries, preceded by the *Naugatuck*, *Monitor*, *Seminole*, and *Susquehanna*. The squadron then opened fire. One of the batteries was soon silenced, but the other kept up a desultory fire. At 4:50 let go anchor. President Lincoln passed us in a steam tug. At 5:45 mustered at quarters. The *Merrimack* returned to her anchorage off Craney Island.

May 9.—At daylight rebel steamer *Merrimack* in sight off Craney Island. At 3:30 a. m. the *Merrimack* appeared to be steaming toward us. At 8, *Merrimack* in sight off Craney Island. At 10 the *Monitor* got underway and steamed up river. At 6:45 p. m. guns fired from Sewell's Point. Fort Wool replied with shell during the remainder of watch. Soldiers embarking at wharves. At sunset the *Merrimack* in sight by Craney Island.

May 10.—At daylight saw steamboats apparently landing troops at Willoughby's Point. *Merrimack* still retained her position. From 8 to meridian: *Merrimack* lying near Craney Island with steam up. Troops landing on the Virginia shore inside Fort Wool. At 6 p. m. *Merrimack* in sight off Craney Island. From 8 to midnight a large fire in the direction of Norfolk.

May 11.—At 3 a. m. a large fire, bearing S. $\frac{1}{2}$ E., another sprang up bearing S. S. W., caused by the rebel steamer *Merrimack*. At 4:55 the rebel steamer *Merrimack* blew up. At 6:15 stood up Elizabeth River in company with U. S. S. *Susquehanna*, *San Jacinto*, *Seminole*, *Mount Vernon*, *Monitor*, and *Naugatuck*. From 8 to meridian: Passed Sewell's Point and went carefully up Elizabeth River through the obstructions. Ship scraped over a sunken wreck alongside the frigate *United States*. At 11 came to off naval hospital. The U. S. S. *San Jacinto* grounded on the obstructions; still lies upon them. From meridian to 3: *San Jacinto* got clear and anchored near us.

Abstract log of the U. S. ship *Jamestown*.

May 8, 1862.—At 9:50 a. m. came to anchor, Old Point light-house S. 86° 20' W. From meridian to 4 p. m.: The U. S. S. *Monitor* and four other steamers got underway and stood up toward Sewell's Point. At 12:30 the other vessels commenced firing. The shore batteries returned the fire. At 2:45 an enemy's steamer appeared, when the *Minnesota* and five other steamers got underway and stood up. At 3:30 the enemy disappeared and the steamers commenced returning.

May 9.—At 9 a. m. *Monitor* got underway and stood up toward Sewell's Point. Four American steamers of war got underway and stood toward the *Monitor*. Firing from the Rip Raps ceased at 5:30 p. m.

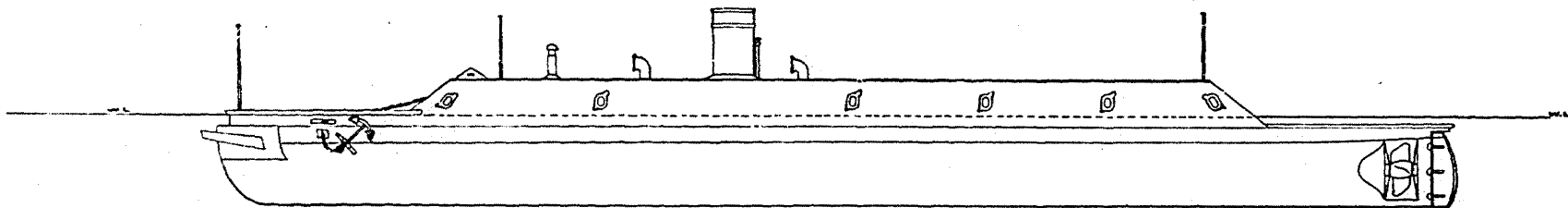
Abstract log of the U. S. S. *Minnesota*.

May 8, 1862.—From 4 to 8 a. m.: Rebel steamer *J. B. White* came down from Norfolk and was taken by General Wool. At 12:35 p. m. *Susquehanna* and other vessels opened fire. Battery on Sewell's Point opened fire. At 1:30 the *Monitor* went close in to the battery. At 2:15 the fleet began to draw off, and the *Merrimack* appeared coming out. The *Merrimack*, coming round Sewell's Point, fired a gun and made signal to ship to keep underway; slipped chain. At 4:30 the *Merrimack* retired.

May 9.—At 7:25 p. m. a heavy gun was fired from Sewell's Point. Returned by the Rip Raps; continued firing rapidly; no response from the enemy.

May 10.—At 10:30 p. m. a steamer from Lynn Haven Bay came alongside and reported the surrender of Norfolk to the United States forces.

May 11.—From 4 to 8 a. m.: Two fires seen in the direction of Norfolk; another seen in the direction of Craney Island. At 5:30 Lieutenant Selfridge went to reconnoiter off Sewell's Point, flag-officer having received reliable information that the enemy had blown up the *Merrimack*. Ordered the *Seminole*, *Susquehanna*, *Dacotah*, *Monitor*, *Mount Vernon*, and *Naugatuck* to proceed toward Sewell's Point. At 5:30 a. m. above vessels were underway. At 6 a. m. most of the fleet were around Sewell's Point.



C. S. STEAM FRIGATE VIRGINIA.

Made from original, drawn by Robert Minor, C. S. N.
(Maury papers.)

Abstract log of the U. S. ship *St. Lawrence*.

May 8, 1862.—At 11:30 a. m. gunboats *Seminole* and *Dacotah*, sloops of war *Susquehanna* and *San Jacinto*, and ironclad batteries *Monitor* and *Naugatuck* got underway to attack Sewell's Point and Craney Island. From meridian to 3 p. m.: Part of the fleet were underway and standing toward Sewell's Point; when within range the *Seminole* opened fire on the rebel batteries, followed by the other vessels of the fleet. The *Monitor* approached the batteries to within short range and fired several shots. Afterwards she increased her distance, firing at intervals. A dense smoke was seen off Sewell's Point, supposed to arise from a large fire. Also a smoke apparently coming from Norfolk. This was afterwards found out to be the *Merrimack*. The *Minnesota* fired two blank cartridges, but of her object we were ignorant. The gunboat *Cayuga* came in, bringing the intelligence of the capture of New Orleans.

Abstract log of the U. S. S. *San Jacinto*.

May 8, 1862.—At 11:30 a. m. stood over to Sewell's Point in company with the following U. S. steamers: *Susquehanna*, *Dacotah*, *Seminole*, *Monitor*, and *E. A. Stevens*. At 12:36 p. m. commenced shelling the rebel battery on Sewell's Point and kept it up till 3:20.

Abstract log of the U. S. S. *Susquehanna*.

May 8, 1862.—At 11:45 a. m. Captain Lardner came on board from shore and we immediately got underway under steam. At 12 m. beat to quarters and cleared the ship for action and stood toward Sewell's Point, in company with *San Jacinto*, *Dacotah*, *Seminole*, *Monitor*, and *E. A. Stevens*. At 12:30 fired on the rebel batteries at Sewell's Point. The other vessels also commenced firing. The majority of our shot were fired from the rifle and pivot guns. The rebels fired at long intervals, and at 2 p. m. they slackened fire, and about this time their flag was shot away; and the ships having obtained nearly the exact range, most of the shell exploded inside of the fort. Made signal to the fleet "Enemy's fort appears abandoned." At 3 p. m. made signal to "Follow our motions," and stood toward Fortress Monroe, the rebel steamer *Merrimack* steaming down from Craney Island toward us. Flagship made signal "Resume your moorings." At 4:30 *Merrimack* turned and stood toward Craney Island again. At 5 came to with starboard anchor in 15 fathoms water; veered to 40 fathoms chain.

Report of Flag-Officer Tattnall, C. S. Navy.

RICHMOND, VA., May 14, 1862.

SIR: In detailing to you the circumstances which caused the destruction of the U. S. S. *Virginia* and her movements a few days previous to that event, I begin with your telegraphic dispatches to me of the 4th and 5th instant, directing me to take such a position in the James River as would entirely prevent the enemy's ascending it.

General Huger, commanding at Norfolk, on learning that I had received this order called on me and declared that its execution

would oblige him to abandon immediately his forts on Craney Island and Sewell's Point and their guns to the enemy. I informed him that, as the order was imperative, I must execute it, but suggested that he should telegraph you and state the consequences. He did so; and on the 6th instant you telegraphed me to endeavor to afford protection to Norfolk as well as the James River, which replaced me in my original position. I then arranged with the general that he should notify me when his preparations for the evacuation of Norfolk were sufficiently advanced to enable me to act independently. On the 7th instant Commodore Hollins reached Norfolk with orders from you to consult with me and such officers as I might select in regard to the best disposition to be made of the *Virginia* under the present aspect of things.

We had arranged the conference for the next day, the 8th, but on that day, before the hour appointed, the enemy attacked the Sewell's Point battery, and I left immediately with the *Virginia* to defend it.

We found six of the enemy's vessels, including the ironclad steamers *Monitor* and *Naugatuck*, shelling the battery. We passed the battery and stood directly for the enemy, for the purpose of engaging him, and I thought an action certain, particularly as the *Minnesota* and *Vanderbilt*, which were anchored below Fortress Monroe, got underway and stood up to that point, apparently with the intention of joining their squadron in the roads. Before, however, we got within gunshot the enemy ceased firing and retired with all speed under the protection of the guns of the fortress, followed by the *Virginia* until the shells from the Rip Raps passed over her.

The *Virginia* was then placed at her moorings near Sewell's Point, and I returned to Norfolk to hold the conference referred to.

It was held on the 9th, and the officers present were Colonel Anderson and Captain ———, of the Army, selected by General Huger, who was too unwell to attend himself, and, of the Navy, myself, Commodore Hollins, Captains Sterrett and Lee, Commander Richard L. Page, and Lieutenants Catesby ap R. Jones and J. Pembroke Jones.

The opinion was unanimous that the *Virginia* was then employed to the best advantage and that she should continue for the present to protect Norfolk, and thus afford time to remove the public property.

On the next day, at 10 o'clock a. m., we observed from the *Virginia* that the flag was not flying on the Sewell's Point battery and that it appeared to have been abandoned. I dispatched Lieutenant J. P. Jones, the flag-lieutenant, to Craney Island, where the Confederate flag was still flying, and he there learned that a large force of the enemy had landed on the bay shore and was marching rapidly on Norfolk; that the Sewell's Point battery was abandoned and our troops were retreating. I then dispatched the same officer to Norfolk to confer with General Huger and Captain Lee. He found the navy yard in flames, and that all its officers had left by railroad. On reaching Norfolk he found that General Huger and all the other officers of the Army had also left; that the enemy were within half a mile of the city, and that the mayor was treating for its surrender.

On returning to the ship he found that Craney Island and all the other batteries on the river had been abandoned.

It was now 7 o'clock in the evening, and this unexpected information rendered prompt measures necessary for the safety of the *Virginia*.

The pilots had assured me that they could take the ship, with a draft of 18 feet, to within 40 miles of Richmond.

This the chief pilot, Mr. Parrish, and his chief assistant, Mr. Wright, had asserted again and again; and on the afternoon of the 7th, in my

cabin, in the presence of Commodore Hollins and Captain Sterrett, in reply to a question of mine, they both emphatically declared their ability to do so.

Confiding in these assurances, and after consulting with the first and flag lieutenants and learning that the officers generally thought it the most judicious course, I determined to lighten the ship at once and run up the river for the protection of Richmond.

All hands having been called on deck, I stated to them the condition of things, and my hope that by getting up the river before the enemy could be made aware of our design we might capture his vessels, which had ascended it, and render efficient aid in the defense of Richmond, but that to effect this, would require all their energy in lightening the ship. They replied with three cheers and went to work at once.

The pilots were on deck and heard this address to the crew.

Being quite unwell, I had retired to bed. Between 1 and 2 o'clock in the morning the first lieutenant reported to me that after the crew had worked for five or six hours and lifted the ship so as to render her unfit for action, the pilots had declared their inability to carry 18 feet above the Jamestown Flats, up to which point the shore on each side was occupied by the enemy.

On demanding from the chief pilot, Mr. Parrish, an explanation of this palpable deception, he replied that 18 feet could be carried after the prevalence of easterly winds, but that the wind for the last two days had been westerly. I had no time to lose. The ship was not in a condition for battle even with an enemy of equal force, and their force was overwhelming. I therefore determined, with the concurrence of the first and flag lieutenants, to save the crew for future service by landing them at Craney Island, the only road for retreat open to us, and to destroy the ship to prevent her falling into the hands of the enemy. I may add that, although not formally consulted, the course was approved by every commissioned officer in the ship.

There is no dissenting opinion. The ship was accordingly put on shore as near the mainland in the vicinity of Craney Island as possible, and the crew landed. She was then fired, and after burning fiercely fore and aft for upward of an hour, blew up a little before 5 on the morning of the 11th.

We marched for Suffolk, 22 miles, and reached it in the evening, and from thence came by railroad to this city.

It will be asked what motives the pilots could have had to deceive me. The only imaginable one is that they wished to avoid going into battle.

Had the ship not been lifted, so as to render her unfit for action, a desperate contest must have ensued with a force against us too great to justify much hope of success; and as battle is not their occupation, they adopted this deceitful course to avoid it. I can not imagine another motive, for I had seen no reason to distrust their good faith to the Confederacy.

My acknowledgments are due to the first lieutenant, Catesby ap R. Jones, for his untiring exertions and for the aid he rendered me in all things. The details for firing the ship and landing the crew were left to him, and everything was conducted with the most perfect order.

To the other officers of the ship generally I am also thankful for the great zeal they displayed throughout.

The *Virginia* no longer exists, but 300 brave and skillful officers and seamen are saved to the Confederacy.

I presume that a court of enquiry will be ordered to examine into all the circumstances I have narrated,* and I earnestly solicit it. Public opinion will never be put right without it.

I am, sir, with great respect, your obedient servant,

JOSIAH TATNALL,
Flag-Officer, Commanding.

Hon. S. R. MALLORY,
Secretary of the Navy.

Extract from letter from Commander W. N. W. Hewett, V. C., of H. B. M. S. Rinaldo, dated Fortress Monroe, May 10, 1862, forwarded by Vice-Admiral Sir Alexander Milne, K. C. B., on the 24th May, 1862.

May 8, 1862.—The same morning a Confederate tugboat arrived at Fortress Monroe from Norfolk, having deserted. She reported that the Confederates were prepared to evacuate Norfolk, etc., and that they had sunk the *Virginia* [*Merrimack*]. On this intelligence becoming known, at 12:30 p. m. of the same day, a Federal squadron, consisting of the *Dacotah* and *Oneida*, screw sloops of 6 guns each; the *San Jacinto*, screw, 11 guns; *Susquehanna*, paddle sloop, 15 guns; *Monitor* and *Naugatuck*, iron-cased batteries, moved up the river toward Sewell's Point and commenced shelling the Confederate battery on that point, at a very long range. This was the prelude to their intended attack on Norfolk. The Confederates returned a slow fire. I suppose their guns are not of very long range. The Federal squadron continued firing up to 2:30 p. m. without intermission. The *Monitor* was at this time about 1,800 yards from Sewell's Point. She was then observed to be coming back again toward the rest of the squadron, which were some 4,000 yards from the Point, and in the direction of Newport News.

The smoke of a steamer could be seen rising above the trees and moving along toward Hampton Roads from the direction of Norfolk. At 3 p. m. the Confederate iron-cased battery *Virginia* rounded Sewell's Point, and the whole of the Federal squadron steamed down quickly under the guns of the fortress. As the *Virginia* alone came within range of their guns, and those of Fort Wool on the Rip Raps, the Federal frigate *Minnesota*, accompanied by four large steamers, which are intended to act as rams, proceeded up the river abreast of Old Point and joined the rest of the squadron. With the exception of a few shots fired from the Rip Raps at the *Virginia*, the Federals made no attempt to molest her, but, on the contrary, as she approached them they steamed away from her. They left off firing at Sewell's Point immediately on sighting her coming from Norfolk. She would most likely have made her appearance before had the water been sufficiently high. The *Virginia*, having driven the Federal fleet away, returned and anchored under Sewell's Point, where she now remains.

Letter from the Secretary of War to Major-General McClellan, U. S. Army, regarding probable engagement of the U. S. S. *Monitor* and the U. S. S. *Virginia* (*Merrimack*).

FORT MONROE, VA., May 9, 1862.

[SIR:] The last reports from Commander Rodgers were, last evening, that he had passed Day's Point and Harden's Bluff, after heavy canon-

* For full account of the destruction of the *Virginia*, see pp. 787-799.

ading at both places. He started at 6 yesterday. The *Merrimack* and *Monitor* are at this moment approaching each other (11 o'clock a. m.), and will probably engage, unless the *Merrimack* falls back to Sewell's Point. No troops were landed there yesterday on account of her presence.

EDWIN M. STANTON,
Secretary of War.

Major-General McCLELLAN.

Letter from the Secretary of War to Flag-Officer Goldsborough, U. S. Navy, enclosing telegram.

HEADQUARTERS DEPARTMENT OF VIRGINIA,
Fort Monroe, Va., May 9, 1862.

SIR: The President directs me to acknowledge the receipt of your report,* and also to transmit the enclosed telegram from General McClellan, and submit to you what measures, if any, are required to aid the *Galena*.

Your obedient servant,

EDWIN M. STANTON,
[*Secretary of War.*]

Flag-Officer GOLDSBOROUGH.

[Enclosure.—Telegram.]

HEADQUARTERS DEPARTMENT,
Williamsburg, [Va.], May 9, 1862—12 m.

Heard a few minutes ago that *Galena* was aground off Hog Island. I judge not badly for the reason that Rodgers does not throw off coal. Have sent him all the assistance he asks. My troops are in motion in magnificent spirits. They have all the air and feelings of veterans. It will do your heart good to see them. Have effected junction with Franklin. Instructions have been given so that the Navy will receive prompt support wherever and whenever required.

G. B. McCLELLAN,
Major-General.

Hon. E. M. STANTON,
Secretary of War.

[Telegram.]

HEADQUARTERS DEPARTMENT,
Williamsburg, May 9, 1862.

It is believed that the enemy have a line of signals from the vicinity of Hog Island to Norfolk, and they probably know that the *Galena* is aground. Have informed Captain Rodgers that everything I have is at his disposal should he require any assistance.

G. B. McCLELLAN,
Major-General.

Flag-Officer L. M. GOLDSBOROUGH,
Hampton Roads.

* See pp. 330, 331.

[Telegram.]

HEADQUARTERS ARMY OF THE POTOMAC,
Williamsburg, May 9, 1862.

The last heard from the *Galena* she was still aground, the tide was rising, and two boats were trying to get her off.

G. B. MCCLELLAN,
Major-General, Commanding.

Flag-Officer GOLDSBOROUGH.

Report of Lieutenant Jeffers, U. S. Navy, commanding U. S. S. Monitor, regarding reconnoissance of the works at Sewell's Point.

U. S. IRONCLAD STEAMER MONITOR, May 9, 1862.

SIR: I have the honor to report that his Excellency the President came alongside this morning and enquired whether there would be any military impropriety in my getting underway without your previous order, to which I replied that it was necessary and proper that you should be informed in order that you might know that I had not acted without authority. He then directed me to proceed on a reconnoissance of the works at Sewell's Point, which we engaged yesterday, to ascertain whether those works had been abandoned or reinforced; not to violate your instructions relative to engaging the *Merrimack*; in short, to make the reconnoissance and report to him the result in the course of the day.

He proceeded to the flagship, leaving me to understand that if not forbidden by signal I was to proceed as soon as I completed coaling. I enclose my report,* not yet handed in.

Very respectfully,

WILLIAM N. JEFFERS,
Lieutenant, Commanding.

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

Order of Flag-Officer Goldsborough, U. S. Navy, to Commander Green, U. S. Navy, commanding U. S. ship Jamestown, to proceed to Philadelphia navy yard.

U. S. FLAGSHIP MINNESOTA,
Hampton Roads, May 9, 1862.

SIR: In consequence of the condition of the *Jamestown* you will proceed with her to Philadelphia and there report yourself to the commandant of the navy yard and inform him in detail of the ship's defects, and, of course, of the repairing of which she stands in need.

I am, very respectfully, your obedient servant,

L. M. GOLDSBOROUGH,
Flag-Officer.

Commander C. GREEN,
U. S. S[hip] Jamestown, Hampton Roads, Virginia.

* Not found.

Report of Flag-Officer Goldsborough, U. S. Navy, regarding affairs in Hampton Roads and vicinity.

U. S. FLAGSHIP MINNESOTA,
Hampton Roads, Virginia, May 10, 1862.

SIR: I regret to say that I have no acting master to recommend for the command of the *Fernandina*.

The President and Secretary of War have the *Baltimore* at their disposal to convey them about these roads. They are almost constantly afloat. The most active movements are going on in landing a large body of troops at Willoughby's Point to march upon Norfolk, which place this morning seemed to us to be in flames.

The moment the President and party have done with the *Baltimore* I will send her to Washington, agreeably to your orders.

I am, very respectfully, your obedient servant,

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

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

P. S.—On further reflection I am induced to conclude that the great smoke was too far to the eastward to have proceeded from a fire in the city of Norfolk. It may have been occasioned by the burning of buildings outside of that city. Yesterday there was also a considerable fire in the direction of Norfolk navy yard, or Portsmouth.

L. M. G.

[Telegram.]

FORT MONROE, May 11, 1862.

Merrimack blown up by the rebels 2 minutes before 5 o'clock this morning. She was set fire to about 3 o'clock and the explosion took place at the time stated.* It is said to have been a grand sight by those who saw it.

The *Monitor*, *Stevens*, and the gunboats have gone up toward Norfolk.

EDWIN M. STANTON,
Secretary of War.

Hon. P. H. WATSON,
Assistant Secretary of War.

[Telegram.]

NAVY DEPARTMENT,
Washington, May 11, 1862.

I suggest preparations for an immediate attack on Fort Caswell, [N. C.], with all the force you can spare, including the two ironclads so soon as they can be spared, which should be in a couple of days. Answer by telegraph and report daily by the Cherrystone boat. Push all the boats up the James River, even to Richmond, unless the President directs to the contrary.

GIDEON WELLES,
Secretary Navy.

Flag-Officer L. M. GOLDSBOROUGH,
Hampton Roads.

* For Confederate account, see pp. 335-338, 787-799.

[Telegram.]

NAVY DEPARTMENT,
Via Cherrystone, May 11, 1862.Discharge the ram steamers under charge of the Navy Department.
GIDEON WELLES.Flag-Officer L. M. GOLDSBOROUGH,
Hampton Roads, Virginia.

[Telegram.]

U. S. FLAGSHIP MINNESOTA,
Hampton Roads, May 12, 1862.

The President ordered me not to discharge the ram steamers until I could hear from Washington after he got there. The *Monitor* and *Stevens* are both up the James River at this moment with orders to go to Richmond and shell the place into a surrender. The moment that work is done I will take the ironclads to Wilmington, N. C., and reduce Fort Caswell. This was my intention before receiving your telegram. The only vessel I now have in Hampton Roads is this ship. My letter of to-day to go by the mail and reach you to-morrow will give you particulars.

L. M. GOLDSBOROUGH,
Flag-Officer.Hon. GIDEON WELLES,
Secretary of Navy.

Report of Flag-Officer Goldsborough, U. S. Navy, regarding surrender of Norfolk and blowing up of C. S. S. Virginia (Merrimack).

U. S. FLAGSHIP MINNESOTA,
Hampton Roads, Virginia, May 12, 1862.

SIR: In the surrender of Norfolk by its civil authorities day before yesterday to the forces of our army under General Wool which landed at Willoughby's Point, nothing but the city itself was given up. Early yesterday morning I witnessed an awful explosion in the direction of Craney Island, and inferred immediately that either the works on that island or the *Merrimack* had been blown up.* A few minutes afterwards, an officer from the guardship *Dacotah* came on board and informed me that the *Merrimack* no longer existed, for, from the *Dacotah*, they had seen her blown to pieces. Supposing from this that Craney Island and all the rest of the exterior defenses of Norfolk were about to be abandoned, or, if not, that they might be subdued, I immediately ordered the *Monitor*, *Stevens*, *Susquehanna*, *Dacotah*, *Seminole*, *San Jacinto*, and *Mount Vernon* to get underway, and gave them such orders as I judged necessary in the premises. Before they could get off, however, I had dispatched my aid, Lieutenant Selfridge, in a tug, to proceed off Sewell's Point and as far above it as he could get with safety, in order to ascertain the real condition of things. He landed at Sewell's Point and hoisted our flag on the works, which he found

* For Confederate account, see pp. 335-338, 787-799.

had been abandoned; but the guns were not spiked. Commander Case, captain of the fleet, went on to Craney Island in another tug, and there hauled down two rebel flags and hoisted our own in their places. Our ships proceeded on to Norfolk unmolested, and there the *Susquehanna*, *Seminole*, *Dacotah*, and *San Jacinto* now lie, immediately off the town and in close proximity to it.

The *Monitor* and *Stevens* have both gone up the James River, with orders from me to reduce all the works of the enemy as they go along, spike all their guns, blow up all their magazines, and then get up to Richmond, all with the least possible delay, and shell the city to a surrender. With the above works reduced, I can keep our vessels supplied with coal, ordnance stores, provisions, etc., without difficulty.

I intended to have discharged to-day the *Arago*, *Illinois*, and *Eriesson*, but the President ordered me not to do it, until I should be written to upon the subject from Washington, and gave me his reason why he wished those vessels to be longer detained.

I accompanied the President and Secretaries Chase and Stanton yesterday to Norfolk on board the *Baltimore*, but I did not return with the party. In the afternoon I visited the navy yard and went all over it. It was still burning in very many places. Nearly everything is destroyed. Of the buildings, the officers' quarters alone remain intact. There are a large number of iron tanks, however, apparently in perfect condition, a good deal of mast and other timber, a number of old, and generally worthless guns, and considerable machinery of one kind or another. The dock gates are all destroyed, and the pier ends, connected with the gates, have been blown up to a partial degree, but otherwise the dock itself seems uninjured.

The President said to me verbally that he wished all the guns at the forts and dockyard to be removed to Fortress Monroe, and unless he should think proper to communicate to you otherwise, I presume that I am to have this work done.

On returning from Norfolk I left our naval forces there under the charge of Captain Lardner, an officer in whose discretion and good sense I have great confidence. I gave him full directions as to intercourse, etc., with the shore. But I shall have to go there again to-day or to-morrow, and for several days afterwards, on matters of importance.

I am, very respectfully, your obedient servant,

L. M. GOLDSBOROUGH,

Flag-Officer, Comdg. North Atlantic Blockading Squadron.

Hon. GIDEON WELLES,

Secretary of the Navy, Washington, D. C.

Report of Lieutenant Phelps, U. S. Navy, commanding U. S. S. Corwin, of capture of three teams from the Confederate Army, May 11, 1862.

U. S. S. CORWIN,

West Point, Va., May 27, 1862.

SIR: I have respectfully to report that on the 11th instant we captured in King and Queen County three teams in the employ of the rebel Army, consisting of three wagons, five mules, and two horses, and subsequently a horse, belonging to a Captain Robinson, C. S. Army, left behind on the 4th instant on the appearance of our gun-boats, the captain escaping across the river.

The wagons were destroyed, but the animals were made to swim the Mattapony and brought in. The Army not wanting them, I, on yesterday, the 26th, shipped them, per schooner *Ida*, to the U. S. marshal at Baltimore.

I have the honor to be, very respectfully, your obedient servant,
 THOS. S. PHELPS,
Lieutenant, U. S. Navy, Commanding.

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

Letter from Commander Smith, U. S. Navy, commanding U. S. S. Wachusett, to Flag-Officer Goldsborough, U. S. Navy, enclosing report of Lieutenant Stevens of operations in the Pamunkey River, Virginia.

U. S. S. WACHUSETT,
City Point, James River, May 27, 1862.

SIR: I forward the enclosed at the particular request of Lieutenant Commanding Stevens. He thinks that in the present war the services of the Navy, and especially of the gunboats, although appreciated by the people and acknowledged unofficially by the Army, are too much overlooked by the Government, probably because they are not brought to the notice of the Department by official reports of our officers. As he believes he has done his duty, he is desirous that the Department should know it. I therefore forward the report, that it may, if you think it expedient, go to the Department.

I do not think it or anything else will do us much good. The Navy has friends; I doubt that navy officers have, at headquarters.

Very respectfully, your obedient servant,

W. SMITH,

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

[Enclosure.]

U. S. S. MARATANZA,
Pamunkey River, May 12, 1862.

SIR: I have to report that since my last communication, at the request of General Stoneman, I proceeded the same day as the date of my letter up the Pamunkey River in the *Chocura* as far as the White House, for the purpose of exploring the river and supporting his advance. We met with no obstacles of any kind, and found water enough for yessels drawing 10 feet. Saw at the White House quite a force of mounted rebels, which we soon shelled out and put to flight.

The information derived from our reconnoissance will be of value to the general commanding, as it will enable him to make the White House, distance only 22 miles from Richmond, with a good road leading to the city, the base of his operations, or Cumberland, as he may elect.

The railroad bridge crossing the Pamunkey at the White House had been destroyed by the rebels, and also several gunboats at different points on the river.

On my return I left the *Chocura* at the White House, the *Marblehead* at Cumberland, and directed the commanding officer of the *Sebago* to return and report to you.

The *Maratanza*, at the request of General Franklin, occupies a point midway between Eltham and Cumberland, where the railroad from West Point to Richmond approaches quite near the river, for the purpose of cutting off the use of the road by the rebels.

I hope the disposition of the force will meet your approval.

Very respectfully, your obedient servant,

T. H. STEVENS,

Senior Officer, U. S. Navy, in Pamunkey River.

Captain WM. SMITH,

Commanding U. S. S. Wachusett, Senior Officer Present.

Report of Flag-Officer Goldsborough, U. S. Navy, regarding affairs at Hampton Roads, Virginia.

U. S. FLAGSHIP MINNESOTA,
Hampton Roads, Virginia, May 12, 1862.

SIR: I have the honor to inform the Department that the U. S. ship *Jamestown* left these roads on the morning of the 10th instant for Philadelphia to be repaired. On the morning of the same day the U. S. bark *Gemsbok* arrived from Beaufort, and in the afternoon the *Mount Vernon* arrived from Baltimore. I sent the *Gemsbok* for repairs to Baltimore in the afternoon.

I have received the communication of the Department dated the 10th instant, informing me that Lieutenant N. B. Harrison has been ordered to report to me on the 20th instant for the command of the *Mahaska*.

I have detached Acting Master Alick Allen from the *Mount Vernon* and ordered him to return to his home and thence report himself by letter to the Navy Department. According to the reports of his commanding officer, this man is an habitual drunkard and a disgrace to the service. As soon as I obtain his address I will forward it to the Department. I have detached Acting Master William N. Griswold from this ship and ordered him to the *Mount Vernon* in place of this officer.

I am, very respectfully, your obedient servant,

L. M. GOLDSBOROUGH,

Flag-Officer, Comdg. North Atlantic Blockading Squadron.

HON. GIDEON WELLES,

Secretary of the Navy, Washington, D. C.

Report of Commander Rodgers, U. S. Navy, commanding U. S. S. Galena, regarding Confederate batteries on James River.

U. S. S. GALENA,
Off James Island, May 12, 1862.

SIR: The *Monitor* and *Naugatuck* have arrived. I move up the river this evening.

There are two batteries on the south bank of James River—one at Rock Wharf Landing and one at Harden's, or Mother Tynes' Bluff. The first one we silenced when we came up; the second fired at the *Monitor* and *Naugatuck* this morning. The garrison is very small—not more, I

think, than 50 men. The works are very strong toward the sea, and have heavy artillery. Captain Jeffers reports that they only manned a single gun during his passage, having apparently no more than a gun's crew. Four guns were fired in succession, and then a single one served.

If it meets your views, a small landing party of marines and sailors, in conjunction with vessels, can easily carry these important works; 27 feet can be carried up to them.

We shall need provisions for the vessels, ammunition, and coal. I do not think the *Galena* at present needs anything.

If you think proper to take these batteries, supplies can follow them by way of the river.

There may be more men than I or Captain Jeffers saw, but I feel quite sure myself that most of the garrison has been taken away.

Very respectfully, your obedient servant,

JOHN RODGERS,
Commander, U. S. Navy.

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

Captain Jeffers desires me to say that he could not elevate his guns enough to reach the battery without going too far off to make his fire effective; therefore he did not return their fire, but passed them without notice.

Order from Flag-Officer Goldsborough, U. S. Navy, to Commander Rowan, U. S. Navy, to send two vessels to Baltimore for repairs.

U. S. FLAGSHIP MINNESOTA,
Hampton Roads, May 12, 1862.

SIR: You will without delay send the *Valley City* and *Underwriter* to Baltimore for repairs.

I am, very respectfully, your obedient servant,

L. M. GOLDSBOROUGH,
Flag-Officer.

Commander STEPHEN C. ROWAN, U. S. Navy,
Comdg. U. S. Naval Forces, Sounds of North Carolina.

[Telegram.]

NAVY DEPARTMENT, *via Cherrystone, May 12, 1862.*

Have an inventory of the things at the Norfolk yard taken, preparatory to an immediate resumption of business under the usual naval organization.

Officers will at once be ordered to that yard.

The Secretary will be with you Wednesday forenoon by boat from here.

G. V. FOX,
Assistant Secretary.

Flag-Officer L. M. GOLDSBOROUGH,
Hampton Roads, Virginia.

Order from Major-General McClellan, U. S. Army, to General Grover, U. S. Army.

HEADQUARTERS ARMY OF THE POTOMAC,
Camp at Roper's Church, May 12, 1862.

Headquarters moves early to-morrow morning to Cumberland. Maintain communication with Commander Rodgers, and keep the General promptly and fully advised of his movements and position.

By command:

S. WILLIAMS,
Assistant Adjutant-General.

Brigadier-General C. GROVER,
Williamsburg.

[Telegram.]

U. S. S. MINNESOTA,
Fort Monroe, May 13, 1862.

From what I gather, Rodgers, when last heard from, on the 11th instant, was at a point about 25 miles this side of City Point. The *Monitor* and *Stevens* have probably joined him ere this. Some delay may be experienced at the obstructions placed by the enemy 10 miles this side of Richmond, but nothing more I apprehend; nor do I think that the delay will be beyond half a day or so at most, although, of course, it is impossible for me to judge with any great precision upon the subject.

L. M. GOLDSBOROUGH.

Hon. GIDEON WELLES,
Secretary Navy.

[Telegram.]

U. S. FLAGSHIP MINNESOTA, *May 13, 1862.*

(Received 6:44 p. m.)

SIR: Commander Rodgers wrote to General McClellan yesterday that he went the day before with the gunboats past Little Brandon. Everything quiet and no sign of troops crossing the river. He found two batteries of ten or twelve guns each on the south side of James River, one opposite the mouth of the Warwick, the other about southwest from Mulberry Point. The upper battery on Harden's, or Mother Lince's [Line's or Tynes'] Bluff has heavy rifled pieces. Between the batteries lay the *Jamestown* and *Yorktown*. He offered them battle, but they declined it and moved off. He silenced one battery, and finding it required too much ammunition to silence the other, ran past it. He says the *Galena* can not use her engines when aground, and that she will almost certainly ground in passing up to City Point. The *Monitor* and *Stevens* had not joined him at that time. Acting Master's Mate Hargous, with those of the *Congress's* crew that were prisoners at Richmond, has just arrived here. He and his men having been released on parole, I have ordered him to take them all to the receiving vessel at Baltimore, and requested Captain Dornin to consult the Department as to their further disposition. Hargous and party came from Richmond down the James River. He informs me that 10 miles this side of Richmond the river is obstructed by a great many sunken vessels and that two vessels are kept in readiness to fill up the gap left open as soon as our vessels shall approach it. All is quiet in these roads and at Norfolk. May I request that the *Brandywine* may be

sent to these roads from Baltimore without delay? I shall not discharge the merchant rams until I hear again from the Department upon the subject.

We want 2,000 projectiles for our Parrott 100-pounders.

L. M. GOLDSBOROUGH,
Flag-Officer.

Hon. GIDEON WELLES,
Secretary of Navy.

Letter from Flag-Officer Goldsborough, U. S. Navy, to commandant navy yard, New York, requesting eight pilots for coast of North Carolina.

U. S. FLAGSHIP MINNESOTA,
Hampton Roads, May 13, 1862.

SIR: In order to effect a certain very important service, I am in want of at least eight men, as pilots, who are thoroughly well acquainted with the entrances to Wilmington, N. C., that of the main ship channel and that of New Inlet. The coasting captains in New York, I am told, are among the very best to be found. Messrs. McCrady, Mote & Co. and Messrs. Sturges, Clearman & Co., both South street, New York, have been a long time, I am informed, in the North Carolina trade and can perhaps designate the men in view. Will you be kind enough, Commodore, to have them procured and sent to me at these roads? Each, like the others you sent me, will have to be authorized by you to get a pass from the quartermaster in Baltimore to come here, or else the bay boats may not be willing to bring them in the absence of such a pass.

Will you also be kind enough to inform me by telegraph of the receipt of this communication?

I am greatly in hopes that you may be able to get for us really good men, and such as are at least well acquainted with the entrances indicated, or who can find their way through them.

With every sentiment of respect, I am, Commodore, your most obedient servant,

L. M. GOLDSBOROUGH.

Commodore HIRAM PAULDING,
Commanding U. S. Naval Station, New York.

[Telegram.]

HAMPTON ROADS, *May 13, 1862.*

The reports in the papers about the navy yard at Norfolk are utterly and entirely false. To have destroyed it more effectually than has been done would indeed have been a difficult task; essentially it is in utter ruins.

L. M. GOLDSBOROUGH,
Flag-Officer.

Hon. GIDEON WELLES,
Secretary Navy.

Order from the Secretary of the Navy to Flag-Officer Goldsborough, U. S. Navy, to delay movement against Wilmington, N. C.

NAVY DEPARTMENT, *May 13, 1862.*

SIR: The Government have determined to strike a blow farther south with the iron boats and all the force which can be spared, so soon as

Richmond falls. You will therefore delay your movement upon Wilmington for the present.

No report has yet been received relative to the *Nashville*, which the papers report as having been two days on shore at New Inlet.*

I am, respectfully, your obedient servant,

GIDEON WELLES.

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

[Telegram.]

NAVY DEPARTMENT,
Washington, May 13, 1862.

The Secretary left this evening and will probably discharge the *Arago*, as she is wanted immediately in New York. *Brandywine* has been ordered to the roads. The other rams, the President says, may be discharged if the War Department wishes them. I believe General Meigs has telegraphed to take them up.

G. V. FOX,
Acting Secretary.

Flag-Officer L. M. GOLDSBOROUGH.

Letter from Captain Blake, U. S. Navy, to Flag-Officer Goldsborough, U. S. Navy, presenting congratulations.

NAVAL ACADEMY,
Newport, R. I., May 13, 1862.

MY DEAR GOLDSBOROUGH: I can not forbear offering you my most sincere congratulations upon the success of your operations in Hampton Roads. I thank God that you had the firmness not [to] be drawn by the *Merrimack* into a position where she could have taken you at disadvantage. In this part of the country there was great apprehension felt that she would have enticed some of your command into a narrow channel and exposed them to land batteries, as well as to her own ram, but by your skill and judgment all this was foiled and everybody here is thankful for it.

Believe me, as ever, faithfully, yours,

G. S. BLAKE.

Flag-Officer GOLDSBOROUGH.

Report of Captain Van Brunt, U. S. Navy, enclosing a report of Lieutenant Watters, U. S. Navy, of examination of Confederate defenses at Sewell's Point, Va.

U. S. S. FRIGATE MINNESOTA,
Hampton Roads, Virginia, May 11, 1862.

SIR: I have the honor to enclose a report of an examination of the Confederate fortifications and their armament, made under my immediate supervision by Lieutenant Watters, U. S. Navy.

I am, very respectfully, your obedient servant,

G. J. VAN BRUNT,
Captain.

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

* See pp. 264-276.

[Enclosure.]

U. S. STEAM FRIGATE MINNESOTA,
Fortress Monroe, Va., May 11, 1862.

SIR: I have the honor to submit the following report of the examination of the defenses at Sewell's Point, near the mouth of the Elizabeth River, also the marks and data on the guns, which are all navy of the calibers of 6 inches, 9 inches, and some few old 42-pounder ship caronades. The works are well constructed, supplied with magazines, many of which contain powder and loaded shells; also bombproof traverses and store rooms, and along the line are found furnaces for heating shot, with tubs of water adjacent, containing wads to be used with such shot; there were also earth wads on these batteries, to be used for the same purposes.

None of the guns are spiked or disabled in anyway. All are well mounted and supplied with implements, and in each battery the distances in yards are given, in conspicuous letters, from the battery to the buoys which mark the channel, to govern the gunners in their use of the tangent sights, with which the guns are supplied as they are in the Navy. Some of the guns have the old elevating quoin and bed, others have the modern navy elevating screw of Pook's pattern. Some are mounted on army carriages and others on navy truck carriages, running on the ordinary army traverse, but all are serviceably mounted and well provided. The different batteries, commencing at the first on the extreme right, three-fourths of a mile to the eastward of Sewell's Point fort, are connected by a continuous line of rifle pits commanding the approach from the water side, and in conjunction with the batteries would have made an attempt at landing to turn the rear of the principal battery a very hazardous exploit. The shells, rifle and other, found in the store rooms are of the best inventions, embracing concussion and time fuzes, and in some cases combining the advantages of both. The rifled guns, of which there are three, are long double fortified navy 6-inch smoothbore, of 58 hundredweight, rifled and reinforced over the first reinforce by a belt of iron 2 feet in length and 1 $\frac{3}{4}$ inches thick, very neatly fitted, having the appearance of the Parrott gun and giving it the necessary strength to meet the increased weight of the projectile, which is about 80 pounds.

The first battery examined is on the extreme right of the line, is a masked battery, completely screened by wood and brush from the water side, just completed, except to mount the guns, the carriages for which are on the premises, and enabled me to see they were intended for 80-pounder rifle guns. The battery is constructed for four guns, one a casemate with railroad-iron roof, and the other three in barbette, with magazine and bombproof traverse adjacent. This battery is much nearer the Rip Raps, which it fronts and commands, and might have proved very annoying if the guns had been in position.

The second battery is situated on an elevated site half a mile to the left, and has two rifle 80-pounder guns in casemates with railroad-iron roof, supported with massive framework of yellow pine. These guns are navy 32s, altered and reinforced. The third battery, a few hundred yards to the left, again is composed of three smoothbore guns in barbette, navy 32-pounders. Next in succession is the principal fortification on the point, a well-built earth fort, having bastioned flanks, with redan in front. It has commodious barracks and officers' quarters and parade ground. It is surrounded with a ditch; its rear is protected by an extent of swampy land, palisaded, and with line of rifle pits inside palisade, the whole covered with heavy guns on the fort at

intervals, the spaces between prepared with loopholes and banquettes for musketry. In the interior are numerous magazines and bombproof traverses, to serve as store rooms. The guns are 9-inch Dahlgren, of the newest make, some rifle cannon, some 32-pounders, and a few old 42-pounder carronades—in all 33 guns. To be more explicit, there is one rifle 80-pounder, seven are 9-inch Dahlgren guns, eighteen are heavy 32-pounders, and the remainder are of lighter weight. The left of this fort is protected from landing parties by the batteries on Craney Island; the right, therefore, is the most exposed, and is consequently the strongest point. The right has two bastions, crowning an elevated piece of ground, with cross fire in front and on the flank. There is a deep ditch, and on the flank and rear of the bastions the scarp is palisaded, the points of the palisades projecting out about 30 degrees and placed about 5 feet above the base of scarp. On one of these bastions the only rifle piece in the fort had been mounted, and we found it in the gorge of the bastion slung to a truck for the purpose of being transported to the masked battery on the right, confirming the opinion with regard to the carriages found in that place.

Appended is a description of the guns on the works.

Marks on guns.

Caliber.	Rifle.	Smooth-bore.	Base ring.	No.	Weight.	Trunnions.	
						Right.	Left.
6½-inch	1			722	58. 1. 16	C. W. S.	{ 32 1852
6½-inch	1	1	B. F.	630	58. 2. 18		{ 32 1840
6¼-inch		1	T. F. N.	405	57. 1. 23	J. S. C.	{ 32 1848
6¼-inch		1	C. F.	282	61. 3. 10	A. S. W.	{ 32 1845
6¼-inch		1	F. P. F.	167	57. 3. 10	L. B. B.	{ 32 1849
6¼-inch		1	(a)		63. 3. 20	L. M. P.	1845
6¼-inch		1	C. A. & Co.	151	27. 3. 06	C. A. M.	1846
9-inch		1	W. P.	19	9, 202 lbs.	T. A. H.	{ 0 1855
9-inch		1	P. P.	7	9, 103 lbs.	J. A. D.	{ 0 1855
9-inch		1	T. F.	265	9, 158 lbs.	G. M.	{ 0 1859
9-inch		1	W. P.	11	9, 157 lbs.	T. A. H.	{ 0 1855
9-inch		1	W. P.	17	9, 202 lbs.	T. A. H.	{ 0 1855
9-inch		1	T. F.	268	9, 158 lbs.	G. M.	1859
9-inch		1	W. P.	3	9, 018 lbs.	J. A. D.	1855
6¾-inch		1	B. F.	304	62. 1. 18	L. M. P.	{ 32 1846
6¼-inch		1	C. F.	298	61. 3. 08	A. S. W.	1845
6¼-inch		1	C. F.	293	61. 3. 18	A. S. W.	1845
6¾-inch		1	T. F.	603	67. 2. 20	J. S. C.	1849
6¾-inch		1	T. F.	445	57. 2. 18	G. S. C.	1848
6¾-inch		1	F. P.	161	57. 3. 27	E. B. B.	1855
6¾-inch		1	T. F.	407	57. 2. 15	G. S. C.	1848
6¾-inch		1	F. P. P.	165	57. 2. 27	E. B. B.	1847
6¾-inch		1	B. F.	Lost	62. 3. 2	L. M. P.	1845
6¾-inch	1	1	T. J. C.	Lost	62. 0. 23	G. A. M.	1845
6¾-inch	1		(b)		58. 3. 20		
6-inch		1	C. F. J. W.	204	59. 1. 14		32 1821
6-inch		1		132	60. 2. 14		32 1819
6-inch		1		258	59. 1. 12		32 1820
6-inch		1	C. A. & Co.	153	27. 1. 25	C. A. M.	1846
6-inch		1		347	60. 0. 00		32 1820
6-inch		1	C. A. & Co.	20	42. 3. 12	A. S. W.	1842
6-inch		1	C. A. & Co.	152	27. 3. 2	G. A. M.	1840

a Covered by vent patch.

b Marks lost.

Five old 42-pounder carronades, mounted.
Six old 42-pounder carronades, dismantled.

One old 42-pounder carronade, dismantled, in fort.

Some of these guns are so old the marks can not be discerned.

Rifle cannon, 80-pounders	3
Nine-inch smoothbore	7
Double fortified 32-pounders	18
Light 32-pounders	4
Forty-two pounder ship carronades	6
<hr/>	
Guns mounted	38
Guns dismantled	7
<hr/>	
Total	45

Very respectfully, your obedient servant,

JOHN WATTERS,
Lieutenant, U. S. Navy.

Captain G. J. VAN BRUNT, U. S. Navy,
Commanding U. S. S. Minnesota.

Letter from Flag-Officer Goldsborough, U. S. Navy, to Commander Rodgers, U. S. Navy, regarding supplies for the vessels up the James River.

U. S. FLAGSHIP MINNESOTA,
Hampton Roads, Virginia, May 11, 1862.

SIR: I have just received your letters of the 11th and 12th instant. The fact that Lieutenant Commanding Jeffers did not obey my orders to reduce all the forts, spike all the guns, and blow up all the magazines as he went along up James River, and then open a way to furnish you with supplies of any kind you might desire without difficulty, completely deranges all my plans and calculations and embarrasses me exceedingly. From what I gather, there was not even an attempt on his part to obey my orders.

This ship is now the only one I have left in these roads, and at Norfolk itself I have but four. I must look to the effect of a reverse, as well as of a success, to our army now near Richmond. Surely none of the vessels up James River can be in want of provisions already. Should you be in want of ordnance before I can get a supply to you up James River, you must try and get it sent to you from York River, where there is an ordnance vessel with a large supply of stores on board. Say to Commander Smith that it is my orders he should afford you every possible facility in furnishing you with ordnance stores. He has also a vessel loaded with provisions and stores in York River, from which you can draw anything you may need in case of necessity. General McClellan, I am sure, will do everything in his power to assist you in getting supplies across the peninsula, and to Jamestown Island from Williamsburg, as you suggest; and Commander Smith must, and will, assist you on the other side.

Write me immediately on the receipt of this, and let me know if it is absolutely necessary that I should break up all my arrangements here and at Norfolk, of vessels, to get you supplies up James River, because Lieutenant Jeffers did not obey my orders, repeated to him over and over again. The difficulty of the work on Harding's [Hardy's, Harden's] Bluff is the only one, as I understand the case, to overcome, in order to get supplies to you uninterruptedly. Is this so?

I have two vessels here in full readiness to dispatch to you, one with coal and the other with ordnance stores, and was only waiting to hear

that the river had been cleared, agreeably to my orders to Lieutenant Jeffers, in order to send them off.

I am, very respectfully, your obedient servant,
L. M. GOLDSBOROUGH,
Flag-Officer.

Commander J. RODGERS, U. S. Navy,
*Comdg. Div. of North Atlantic Blockading Squadron,
up James River.*

[Telegram.]

U. S. FLAGSHIP MINNESOTA,
Hampton Roads, May 14, 1862.

(Received at Washington, D. C., May 15.)

SIR: I have dates from Commander Rodgers of the 12th instant. The *Monitor* and *Stevens* had joined him where he was lying off James [Jamestown] Island and he was to move up the river that evening. Until joined by the *Monitor* and *Stevens* he was, as he says, unable to resist the five gunboats of the enemy above him, because the *Galena* would inevitably [have] grounded in passing the bar, and thus leave only the *Aroostook* and *Port Royal* to assist [resist] them. Notwithstanding my orders to Lieutenant-Commanding Jeffers to reduce all the enemy's works on James River as he went along, spike their guns, and blow up their magazines, and thus leave the river entirely open so that supplies of any sort might be forwarded without difficulty, he has not carried them out, and I am now informed that two of their works on the river bank of James River, one at Rock Wharf Landing and the other at Harden's, or Mother Tynes' [Linces, Line's] Bluff, both between here and our vessels up the James River, must, in effect, be taken before the river can be navigated by our supply vessels. My present intention is to send the *Susquehanna* and *Dacotah* up the river for the purpose of taking these works, which, as Rodgers informs me, although strong in guns are probably weak in men. I have put two 100-pounder Parrotts on board the *Susquehanna*, and the *Dacotah* came here provided with one. The *Seminole* I shall retain at Norfolk and perhaps the *San Jacinto* besides, but if I do have to send the *San Jacinto* with the *Susquehanna* and *Dacotah*, then I shall have to move this ship up to Norfolk and then leave nothing in these roads for the time being. Before sending off this expedition I hope to hear from Rodgers again, to whom I have written by mail of to-day. If he succeeds in getting to Richmond, there may be no necessity for it.

L. M. GOLDSBOROUGH,
Flag-Officer.

Hon. GIDEON WELLES,
Secretary Navy.

Report of Captain Rowan, U. S. Navy, of affairs in sounds of North Carolina.

U. S. S. PHILADELPHIA,
Elizabeth City, N. C., May 14, 1862.

SIR: I congratulate you on the occupation of Norfolk and the destruction of the *Merrimack*. The coast is now clear and the navy will be able to support the gallant McOlellan on both sides.

We were informed on the evening of the 10th of the evacuation of Norfolk, and I immediately dispatched two vessels up the Chowan as high as Winton to intercept the retreat of the enemy in that direction.

I shall send a force up the Roanoke under Flusser as high as he can safely go, the main object being to seize some steamers running to Jamestown.

A party of 100 men landed last night, commanded by Captain Flusser, and marched 2 miles back of the city to a farmhouse, where he found the apparatus belonging to one of the light-houses in the sound. I have it on board this ship.

I shall send more detailed accounts hereafter.

I have the honor to be, very respectfully, your obedient servant,
S. O. ROWAN,

Commanding U. S. Naval Forces, Sounds of North Carolina.

Flag-Officer L. M. GOLDSBOROUGH,

Comdg. North Atlantic Blockading Squadron, Hampton Roads.

Report of Commander Armstrong, U. S. Navy, commanding U. S. S. State of Georgia, of affairs off Wilmington, N. C.

U. S. S. STATE OF GEORGIA,
Off Wilmington, N. C., May 14, 1862.

SIR: I have dispatched to-day the U. S. gunboat *Victoria* to Beaufort, N. C., for supplies. The *Penobscot* and *Monticello* are off Cape Fear; this ship and the *Chippewa* off New Inlet. This ship requires a new galley and galley pipe, and has but one anchor. I enclose a requisition for an iron-stocked anchor of 2,500 pounds.

The rebels at Fort Caswell are busy strengthening their fortification and leveling the sand hills to the westward of the fort. They have placed obstructions in the channel and have a line of floats across the entrance of Cape Fear River. Contrabands who came off on Monday, May 4, report that the steamers *Nashville* and *Gordon* had previously gone out. I place no reliance on their statement, although a rumor prevailed at Beaufort, N. C., before I left there that such was the case.

I trust that the vessels absent for supplies will soon return here, as this part of the coast requires several vessels to guard it effectually, and it is now almost the only point left in the possession of the enemy where vessels can attempt to run the blockade.

I send up two deserters from Fort Caswell mentioned in the enclosed report of Lieutenant Commanding Braine.

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

JAS. F. ARMSTRONG,
Commander, Commanding.

Flag-Officer L. M. GOLDSBOROUGH,

Commanding North Atlantic Blockading Squadron.

Instructions from Flag-Officer Goldsborough, U. S. Navy, to Commander Rodgers, U. S. Navy, regarding operations in the James River.

U. S. FLAGSHIP MINNESOTA,
Hampton Roads, May 15, 1862.

SIR: I presume that Lieutenant Commanding Jeffers, of course, told you of my wishes that our vessels in James River, especially the *Monitor*, should push on up to Richmond, if possible, without any unnecessary delay, and shell the place into a surrender. The enemy,

from what I gather, is placing obstructions in the way, of sunken vessels, about 10 or 12 miles this side of Richmond, and his vessels are all above that point, within, they say, 5 miles of the city. The *Monitor*, *Aroostook*, *Port Royal*, and *Stevens* can, I am informed, all get over the bar just this side of Rocketts, and even to Richmond itself. The *Galena* can not do so, but the rest will be force enough. As the obstructions have been put down very hurriedly, and consist, I am told, of nothing but vessels, there will be no great difficulty, I take it, in clearing a passageway.

I can find no one to confirm your impression that 27 feet of water may be carried past White Shoal. With a good pilot, the *Susquehanna*, drawing 19 feet, may be got up to and above Day's Point, and I am arranging to send her, the *Dacotah*, and two of the gunboats in York River, if I can get them, all four, to throw 100-pounder projectiles to destroy the two forts of which you speak in your letters of the 11th and 12th. These vessels will be accompanied by a schooner loaded with coal, and by another with ordnance stores on board, both of which to be sent right up to you the moment all difficulties are removed. If you wish them to stop at Jamestown Island, direct some one there to deliver a communication from you to such effect as soon as they may appear in sight of that island. It is more than probable that they will be towed up by either the *Sebago* or *Marutanza*, for these are the two gunboats I am in hopes of getting from the York River, and I have sent Commander Case there for the express purpose of securing their services.

Should Richmond fall into our possession, inform me of the fact at the earliest possible moment. Send off a special messenger with the intelligence, if she can get here sooner than a letter by mail.

I shall send up a good body of marines to take the above forts in reverse, in case of finding them strong in guns and weak in men.

I am, very respectfully, your obedient servant,

L. M. GOLDSBOROUGH,
Flag-Officer.

Commander RODGERS,
U. S. S. *Galena*.

Report of Lieutenant Murray, U. S. Navy, commanding U. S. S. Sebago, enclosing an order from the Secretary of the Navy.

U. S. S. SEBAGO,
Cumberland Point, Pamunkey River, May 15, 1862.

FLAG-OFFICER: I enclose you a letter I received to-day, delayed by its being sent to the White House.

I lost no time in visiting General McClellan's headquarters and making arrangements to act in concert.

The movements of the army toward the White House are retarded by the bad condition of the roads; we will be there to-morrow.

I send by tug 201 projectiles for Parrott gun.

I learn by signal that a movement of the whole army will take place in the morning.

Franklin's and Porter's corps of the army moved this morning and are now encamped around the White House.

Respectfully, your obedient servant, A. MURRAY,
Lieutenant, Comdg. Naval Forces in York and Pamunkey Rivers.

Flag-Officer L. M. GOLDSBOROUGH,
Commanding Naval Forces, North Atlantic.

[Enclosure.]

CUMBERLAND [POINT, VIRGINIA], *May 14, 1862.*

SIR: The Secretary of the Navy, now on board the U. S. S. *Baltimore*, at this place, desires me to apprise you that Commander Smith and Lieutenant Commanding Stevens have been, by request of General McClellan, ordered to James River, leaving you senior officer in these waters.

Very respectfully,

WM. FAXON,
Chief Clerk Navy Department.

Lieutenant Commanding A. MURRAY.

Letter from Brigadier-General Mansfield, U. S. Army, to Flag-Officer Goldsborough, U. S. Navy, advising employment of a tug for keeping open communication.

NEWPORT NEWS, VA., *May 15, 1862.*

DEAR SIR: Allow me to suggest that a very small tug be kept on the James, watching the same and communicating with your ship and the vessels of our Navy up the river. It may bring news of the highest importance at times.

Very respectfully, yours,

JOS. K. F. MANSFIELD,
Brigadier-General, U. S. Army.

FLAG-OFFICER, U. S. Navy,
Hampton Roads.

Letter from the Secretary of the Navy to flag-officers, regarding disposition of prizes.

NAVY DEPARTMENT, *May 15, 1862.*

SIR: The Department calls your attention to the fact that of the numerous prizes taken by the blockading squadrons only three of them have been sent to Boston. A fair proportion of the prizes should be sent to that port for adjudication.

I am, respectfully, your obedient servant,

G. V. FOX,
Acting Secretary.

Flag-Officer S. F. DU PONT,
Comdg. South Atlantic Blockading Squadron, Port Royal, S. C.

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

Flag-Officer WM. W. MCKEAN,
Comdg. Eastern Gulf Blockading Squadron, Key West, Fla.

Flag-Officer D. G. FARRAGUT,
Commanding Western Gulf Blockading Squadron.

Engagement at Drewry's Bluff, Virginia, May 15, 1862.

Report of Flag-Officer Goldsborough, U. S. Navy, forwarding reports of commanding officers.

U. S. FLAGSHIP SUSQUEHANNA,
James River, Virginia, May 18, 1862.

SIR: I have the honor to enclose herewith the reports of an engagement which took place on the 15th instant between our vessels up this

river and a fort of the enemy on Ward's or Drewry's Bluff, which fort is at the obstructions which have been placed in the river, and about 8 miles from Richmond.

The *Stevens* went to Norfolk last night to carry seven of the wounded to the hospital, thence to return to Hampton Roads.

The force now up this river consists of the *Wachusett*, *Galena*, *Monitor*, *Maratanza*, *Aroostook*, *Port Royal*, and the tug *Dragon*.

The *Dacotah* was dispatched yesterday from this river to proceed, as directed by the Department, to New Orleans.

I am, very respectfully, your obedient servant,

L. M. GOLDSBOROUGH,

Flag-Officer, Comdg. North Atlantic Blockading Squadron.

Hon. GIDEON WELLES,

Secretary of the Navy, Washington, D. C.

Report of Commander Rodgers, U. S. Navy, commanding U. S. S. *Galena*.

U. S. S. *GALENA*,

Off City Point, James River, May 16, 1862.

SIR: I have the honor to report that this vessel, the *Aroostook*, the *Monitor*, and *Port Royal*, with the *Naugatuck*, moved up the river, getting aground several times, but meeting no artificial impediments, until we arrived at Ward's Bluff, about 8 miles from Richmond, where we encountered a heavy battery and two separate barriers, formed of spiles and steamboats and sail vessels. The pilots both say that they saw the *Jamestown* and *Yorktown* among the number. The banks of the river we found lined with rifle pits, from which sharpshooters annoyed the men at the guns. These would hinder the removal of obstructions unless driven away by a land force.

The *Galena* ran within about 600 yards of the battery, as near the spiles as it was deemed proper to go, let go her anchor, and with a spring swung across the stream, not more than twice as wide as the ship is long; then, at 7:45 a. m., opened fire upon the battery. The wooden vessels, as directed, anchored about 1,300 yards below. The *Monitor* anchored near, and at 9 o'clock she passed just above the *Galena*, but found her guns could not be elevated enough to reach the battery. She then dropped a little below us and made her shots effective.

At 11:05 the *Galena* had expended nearly all her ammunition, and I made signal to discontinue the action.

We had but six Parrott charges and not a single filled 9-inch shell. We had 13 men killed and 11 wounded.

The rifled 100-pounder Parrott of the *Naugatuck* burst, half of the part abaft the trunnions going overboard. She is therefore disabled.

The *Galena* and *Monitor* can, with a supply of ammunition, silence the battery at Harden's Bluff.

The result of our experiment with the *Galena* I enclose. We demonstrated that she is not shot-proof; balls came through, and many men were killed with fragments of her own iron. One fairly penetrated just above the water line and exploded in the steerage. The greater part of the balls, however, at the water line, after breaking the iron, stuck in the wood. The port side is much injured; knees, timbers, and planks started. No shot penetrated the spar deck, but in three places are large holes, one of them a yard long and about 8 inches wide, made by a shot which, in glancing, completely broke through the deck, killing several men with fragments of the deck plating.

The *Galena* should be repaired before sending her to sea. I would suggest the Washington navy yard, since so many people there have an interest in iron plating, and she so well shows the effect of various shot.

No gun is disabled, but we need ammunition.

On James River an army can be landed within 10 miles of Richmond on either bank.

We command City Point, and are ready to cooperate with a land force in an advance upon Petersburg. In going up James River above this point it will be desirable to protect the crew from sharpshooters upon the river; they annoyed us.

To command important points and prevent the reoccupation of old Fort Powhatan at Hood's, more vessels are needed.

Some should continually pass up and down the river to prevent the erection of new batteries.

I can not too highly commend the cool courage of the officers and crew.

Lieutenant Newman, the executive officer, was conspicuous for his gallant and effective services. Mr. Washburn, acting master, behaved admirably. These are selected amongst the number.

The *Aroostook*, *Port Royal*, and *Naugatuck* took the stations previously assigned them, and did everything which was possible; the *Monitor* could not have done better. The barrier is such that vessels of the enemy, even if they had any, probably can not pass out; ours can not pass in.

I have the honor to be, your obedient servant,

JOHN RODGERS,
Commander, U. S. Navy.

Flag-Officer GOLDSBOROUGH,
Hampton Roads, Virginia.

Report of Assistant Surgeon Van Gieson, U. S. Navy, of casualties.

U. S. S. GALENA,
Near City Point, May 16, 1862.

SIR: I have the honor to submit to you the following report of the killed and wounded in the action at Ward's Bluff, near Richmond, May 15, 1862:

U. S. S. Galena:

Killed.—Thomas Ready, captain foretop; James H. Webber, third-class boy; Michael Manney, landsman; Martin Millberry, landsman; John Smith (4th), ordinary seaman; Robert Boyd, ordinary seaman; Richard A. Adams, seaman; John Quigg, ordinary seaman; John Russell, landsman; William H. Horton, ordinary seaman; Joseph Johnson, private marine; Jared D. Boorum, gunner; David Patterson, landsman.

Wounded.—John O'Connor, third-class boy, burned and wound of ankle joint; William Stevens, first [class] seaman, not seriously; George McDonnell, seaman, slightly; Thomas Finnegan, seaman, arm seriously injured; Henry Watson, ordinary seaman, slightly; William Harrison, landsman, slightly; Thomas Clark, landsman, not seriously; Diedrich Visser, seaman, slightly; Andrew McOleary, acting master's mate, not seriously; Owen Dougherty, coal heaver, mortally; Frederick W. Johnson, first-class boy, not seriously.

Port Royal:

Wounded.—George [U.] Morris, commander, flesh wound of right leg.

Naugatuck:

Wounded.—James Wilton, musket shot, not serious; Peter Dixon, not seriously.

Respectfully, your obedient servant,

RANSFORD E. VAN GIESON,
Assistant Surgeon, U. S. S. Galena.

Commander JOHN RODGERS.

Report of Lieutenant Newman, U. S. Navy, executive officer of U. S. S. Galena.

U. S. S. GALENA,
Off City Point, James River, May 16, 1862.

SIR: In obedience to your order of this day I have the honor to submit the following report of the condition of this ship's hull:

On the port side her bulwarks, between ports Nos. 5 and 6, are started in about an inch and the timbers broken. Thirteen shot and shell have perforated her side, splintering considerably; forward of No. 1 port the bulwarks are badly shattered. Several hanging knees are started off from side and spar-deck beams; many seams are opened in the side, and the gun deck beneath the guns will require calking.

In forward room of wardroom the hanging knee is started about 2½ inches and the side injured. In forward part of steerage a shell perforated the side and started the hanging knee about 2 inches. In after room a diagonal knee is slightly started and the air port stoven in. In the coal bunkers the side is also injured.

On spar deck, several glancing shot have made indentations in the iron plates and broken deck planks; in two instances apertures about 18 inches by 4 inches have been made; the hammock netting is shattered. The wheel is injured, one boat davit gone, and several awning and rail stanchions.

The armor is started from the stem, also at the junction of the bars on the stern, and on the starboard quarter near port No. 8.

Respectfully, your obedient servant,

L. H. NEWMAN,
Executive Officer.

Commander JOHN RODGERS,
Commanding U. S. Naval Forces in James River.

Additional report of Lieutenant Newman, U. S. Navy, executive officer of U. S. S. Galena.

U. S. S. GALENA,
Off City Point, May 16, 1862.

SIR: I have the honor to report the following wounds received by this vessel in the action of yesterday.

One rifle shot, one round shot, 8-inch, piercing the side forward of bow port.

One round shot, 8-inch, near water line under second port.

One round shot under fore chains, glanced.

One round shot, 8-inch, piercing the side between ports 3 and 4.

One round shot, 8-inch, glancing just below port No. 4.

- One round shot, 8-inch, water line, penetrating its diameter.
- One round shot, 8-inch, piercing the side below port No. 5.
- One round shot, 8-inch, 3 feet abaft port No. 5.
- One shell, 8-inch, pierced the side and exploded on gun deck.
- One round shot, 8-inch, amidships, penetrating its diameter.
- One rifle shot amidships, glancing.
- One round shot, 8-inch, glancing.
- One round shot, 8-inch, penetrating half its diameter, just above water line.
- One rifle shell, about the gun-deck frame.
- One round shot, 8-inch, below midship port.
- One round shot, 8-inch, 2 feet forward of midship port.
- One round shot, 8-inch, 4 feet abaft midship port.
- One round shot, 8-inch, 6 feet abaft midship port.
- One 8-inch shell 1 foot above water line, piercing side and exploding in steerage.
- One round shot, 8-inch, piercing at junction of spar deck and side.
- One round shot, 8-inch, lodged at water line, penetrating its diameter.
- One round shot, 8-inch, lodged 4 inches below water line.
- One round shot, 8-inch, glanced, indentation 4 inches.
- One round shot, 10-inch, piercing side abaft quarter port and passing through the wood of side opposite, starting the armor.
- One rifle shot below after port.
- One round shot, 8-inch, about halfway between true and false stern-post.
- Three shots on deck near stern, one knocking away binnacle.
- One shot cut away portions of wheel and frame.
- One shot abreast main life rail, carrying away one stanchion.
- Two shots forward of main life rail, going through hammock netting.
- One shot forward of smoke pipe, going through hammock netting.
- One shot abreast galley, going through hammock netting.
- One rifle shot, glancing along curve of spar deck waterways.
- One shot through hammock netting forward of iron wheelhouse.
- One shot abaft foremast, knocking away angle iron on starboard side.
- Four shots through smoke pipe.
- One shell through smoke pipe just above spar deck grating.
- The launch and first cutter are badly stoven, and the gig slightly hurt by a piece of shell.
- One boat davit shot away.

Very respectfully,

L. H. NEWMAN,
Executive Officer.

Commander JOHN RODGERS,
Commanding U. S. Naval Forces in James River.

Additional report of Lieutenant Newman, U. S. Navy, executive officer of U. S. S. Galena.

U. S. S. GALENA,
James River, May 18, 1862.

SIR: I have the honor to submit the following report of injuries received by this ship during the engagement of the 15th instant:

Forward of bow port two shots passed through the bulwarks, on the port side, breaking timbers and shattering the inside planking. One shot knocked off the upper hinge of forward half-port. The armor is started from the stern. Below port No. 2 a shot 1 foot above water line

broke through the armor and lodged, fragments of the ball remaining in the ship's side. Aft port No. 3 a shot, glancing, made an indentation about 15 inches above the water line. Between ports No. 4 and 5, one shell passed through the bulwarks, knocking away rack for capstan bars. One shot struck and rebounded, indenting armor. One shot broke the armor and, penetrating about 8 inches, lodged in the ship's side 8 inches above the water line. Above port No. 5 a rifle shot struck the curve joining side and upper deck, breaking the plate and thick strake beneath, then glancing below the same port. One shot broke armor and lodged in ship's side about 2½ feet above water line. Aft the port, one shot, breaking through the armor, lodged. One shell passed through the bulwarks and exploded, injuring galley and fire room bulkhead. One shot indented armor about 6 inches. One rifle shot broke armor and glanced. Four other shots, one 18 inches above water, indented and broke armor, then rebounded. These shots injured the side severely, breaking timbers, shattering spirketing and planking, crushing in the side, and starting three hanging knees; one 1½ inches from upper deck beam and 3 inches from side, the other about 14 inches from beams and side.

Below port No. 6 one shot 2½ feet above water indented armor 4 inches. Aft the port two shots struck, one indenting armor and rebounding, the other, passing through armor, lodged in the ship's side; these, striking very nearly in the same place, have broken spirketing and injured the ship's side severely. Another shot indented and rebounded. One shell passed through ship and exploded in steerage, injuring engine-room bulkhead and starting hanging knee 1½ inches from gun-deck beam and 1 inch from side; the shell entered about 15 inches above water line. One shot just above water line broke armor, penetrating 8 inches, lodged in ship's side; this shot started hanging knee 2 inches from gun-deck beam and side.

Above port No. 1, one struck curve joining upper deck and side, broke through armor and wood, then glanced.

Aft port No. 7, one shot at water line, broke armor and, penetrating 8 inches, lodged in ship's side.

Below port No. 8, one shell (rifle) indented armor about 4 inches and exploded.

Forward of port No. 9, one shot, 10-inch, passed through the bulwark on port side and, crossing the deck, passed through the opposite side starting three bars of armor from the side, then lodged; this shot, besides breaking timbers and planks, has started the bulwark on star-board quarter.

Below No. 9 port one rifle shot broke armor and glanced. Between stern and rudder posts, one shot glancing has made a slight indentation and started the bars of armor at the junction or line of butts astern.

The upper deck, aft, is broken through in two places by glancing shot; armor plates, beams, lodges, and carbines and planks are carried away and the framing of after hatch badly injured. Aft engine-room hatch a shot, glancing, has indented the plates about one-half an inch. Fragments of a shell have broken through and indented the plates. A shot aft the wheel has indented the iron about 1½ inches.

One shell burst near the bottom of smokestack, carrying away about 4 square feet of iron. Four shots also passed through the pipe, carrying away both midship stays. Wheel frame and wheel are injured by a shot; binnacle carried away.

The launch and first cutter badly stove; gig slightly hurt by fragment of shell. One boat davit shot away and another struck and bent

by a shot, which glanced. One stanchion of main life rail shot away, also several rail stanchions and portions of iron-wire railing. Hammock rail and netting shattered; staff of life buoy shot away. Flag-staff struck by two fragments of shell, and ensign by one cannon and thirteen rifle. Hawser bent to kedge abaft cut, and the knob on chock [stock] of kedge knocked off. One catfall shot away and the block lost.

The projectiles used by the rebels were chiefly 8-inch shot, one which had struck the side and rebounded was picked up in the launch; a portion of another is embedded in the spirketing between ports Nos. 4 and 5 on starboard side of gun deck.

One shroud of port fore rigging is shot away.

Respectfully, your obedient servant,

L. H. NEWMAN,
Executive Officer.

Commander JOHN RODGERS, U. S. Navy,
Commanding Naval Forces in James River.

Report of Lieutenant Jeffers, U. S. Navy, commanding U. S. S. Monitor.

U. S. IRONCLAD STEAMER MONITOR,
James River, Virginia, May 16, 1862.

SIR: I submit the following report of the movements of this vessel during the action of yesterday:

Shortly after weighing anchor from our position near Kingsland Creek a sharp fire of musketry was commenced from both banks on all the ships.

At 7:30 I discovered an extensive fortification on an elevation of about 200 feet, with several smaller batteries, all apparently mounting guns of the heaviest caliber. At the foot of the bluff in the river, an obstruction formed of sunken steamers and vessels secured with chains, and the shallow water piled across the river [sic].

The *Galena* having anchored at about 1,000 yards distant from the fort, and being warmly engaged, I endeavored to pass ahead of her to take off some of the fire, but found that my guns could not be elevated sufficiently to point at the fort. I then took position on the line with the *Galena* and maintained a deliberate fire until the close of the action, when, in company with the other vessels, I dropped down to the anchorage of the morning.

The fire of the enemy was remarkably well directed, but rarely toward this vessel. She was struck three times; one solid 8-inch shot square on the turret, two solid shot on the side armor forward of the pilot house; neither caused any damage beyond bending the plates. I am happy to report no casualties.

In conclusion, permit me to say that the action was most gallantly fought against very great odds and with the usual effect against earth-works. So long as our vessels kept up a rapid fire they rarely fired in return; but the moment our fire slackened they remanned their guns. It was impossible to reduce such works except by the aid of a land force.

Very respectfully, your obedient servant,

WILLIAM N. JEFFERS,
Lieutenant, Commanding.

Commander JOHN RODGERS,
Commanding James River Flotilla.

Report of Lieutenant Morris, U. S. Navy, commanding U. S. S. Port Royal.

U. S. GUNBOAT PORT ROYAL,
Off City Point, Va., May 16, 1862.

SIR: I have the honor to report that yesterday morning at 6 a. m. I left the anchorage, and in consort with the steamers under your command stood up the river. While proceeding, the enemy's riflemen opened upon us from the woods, their bullets piercing our bulwarks. Returned their fire with a few shots from our 24-pounder howitzers, which had the effect of silencing them.

At 8 a. m. engaged a powerful battery on a high bluff, and perceived that the channel was obstructed by sunken vessels. We fired rapidly and were answered by the enemy, whose fire was very accurate, one shell striking us on the port bow below water line. The water flowed in freely, so that it was necessary to draw off in order to repair damage. Another shot struck forward the wheel, below water line. On our return we were again fired upon by riflemen lurking in the woods. I am pleased to state that all the officers and men performed their duty in a fearless and gallant manner.

Very respectfully, your obedient servant,

GEO. U. MORRIS,

Lieutenant, Commanding Port Royal.

Commander JOHN RODGERS,

Commanding Expedition, James River.

Report of Assistant Surgeon Fort, U. S. Navy, of casualties on board U. S. S. Port Royal.

U. S. S. PORT ROYAL,
Off City Point, Va., May 16, 1862.

SIR: I have the honor to report the following list of casualties which occurred during the fight of yesterday:

Captain George U. Morris received a severe flesh wound upon the outer portion of lower third of the right leg, caused by a Minié rifle ball from the enemy's sharpshooters, who were stationed along the banks of the river. Also Peter Dixon, a seaman from the U. S. S. *Naugatuck*, who received a severe contusion of left shoulder by the bursting of a rifle gun. He was immediately transferred to this vessel, where he now remains.

I am, very respectfully, your obedient servant,

WM. S. FORT,

Assistant Surgeon, U. S. Navy.

Commander JOHN RODGERS,

Commanding Expedition, James River, Virginia.

Report of Lieutenant Constable, U. S. Revenue Marine, commanding U. S. revenue steamer E. A. Stevens (*Naugatuck*).

U. S. REVENUE STEAMER E. A. STEVENS,
City Point, May 16, 1862.

SIR: I have the honor to report that in yesterday's attack upon the enemy's battery at Ward's Hill [Bluff], near Richmond, Va., I placed the vessel under my command in the position assigned me by you in the line of attack, and opened fire upon the battery, which I continued until the bursting of our gun.

While getting into position during the bombardment, and while falling back with the squadron, this vessel was under quite a heavy fire of musketry, which was constantly returned by us with shell and canister from our light broadside guns.

I have likewise to report to you that two of my crew are wounded, one by a musket shot through the arm and the other by a severe contusion. They have been sent on board the *Port Royal* for surgical treatment. My officers and crew behaved to my entire satisfaction.

I would respectfully request that you appoint a board of officers to examine into and report upon the cause of the bursting of our Parrott gun.

I am, sir, very respectfully, etc.,

D. C. CONSTABLE,
Lieutenant, Commanding.

Commander JOHN RODGERS,
Commanding U. S. Naval Forces in James River, Virginia.

Additional report of Lieutenant Morris, U. S. Navy, commanding U. S. S. *Port Royal*.

U. S. GUNBOAT PORT ROYAL,
Off Jamestown Island, May 17, 1862

SIR: In obedience to the enclosed order, I arrived here yesterday at 10:30 p. m. Sent a boat on shore and found the island entirely deserted. I succeeded this morning in finding a negro, by whom I sent the enclosed dispatch to the military governor at Williamsburg.

At 11 a. m. an army officer came on board with the enclosed dispatch from Colonel Campbell.

Finding that the dead bodies were very much decomposed and offensive, I had them buried on shore in a suitable spot. At 1 p. m. heard heavy firing down the river, and, from the surgeon's enclosed report, deemed it expedient to sight the battery and see if there was a possibility of my proceeding to Fortress Monroe. At 2:30 weighed anchor to reconnoiter batteries. At twenty minutes of 3 sighted the vessels under your command.

Very respectfully, your obedient servant,

GEO. U. MORRIS,
Lieutenant, Commanding, U. S. Navy.

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

[Enclosure No. 1.]

U. S. S. GALENA,
Off City Point, James River, May 16, 1862.

SIR: If the river should be open, proceed to Fortress Monroe with your vessel and the *Naugatuck*, bury the dead, put the wounded in hospital, and send an officer to the flag-officer with accompanying dispatches.

Should you not learn at Jamestown Island that the river has been opened by the flag-officer, send a negro to the commanding officer at Williamsburg, asking him to open communication with you. Upon the arrival of the person deputed by him, send an officer, with the dispatches, to the flag-officer, bury the dead, ask for ambulances to carry the wounded to Williamsburg or where it may be best for them to go, and wait for an answer. Bring me any instructions or advice of

important events which would govern my actions as soon as you procure them.

Very respectfully, your obedient servant,

JOHN RODGERS,
Commander, U. S. Navy.

Lieutenant Commanding GEO. U. MORRIS,
U. S. Gunboat Port Royal.

[Enclosure No. 2.]

U. S. S. PORT ROYAL,
Off Jamestown Island, May 16, 1862.

SIR: Will you be kind enough to send an officer immediately to communicate with me relative to the batteries below. The disposition of our dead and transportation of the wounded depend on your answer.

Respectfully, your obedient servant,

GEO. U. MORRIS,
Lieutenant, Commanding Port Royal.

COMMANDING OFFICER,
Williamsburg, Va.

[Enclosure No. 3.]

HEADQUARTERS MILITARY GOVERNOR,
Williamsburg, May 17, 1862.

LIEUTENANT: I have the honor to acknowledge the receipt of your dispatch of yesterday, and herewith send First Lieutenant [Frank P.] Robinson to communicate with you upon the subject-matter referred to.

Our information is that the batteries below are all deserted by the enemy, but the precaution has been taken to send forward forty cavalry to examine the ground and report as far as practicable to you.

By order of David Campbell, Colonel and Military Governor:

WM. G. MCCANDLESS,
Adjutant.

GEO. U. MORRIS,
Lieutenant, Commanding Gunboat Port Royal.

[Enclosure No. 4.]

U. S. S. PORT ROYAL,
Jamestown Island, May 17, 1862.

SIR: The condition of the men transferred to this ship from the U. S. S. *Galena*, who were wounded during the engagement at Ward's Bluff, Va., is such that to have them removed to the army hospital would endanger their lives.

Very respectfully, your obedient servant,

WM. S. FORT,
Assistant Surgeon, U. S. Navy.

Lieutenant Commanding GEO. U. MORRIS,
U. S. S. Port Royal.

Report of Lieutenant Beaumont, U. S. Navy, commanding U. S. S. *Aroostook*.

U. S. STEAM GUNBOAT AROOSTOOK,
City Point, May 16, 1862.

SIR: I would respectfully report that in obedience to your order I got underway on Thursday, May 15, from my anchorage just above Kingsland Creek, in company with the *Galena*, *Monitor*, *Port Royal*, and

Stevens Battery, and proceeded up the river, under a sharp fire of musketry from both banks, to which I replied occasionally with howitzers and small arms.

At 7:35 a. m. the enemy opened fire from a heavy battery on Ward's Bluff. At 8 a. m. anchored about 1,000 yards below the battery and opened a steady fire from my XI-inch gun. At 9:45, seeing that the enemy had my range perfectly, I changed my position about 100 yards farther down and again opened fire. At 11 a. m., in obedience to signal, in company with the rest of the squadron, I dropped down to my anchorage of the morning.

During the engagement I received a shot at the water line under the after part of the starboard forechains, which cut off the planking, laying the timbers bare, and another 8-inch solid shot through the starboard bow, 1 foot above the sheet hawse hole, which lodged in the harness cask.

During the engagement I had the mortification to find that many of the sabots of my XI-inch shells were too large to enter the gun, a circumstance which caused much delay in serving.

I am happy to state that, although exposed throughout the action to a heavy fire, no casualties occurred, and the conduct of all under my command was unexceptionable.

I am, very respectfully, your obedient servant,

J. O. BEAUMONT,
Lieutenant, Commanding.

Commander JOHN RODGERS,
Commanding James River Expedition.

[Telegram.]

OFF HARDEN'S BLUFF,
James River, May 17, 1862.

(Received at Washington, D. C., May 18.)

The Secretary of the Navy directs me to inform you that the *Port Royal* has come down from vicinity of Richmond. When within 8 miles, just as the last turn in the river was made, found passage obstructed by two rows of sunken vessels, chains and spiles, among them also *Jamestown* and *Yorktown*. Thursday morning a large battery on Ward's Bluff, 200 feet high, with two rows of guns, opened on vessels; rifle pits along river filled with sharpshooters; fight lasted four hours; *Galena* hit twenty-eight times and perforated eighteen times. *Monitor* struck three times; uninjured. Thirteen men killed and 11 wounded on board *Galena*. Lieutenant Morris, of *Port Royal*, injured in leg by rifle ball. Two men on *Naugatuck* wounded. *Galena* and *Monitor* came down to City Point; *Naugatuck* came down with *Port Royal*. Her gun burst, injuring one man.

WM. FAXON,
Chief Clerk.

G. V. Fox,
Assistant Secretary Navy.

[Telegram.]

WILLIAMSBURG, *May 17, 1862.*

(Received at Washington, D. C., 9:40 p. m.)

The gunboats *Galena*, *Monitor*, *Aroostook*, *Naugatuck*, and *Port Royal* were repulsed from Fort Darling, 7 miles below Richmond, yesterday.

A portion of them have returned to Jamestown Island, near this place, in James River. Lieutenant Morris, commanding the *Port Royal*, sent overland to me this morning for intelligence regarding the condition of the forts below the island, and also to assist in burying the dead, which he brought down with him. Seventeen have been interred on the banks of the river and there are a number of wounded on board, including Morris. The 100-pounder gun of the *Naugatuck* exploded at the first fire.

By authority of G. B. McClellan:

DAVID CAMPBELL,
Colonel Fifth Calvary.

HON. EDWIN M. STANTON,
Secretary of War.

[Telegram.]

NEWPORT NEWS, *May 18, 1862.*
(Received at Washington, D. C., 6 p. m.)

The Secretary of the Navy directs me to inform you that we came up to Day's Point yesterday morning to shell fortifications. Found carefully constructed earthworks, mounting twelve heavy guns hastily abandoned on Wednesday; guns splendid, and works partially destroyed. Secession flag left flying. Marines landed, tore it down, raised stars and stripes. A few miles above met *Port Royal* and *Naugatuck*; reports severe engagement Thursday morning 8 miles from Richmond. Fleet turned last bend, found river obstructed by two rows sunken vessels among which *Jamestown* and *Yorktown*, also by spiles and chains, and directly facing river on bluff, 200 feet high, a battery with two rows heavy guns. River shore lined with rifle pits, concealed in woods; fight lasted four hours. *Galena* struck twenty-eight times and perforated eighteen times by plunging shot, one hole about 2 feet long, one shot passed through one side and nearly through iron on the other; had 13 men killed and 11 wounded; fought at 600 to 1,000 yards. *Monitor* went ahead, but could not elevate guns enough, and fell back to the *Galena*; was struck three times and uninjured. Lieutenant Morris, of *Port Royal*, wounded by Minié ball in leg. Two men wounded on *Naugatuck*; her large gun burst. Vessels returned to City Point on account of batteries on high bluff protecting obstructions; vessels can go no farther up and can not take battery. River clear to point of fight. Went up to Jamestown last night to look after matters. Reach Washington to-morrow.

WM. FAXON,
Chief Clerk Navy Department.

G. V. FOX,
Assistant Secretary Navy.

Additional report of Commander Rodgers, U. S. Navy, commanding U. S. S. *Galena*, commending the officers and crew.

U. S. S. GALENA,
Off City Point, May 26, 1862.

SIR: In my report of the 16th instant I omitted mentioning the gallant conduct of the officers and crew during the action of the 15th at Drewry's Bluff, near Richmond. I was not conscious of the omission until I saw my report in print. It originated in the haste with which I wrote. I now endeavor to repair my neglect.

Acting Master Benjamin W. Loring handled his division with great bravery. The port side tackle of his after gun was three times manned afresh, all the men having been twice either disabled or killed.

Mr. J. W. Thomson, first assistant engineer, coolly repaired some of the valve gear, which broke down, under fire, and under his directions a fire in the steerage, caused by an exploding shell, was extinguished before the regular firemen reached the place. Mr. T. Millholland, third assistant engineer, in charge of the steam fire department, was active and efficient; as a sharpshooter he did good service. Mr. Jenks, master's mate, in charge of the small-arm men, was very useful. A number of the enemy's sharpshooters were shot; at least six were counted.

The marines were efficient with their muskets, and they, with the coal heavers, when ordered to fill vacancies at the guns, did it well.

Charles Kenyon, fireman, was conspicuous for persistent courage in extracting a priming wire, which had become bent and fixed in the bow gun, and in returning to work the piece after his hands, severely burned, had been roughly dressed by himself with cotton waste and oil.

To particularize the good conduct of the crew is difficult. Where the men behaved so well, it is impossible to mention names without sending a muster roll.

Yet Jeremiah Regan, quartermaster, and captain of No. 2 gun, attracted my particular attention. Born in Massachusetts, he has been eleven years at sea, seven of them in the service. He is respectful in his conduct, intelligent, and educated. I beg leave, therefore, to recommend him for an appointment as master's mate.

Mr. Boorum, the gunner, who was killed by the fragment of a shell at the close of the action, was cool and very efficient. The supply of ammunition from his department was admirably arranged. The executive officer speaks of his assistance in warm terms. In him the service has lost a very valuable officer.

I have the honor to be, your obedient servant,

JOHN RODGERS,
Commander.

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

Report of Lieutenant Wilson, U. S. Revenue Marine, of the movements of the U. S. revenue steamer *E. A. Stevens* (Naugatuck).

WASHINGTON, D. C., June 18, 1862.

SIR: I have the honor to make the following statement in answer to your enquiry as to the position occupied by the *Stevens* on her late trip up James River in company with the fleet under command of Captain John Rodgers.

The *E. A. Stevens* left Hampton Roads on the 12th of May, in company with the ironclad steamer *Monitor*, following close behind her. At 11 a. m. of the same day reached James [Jamestown] Island, and there found the *Galena*, *Aroostook*, and *Port Royal*.

On leaving there the *Galena* took the lead, the steamers following next, and holding that position until we reached Harrison's Bar, a few miles below City Point, when the *Stevens* was ordered ahead to sound out the channel, which order was promptly obeyed, assisted by the boats from the other vessels.

The fleet reached City Point on the 13th and came to anchor. On leaving City Point, the *Stevens* was again ordered ahead, which position she continued to occupy for upward of 30 miles, through a narrow and intricate channel, until she reached within 3 miles of Fort Darling and prepared for action. The *Stevens* was kept in the advance on account of her submerging qualities and light draft of water, as in case of obstructions or torpedoes she could, by pumping out, evade them, and give warning of the danger to the rest of the fleet. On going into action at Fort Darling, the vessels took position in the following order, viz, the *Galena*, *Monitor*, *Aroostook*, *Port Royal*, and *Sterens*. During the night previous to the action, the *Stevens* was anchored in advance of the fleet, prepared with chains and grappling irons for the purpose of towing toward the shore fire rafts, should they be sent down upon the fleet.

During the action the *Stevens* was anchored close to the east bank of the river, and to the extreme left of the line, and under a constant and heavy fire of musketry from the rifle pits on shore.

The shots from the heavy guns of the battery were passing over and falling close around the *Stevens*; the smallness of the mark presented by her can be the only reason for her not being struck.

The *Stevens* continued in her position during the entire action, fighting her broadside guns.

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

J. WALL WILSON,
Lieutenant, U. S. Revenue Marine.

Hon. SALMON P. CHASE,
Secretary of the Treasury, Washington, D. C.

Report* of Commander Farrand, C. S. Navy.

DREWRY'S BLUFF, May 15, 1862—11 a. m.

SIR: We have engaged the enemy's five gunboats for two and a half hours. We fired the *Galena* (ironclad). She has withdrawn going down the river, accompanied by three wooden vessels.

Our loss in killed and wounded was small.

Respectfully, your obedient servant,

E. FARRAND.

Hon. S. R. MALLORY,
Secretary of the Navy.

Additional report of Commander Farrand, C. S. Navy.

DREWRY'S BLUFF, May 15, 1862.

SIR: The enemy came up the river at 6:30 a. m., the *Galena* ahead, the *Monitor* and a small iron steamer, a side-wheel, and a smaller gunboat following in succession.

When about 400 yards from our obstructions, our batteries opened fire upon the *Monitor* and *Galena*. They did not reply until the *Galena* had placed herself directly athwart the channel, after which she and the *Monitor* opened a brisk fire; the other vessels keeping underway

* From Richmond Dispatch, May 16, 1862.

and at about from quarter to a mile lower down and so close under the opposite shore that only four of our guns could bear upon them. Our fire was mostly directed upon the *Galena*, only occasionally paying a compliment to the others.

Several of our shots at long range passed through and through them and they soon dropped out of range; the small ironclad and the side-wheel gunboats were badly crippled. We turned our attention to the *Galena*, nearly every one of our shots telling upon her iron surface. At 11 o'clock a. m. one of the *Patrick Henry's* 8-inch solid shot passed into her bow port; immediately the smoke rushed out of her ports, showing evidently that she was on fire. We gave her three hearty cheers as she slipped her cables and moved down the river. Our pickets heard her captain say to one of the other gunboats that she was "in a sinking condition."

Our sharpshooters did good service, picking off every man who showed himself.

There is no doubt we struck them a hard blow; the last that was seen of them they were steaming down the river.

Every officer and man discharged their duties with determination and coolness, and it would be doing injustice to many if I should mention or particularize any. Captain Drewry and his company fought their guns with great effect.

Casualties.—Seven killed, among them Midshipman Carroll; 8 wounded.

Very respectfully, your obedient servant,

EBEN. FARRAND,
C. S. Navy, Commanding Post.

Hon. S. R. MALLORY,
Secretary of the Navy, Richmond.

Joint resolution of thanks to Commander Farrand, C. S. Navy, senior officer in command of the naval and military forces, and Captain A. Drewry, senior military officer, and the officers and men under their command at Drewry's Bluff on the 15th May, 1862.

Resolved by the Congress of the Confederate States of America, That the thanks of Congress are eminently due, and are hereby most cordially tendered to Commander E. Farrand, senior officer in command of the combined naval and military forces engaged, and Captain A. Drewry, senior military officer, and the officers and men under their command, for the great and signal victory achieved over the naval forces of the United States in the engagement on the fifteenth day of May, eighteen hundred and sixty-two, at Drewry's Bluff; and the gallantry, courage, and endurance in that protracted fight, which achieved a victory over the fleet of ironclad gunboats of the enemy, entitle all who contributed thereto to the gratitude of the country.

Resolved further, That the President be requested, in appropriate general orders, to communicate the foregoing resolution to the officers and men to whom it is addressed.

Approved September 16, 1862.

[Telegram.]

CUMBERLAND, [VA.], May 15, 1862.
(Received May 17, 1862.)

Have you any news from the gunboats up the James River? I have tried to communicate via Jamestown, but have only learned that some

gunboats passed up. We are much impeded by the bad weather and roads; making some progress, however.

G. B. McCLELLAN,
Major-General.

Flag-Officer L. M. GOLDSBOROUGH.

[Telegram.]

INGALLS', *May 16, 1862.*
(Received May 17, 1862.)

A contraband just in reports that he heard an officer of the Confederate Army say our gunboats had reached within 8 miles of Richmond.

GEO. B. McCLELLAN,
Major-General.

Commodore GOLDSBOROUGH.

Letter from Brigadier-General Stoneman, U. S. Army, to commanding officer of the U. S. S. Currituck.

ADVANCED GUARD, ARMY OF THE POTOMAC,
May 16, 1862—8:15 a. m.

SIR: I am directed by General Stoneman, commanding advance guard, to say that this bank of the river is clear of the enemy for several miles up, which is probably as far as your boat can go to-day. The other bank we can not control.

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

A. J. ALEXANDER,
Acting Assistant Adjutant-General.

OFFICER COMMANDING U. S. S. CURRITUCK.

[Telegram.]

NAVY DEPARTMENT, *May 16, 1862.*

The President is very anxious that Commander Rodgers should not delay in ascending the James River.

G. V. FOX,
Acting Secretary.

Flag-Officer L. M. GOLDSBOROUGH,
Hampton Roads.

[Telegram.]

NAVY DEPARTMENT, *via Cherrystone, May 16, 1862.*

Send the *Dacotah* with all possible dispatch to Flag-Officer Farragut, with orders to return to Hampton Roads after delivering the annexed order.

G. V. FOX,
Acting Secretary.

Flag-Officer L. M. GOLDSBOROUGH,
Hampton Roads.

Report of Commander Rowan, U. S. Navy, regarding affairs at Plymouth, N. C.

U. S. S. PHILADELPHIA,
Plymouth, N. C., May 16, 1862.

SIR: I had an interview with the authorities here. The town has not been occupied by troops at any period. The most rabid of the secessionists here all left the city, including all the ministers of the gospel, except the Baptist.

I gave a second interview to some gentlemen, at night, who informed me that Major Gilliam, a paroled officer from Hatteras Inlet, had violated his parole by assisting to raise a company of volunteers and by persecuting the Union men. I sent Lieutenant Commanding Chaplin on shore with a small force and arrested Major Gilliam, who I find has broken his parole by not returning within thirty days, as required by the conditions of his parole.

I have referred the case to General Burnside for his action in the matter, with a hope that the major will not be allowed to disturb the people at Plymouth.

At the earnest entreaty of the Union inhabitants of Plymouth, I have decided to keep a vessel there.

I have the honor to be, very respectfully, your obedient servant,
S. O. ROWAN,

Comdg. U. S. Naval Forces, Sounds of North Carolina.

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 dispatch from U. S. consul at Liverpool.

NAVY DEPARTMENT, May 16, 1862.

SIR: I transmit herewith a copy of a dispatch dated the 30th ultimo, received by the Department of State from the U. S. consul at Liverpool, giving information concerning the steamers *Hero*, *Cumbria*, *Memphis*, and *Pacific*, and the *Lilla* (formerly *Mary Wright*), *Amelia*, and *Rosalind* (formerly the *Princess Royal*).

The consul at Hamburg reports the departure of the steamer *Melita* from that port on the 19th ultimo with a valuable cargo of arms, etc., for Nassau, and the consul at Falmouth reports the departure of the steamer *Modern Greece* from that port on the 2d ultimo with a cargo, it is suspected, for the rebels.

I am, respectfully, your obedient servant,

G. V. FOX,
Acting Secretary.

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

Flag-Officer S. F. DU PONT,
Comdg. South Atlantic Blockading Squadron, Port Royal, S. C.

Flag-Officer WM. W. MCKEAN,
Comdg. Eastern Gulf Blockading Squadron, Key West, Fla.

Flag-Officer D. G. FARRAGUT,
Comdg. Western Gulf Blockading Squadron, New Orleans.

[Enclosure.]

U. S. CONSULATE,
Liverpool, April 30, 1862.

SIR: In dispatch of April 24 I enclosed you a slip from one of Liverpool papers in reference to the steamers *Hero* and *Modern Greece*. The steamer *Hero* arrived at Queenstown on 26th instant from Hull and sailed yesterday for Nassau.

There is no doubt about her destination. She will make for Charleston. In my dispatch, No. 56, I refer to the steamer *Cumbria* having entered to load for Leghorn. On Saturday last, in the latter part of the day, and after her cargo was all on board, and after it was too late for any publication, she changed her destination from Leghorn to Nassau, and on the same day, after the official hours for clearing had passed, cleared at the custom-house for Nassau. She enters to load for Leghorn, takes on her cargo for that port; after it is all on, enters for Nassau and clears on the same day, and then sailed on Sunday morning. This was an artifice to escape notice. The way it was managed, there could be no publication of her changing her destination until Monday, and of her having cleared until Tuesday, two days after her sailing. Her destination is one of the Southern ports, most probably Charleston.

A new screw steamer, called the *Memphis*, arrived at this port last week from the Clyde. She entered on Monday of this week to load for Havana. She is 791 tons burden, commanded by Captain Cruikshank; her consignees are Dunkerly & Steinmann.

This vessel has been purchased by the Southern agents, and will be loaded and attempt to run the blockade. Will send a description of her in my next.

The *Mary Wright*, which ran the blockade and came to this port, consigned to Fraser, Trenholm & Co., has changed her name to *Lilla*. She is to be loaded for the South.

The bark *Princess Royal*, which ran the blockade some time since and came to this port, is now being loaded by Fraser, Trenholm & Co. for Charleston. She will clear for Nassau, having entered for that port on 28th instant. She has changed her name, and is now called the *Rosalind*.

The two last-named vessels will clear as British vessels and sail under that flag when they leave here. They have had a mock sale and pretend that they have been purchased by Englishmen.

The *Amelia*, which cleared for Chincba Islands, referred to in previous dispatches, is still here. I think there is something wrong about this vessel.

I enclose slip from the Liverpool Mercury of to-day about the *Hero*, at Queenstown.

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

THOMAS H. DUDLEY,
U. S. Consul.

N. B.—A gentleman residing at Southampton has written to a person at Liverpool, stating that the steamer *Pacific*, at Southampton, has taken on 20,000 rifles for the South and cleared. I know nothing beyond this letter.

[Telegram.]

WHITE HOUSE, [VA.], May 17, 1862—10:45 p. m.
(Received [at Washington] 7:35 a. m., May 18.)

After a careful examination of the meager accounts I have just received of the gunboats' operations on the James River, I am inclined

to think that we ought not to be discouraged. They were caught in very adverse circumstances, and I think their repulse will prove to be due to the fact that they were subject to a close musketry fire they could not reply to. I would urge the necessity of perfect cooperation between all the army and navy forces in western Virginia. I have not one word of official information as to the objects to be attained by any of them.

GEO. B. McCLELLAN,
Major-General.

Hon. EDWIN M. STANTON,
Secretary of War.

Report of Commander Rowan, U. S. Navy, regarding affairs at Elizabeth City, N. C., and enclosing report of Lieutenant Colhoun, U. S. Navy, commanding U. S. S. Hunchback, of an expedition up the Chowan River, North Carolina.

U. S. S. PHILADELPHIA,
Off Elizabeth City, N. C., May 17, 1862.

SIR: Since my last communication from Elizabeth City I had a visit from the mayor and councilmen of that place wishing to know whether the inhabitants could return, and what security I could pledge them.

I replied that the inhabitants had not been interfered with in any manner by me when their movements were peaceable, but I could give no assurance of protection unless I had assurances from them that troops would not be harbored in their town. This the authorities said they could not give. I then remarked that I would not permit troops to enter or remain in Elizabeth so long as my force was present. If they thought proper to bring back their families on these conditions I had no objections.

A gentleman (Mr. Brooks, a lawyer) came off while the authorities were on board to obtain a favorite servant of his that had escaped the previous night. I told him that all the people we had taken away since the enemy commenced pressing them to build batteries at South Mills were sent to Roanoke Island; if his servant was there and was willing to return with him I had no doubt Colonel [Rush C.] Hawkins would give him up. General Burnside, who was present at the interview, stated this to be our policy.

The news of the fall of Norfolk being confirmed by the return of Doctor Jones and Burnside's adjutant-general, Captain Richmond, I at once determined to withdraw my force from here, leaving only a vessel or two, and harass the enemy in every part of these waters where our vessels can float. With this view, I left here on the night of the 13th instant, accompanied by the *Perry*, *Barney*, *Shawshoen*, and *Ceres*, the *Hunchback* and *Whitehead* having been dispatched the day previous to Chowan River for the purpose of preventing the retreat of the enemy in detachments across that river and to cut them off from supplies.

The report of Lieutenant Commanding Colhoun is herewith enclosed.

I directed Lieutenant Commanding Flussler, in the *Perry*, to take with him the *Lockwood* and *Ceres* and enter Roanoke River at daybreak and dash up that stream in hopes of capturing some steamers reported to be carrying supplies for the army. This duty was performed with the usual ability of this officer. These vessels passed Plymouth at full

speed, the *Ceres* leading, which vessel came up with and captured a small steamer called the *Alice* a few miles below Williamston, to which place our force proceeded.

The *Alice* had a cargo of bacon for the army and all the church bells found in Plymouth, taken by force or voluntarily surrendered to the Confederate Government, to be cast into cannon.

I had an interview with the mayor and authorities at Edenton. The mayor I think conservative, if not Union, in his feelings; the majority of the people are hostile, and will remain so while hope of success is left.

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

S. C. ROWAN,

Comdg. U. S. Naval Forces, Sounds of North Carolina.

Flag-Officer L. M. GOLDSBOROUGH,

Comdg. North Atlantic Blockading Squadron, Hampton Roads.

[Enclosure.]

U. S. S. HUNCHBACK,

Off Elizabeth City, N. C., May 17, 1862.

SIR: In obedience to orders received from Lieutenant Commanding C. W. Flusser I left this anchorage on Monday, the 12th instant, in company with the gunboat *Shawsheen*, Acting Master Woodward commanding, and proceeded to Chowan River, where we anchored for the night about 12 miles above the mouth.

The next morning we got underway and went up a short distance above Winton, from which place I dispatched the *Shawsheen* with a report of my proceedings, and determined to go still higher up the Chowan to a battery said to be one-quarter of a mile below the mouth of Blackwater. I found as I advanced that the river was narrow and crooked, though plenty of water, there being not less than 2 fathoms where it was widest, and most of the way 4 or 5 fathoms. About 2 miles below the mouth of Blackwater is Somerton Creek, the mouth of which for at least 150 yards was obstructed by trees, which had been lately cut down. From the mouth of Somerton Creek to the fort the Chowan is very crooked and narrow, but deep. I found the fort on the left bank of the river, being an earthwork with three embrasures, walls very thick, but the guns had evidently been removed. Just below the fort there was a chain across the river, with trees above and resting against the chain. I also saw infantry breastworks extending from the battery on the left.

There was no person to be seen in or near the battery. The *Hunchback* is too large for so narrow a channel, and being alone I deemed it best not to land, but to return immediately to report to you.

During the time I was in Chowan River I kept in motion every day and have learned that for several months past the enemy have drawn large supplies of provisions from the Chowan, they being carried to the battery I visited in schooners and boats, and there placed on board the steamer *Stag* and taken to Franklin Depot, on the Blackwater.

I returned to this place yesterday forenoon in order to get coal.

Very respectfully, your obedient servant,

EDMD. R. COLHOUN,

Acting Lieutenant, Commanding.

Commander S. C. ROWAN,

Comdg. U. S. Naval Forces, Pamlico Sound, etc., N. C.

Instructions from the Secretary of the Navy to Commander Rowan, U. S. Navy, regarding enlistments in naval service.

NAVY DEPARTMENT, June 8, 1862.

SIR: In your dispatch* of the 17th ultimo allusion is made to a conversation with Mr. Brooks at Elizabeth City, N. C., relative to his efforts to obtain a favorite servant supposed to be with the United States forces. As similar applications may frequently be made, it is proper to remind you that persons who have enlisted in the naval service can not be discharged without the consent of the Department, and that no one should be given up against his wishes.

Very respectfully,
Captain S. O. ROWAN,

GIDEON WELLES.

Comdg. U. S. Naval Forces, Sounds of North Carolina.

Report of Lieutenant Colhoun, U. S. Navy, of operations in sounds of North Carolina and capture of four vessels.

U. S. S. HUNCHBACK,
Chowan River, May 23, 1862.

SIR: Since my last report of the 17th instant, in company with the *Shawsheen*, I ascended the Meherrin River about 12 miles and found a deserted battery, an earthwork with five embrasures, and the river obstructed by a schooner with a chain across, trees and logs chained together being above it. On my return I captured in a creek, about one-quarter of a mile above the mouth of Meherrin River, the schooner *G. H. Smoot*, of 36 tons, which I sent back by the *Shawsheen*. On the 19th instant, accompanied by the *Whitehead*, I ascended the Chowan to the battery before visited, about 300 yards below the mouth of Blackwater, which I am informed was named by the rebels Fort Dillard, in compliment to James Dillard, an officer who constructed it. It was the best fort I have seen, with three bombproof casemates and bombproof magazine. There were infantry breastworks and rifle pits for 2,500 men, and wooden barracks for 1,500 men, about half a mile from the fort. I removed the obstructions mentioned in my report of the 17th instant as being below the fort, and 200 yards above another chain and similar obstructions. I then continued up the Blackwater about 2 miles and found three schooners sunk. I made no attempt to remove them, though I think it can be done without much trouble. Then you can communicate with our army advancing from the direction of Norfolk by sending the *Whitehead* up to Franklin. I am informed by a contraband that our pickets were seen within 8 miles of Franklin. On my return I destroyed Fort Dillard.

On the 20th instant I ascended Bennett's Creek about 7 miles, being as far as was prudent to go with my vessel; then went on board the *Whitehead* and went up 15 miles farther to Gatesville and captured the schooner *Eugeniu*, of about 80 tons. On the 21st instant, I sent the *Whitehead* to anchor off Keel's Creek, and dispatched two of my boats and one from the *Whitehead* up the creek and captured the schooner *Winter Shrub*, of Edenton, loaded with about 300 barrels of shad and herring. She belonged to William Hawley, who had prepared her to send up the Chowan, but hearing of our gunboats being at Edenton, he sent her up the creek.

The next morning (22d instant) the *Whitehead* captured the sloop *Ella D*, having on board some 90 bags of salt. I took all three prizes

* See p. 374.

in tow and arrived last night at Elizabeth City, giving them in charge to Captain Hays, of the *Morse*; coaled up and left there at meridian and am again upon my station in pursuit of the *Whitehead*.

I shall go up the Chowan to-morrow, secure those chains, destroy the barracks, and make a clean passage up the Blackwater.

I am, very respectfully, your obedient servant,

EDM. R. COLHOUN,
Acting Lieutenant, Commanding.

Commander S. C. ROWAN,
Comdg. U. S. Naval Forces, Waters of North Carolina.

Report of Commander Rowan, U. S. Navy, of sending prize schooner Winter Shrub to Philadelphia for adjudication.

U. S. S. PHILADELPHIA,
Off New Berne, N. C., July 11, 1862.

SIR: I have this day forwarded to his honor the judge of the U. S. district court at the port of Philadelphia, for adjudication, the prize schooner *Winter Shrub* (Acting Master R. Pasquell, prize master) and cargo, consisting of 224 barrels salt shad, 47 barrels herring, 5 barrels and 3 half barrels of lard, 5 barrels of pork. This vessel and cargo are the property of rebel citizens of North Carolina and were captured May 21, 1862, in a small creek near Colerain, on the Chowan River, by the steamers *Hunchback*, Acting Lieutenant E. R. Colhoun, commanding, and *Whitehead*, Acting Master C. A. French, commanding, belonging to the naval forces under my command.

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

S. C. ROWAN,
Commanding Naval Forces, Sounds of North Carolina.

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

Joint expedition of Army and Navy forces up Pamunkey River, May 17, 1862.

Report of Flag-Officer Goldsborough, U. S. Navy.

U. S. FLAGSHIP MINNESOTA,
Hampton Roads, Virginia, May 22, 1862.

SIR: Lieutenant Commanding Murray writes me under date of the 18th instant that during a reconnoissance up the Pamunkey, extending, as I understand him, some 25 miles above the White House, by a joint expedition composed of forces belonging to our Navy and Army, the enemy was compelled to burn two of his steamers and fifteen of his schooners, some of them loaded with coal and commissary stores.

I am, very respectfully, your obedient servant,

L. M. GOLDSBOROUGH,
Flag-Officer.

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

Report of Lieutenant Murray, U. S. Navy.

MCOLLELLAN'S HEADQUARTERS, *May 18, 1862.*

[SIR:] During a reconnoissance of Pamunkey River we ascended 25 miles, compelling the enemy to burn two steamers and fifteen schooners,

some of them loaded with coal and commissary stores. We were compelled to remove many obstructions. The river was narrow and its higher ascent impracticable for gunboats. General McClellan improvised a gunboat from a tug, which accompanied me with a command under Major [G. L.] Willard and Captain [R. B.] Ayres.

Respectfully, etc.,

A. MURRAY,
Commanding.

Flag-Officer GOLDSBOROUGH.

Additional report of Lieutenant Murray, U. S. Navy.

U. S. S. SEBAGO,

White House, Va., May 18, 1862.

FLAG-OFFICER: Yesterday morning I took the *Curriwog*, Acting Master Shankland, and, accompanied by a small transport steamer, the *Seth Low*, having on board two companies of infantry and a company of sharpshooters, under the command of Major Willard, and two Parrott guns from Ayres' battery, prepared to be used from the bow or stern of the vessel, and a detachment under Captain Ayres.

With this force we pushed through the obstructions at the burned bridge and ascended the Pamunkey River in pursuit of the enemy's transports. We encountered many difficulties, such as sunken vessels, trees felled across the river, etc., but no batteries.

As we neared a place called Bassett's Landing, about 25 miles above the White House, we saw the evidence of a conflagration in advance, and heard from the negroes along the banks that the enemy, getting wind of our approach, had returned on board the vessels such stores as he had landed and was unable to take away and fired his fleet.

About a mile from the burning vessels we met with an impenetrable obstruction. A schooner laden with stone was sunk across the stream. The river had become so narrow that either end of her was wedged by the trees.

Major Willard landed here with his force of infantry and sharpshooters and marched up the left (east) bank, that the number and class of the vessels burning might be known. This must have been a severe blow to the enemy, who had commenced landing his stores.

Evidences of a hurried departure were manifest; shovels, picks, and other implements, with which they had been leveling the bank, were strewn about.

The number of vessels burned was (as near as their burning hulks could be counted) 17, viz, 1 large side-wheel steamboat (the *Logan*), 1 propeller, and 15 schooners.

We were compelled to return sternforemost for several miles before we had room in the river to turn. Lieutenant Commanding Somerville Nicholson accompanied us on this expedition, the results of which I hope will be satisfactory to you.

The enemy appeared on several occasions, but at considerable distance, which, without loss of time, they increased. We returned at nightfall without accident.

Acting Master Shankland handled his vessel with admirable skill, and her rescue from many positions of embarrassment is due to his seamanship.

To Lieutenant Commanding S. Nicholson, who volunteered his services on this occasion and was so eminently useful in sounding through the obstructions in advance of the vessels, special thanks are due.

The steamer *Seth Low*, with the commands of Major Willard and Captain Ayres on board, was more than useful; she was a necessity.

Respectfully, your obedient servant,
A. MURRAY,
Lieutenant, Commanding Forces in York and Pamunkey Rivers.

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

[Telegram.]

HEADQUARTERS ARMY OF POTOMAC,
White House, May 17, 1862—10:30 p. m.
(Received [at Washington] 8 a. m., May 18.)

A combined naval and army expedition under Captain Murray, U. S. Navy, with troops and artillery under Major Willard and Captain Ayres of the Army, went some 25 miles up the Pamunkey to-day and forced the rebels to destroy two steamers and some twenty schooners. The expedition was admirably managed, and all concerned deserve great credit. We have advanced considerably to-day. The roads are now improving, and you may soon expect to hear of the whole army being on the Chickahominy. All goes well.

GEO. B. MCCLELLAN,
Major-General.

Hon. EDWIN M. STANTON,
Secretary of War.

Report of vessels sunk and burned in the Pamunkey River, May 5-17, 1862, by Captain Charles S. Carrington, assistant quartermaster, under the orders of General Joseph E. Johnston, C. S. Army, and others.

CONFEDERATE STATES OF AMERICA,
DEPARTMENT OF JUSTICE,
Richmond, March 10, 1863.

The paper hereto attached, marked Exhibit A, contains a list of vessels which were seized by order of General Joseph E. Johnston and used to transport provisions whilst the army was at Yorktown, and, subsequently, when the army fell back toward Richmond, they were either sunk in the Pamunkey River to obstruct it, or were burned to prevent them from falling into the hands of the enemy. It contains also the names of the several owners of the vessels, when known, together with the valuation of each vessel and the names of the persons who valued them. There is appended to it a copy of the certificate of Charles S. Carrington, major and quartermaster.

Under the general principles announced in my opinion to the Secretary of War on the 17th of October, 1862, the Government is responsible to the owners of the vessels for their reasonable value. I allow the claims, therefore, except in those cases where the owners are unknown, or their Christian names are not given, or the value is not fixed, viz: *Mary Elizabeth, Hannah Ann, Planter, Reliance, Starlight, J. R. Baylis*, owners of which are unknown; and *Palestine*, an unnamed vessel, and *California*, owned, respectively, by Thomas, Cloyd & Blassingham, whose Christian names are not given; and the *J. & G. Fair, Mary Luyster, R. P. Waller, Way, Little Addie, Mirage, and Mary Alice*, which are without valuation, and are not excluded by reason of their being in either of the other two classes.

T. H. WATTS,
Attorney-General.

To the CONGRESS OF THE CONFEDERATE STATES.

[Enclosure.]

EXHIBIT A.—Statement showing vessels burned and sunk by Captain Charles S. Carrington, assistant quartermaster, under the orders of General Joseph E. Johnston, commanding C. S. Army.

Name of vessel.	Name of owner as reported.	When destroyed.	Where destroyed.	How destroyed.	Valuation of vessel.	By whom valued.	Valuation of vessel.	By whom valued.	Valuation adopted.	Remarks.
Ornament	G. H. Crittenden and Christopher Post.	Between May 5 and 10, 1862	At Cooke's Island.	Sunk	\$1,100	Capt. Wm. L. Maury, C. S. Navy, and Garlick, citizen.			\$1,100	In service of Government.
Friendship	Allman & Watts	do	do	do	500	Wm. Smith, T. Gilliam, and J. Green.			500	Do.
William Edward	Jcel and Wm. Thomas	do	do	do	700	do			700	Do.
Josephine	Wm. Dansey	do	do	do	2,200	do			2,200	Do.
William Shanberg	Wm. C. Messick and Edward F. Phillips.	do	do	do	1,000	do			1,000	Do.
Diana Hopkins	Edward F. Phillips	do	do	do	500	do			500	Do.
American Coaster	Robert W. Crockett	do	do	do	600	do			600	Do.
Experiment	Wm. C. Messick	do	do	do	800	Capt. Wm. L. Maury, C. S. Navy, and C. S. Carrington, assistant quartermaster.			800	Do.
Mary Elizabeth	Owner not known	do	do	do						Do.
Hannah Ann	do	do	do	do						Do.
David Vaname	Cornelius V. Johnson	do	do	do	1,200	Capt. Garlick, citizen, and White, assistant quartermaster.			1,200	Do.
King William	Wm. Sayre and Jas. W. Fleming.	do	do	do	2,000	do			2,000	Do.
J. & G. Fair	Wm. Lee	do	do	do						Do.
J. T. Connor	John Bagby	do	do	do	800	Capt. Wm. L. Maury, C. S. Navy, and C. S. Carrington, assistant quartermaster.			800	Do.
Princess	Wm. Lee	do	do	do	500	do			500	Do.
Sarah Ann	Wm. S. Ward	do	do	do	550	do			550	Do.
Mary Luyster	T. J. Bland	do	do	do						Do.
R. P. Waller	T. W. Gilliam	do	do	do						Do.
Planter	Owner not known	do	do	do						Do.
Palestine	Thomas	do	do	do						Do.
Way	Gresham & Bagby	do	Cumberland	Burned						Do.
California	Blessingham	do	do	do	500	Wm. Smith, T. Gilliam, and J. Green.			500	Do.
Caroline Baker	F. and Christopher Post.	do	do	do	1,000	do			1,000	Do.

Reliance	Owner not known	do	Near Indian Town	do					Do.	
Name not known	Clayd	do	Near Fish Haul	do					Do.	
Claudio	M. J. Williams	do	White House	Sunk	1,000	Capt. R. P. Archer, assistant quartermaster, and C. S. Carrington, assistant quartermaster.		1,000	Do.	
Starlight	Owner not known	do	do	do					Do.	
Little Addie	John Montgomery	do	do	do					Do.	
Jenny Lind	J. F. New & Co	do	Garlick's Landing.	do	1,100	Capt. Garlick and Wm. Martin, citizens.		1,100	Do.	
Star	S. P. Moon	do	do	do	200	do		200	Do.	
Mary Baxter	C. W. Parks	May 17	Bassett's Landing.	Burned	1,200	Capt. Kirwan (steamer Logan) and T. B. Littlepage, citizen.		1,200	Do.	
William Francis	C. Coleman	do	do	Sunk	2,500	do		2,500	Do.	
Francis and Theodore	James Arrington	do	do	do	600	do		600	Do.	
Betsey Richards	Washington Smith	do	do	do	900	do		900	Do.	
Virginia	E. Lawson	do	do	do	600	do		600	Do.	
J. R. Baylis	Owner not known	do	do	do	500	do		500	Do.	
Union	Benj. F. Gresham	do	do	do	1,200	do		1,200	Do.	
William and Wesley	J. D. Cronmonger	do	do	do	600	do		600	Do.	
Ann Bell	Wm. Thomas	do	do	do	1,100	do		1,100	Do.	
Alert	A. West	do	do	do	1,100	do		1,100	Do.	
James Braden	S. Kimble	do	do	do	1,300	do		1,300	Do.	
Oxford	Claybrook & Dobyms	do	do	do	1,800	do		1,800	Do.	
Wild Pigeon	Wm. Messick	do	do	do	1,100	do		1,100	Do.	
Sea Witch	James Robins	do	do	do	1,200	do		1,200	Do.	
John Allen	S. Guy	do	do	do	2,000	do		2,000	Do.	
Little Wave	Thomas Hibble	do	do	do	250	do		250	Do.	
Mirage	Estate of Wm. Johnson, deceased.	do	do	do		do			Do.	
Sarah Washington	Moore & Elliston	do	do	Sunk or burned.	600	do		600	Do.	
Mary Alice	Captain Gage	do	do	do		do			Do.	
Paragon	Estate of Wm. Johnson, deceased.	do	do	do	1,200	do		1,200	Do.	
Margaret Schultz	Harrenn & Ballown	do	Newcastle	Burned	1,000	Capt. Dredge Jarvis, and Hall.	\$1,000	Capt. Shelly, Dansey, and Fleming.	1,000	Do.
Watchman	John E. Brown	do	do	do	1,000	do	700	do	850	Do.
Wave	R. Howard	do	do	do	1,100	do	1,000	do	1,050	Do.
Walton	John Warring	do	do	do	700	do	600	do	650	Do.
O. Whitmond	John Wright	do	do	do	1,000	do	1,200	do	1,100	Do.
Wm. S. Ryland	Wm. Berkley	do	do	do	2,200	do	1,200	do	1,700	Do.
Jefferson	Garefoster & Braumly	do	do	do	2,250	do	1,500	do	1,875	Do.

The above-named vessels were employed by the Government during the occupation of the peninsula by the Army of the Confederate States, and on its evacuation were filled with stores belonging to the Government. General Joseph E. Johnston, commanding, etc., ordered me to send these vessels up the Pamunkey River, and after discharging their cargoes at the White House and filling a portion of them with sand and stone, to sink the same in the channel of this stream in such a way as to obstruct the passage of the gunboats of the enemy. He also ordered that a portion of these vessels should be sunk in the draw of the bridge at the White House, and again, that further efforts should be made by me to obstruct the Pamunkey River above the White House, by sinking another portion of these vessels, and, if necessary to prevent their falling into the hands of the enemy, that they should be destroyed. The vessels were sunk at Cooke's Island, in obedience to the first-named order. This obstruction delayed the approach of the enemy, and time was thus given to save the cargoes of other vessels, delayed by head winds in their arrival at the White House. The vessels burned at Cumberland were destroyed to prevent their falling into the hands of the enemy, whose near approach, together with their being abandoned by their crews, prevented their escape; which was also the case with the vessels sunk at Garlick's Landing. Those destroyed at the White House were sunk in the draw of the bridge. The vessels sunk and burned at and near Bassett's Landing and Newcastle were either used successfully in obstructing the channel of the Pamunkey River above the White House or destroyed to prevent their falling into the hands of the enemy.

The enemy reached these landings a few hours after these vessels were destroyed. The cargoes of these vessels were saved, with the exception of a quantity of forage and some grain sacks, which it was impossible to secure because of the retreat of our army beyond the safe reach of its transportation. The rapid advance of the enemy, the want of labor, the desertion of crews, and the necessity of my presence at different points prevented the valuation of all these vessels and rendered an informal valuation of others necessary. I also failed to obtain reliable information of the names of the owners of these vessels, and from the above-mentioned causes, and from the probable loss of penciled memoranda made at the moment, I am not confident that all of the vessels destroyed by me under the orders during the retreat from Yorktown are reported in the above list.

CHAS. S. CARRINGTON,
Major and Quartermaster.

Orders from the Secretary of the Navy to Flag-Officer Goldsborough, U. S. Navy, to have sunken vessel off Horseshoe examined and condition reported.

NAVY DEPARTMENT, *May 17, 1862.*

SIR: The Light-House Board have information that the light vessel which was wrecked from her station off the tail of the Horseshoe in February last is ashore and in good condition, it is supposed, on the beach at Cape Henry. Agreeably to a request of the chairman of the Board, the Department directs that you will have the vessel examined and her condition reported upon.

You will, however, have no work done upon her.

G. V. FOX, *Acting Secretary.*

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

Report of Lieutenant Flusser, U. S. Navy, of operations in the sounds of North Carolina, and enclosing report of Acting Master Woodward, U. S. Navy, commanding U. S. S. Shawsheen.

U. S. S. COMMODORE PERRY,
Off Elizabeth City, N. C., May 18, 1862.

SIR: Hearing from Colonel Hawkins, commanding at Roanoke Island, that there was a quantity of stores belonging to the rebel Army at a point on the Chowan River, I placed the *Shawsheen* at his disposal to convey a company of soldiers to the spot for its destruction. The expedition arrived at its destination early on the morning of the 6th instant, and succeeded in destroying some \$50,000 worth of bacon, lard, etc. I send with this Acting Master Woodward's report of the affair.

On the afternoon of the 12th instant, I received information of the whereabouts of the Wade's Point light-house apparatus. On the same night I proceeded in the *Morse* 6 miles above this place, landed with 76 seaman and 38 soldiers from the *Commodore Perry*, *Morse*, *Stars and Stripes*, and *Commodore Barney*, marched at quick time 3 miles into the country, found the articles stowed in a man's barn, pressed his teams and others from his neighbors into service, and brought the whole apparatus in one trip to the *Morse*. No private property was touched. To prevent information of our movement reaching some rebel cavalry which was reported in the neighborhood, I arrested all the men met on the route and forced them to accompany us. On our return they were released.

On the evening of the 13th instant, with the *Lockwood* and *Ceres* in company, I proceeded by your order with this vessel to Roanoke River. At 5 o'clock next morning we were abreast of Plymouth, where we stopped five minutes to examine some wagons; finding nothing suspicious, we pushed on. Two miles above Jamestown [Jamesville] the river makes a sharp turn to the right, and here my pilot told me I could go no farther. I therefore placed him on board of the *Ceres* and ordered the *Ceres* and the *Lockwood* to pursue, with all speed, the steamer *Alicé*, which some people on the bank informed me had passed up an hour ahead of us. I returned to Jamestown [Jamesville] and made an unsuccessful search for rebel army stores. Some two hours after separating from the two other boats, hearing the sound of a great gun up the river, I resolved to go up at all hazards, as I feared they might have been fired into from the banks by musketry. We went along at full speed for several miles without difficulty until we met the other boats returning, the *Ceres* having captured the *Alicé* about 2 miles below Williamston. The prize had on board some bacon for the rebel army, which has since, by your order, been distributed to the different vessels of the fleet, and the church bells of Plymouth, which had been presented to or seized by the Confederate Government to be cast into fieldpieces.

We returned to Plymouth, searched the custom-house, and found in it the lantern from the light-boat at the mouth of Roanoke River. It was carried on board of the *Commodore Perry*. There was no other United States property in the town and none belonging to the rebels. The Roanoke River is much dreaded by the pilots, but, so high as we went, we found not much current, no stumps nor snags, and plenty of water. I have been informed by one who professes to know the river well, that the *Commodore Perry* can go 70 miles above Plymouth.

On the day after visiting Plymouth, I proceeded, by your order, up the Cashie River in the *Lockwood*, with the *Shawsheen*, *Ceres*, and

Whitehead in company, to Windsor. The passage up was most tedious. The river is deep, but very narrow and remarkably crooked. We had frequently to cut away the overhanging limbs to make a way for the boats. The people were astounded when we appeared off the village; they knew that we were in the river, but no one thought we would reach so high a point. There was no United States property at Windsor. The Confederate property there consisted of a quantity of black beans, stowed in bulk. Above these beans, on the next floor, were some 300 pounds of cotton, lying loose. The cotton was of little value, and the beans were worthless. I had no time or means to destroy them. I was restrained from using fire by the tearful prayers of a poor widow who lived hard by and whose house might have been destroyed by the conflagration. My kindness was rewarded by a "God bless your cause, sir," from the poor widow, worth twenty times the stores. I ordered the articles to be distributed to the poor. By sunset we got away from this place, but were only a mile below when it became so dark that we were obliged to tie up for the night. The next morning we descended the river, passed through the "thoroughfare," and joined you at Plymouth. Yesterday morning I arrested at Plymouth Blunt Griffin, who owns a fishery on the Roanoke, and seized his nets. He was represented to me as a violent secessionist and a persecutor of Union men, and, furthermore, it was reported that he was selling fish to the rebel army. The last charge seems to me not well founded, yet I shall hold him in custody. I think it will exert a good influence on others.

Yesterday afternoon I ran over to this place. To-day I had an interview on shore with the mayor of Elizabeth and told him what I should expect and require of the citizens. He asked me to put in writing what I said to him, and I wrote him a note, of which I sent you a copy this afternoon by Lieutenant Commanding McCook, of the *Stars and Stripes*. He came on board afterwards with a Union citizen of the place, a Mr. Grandby, and asked me to grant him till Wednesday evening next to answer the note, saying that the citizens thought the subjects mentioned of importance; that they had decided to call a meeting of the gentlemen of the county; that the county was 30 miles long, and several days would be required to assemble the people. Their request was granted, and so the thing stands. I promised, on their request, to attend the meeting. What they find in the note of importance to affect the interests of anyone beyond the immediate residents of Elizabeth I can not understand, unless they misapprehend my meaning when I say "I insist that the people be allowed to trade with us unmolested," and suppose me to intend the general resumption of the trade of the port, when I only mean that the farmers and others be permitted to sell to us (the gunboats), unmolested, poultry, eggs, fish, vegetables, etc. However, we will find out at the meeting, and, if they offer me the opportunity, I shall address a few remarks to them that will cause their ears to tingle.

Very respectfully, etc., your obedient servant,

C. W. FLUSSER,
Lieutenant, Commanding.

Commander S. C. ROWAN,
*Commanding U. S. Naval Forces,
Inner Waters of North Carolina, New Berne, N. C.*

P. S.—I think the loyal people are two to one against the disloyal at this place, at Plymouth, and at Windsor. But they have no arms, no ammunition. If these were given them, with our aid, the State would soon return to her allegiance.

[Enclosures.]

U. S. S. SHAWSHEEN,
Off Elizabeth City, May 10, 1862.

SIR: In obedience to your orders, on the 6th instant I went to Roanoke Island, took on board one company of Colonel Hawkins' Ninth New York Regiment, and proceeded up the Chowan River to Gates County, landed all our forces, and destroyed a large quantity of bacon, corn, lard, fish, etc., belonging to O. S. Government, by setting fire to the warehouse and consuming the whole. On our way to the steamer the rear guard was attacked by about thirty rebel cavalry. When their leader was shot they turned and fled, when all our men embarked again, and I immediately proceeded back to Roanoke Island and landed the troops, then returned back to Elizabeth City again on the 8th instant.

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

THOS. J. WOODWARD,
Acting Master, Commanding.

Lieutenant C. W. FLUSSER,
Commanding Naval Division, Albemarle Sound, North Carolina.

U. S. S. COMMODORE PERRY,
Off Elizabeth City, May 18, 1862.

SIR: There being no Confederate troops in this city or its vicinity, any persecution of Union people that may occur hereafter must be the work of evil-minded citizens, and will subject those citizens to summary punishment. Many Union people have been taken from their homes and confined in prisons on frivolous charges. It is my intention, on any recurrence of such outrages, to seize two secessionists for each Union man seized, and subject them to precisely the same treatment which the loyal man receives at the hands of the disloyal.

I am here to protect the Union people, and this duty will be performed to the best of my ability. It is my earnest desire that this duty may be executed without any forcible demonstration against those who unhappily differ with us in political sentiments. In other words, overlooking the past, I hope all citizens will remain quietly at home, attend to their own business, and attempt no persecution for opinion's sake. I insist that citizens be allowed to trade with us unmolested, and that my officers and men shall be permitted to land and go about the city without a guard.

If officers or men violate any municipal law, they will be punished on a report made to me through the city authorities.

If officers or men are detained, I shall be obliged, however unwillingly, to fire on the town.

Respectfully, your obedient servant, U. W. FLUSSER,
Lieutenant, Comdg. U. S. Naval Forces, Albemarle Sound.

His Honor the MAYOR OF ELIZABETH CITY.

Letter from Lieutenant Flusser, U. S. Navy, to Commander Rowan, U. S. Navy, regarding a proposed meeting of the citizens of Elizabeth City, N. C.

U. S. S. COMMODORE PERRY,
Off Elizabeth City, N. C., May 18, 1862.

MY DEAR COMMODORE: I send you the little schooner *Captain Williams*, in order that you may, if you see fit to do so, fill her with provisions and send her up.

I had an interview with the mayor and citizens of this place to-day, and then wrote them a letter, which they ask till Wednesday evening next to answer through a county meeting.

The affair becomes interesting. I am requested to attend the meeting, and shall do so if you are not here. Do you not think it would be well for you to come?

A little conciliation now may effect great things for the cause. I discharged schooner *H. W. Morse* to-day. Am en route to Plymouth.

In great haste, yours, truly,

C. W. FLUSSER,
Lieutenant, Commanding.

Commander S. C. ROWAN,
Comdg. U. S. Naval Forces, Inner Waters of North Carolina.

P. S.—I shall send you a copy of my letter to the mayor by steamer. The *Lockwood* is disabled and must have the new crosshead before moving.

Regards to the doctor and others.

Report of Flag-Officer Goldsborough, U. S. Navy, of operations up the the James River, Virginia.

U. S. FLAGSHIP SUSQUEHANNA,
James River, Virginia, May 18, 1862.

SIR: In consequence of a report from Commander Rodgers that there were two batteries on the south side of this river, one at Rock Wharf Landing and the other at Harden's Bluff, or Mother Tynes' Landing, which required reducing in order to open the river and get supplies up to him, of which he was about to stand in need, I moved up to them yesterday with this ship, the *Wachusett*, *Dacotah*, *Maratanza*, and tug *Young America*, but found that both had been recently abandoned and left comparatively in a useless condition. At Harden's Bluff the guns were spiked, carriages burned, and magazines blown up, but a little below it a solitary gun remained intact, and this we put out of use. At Rock Wharf Landing the guns were also spiked and carriages burned, but neither the magazines nor bombproofs had been destroyed. This I ordered to be done, and it was effectually accomplished.

The James River is now open from its mouth up to Ward's or Drewry's Bluff, or, in other words, up to within 8 miles of Richmond, where, as you will perceive by Commander Rodger's report of his fight, it is seriously obstructed.

A vessel with coal and another with ammunition, each towed by an armed tug, went up to our vessels last night.

I shall return with this ship to Hampton Roads at the earliest practicable moment, and, on her returning the marines she has on board belonging to the *Minnesota*, shall send her back to Norfolk.

I am, very respectfully, your obedient servant,

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

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

Instructions from Flag-Officer Goldsborough, U. S. Navy, to Commander Smith, U. S. Navy, regarding operations up the James River.

U. S. FLAGSHIP SUSQUEHANNA,
Off Hardy's [Harden's] Bluff, James River, May 18, 1862.

SIR: On reaching City Point and informing yourself of the state of things above there, if you should think it practicable to reduce the enemy's work on Warren's [Drewry's] Bluff, break through the obstructions in the river thereat, and get the *Monitor* up to Richmond, do not hesitate to make the attempt.

Be careful that the enemy does not reoccupy any of the works he has abandoned on James River or construct others on its banks between Warren's [Drewry's] Bluff and its mouth with impunity.

Exercise your discretion as to the best place for the supply vessels to remain, and give them your orders accordingly.

Send the tugs *Dragon* and *Zouave* to Hampton Roads. If, however, you would like to retain one of them to assist you in your operations you can keep the *Dragon* and provision her as she may require from your own vessel.

I am, very respectfully, your obedient servant,

L. M. GOLDSBOROUGH,
Flag-Officer.

Commander WILLIAM SMITH,
U. S. S. *Wachusett*.

[Telegram.]

WASHINGTON, May 18, 1862.

I telegraphed Friday to Flag-Officer Goldsborough, by order of the President, to send the *Dacotah* with a dispatch to Farragut, which is of very great importance. No answer has been received. The President, at the request of the War Department, wishes one armed boat left at Fredericksburg. I think Commodore Goldsborough ought to withdraw most of his boats from the sounds to these rivers, where they are so much needed. Faxon's telegraph* received; no news here.

G. V. FOX,
Assistant Secretary Navy.

Hon. G. WELLES,
Secretary Navy, Hampton Roads.

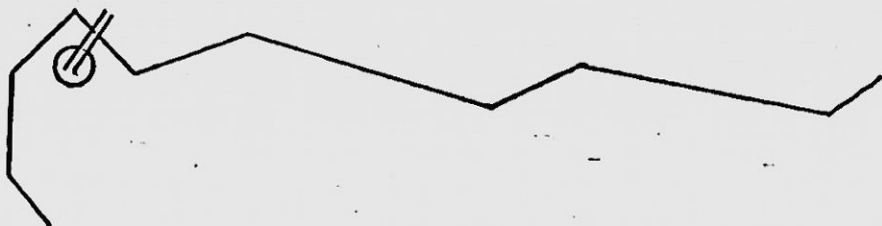
Report of Lieutenant Watters, U. S. Navy, commanding U. S. S. Minnesota, of examination of Confederate defenses near Day's Point.

U. S. STEAM FRIGATE MINNESOTA,
Fortress Monroe, Va., May 19, 1862.

SIR: In pursuance to your order I hereby present my report of the examination of the rebel defenses near Day's Point, on the James River, made on the 17th and 18th ultimo, under cover of some vessels

* See pp. 366, 367.

of the squadron, the marines of which occupied the rebel works and did picket duty while the examination was being conducted and the necessary preparations made to blow up the magazines of Fort Boykin, only one of which had been destroyed by the rebels. This line of defenses is situated on the left bank of the river, ascending the same, and is estimated to be about 14 miles above Newport News Point, on an elevated site, commanding two bends in the river, where, although the river is broad, the navigation is obstructed by barriers and some natural shoals, which require vessels keeping the channel to pass within short range of these batteries. The first of which, about 2 miles above Day's Point, is Fort Boykin, a very strong work. Half a mile above this, and commanding the wharf called Long Wharf Landing, where there is a road leading to Smithfield, Va. (a few miles back), there is a lunette which mounted one gun. Four miles above this, the upper battery is situated on an elevated site called Harden's Bluff, where the examination of the works was commenced, and I will give the report in the same order, commencing on the left or the highest battery on the river, except those near Richmond. This fort is an earthwork of recent construction, the rear being not quite finished. It is a bastioned work, of 500 feet front and about 300 depth. The front commands the river, presenting an indented or *crémaillère* line, composed of long and short



lines alternately, thus giving a cross fire for barbette guns, and the longest lines commanding the approach up the river. The left is a lunette. The right has two bastions, the line of defense of one looking toward the river and the other covering a ravine which skirts the right and rear. The rear of the work is a redan, in which is found the entrance to the fort and also the bridge over the ditch, which is reenforced by a small redan commanding the bridge.

In the center are parade ground and space for quarters and bomb-proof magazine. The front, at intervals between the guns, has bomb-proof traverses, some of which are store rooms; they are neatly finished with sods, and the parapets all round are faced with revetment of sods on the interior slope.

The work is surrounded with [a] deep ditch and occupies a commanding position on the bluff, with a steep bank almost perpendicular between it and the level of the river, giving it a command from crest of parapet to the level of river of about 30 feet. Its right is flanked by a ravine, which also covers part of the rear, from which the timber has been cleared and burned, leaving an open view extending back nearly a mile. The retiring enemy had burned the quarters and dismounted the guns, burning the carriages and blowing up the magazine, but left their flag flying. This must have been done very recently, for some of the gun carriages were yet smouldering. There was also the debris of a furnace for heating shot. The fort mounted twelve guns, one 32 commanding the entrance at the rear; three of the heaviest caliber mounted on circle-traversing carriages at the angles in barbette,

and eight guns on the front, five of which were mounted in embrasure, which took away considerably from their efficiency, as they had only a limited range of fire; but being navy 32-pounders, mounted on navy truck carriages, fitted with breeching and tackles and worked on platforms built of wood over the thread of the banquettes, they could not be mounted higher without exposing the men over the parapet. The following summary of the guns will show their character:

One 7-inch army columbiad, rifled bore; gun spiked.

Two 8-inch army columbiads, smoothbore; guns spiked.

Three 9-inch navy Dahlgren guns, smoothbore; guns spiked.

Six double-fortified navy 32s, smoothbore, 57 cwt.; guns spiked.

Total, twelve.

Two of the 9-inch Dahlgren guns are burst to atoms.

In some of the bombproof store rooms a few shells and grape were remaining, and in one of them discovered two iron-cased torpedoes, which an attempt had been made to blow up by attaching a slow match to the fuze; it also appeared to have a trigger set.

The next morning, the 18th instant, moved down the river from the anchorage near the light-house and landed with escort of marines at the wharf near Fort Boykin. This is a long wharf, projecting a great distance into the river, built of timber, and part of it quite new, having been serviceable in landing stores and material for these forts and garrisons. It is now partially destroyed by fire. At the base of the wharf a road runs up, skirted on either side by moderately high banks, leading toward Smithfield, Va., a few miles back. Standing in this road and facing the river, I observed the bluff on the right hand to be the higher of the two, having an elevation of about 25 feet, and the point near the bank crowned by a lunette, covering the wharf and the road. This lunette mounted one 7-inch army columbiad, on circle, the gun spiked and dismantled and the carriage totally destroyed by fire. In the rear of the battery a furnace for heating shot had been pulled down and the ironwork prepared for removal. Near this place were two transporting carriages for ordnance, which we destroyed. To the left of this, occupying a pleasant site on an eminence overlooking the river, stands the residence of General Boykin, on whose farm the fort bearing his name is situated.

Taking the road to the right, and passing the lunette a distance of about half a mile, brought us to the entrance of Fort Boykin, which is built on a commanding bluff, overlooking the river, being the highest point in the vicinity, except the hill on which the general's house stands. It has fine command in all directions, the ground sloping away to the rear and on all sides except the front, which is a steep bank nearly, or about, 45 feet high. The fort is an earthwork of very elaborate plan and great extent, displaying a prodigious amount of labor and good engineering skill in its projection. Its form or outline is a polygon of five unequal sides, with bastions at the angles. The front is the longest side, being on the river, and presents the indented or *crémaillère* line. Two of the other sides are advanced in the center of the curtain, presenting a small redan to flank the faces of the bastions. The length of the front of this work is about 800 feet, and it is about the same in depth from the front to the salient of one of the rear angles. It is surrounded with a deep ditch, which, on the right and part of the rear, owing to the inequalities of the ground, gives a command of about 20 feet, and the thickness of the parapet measured on the superior slope twice that, or 40 feet. Part of this ditch has on the

scarp a revetment of timber picketed on the inside. The interior of the work is traversed in all directions with bombproof traverses on the flanks of the curtains, and the bombproof shelters, and the magazines, all of which are strongly built and are works of great magnitude and carefully finished with sods; the interior slope of parapets also faced with revetment of sods. It contains three magazines, one of which had been blown up when the work was evacuated; two bombproof shelters for troops, which would shield 500 men, a parade ground, and space for quarters, not many of which had been built, as the troops were supplied from an extensive enclosed camp about a mile in the rear, in which I was informed a regiment had been quartered for the purpose of building this fort, and had worked on it daily from the middle of June, 1861, to the beginning of the present month. The work fully justifies the statement. The bombproofs are built of massive framework of pitch pine, 11 by 9 inches, and covered to considerable depth with earth, presenting cover to fire from the river side.

In evacuating this strong work, after the fight with our gunboats, the rebels burned the gun carriages and spiked the guns, having evidently made the attempt to remove them, but being in too great haste. They blew up one of the magazines, destroyed the shot furnaces, and burned their camp in the rear, which was well provided with log houses and stockaded.

We finished the work of destruction inside the fort by blowing up the other two magazines and burning some houses, and also the bombproofs. In one of the magazines I found about 120 pounds of powder, which, together with 600 pounds provided from the U. S. S. *Susquehanna*, was used in blowing up the magazines, the explosion of which left only a pile of rubbish, which it would be no easy task to reconstruct.

This fort, although covering a great extent of ground, and having been built with great care, mounted but a comparatively small number of guns, thirteen being all that remained. Some had been removed; they were found some distance back on the road to Smithfield, but I do not think there ever had been more than twenty guns, as there were no evidences of beds having been laid on some parts of the banquette. The guns had all been mounted in barbette, and except one, which was mounted in the rear, had all been placed on the river front.

Six were heavy 8-inch army columbiads, mounted on circle traversing carriage pivoted on the center of the carriage; weight of guns, 8,645 pounds.

Six others, double fortified navy 32s of the year 1827 and varying in weight from 51 to 56 cwt.

One navy 42-pounder carronade, mounted in bastion to the rear, overlooking the camp.

[Total,] 13 guns.

The guns had all been spiked and the carriages set on fire, and it appeared from the positions of the guns on the ground that they had, when heated, discharged themselves and pitched off the carriages, as most of them were lying in such a manner that I could not see the marks on the reenforce.

Very respectfully, your obedient servant,

JOHN WATTERS,
Lieutenant, U. S. Navy.

Commander A. LUDLOW CASE, U. S. Navy,
Captain of the Fleet.

Report of Lieutenant Nicholson, U. S. Navy, of a reconnoissance up the Mattapony River.

U. S. S. MARBLEHEAD,
White House, Va., May 20, 1862.

SIR: I respectfully report that in accordance with your instructions I went on board the *Currituck* on the night of Sunday last and proceeded to the Mattapony and ascended it some 40 miles, when I met with a natural bar, or bulkhead, with 3 feet of water, which obstructed farther navigation.

We found no vessels. All except a few light-draft pungies, which I understood from contrabands were 7 miles above, had apparently taken shelter in the headwaters of the Pamunkey.

From all I could discover there is no Union sentiment to be found there.

The *Corwin*, some days previous, had made a reconnoissance part of this distance up the river.

Any further explorations of this river will have to be made by boats. The river is wider and easier of navigation this far than the Pamunkey.

The *Currituck* was admirably managed by Captain Shankland.

We returned without accident this morning at 10 a. m.

I am, very respectfully, your obedient servant,

S. NICHOLSON,
Lieutenant, Commanding.

Lieutenant Commanding A. MURRAY,
U. S. S. Sebago, Senior Officer.

Letter from Lieutenant Flusser, U. S. Navy, to Commander Rowan, U. S. Navy, regarding affairs in the sounds of North Carolina.

U. S. S. COMMODORE PERRY,
Off Plymouth, N. C., May 19, 1862.

MY DEAR COMMODORE: I returned from Elizabeth this afternoon. Chaplin tells me that he has been visited during my absence by 100 people who only wish a leader in order to take arms in their own defense. They begged Chaplin to come ashore and command them, and also requested that a recruiting officer be sent here. They say that he can get 60 men in one precinct. They also say each man has a horse. I think if the general would send two companies here he would meet with much greater success than at Washington.

If the services of these men are not accepted they will soon be pressed into the Confederate Army. They have asked permission to raise our flag on the custom-house at this place. With a little conciliation toward the moderate secessionists, quick punishment for the violent, and protection and aid granted to the Union men, the whole of the eastern counties of North Carolina can readily be brought back to their allegiance. Men from 20 odd miles around have come to see the gunboats, and all are anxious to enlist.

I regard this as so important a matter that I shall send the *Shawsheen* to you early to-morrow with this letter. Colhoun sent a schooner to me at this place, taken in the Chowan. I send the papers found on board.

The *Shawsheen* destroyed a deserted battery on the Meherrin.

I heard a report yesterday at Elizabeth that the gunboats were at Richmond, and our troops within 8 miles of the same place. To-day there is a report here that ten gunboats were sunk below Richmond; that Stonewall Jackson had destroyed Banks' division and entered Pennsylvania.

Chaplin, very properly, during my absence prohibited the sitting of a court at this place. The judges were to take the oath of allegiance to the Confederacy. Among the duties of the court were first to place a tax on the people to raise a fund for the relief of the families of rebel volunteers; second, to fix a State tax.

Will you please forward the enclosed documents to Paymaster Thornton? I have no envelopes.

I hope to see you here soon.

Yours, truly,

C. W. FLUSSER,
Lieutenant, Commanding.

Commander S. C. ROWAN,
Comdg. U. S. Naval Forces, Inner Waters of North Carolina.

Letter from Commander Rowan, U. S. Navy, to Flag-Officer Goldsborough, U. S. Navy, regarding seizure of a Union man.

U. S. S. PHILADELPHIA,
New Berne, N. C., May 19, 1862.

SIR: A rabid secessionist, living on the North River and neighbor to a Union man who sold us eggs and poultry, reported the Union man, and had him seized and carried to Richmond to be tried for his life. I sent on shore and seized the secessionist and now hold him as hostage for the safe return of the Union man.

I have told the people everywhere that Union men must not be persecuted for their political opinions.

I have the honor to be, very respectfully, your obedient servant,
S. C. ROWAN,

Comdg. U. S. Naval Forces, Sounds of North Carolina.

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

Letter from the Secretary of the Navy to Flag-Officer Goldsborough, U. S. Navy, regarding vessels ordered to Hampton Roads, Virginia.

NAVY DEPARTMENT, *May 19, 1862.*

SIR: Lieutenant Commanding Wyman has been directed to send the U. S. steamers *Jacob Bell*, *Cœur de Lion*, and *Stepping Stones* to Hampton Roads to report to you.

I am, respectfully, your obedient servant,

GIDEON WELLES.

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

Order from Lieutenant Wyman, U. S. Navy, to Lieutenant McCrea, U. S. Navy, commanding U. S. S. Jacob Bell, to report to Flag-Officer Goldsborough in Hampton Roads.

NAVY DEPARTMENT, *May 19, 1862.*

You will proceed with your steamer as soon as ready to Old Point and report to Flag-Officer Goldsborough.

On your way down direct the paymaster to transfer the accounts of the *Jacob Bell*, *Oœur de Lion*, and *Stepping Stones* to the paymaster of the *Minnesota*; also direct at the mouth of the Rappahannock that the *Oœur de Lion* and *Stepping Stones* be sent to Hampton Roads immediately.

R. H. WYMAN,
Commanding Potomac Flotilla.

Lieutenant Commanding MCCREA,
Steamer Jacob Bell.

Order of the Secretary of the Navy to Flag-Officer Goldsborough, U. S. Navy, regarding the U. S. S. Susquehanna.

NAVY DEPARTMENT, *May 19, 1862.*

SIR: Direct the *Susquehanna* to proceed to Port Royal, [S. C.], and report to Flag-Officer Du Pont for duty.

I am, respectfully, your obedient servant,

GIDEON WELLES.

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

[Telegram.]

WASHINGTON, *May 19, 1862.*

(Received May 20, 1862.)

The written order to-day for the *Susquehanna* to go to Port Royal is annulled. Let her await further orders. The *San Jacinto* will receive orders dated to-day.

GIDEON WELLES,
Secretary of Navy.

Flag-Officer L. M. GOLDSBOROUGH.

Capture of a party of Federal officers and men at City Point, May 19, 1862.

Report of Commander W. Smith, U. S. Navy, commanding U. S. S. Wachusett.

U. S. S. WACHUSETT,
City Point, James River, May 20, 1862.

SIR: We arrived here on the evening of the 18th instant. Yesterday forenoon Commander Rodgers and myself visited the Point. He informed me that he and other officers had several times been on shore;

that there were several Union families there, no troops were or had been stationed there, all appeared friendly, and there were no indications of hostility.

We called at several houses. At the house of Captain Curtis one of the females of the family was quite sick, and complained that she could not procure medical advice nor medicine. I told her that our surgeon would call and see her. In the afternoon Assistant Surgeon George D. Slocum, accompanied by Paymaster Stockwell, Chief Engineer Charles H. Baker, and Lieutenant DeFord, army signal officer, went on shore. When the boat landed Master's Mate Thomas Almy remained with five of the boat's crew in charge of the boat, while the officers and six of the men went up into the village. All the party were armed with pistols and swords. In a few minutes after the party left to go up a woman ran down to the beach and told the men to get into their boat immediately and go off, which they did, but were a very short distance from the land when a party of rebels fired at them several times and retired. I was on board the *Monitor* at the time, and, with Lieutenants Commanding Stevens and Jeffers, was looking out from the turret and saw the firing. Stevens immediately left and in a few minutes the *Maratanza* and *Monitor* were underway and standing for the Point. When near there some of the rebels, on foot and on horseback, were seen moving up from the river and were fired on from the vessels, with what effect we do not know. I hurried on board and sent all our boats with field howitzers to assist our cutter (which was pulling out from the shore), and to land, but the rebels were gone, having remained only a few minutes to pick up the officers and men with them. One of the men ran from the party and got into a small boat at the beach and made his escape, although pursued and fired at by some of the rebels. When the second cutter returned to the ship she brought back Master's Mate Thomas Almy and Willis P. Pierce (seaman), killed; and Henry Johnson, seaman, John Close, seaman, and Charles Brown (or Brune), ordinary seaman, wounded; and B. Dexter, ordinary seaman, unhurt.

We have lost the assistant surgeon, paymaster, chief engineer, army signal officer, and five men, viz: Thomas Green, coxswain; John Nicholas, seaman; John Brown, seaman; Frank Cousen, ordinary seaman, and John O'Mealy, landsman.

At 6 o'clock this morning a train came down from Petersburg with a flag of truce from General Huger, informing me that he had four of our officers and five of our men, and that he had given them an opportunity of sending to the ship for such articles of clothing, etc., as they needed.

He also sent a package of letters to be mailed, which I forward herewith. The prisoners will be sent to Richmond to-day. I shall send the bodies of our dead this afternoon to Jamestown to be buried, as I do not now deem it prudent to land in this neighborhood for the purpose of burying them. I will send three wounded men down by the steamer *George Washington* to Fortress Monroe. There is no medical officer now on board this ship. Assistant Surgeon Slocum was attached to the *San Jacinto*, and temporarily relieved Surgeon Otis, by permission of the honorable Secretary of the Navy, at Norfolk. Paymaster Stockwell sent by the flag of truce the key of the iron chest, and I have ordered the money to be counted and an inventory taken of all stores and provisions on board.

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

W. SMITH,

Commander, U. S. S. *Wachusett*.

Flag-Officer L. M. GOLDSBOROUGH,

Comd'g. North Atlantic Blockading Squadron, Hampton Roads.

Petition of officers captured to the Secretary of the Navy, requesting his interference in their behalf.

PETERSBURG, VA., *May 20, 1862.*

SIR: On the 19th instant we, the undersigned, were taken prisoners of war by the Confederate forces under the following circumstances:

Captain W. Smith, of the *Wachusett*, having learned that a woman at City Point was very sick and unable to obtain a physician, and been informed that it would not be imprudent to visit that place for a short period, requested, out of charity, that Assistant Surgeon G. D. Slocum, lately detached from the *San Jacinto* to relieve temporarily Doctor Otis, surgeon of the ship *Wachusett*, to pay the woman a visit, and at the same time granting the privilege to accompany him to such other officers as should wish to go, we accordingly came on shore, and while waiting on the doctor, who was consulting his patient, we were captured by the Confederates.

Conceiving, therefore, that our case presents features of a peculiar character on account of the motives with which we came to the shore, being purely charitable, we respectfully request you to personally take measures to have us exchanged as soon as possible.

We are now in charge of General Huger, and have thus far been very kindly treated.

We refer you to Captain William Smith, of the *Wachusett*, for the particulars of our capture.

Earnestly hoping you will interfere in our behalf at your earliest convenience, we remain, most respectfully, your obedient servants,

CHARLES H. BAKER,
Chief Engineer, U. S. Navy.

LEVI S. STOCKWELL,
Acting Assistant Paymaster, U. S. Navy.

J. W. DEFORD,
First Lieutenant, Signal Corps, U. S. Army.

GEORGE D. SLOCUM,
Assistant Surgeon, U. S. Navy.

HON. GIDEON WELLES,
Secretary of the Navy.

Letter from Commander Smith, U. S. Navy, to Major-General Huger, C. S. Army.

U. S. S. WACHUSETT,
City Point, James River, Virginia, May 21, 1862.

GENERAL: For some days past several of our vessels have been at anchor here. During that time no Confederate troops had been seen until the afternoon of the 19th instant; no Confederate flag has been hoisted; but white flags have been frequently displayed in the village, and persons from there have visited our ships.

On the forenoon of the 19th instant I, with another officer, visited the village and called at several houses and were received in a friendly and polite manner. At two of the houses where we called we found a sick lady at each house. They complained much of being unable to procure medical advice or medicines, the village being without either, and they could not obtain what they needed from Petersburg. I told them that one of our medical officers would visit them and give them advice and medicines. On my return to my ship I informed our surgeon of the condition of the ladies, and he said he would visit them. In the afternoon the surgeon, accompanied by three other officers, went to the village, he

on his errand of charity to the sick ladies and they on a visit of curiosity, all trusting for their safety to the charitable object of the visit, to the faith of the flags, and the absence of an enemy, flag, or troops.

The party had been landed but a few minutes, and the surgeon was with one of the ladies, when the master's mate and five of the boat's crew, who were taking care of the boat, were informed that armed troops were coming to attack them. They immediately got into their boat and shoved off from shore, but were fired upon by soldiers and the master's mate and two of the men killed and two wounded, while the party of officers and five of the boat's crew, who were up in the village, were made prisoners and taken to Petersburg.

It seems to me that, considering the charitable object of the visit, the frequent displays of white flags, the absence of an enemy flag, and the absence until then of enemy troops, our party should not have been treated as enemies without some previous hint having been given to discontinue our visits, and that they all, but especially the surgeon, should be released.

I hope, therefore, that upon mature reflection you will agree with me in opinion on the subject and act accordingly.

I have the honor to be, very respectfully, your obedient servant,
W. SMITH,
Commander and Senior Officer Present.

Major-General BENJAMIN HUGER,
Commanding Department of Appomattox, Petersburg, Va.

Letter from Major-General Huger, C. S. Army, to Commander Smith, U. S. Navy.

HEADQUARTERS DEPARTMENT OF APPOMATTOX,
Petersburg, May 23, 1862.

SIR: I have to acknowledge the receipt of your letter of the 21st instant. I regret the unfortunate result to your officers and men, but can not admit that they received any other treatment than just what they might expect.

First, as to no Confederate flag being displayed. It is not the custom of service for pickets to display any flag.

Second, as to white flags being shown. You must be aware that no one has a right to approach an enemy with a white flag without the authority of the commander. Any such flags must have been shown by timid individuals for their own safety, and were entirely unknown to me.

Third. You come on our soil as enemies; your very presence is an injury, inflicting loss of millions to our citizens. You must expect to be treated as enemies.

With the highest respect, I remain, your obedient servant,
BENJ. HUGER,
Major-General, Commanding.

Captain Wm. SMITH, U. S. Navy,
Senior Officer U. S. Naval Forces, James River.

Instructions from Flag-Officer Goldsborough, U. S. Navy, to Commander Smith, U. S. Navy, enclosing letter to Major-General Huger, C. S. Army.

U. S. FLAGSHIP MINNESOTA,
Hampton Roads, May 22, 1862.

SIR: I will thank you to read the accompanying letter, seal the envelope, and then send it on shore by a flag of truce, to be forwarded

to General Huger. I doubt very much whether he will or can accede to my request, for in truth our case, after all, is not a strong one in our own favor, inasmuch as the doctor was unfortunately accompanied by a party of officers who, I suppose, visited the shore more to gratify an idle curiosity than anything else, and all were armed; but still there is no harm in trying to accomplish the object in view.

Keep the *Stevens* as one of the vessels under your authority. She will answer either as a tug or a dispatch vessel in case of your wanting to communicate with me, and she will also answer as well as anything else to run down to Newport News occasionally and see that the enemy is not reoccupying any of the forts along the river that he has abandoned or attempting to construct new ones. I will send provisions to you in season. I beg to urge upon you the greatest caution in communicating with the shore of the enemy hereafter. The affair at City Point should serve as a lesson to all. It is certainly a sad one, and not unattended with mortification.

I visited General McClellan on the evening of the 20th, in order to concert a joint movement with him; but after full consideration he prefers not to operate with us until after he crosses the Chickahominy. Then he will inform me fully as to what he will be willing to undertake in conjunction with our vessels in the James River. The two men* you sent to me by the *Dragon* do not appear to possess much certain information. I shall send them, however, to General McClellan, as they may be of some service to him.

Very respectfully, your obedient servant,

L. M. GOLDSBOROUGH,
Flag-Officer.

Commander WM. SMITH,
Senior Officer in James River, off City Point.

[Enclosure.]

U. S. FLAGSHIP MINNESOTA,
Hampton Roads, May 22, 1862.

SIR: On the 19th instant a boat was sent on shore at City Point from the U. S. S. *Wachusett* with her medical officer, Assistant Surgeon Slocum, accompanied by others, to afford medical advice and furnish medicines to a sick female of the family of Captain Curtis, who had enlisted the sympathies of the captain of that ship by complaining that she could not procure either at the Point. Shortly after landing the party was attacked by, I presume, some men under your command, and the doctor, together with Paymaster Stockwell, Engineer Baker, Lieutenant De Ford, of the Army, and five men of the boat's crew, were taken prisoners, as you, of course, are fully aware.

Considering that the real object of the visit was one of mercy and humanity toward one of your own subjects, and not at all intended to be of an offensive character, it strikes me that I may, with a hope of success, appeal to your well-known sense of delicacy and military propriety and ask you to liberate those prisoners; or, in case they should have been already sent to Richmond or elsewhere beyond your immediate jurisdiction, to interpose in their behalf and obtain their liberation.

Very respectfully, your obedient servant,

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

Major-General HUGER,
Commanding Department, etc., Petersburg, Va.

* See p. 407.

Letter from Major-General Huger, C. S. Army, to Flag-Officer Goldsborough, U. S. Navy.

HEADQUARTERS DEPARTMENT OF APPOMATTOX,
Petersburg, May 24, 1862.

SIR: I have to acknowledge the receipt of your letter of the 22d instant. The facts stated by you are correct. The officers and men were all armed, and the men who captured them were pickets from this command, one of whose duties is to prevent any landing from your vessels upon our shore. I enclose you a copy of my reply to Captain William Smith. The object of the visit was, of course, not known to the pickets; they only knew an armed enemy was on our soil. You state, "the real object of the visit was one of mercy and humanity toward one of your own subjects." Granted, though our citizens do not acknowledge themselves subjects of any power; but how are we to know it, unless we are informed beforehand of your intentions. The visit of your vessels up James River may also be one of "mercy and humanity," but we can not see it in that light. On the contrary, your presence has brought death and desolation over the land; families are driven from their homes; estates abandoned; the servants of families who have resided on these estates for more than a century, ruined; the poor negroes themselves deprived of their homes and turned off paupers upon the world and lost to them. The women, the sick and infirm, despoiled of their homes, and property to the amount of millions sacrificed, and for what? That a political party shall cram its tenets down our throats at the point of the bayonet. This is your visit of "mercy and humanity." May God in His mercy preserve us from such visits. I need not assure you that I regretted the circumstances under which your officers were taken, and extended to them every courtesy in my power, but had to report them to the War Department as prisoners of war, and by their orders they have been sent to the interior and will be treated just as your Government treats its prisoners. If the arrangements between General Wool and myself are not interrupted by your authorities, I hope soon to exchange every prisoner, and I shall be most happy to receive and deliver your officers and men to you. I am confident you will assist me in this object with the Government you serve.

I highly appreciate the aid you have given the cause of humanity in getting that Government to consent to an exchange of prisoners.

With highest respect, I remain, your most obedient servant,

BENJ. HUGER,

Major-General, Commanding.

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

Additional report of Commander Smith, U. S. Navy, commanding U. S. S. Wachusett.

U. S. S. WACHUSETT,
City Point, James River, Virginia, May 25, 1862.

SIR: On the afternoon of the 23d instant I received by the *Stevens* your letter for General Huger and immediately went on shore with a flag of truce, and, after walking up the railroad about a quarter of a mile, found a picket guard and delivered the letter to the commanding officer, who promised to forward it to the general. The village at the Point is entirely abandoned. This morning I received the accompany-

ing letters for you and General Wool, and forward by the *Stevens*. I hope you have been more successful than I was.

On the 22d instant Captain Millward, from Fortress Monroe, was here to communicate by flag of truce with General Huger, and I availed myself of the opportunity to send to the general a communication about our officers and men. He declined granting my request. I enclose herewith copies of my letter to him and his reply.

I know very little about flags of truce, and do not understand what is meant in his second reason. According to my construction of it, a person would not be safe in approaching a flag of truce unless he knew formally the individual carrying it and recognized in him the commander. It seems to me such a rule would be, to say the least, sheer nonsense, and often, as in the present case, lead to very serious results.

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

W. SMITH,

Commanding U. S. S. Wachusett.

Flag-Officer L. M. GOLDSBOROUGH,

Comdg. North Atlantic Blockading Squadron, Hampton Roads.

Order of the Secretary of the Navy to Commander Smith, U. S. Navy, detaching him from the command of the U. S. S. Wachusett

NAVY DEPARTMENT, *May 27, 1862.*

SIR: I have received your report of May 20, advising the Department of the capture from your vessel of 4 officers and 5 men, the death of 1 officer and 2 seamen, and the wounding of 2 officers.

This great loss appears to have been occasioned by your own neglect as commanding officer, and the Department does not feel justified in retaining you longer in so important a position.

You are therefore detached from the *Wachusett* and will report to Flag-Officer Goldsborough for the command of the U. S. steam sloop of war *Seminole*.

I am, respectfully,

GIDEON WELLES.

WM. SMITH, U. S. Navy,

U. S. S. Wachusett, North Atlantic Blockading Squadron.

Letter from the Secretary of the Navy to Flag-Officer Goldsborough regarding restrictions to be observed in communicating with Confederate officers.

NAVY DEPARTMENT, *May 29, 1862.*

SIR: The Department disapproves of Commander Smith communicating with General Huger without your permission. There should be as little intercourse as possible with the rebel generals, especially in writing, and the authority to do so should not be delegated to your subordinates except where a reference to yourself is impossible. The necessity of this restriction must be apparent to anyone who reads the letter of Commander Smith and the reply of General Huger.

I am, respectfully, etc.,

GIDEON WELLES.

Flag-Officer L. M. GOLDSBOROUGH,

Hampton Roads,

Report of Commander Smith, U. S. Navy, requesting the withdrawal of the Department's censure or a court of enquiry.

U. S. S. SEMINOLE,
Norfolk, Va., June 7, 1862.

SIR: I have the honor to acknowledge the receipt of your communication of the 27th ultimo, in which you say:

I have received your report of May 20, advising the Department of the capture from your vessel of 4 officers and 5 men; the death of 1 officer and 2 seamen, and the wounding of 2 officers. This great loss appears to have been occasioned by your own neglect as commanding officer, etc.

As the above extract shows that my report to Flag-Officer Goldsborough, of the affair referred to in it, has been misunderstood by the Department, I beg leave to make the following statement of the transaction:

On the afternoon of the 18th May last, I arrived with the *Wachusett* at City Point, James River, and found there the *Galena*, Commander John Rodgers; *Aroostook*, Lieutenant Commanding Beaumont; *Monitor*, Lieutenant Commanding Jeffers; and *Port Royal*, Lieutenant Commanding Morris, which had been anchored there a few days. From Commander Rodgers I learned that he and other officers of the other vessels had visited the village several times; that persons from shore, including one lady, had visited some of the ships; that no rebel troops were in the village; that no rebel flag had been seen there, but that white flags had been hoisted at different places in the village; that there were several professed Union families in the village, and there had been no indication of hostility among the residents toward the people of our ships.

In the forenoon of the 19th May, Commander Rodgers and myself visited the village. I took the precaution of having my boat's crew armed with pistols and cutlasses. When we landed, several white flags were flying and matters wore the peaceable aspect above described. We called at several houses, where Commander Rodgers had before visited, and were received in a friendly and cordial manner. At two of the houses we found a lady sick, at each house; they complained of being much in want of medical advice and medicines, which could not be procured there. Knowing the kindness of our medical officers to those in want of their professional services, I told the ladies that I would ask our surgeon to visit them, for which they expressed themselves very thankful. When I returned to the ship I stated the case to the medical officer, Assistant Surgeon Slocum, who unhesitatingly promised to visit the sick ladies. In the afternoon the assistant surgeon, accompanied by the paymaster, chief engineer, and an army signal officer, went on shore; he on his errand of charity, they on a visit of curiosity. They landed in a boat, with a crew of 11 men and a master's mate, who were armed with cutlasses and pistols, and everything had the same peaceful appearance as in the forenoon. On landing, the 4 officers with 6 of the boat's crew went into the village, leaving the master's mate, and 5 of the boat's crew to take care of the boat. While the boat was lying at the landing, the master's mate and his men went on the beach and strolled about, keeping within 15 or 20 rods of the boat. They had been there but a few minutes when a woman ran toward them and told them to go immediately into their boat, as some soldiers were coming; they did so, but were fired upon before they had got beyond reach of the enemy's arms. The enemy, seeing that the boat had

escaped, turned up toward the village and met the party of officers and men, who, having heard the firing, were hurrying down to the boat, and captured and soon carried them off to Petersburg. When the boat was brought back to the ship she had in her the master's mate and 1 seaman killed, 3 seamen wounded, and 1 seaman unhurt; 1 of the wounded seamen died the next day; thus we had, killed, 1 officer and 2 seamen, and wounded, 2 seamen, not 2 officers, as my report has been understood by the Department.

Here is a faithful statement of the unfortunate transaction, and I hope and believe that, when you shall give it a careful examination, you will, like myself, be unable to perceive the neglect as commanding officer with which I am charged and for which I have been very severely punished, by being deprived of my position in command of the detachment of gunboats in the James River.

When our vessels have been ascending rivers in a hostile neighborhood, if white flags were displayed they were respected by our people, who have never before, that I am aware of, been molested when they landed near them. In this case, white flags had for several days been displayed and were flying at the time the enemy fired upon and killed and captured our people. Other officers had, at different times and places, landed under the faith of the white flags, and passed unhurt and without censure. Under the same faith I permitted my people to land, and they suffered, and I am punished. If other officers did not deserve censure, why did I? We had done the same thing, landed under a white flag, which, it would seem, was in itself no fault; but some of my men were killed, which was a fault; but was it my fault? I think not, but my misfortune, and the fault of a treacherous and cowardly enemy, who took advantage of the trust we reposed in his honor and fired upon us.

In the whole transaction I can not see any ground for charging me with neglect. I hope that on mature consideration of the matter you will be pleased to reverse your decision and take off the censure passed on me, by a restoration to the position from which you have removed me.

If not, I respectfully ask that a court of enquiry may be convened in this vicinity, where all the persons conversant with the affair can be found, to investigate the matter and give their opinion as navy officers upon it.

To you, as the highest officer in the Navy, whose duty it is to watch over and protect the character, honor, and interests of the Navy, and to whom we all have a right to look for assistance in time of need, I appeal for justice, and have the honor to be,

Very respectfully, your obedient servant,

W. SMITH,
Commander, U. S. Navy.

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

[Endorsement.]

Forwarded, with remark that a court of enquiry is inexpedient at this time. To my mind, the fact that no rebel flag was flying deprived the white flag of all authorized significance.

L. M. GOLDSBOROUGH,
Flag-Officer.

Report of Captain Van Brunt, U. S. Navy, regarding affairs in Hampton Roads, Virginia.

U. S. FLAGSHIP MINNESOTA,
Hampton Roads, Virginia, May 20, 1862.

SIR: I have the honor to inform the Department that the U. S. S. *Mahaska* arrived in these roads last night, and that Lieutenant Commanding Harrison reported to me for her command this morning. The *Rhode Island* arrived here from the south this morning, with 37 rebel navy and army officers and several privates on board, from the Mississippi, as prisoners. I thought it proper to detain her, as I informed the Department by telegraph this morning, to await instructions with regard to the disposition of these officers, of whose names I enclose a list.

The *Illinois*, *Ericsson*, and *Vanderbilt* still lie in the roads awaiting instructions.

The orders to examine into the condition of the light-ship, lately wrecked from the tail of the Horseshoe, to hurry the departure of the *Coatzacoalcas*, with important dispatches for Flag-Officer Farragut, and to dispatch the *Susquehanna* to Port Royal, [S. C.], have been this day received; also the telegram countermanding the last order.

The communication asking about the relative merits of Acting Masters Kennison and Randall, both late of the *Cumberland*, has been received.

Flag-Officer Goldsborough has not yet returned from York River.

I am, very respectfully, your obedient servant,

G. J. VAN BRUNT,
Captain and Senior Officer.

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

Order from Commander Rowan, U. S. Navy, to Lieutenant Renshaw, U. S. Navy, commanding U. S. S. Louisiana, to report at New Berne, N. C., with his vessel.

U. S. S. PHILADELPHIA,
New Berne, May 20, 1862.

SIR: You will return to this place without delay with the *Louisiana* under your command, and report to me.

Lieutenant Commanding Quackenbush will relieve you at Washington, [N. C.]. You will, before leaving, give Captain Quackenbush all the information in your possession, and all the unexecuted orders.

Very respectfully,

S. O. ROWAN,
Commanding Naval Forces, etc.

Acting Lieutenant Commanding RENSHAW,
U. S. S. Louisiana.

Order of Commander Rowan, U. S. Navy, to Lieutenant Quackenbush, U. S. Navy, commanding U. S. S. Delaware, to proceed with that vessel to Washington, N. C.

U. S. S. PHILADELPHIA,
New Berne, May 20, 1862.

SIR: You will proceed without delay in the steamer *Delaware* under your command to Washington, N. C. On your arrival there you will

relieve Lieutenant Commanding Renshaw, who is ordered to return to this place with the *Louisiana* under his command, the object of your visit to Washington being to protect the Union troops now in that town.

You will continue at that place until relieved by some other vessel.

Very respectfully,

S. C. ROWAN,
Commanding Naval Forces, etc.

Lieutenant Commanding S. P. QUACKENBUSH,

U. S. S. Delaware.

Order from the Secretary of the Navy to Flag-Officer Goldsborough, U. S. Navy, to allow examination of sunken frigate Cumberland.

NAVY DEPARTMENT, May 20, 1862.

SIR: You are directed to allow Mr. Loring Bates, of Massachusetts, to examine with his submarine apparatus the sunken frigate *Cumberland*, with a view of ascertaining her exact condition and reporting the same to the Department.

Very respectfully,

GIDEON WELLES.

Flag-Officer L. M. GOLDSBOROUGH,
Commanding, etc., Hampton Roads, Virginia.

Instructions from the Secretary of the Navy to Flag-Officer Goldsborough, U. S. Navy, regarding affairs in his command.

NAVY DEPARTMENT, May 20, 1862.

SIR: The following additional vessels, viz, the *Island Belle* and *Satellite*, from the Potomac Flotilla, have been transferred to your command and directed to report to you at Hampton Roads. You will withdraw all the vessels which can be spared from the inner waters of North Carolina.

It is not known whether Major-General McClellan designs moving across to James River to receive the support of your force. If there is no concert of action or mutual understanding between the two forces, and you are satisfied from communication with the general that he does not intend to move on the river to cooperate with you, it will be the duty of your force to keep all the rivers open so far as they are navigable to the gunboats.

The *Susquehanna* and the majority of the regular gunboats will soon be withdrawn from operations farther south. Have the pipes of the *Monitor* lengthened to enable her to go down the coast.

A captain, a few officers, and 200 marines will be sent to Portsmouth, Va., to take possession of the navy yard and hospital and preserve the public property there.

The Department authorizes you to contract (if it can be done for a reasonable sum) with parties to dismount the Dahlgren guns from the abandoned works of the enemy, and send them to this yard or to New York.

The other guns may be broken or thrown down the bank, as you may deem best.

I am, respectfully, your obedient servant,

GIDEON WELLES.

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

Letter from Lieutenant Wyman, U. S. Navy, to Flag-Officer Goldsborough, U. S. Navy, regarding U. S. vessels to be transferred to his command.

FLOTILLA, POTOMAC AND RAPPAHANNOCK, May 20, 1862.

SIR: I have been ordered by the Navy Department to transfer to your command the following vessels: Steamers *Cœur de Lion*, *Island Belle*, *Stepping Stones*, *Jacob Bell*, and *Satellite*.

The first three will proceed at once; the *Jacob Bell* requires four days' repairs and the *Satellite* is now under repair.

Their accounts will be immediately forwarded to the paymaster of the *Brandywine*.

Respectfully, your obedient servant, R. H. WYMAN,
Lieutenant, Commanding Flotilla.

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

Report of Commander Smith, U. S. Navy, of the position of vessels in the James River, Virginia.

U. S. S. WACHUSETT,
City Point, James River, Virginia, May 20, 1862.

SIR: I have consulted with Commander Rodgers and am satisfied that the works at Warren [Drewry's] Bluff can not be reduced without the cooperation of land forces. I have written to General McClellan (sending my letter by Williamsburg), informing him of the position of affairs here and how he can communicate with me. I shall put the *Aroostook* on the river between here and Jamestown, to move up and down and watch the enemy, the *Port Royal* to perform the same duty up as far toward Richmond as possible. The *Maratanza* will anchor about 2½ miles above here, off the point where the Charles City Court-House road strikes the river; he will be in a position to receive any communications from General McClellan. The *Galena* will be anchored above City Point to watch the Appomattox, and this ship and the *Monitor* will anchor below the Point. I shall keep the store vessels and *Dragon* near me.

In ten days or two weeks some of the vessels will be in want of provisions.

I have the honor to be, very respectfully, your obedient servant,
W. SMITH,
Commanding U. S. S. Wachusett.

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

Letter from Commander Smith, U. S. Navy, to Flag-Officer Goldsborough, U. S. Navy, forwarding report of Commander Rodgers, U. S. Navy, regarding the condition of the U. S. S. Galena.

U. S. S. WACHUSETT,
City Point, May 20, 1862.

SIR: I forward herewith a copy of a report made to me to-day by Commander Rodgers, of the U. S. S. *Galena*.

I have the honor to be, sir, very respectfully, your obedient servant,
W. SMITH,
Commander.

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

[Enclosure.]

U. S. GUNBOAT *GALENA*,
City Point, May 20, 1862.

SIR: I have the honor to report that the *Galena* leaks badly. Her port side is much shattered by cannon shot. I have been informed she leaks $2\frac{1}{2}$ inches per hour.

If her services can readily be dispensed with here, it may be expedient to repair her while her own pumps have control of the water. In case of running aground badly, or other cause of strain, we may lose this control.

Very respectfully, your obedient servant,
 JOHN RODGERS,
Commander.

Commander WILLIAM SMITH,
Commanding U. S. Naval Forces in James River.

Order from Flag-Officer Goldsborough, U. S. Navy, to Commander Smith, U. S. Navy, to hold survey upon U. S. S. Galena.

U. S. FLAGSHIP MINNESOTA,
Hampton Roads, May 21, 1862.

SIR: Have a survey held upon the *Galena*. It is really terrible if she should have to leave the James River at this time. A leak of only $2\frac{1}{2}$ inches per hour is, comparatively, of no serious moment.

I regret exceedingly the capture of your officers,* and can not understand why so many of them were on shore, or any more, indeed, than the doctor himself. I trust that the unfortunate affair will serve as a lesson, and induce a great deal more caution hereafter. Allow no officers to visit the shore except on occasions purely of public business. I send you a medical officer by the *Mahaska*.

I am, very respectfully, your obedient servant,
 L. M. GOLDSBOROUGH,
Flag-Officer.

Commander WM. SMITH,
Senior Officer in James River, etc., U. S. S. Wachusett.

[Telegram.]

NAVY DEPARTMENT,
May 21, 1862.

The rams were ordered to be discharged on the 13th of May by telegraph. Discharge them at once. The *Vanderbilt* is not under charter by this Department.

GIDEON WELLES,
Secretary Navy.

Flag-Officer L. M. GOLDSBOROUGH,
Hampton Roads, Virginia.

[Telegram.]

U. S. FLAGSHIP MINNESOTA,
Hampton Roads, May 21, 1862.
 (Received 6:30 p. m.)

Agreeably to orders, the rams are discharged to-day. The Secretary of the Navy ordered me in person when here to discharge the *Arago*, but

* See pp. 393-401.

not the *Illinois* or *Ericsson* until further orders from Washington. The telegram to me of the 13th said, after speaking of the *Arago*: "The other rams the President says may be discharged if the War Department wishes them." I believe General Meigs has telegraphed to take them up.

L. M. GOLDSBOROUGH,
Flag-Officer.

Hon. G. WELLES,
Secretary Navy.

Order from Flag-Officer Goldsborough, U. S. Navy, to Commander Rowan, U. S. Navy, to send vessels to Hampton Roads without delay.

U. S. FLAGSHIP MINNESOTA,
Hampton Roads, May 21, 1862.

SIR: You will send to Hampton Roads without delay the *Stars and Stripes*, *Southfield*, *Morse*, *Commodore Barney*, and *Delaware*. These vessels are needed here for pressing service.

I am, very respectfully, your obedient servant,
L. M. GOLDSBOROUGH,
Flag-Officer.

Commander S. C. ROWAN,
Sounds of North Carolina.

Report of Flag-Officer Goldsborough, U. S. Navy, giving stations of vessels of North Atlantic Blockading Squadron.

U. S. FLAGSHIP MINNESOTA,
Hampton Roads, Virginia, May 21, 1862.

SIR: The following is the present distribution of vessels composing the North Atlantic Blockading Squadron:

Vessel.	Station.	Vessel.	Station.
Minnesota	Hampton Roads.	Hetzel	Sounds of North Carolina.
San Jacinto (ordered south) ..	Do.	Do.	Do.
Roman, store vessel	Do.	Delaware	Do.
Charles Phelps, store vessel ..	Do.	Ellis	Do.
William Badger, store vessel ..	Do.	Commodore Perry	Do.
Ben Morgan, store vessel	Do.	Commodore Barney	Do.
Cohasset, tug	Do.	Hunchback	Do.
Young America, tug	Do.	Southfield	Do.
Zouave, tug	Do.	Shawsheen	Do.
Susquehanna	Norfolk.	Lockwood	Do.
Seminole	Do.	Morse	Do.
Wachusett	James River, Vir-	Ceres	Do.
	ginia.	Putnam	Do.
Galena	Do.	Whitehead	Do.
Monitor	Do.	Philadelphia	Do.
E. A. Stevens	Do.	H. Brinker	Do.
Aroostook	Do.	Seymour	Do.
Port Royal	Do.	Granite	Do.
Maratanza	Do.	Daylight	Beaufort, N. C.
Mahaska	Do.	Mount Vernon	Off. Wilmington,
Dragon, tug	Do.		N. C.
Sebago	York River, Vir-	State of Georgia	Do.
	ginia.	Monticello	Do.
Corwin	Do.	Penobscot	Do.
Currituck	Do.	Chippewa	Do.
Marblehead	Do.	Victoria	Do.
Chocura	Do.	Jamestown, repairing	Philadelphia, Pa.
Louisiana	Sounds of North	Brandywine	Baltimore, Md.
	Carolina.	Myrtle, repairing	Do.
Star and Stripes	Do.	Cambridge, repairing	Do.
Valley City	Do.	Fernandina	Do.
Underwriter	Do.	Rescue, tug, repairing	Do.

Of the vessels in the sounds of North Carolina, the *Valley City* and *Underwriter* are under orders to proceed to Baltimore for repairs, and the *Stars and Stripes*, *Southfield*, *Morse*, *Commodore Barney*, and *Dela-ware* to proceed to Hampton Roads for service in this vicinity.

The *Vanderbilt*, *Illinois*, and *Ericsson* still remain in Hampton Roads.

The *Jacob Bell*, *Cœur de Lion*, and *Stepping Stones* are detached from the Potomac Flotilla and ordered to report to me.

I am, very respectfully, your obedient servant,

L. M. GOLDSBOROUGH,

Flag-Officer, Comdg. North Atlantic Blockading Squadron.

Hon. GIDEON WELLES,

Secretary of the Navy, Washington, D. C.

Illinois and *Ericsson* both discharged since above was written. Vessels from Potomac not yet arrived.

Letter from Commander Smith, U. S. Navy, to Flag-Officer Goldsborough, U. S. Navy, requesting another vessel for service up James River.

U. S. S. WACHUSETT,

City Point, James River, May 21, 1862.

SIR: Because of the intricacies in the navigation of the upper James River, I think it somewhat unsafe to send one vessel there alone, as, should she get aground, without any assistance near, her people would be very much exposed. I would therefore be much gratified if you could send me another small vessel to assist in the duty up there.

Very respectfully, your obedient servant,

W. SMITH,

Commanding U. S. S. Wachusett.

Flag-Officer L. M. GOLDSBOROUGH,

Comdg. North Atlantic Blockading Squadron, Hampton Roads.

[Enclosed slip.]

Five thousand troops could land at City Point, and, by a good road of 10 miles, march to Petersburg, destroy the railroad and bridge, and return to the Point in one day.

[W. SMITH.]

Report of Commander Smith, U. S. Navy, regarding information received from two Northern men who escaped from Petersburg, Va.

U. S. S. WACHUSETT,

City Point, James River, May 21, 1862.

SIR: Two Northern men who have been residing several years at Petersburg escaped from there yesterday and came on board the *Galena* last evening. They report about 6,000 troops at Petersburg who are about leaving for Richmond or to reenforce General Jackson. There are no batteries about Petersburg. These men seem so well acquainted with matters about Petersburg that I think they can give to you and General Wool very valuable information, and I send them to you by the tug *Dragon*.

The river between here and Richmond is so narrow that vessels going up have their crews very much exposed to sharpshooters stationed on the banks. If we had some plates of boiler iron to put on the bulwarks between the guns, it would afford much protection.

I have directed the commander of the *Dragon* to return here as soon as you will permit him. I have just received a telegram from the *Maratanza*, off the residence of Colonel Hill Carter, 2½ miles above here, informing me that a contraband told him to-day that Union troops are within 5 miles of the river and about 5 miles above this point.

Very respectfully, your obedient servant,

W. SMITH,
Commander.

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

Order from the Secretary of the Navy to Flag-Officer Goldsborough, U. S. Navy, regarding the U. S. S. Susquehanna.

NAVY DEPARTMENT, May 21, 1862.

SIR: Transmitted herewith is an order to Commander Hitchcock to proceed with the *Susquehanna* to the Gulf, etc. Dispatches for Flag-Officer Farragut will be sent to Hampton Roads by to-morrow afternoon's mail, and you will not let the *Susquehanna* leave before their arrival.

I am, respectfully, your obedient servant,

GIDEON WELLES.

Flag-Officer L. M. GOLDSBOROUGH,
Commanding, etc., Hampton Roads, Virginia.

Order of the Secretary of the Navy to Flag-Officer Goldsborough, U. S. Navy, regarding marines for Norfolk navy yard.

NAVY DEPARTMENT, May 21, 1862.

SIR: A battalion of marines will be sent down for duty at the Norfolk navy yard, and in the absence of Commander J. W. Livingston, who has been ordered to the command of the yard, you will have the marines put on duty and in charge of the public property there. You will please confer with Major-General Wool with regard to delivering up the navy yard and matters pertaining thereto to our charge.

I am, respectfully, your obedient servant,

GIDEON WELLES.

Flag-Officer L. M. GOLDSBOROUGH,
Commanding, etc., Hampton Roads, Virginia.

[Telegram.]

NAVY DEPARTMENT,
Washington, May 22, 1862.

Transfer Assistant Surgeon Bragg to the *San Jacinto*; the *Susquehanna* must go to sea. You can retain the *San Jacinto* a few days for your operations.

GIDEON WELLES,
Secretary Navy.

Flag-Officer L. M. GOLDSBOROUGH,
Hampton Roads.

Report of Lieutenant Bryson, U. S. Navy, regarding the disposition of contrabands.

U. S. GUNBOAT CHIPPEWA,
Beaufort, N. C., May 22, 1862.

SIR: I have the honor to inform you that at 5:30 on the morning of the 21st instant a boat containing contrabands to the number of 18 came alongside this ship while lying off New Inlet—8 men, 4 women, and 6 children, 1 of the latter an infant. I received them on board, made a report of the case to the senior officer, who ordered me to proceed to this place, make such disposition of them as the senior officer at Beaufort might direct, fill up with stores, coal, etc., and return to New Inlet. Three of the contrabands who were willing to enter the service I have shipped for three years.

I am, respectfully, your obedient servant,

A. BRYSON,
Lieutenant, Commanding.

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

[Endorsement.]

Forwarded, with the remark that I have no means of taking care of women and infants and old men, as one of the above is old and another has one wooden leg. However, I shall have them landed and ration them until your orders about their disposition are known. I feel embarrassed at the necessity of being obliged to take them, but as they came off to the *Chippewa*, and were received, I have relieved Lieutenant Commanding Bryson of them, as he could not return them, and I would respectfully ask you to issue some order about their disposition, if they are to be received, for I do not want to have them sent from another station to place me in the alternative of receiving them or of being considered inhuman in rejecting them. What disposition shall I make of them? I shall ration them until your order relative to them is received.

General Parke has recently issued orders to discharge all contrabands from the employment of his division.

Respectfully, yours, etc.,

SAML. LOCKWOOD,
Commander and Senior Officer.

[Endorsement.]

Answer this to the effect that all officers under my command are to be governed by the printed instructions furnished them with regard to contrabands. Unless contrabands can be rendered of use to the naval service, they are not to be received.

L. M. G.

Report of Commander Glisson, U. S. Navy, of capture of steamer Constitution.

U. S. S. MOUNT VERNON,
Blockading off Wilmington, N. C., May 22, 1862.

SIR: I have the honor to report that we discovered at daylight this morning, off Lockwood's Folly Inlet, a steamer, apparently standing along the shore to the northward.

This steamer, with the U. S. steamers *State of Georgia* and *Victoria*, immediately stood for her. We soon discovered her to be standing for us.

At 8 a. m. boarded the steamer *Constitution*, alias the *G. Washington*, of Albany, N. Y., purporting to be bound for Port Royal, [S. C.], her papers being imperfect, and having been warned off this port by the U. S. gunboat *Penobscot*, Lieutenant Commanding Olitz, twenty-four hours since, and by the captain's own statement that he was at anchor the night previous, and having every appearance on her decks of having landed cargo. Yesterday they had an observation which placed them in $33^{\circ} 50'$, yet the captain pleads ignorance of his position. She has no muster roll of her crew, and from all the circumstances connected with her I have deemed it my duty to send her in port for adjudication.

I am, very respectfully, your obedient servant,

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

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

The crew of the steamer having volunteered to work her into port, I have deemed it unnecessary to send more than a master and engineer of the fleet with her—Acting Master Alfred Everson; Thomas Nesbit, third assistant engineer. They are also witnesses.

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

Report of Lieutenant Jeffers, U. S. Navy, commanding U. S. S. Monitor, of defects in that vessel.

U. S. IRONCLAD STEAMER MONITOR,
James River, May 22, 1862.

SIR: I have hitherto refrained from making any official report relative to this vessel, as most of her prominent defects have been pointed out to or discovered by Chief Engineer Stimers, the Government inspector, and provided for in the contract for the new ones. Nor did I consider it expedient in our then state of constant readiness for a naval battle to supply information which, by some accident becoming known [to] the enemy, might be used to our detriment. Other points have lately developed themselves.

Immediately on taking command it struck me that the commander could have very little control of his guns if in the pilot house, and that the revolution of the turret would not allow the officer pointing to see the object to be fired at, unless previously notified when this object was nearly in the line of fire.

The firing at Sewell's Point on the 9th instant clearly demonstrated this fact. It was impossible, from the smoke, to see from the pilot house the effect of the shot, so as to correct the subsequent aim; and the process of training the turret successively backward and forward, searching for the object through the small aperture of the ports, was so slow that an active enemy with a large number of guns must inevitably fire into the ports during the operation.

After I took my station on top of the turret I roughly sighted by the lines of parallel plates, greatly increasing the rapidity and accuracy of fire. But to do this, independent of the exposure of so important a

person as the commander, there was a constant danger of shells passing through the opening in which I stood, and, by exploding within the turret, producing the greatest danger and demoralization. At the fight at Drewry's Bluff, on the James River, this inconvenience became still more evident. The river, being lined with riflemen on both banks, the barricades of hammocks which I had placed round my station became a target for them. I had no means of replying with musketry, nor could I elevate my guns to their position on a high bank, so that every time I stuck my head up to observe the fire they had a deliberate fire at me. The pilot house being placed forward, the guns can not be fired nearer to the line of the keel than 30 degrees when underway without deafening the persons in the pilot house. I tried this experiment myself, and the pain and stupefaction caused by the blast of the gun satisfied me that half a dozen similar discharges would render me insensible. From this cause, either in approaching a ship or battery, she is exposed to fire a long time without the power of returning it, thereby diminishing her military force 5 per cent; or, if the enemy be a ship, and it is determined to allow her to close, this vessel, in order to return the fire, must allow her to approach nearly on the beam, thus giving her the opportunity to act as a ram with great effect. This would have been the difficulty had a second encounter taken place with the *Merrimack*. It was rumored, and generally believed, that she had been provided [with a] gun firing directly ahead, also with a ram adjusted to pierce this vessel below the water. In either case of closing this vessel would have been unable to return the fire without laying herself open to the ram.

If the power existed of fighting her head on, the side armor would be almost completely protected and the turret would protect the most vulnerable parts of her deck. For these reasons it is essential that the lookout and steering apparatus shall be placed on top of the turret.

Except in case of great necessity, such as being at anchor in a tide-way, and boats or steamers should come up astern for the purpose of boarding, it would be highly imprudent to fire aft at a greater angle than 50 degrees. The effect of firing over the boilers is very great, and several successive fires would undoubtedly set them leaking, if nothing worse happened.

The bombproof smokestack at least as high as the guns is absolutely necessary.

Her military force is greatly diminished by inability to fire, or rather to run out, both guns at once. The time lost in raising the pendulum and running out the second gun often loses the favorable position, besides giving the enemy better opportunities for getting shot into the ports.

The ports have not sufficient elevation to allow the guns to be pointed at a battery placed on an eminence without losing all the advantages of an ironclad vessel; that is, proximity to the battery, in order certainly to hit and dismount the guns.

The preceding defects are, most of them, irremediable, as far as this vessel is concerned, until she shall undergo a general repair.

But a new and most important defect has developed itself with the warm weather, which demands immediate attention.

It is essential that some other mode of ventilation shall be provided not derived from the air passage through the fire room. When the weather was cool it was quite warm below, but no inconvenience was felt other than the impurity of the air passing up through the turret. But with the heat of the last ten days, the air stood at 140° in the

turret when in action, which, when added to the gases of the gun-powder and smoke, gases from the fire room, smoke and heat of the illuminating lamps, and emanations from the large number of persons stationed below, produced a most fetid atmosphere, causing an alarming degree of exhaustion and prostration of the crew. In the action at Drewry's Bluff I was obliged to discontinue the action for a quarter of an hour and take the men below to the forward part of the ship for purer air.

The vessel can not go to sea until this defect is remedied. If the hatches were all closed (as they must be at sea) in this warm weather the crew would be unable to live for forty-eight hours shut up. Quite one-third of the crew are now suffering from debility. There being no shelter on deck, they have to keep below to avoid sharpshooters.

Some modification of the galley must also be made. Several men have already literally wilted down by the intense heat of its position against the rear end of the boiler.

Although not bearing on this vessel, yet I mention a fact of importance. I understand that in some of the new vessels it is proposed to take the air down through the turret. This would, I conceive, be a fatal mistake. When firing to windward there is already a great deal of smoke in the turret, quite as much as can clear away by the time the next shot can be fired, and if the draft were downward such a body of smoke would fill the turret as to prevent the aim for several minutes.

There are several defective details about the engine, particularly the arrangement of the blowers, which can be readily altered at a machine shop. Either in action or at sea the loss of the vessel might readily be caused by the failure of a leather belt. In fact, coming around from New York, some water getting down through the air pipes and wetting the belts caused the blowers to stop, and the gases from the furnace poured into the fire room, driving the firemen and engineers out and nearly asphyxiating the chief engineer. If this had occurred in action the vessel must have been surrendered, everyone having been driven on deck.

I have partially corrected this evil by putting a blast pipe in the uptake to continue the draft in case such an accident should occur in future.

There are several other details of considerable importance which I do not enlarge upon, as they are provided for in vessels of this class hereafter to be constructed.

The opportune arrival of this vessel at Hampton Roads, and her success in staying the career of the *Merrimaack*, principally by the moral effect of her commander's gallant interposition between that vessel and the *Minnesota*, caused an exaggerated confidence to be entertained by the public in the powers of the *Monitor*, which it was not good policy to check. I, however, feel that I owe it to you, sir, as commander of the fleet, and to the Department, to put on record my deliberate opinion of her powers:

First. With her present guns she can not engage another iron-plated vessel of good construction with advantage. The ball has not sufficient velocity to penetrate, and must rely on its smashing effects only. It would not penetrate, though it might shatter, an inclined side of 4 inches well backed with wood, or our own vertical side.

Second. Although she maneuvers very quickly, her speed is but 6 knots at a maximum. She must, therefore, as against a vessel, await

the enemy's pleasure to close; and is much trammelled, as hereinbefore stated, by the limitation of the field of fire to 220 degrees of the 360 degrees.

Third. As against a fort: If she is permitted to approach a fort within a couple of hundred yards, and the fort is not above her reach, she has sufficient endurance to stand its fire until she can dismount its guns one by one, or, if one of our masonry casemated works, quarry a hole into the face of the wall until it tumbled down by the superincumbent weight. The reduction of forts by a vessel of this class alone requires the concurrence of many favorable contingencies. She must be able to approach close to it on nearly the same level, otherwise the fire is not sufficient in either accuracy or rapidity to dismount guns or drive the gunners to their bombproof shelters. It is evident that the guns in embrasure or casemate can be loaded quite as quickly as in the turret, and with entire impunity, while the turret guns are turned away for loading. This gun can then be carefully aimed at position of the ports and fired when the turret revolves so as to expose the port, giving at least equal chances of disabling the turret gun. After we deliver our fire, if we do not dismount the gun, they reload without risk for another trial. It is, of course, always to be presumed that the crew of an ironclad vessel is composed of picked men, while all the forts can not be provided with such gunners, nor with guns of heavy caliber.

Fourth. She can run by any fortification now in existence, being in my opinion invulnerable to shot of 8-inch and lower calibers. The chances of hitting with monster calibers are so small as scarcely to be taken into account.

Fifth. A solid shot of 10-inch and higher calibers, fired with heavy charges, striking near the same spot half a dozen times at short ranges, would dislocate the turret plates, drive in fragments, and end by coming through.

Sixth. That she requires very considerable changes in the mode of ventilation during action to enable her to be fought in warm weather; and that it is impossible that she should go to sea until these changes have been made.

Notwithstanding the recent battle in Hampton Roads and the exploits of the plated gunboats in the Western rivers, I am of the opinion that protecting the guns and gunners does not, except in special cases, compensate for the greatly diminished quantity of artillery, slow speed, and inferior accuracy of fire; and that for general purposes wooden ships, shell guns, and forts, whether for offense or defense, have not yet been superseded.

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

WILLIAM N. JEFFERS,
Lieutenant, Commanding.

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

[Endorsement.]

MAY 24, 1862.

I beg to forward this interesting communication to the Navy Department. It strikes me, also, as being highly important.

Very respectfully,

L. M. GOLDSBOROUGH,
Flag-Officer.

Report of Lieutenant Harrison, U. S. Navy, of the grounding of the U. S. S. Mahaska.

U. S. GUNBOAT MAHASKA,
James River, May 22, 1862.

SIR: I have to report that my pilot has grounded me at this point, off the first fort above Newport News. Every means has been tried, short of lightening the vessel, to get her afloat, but without success. I respectfully request that a strong tug may be sent to my assistance.

I have the honor to be, respectfully,

N. B. HARRISON,
Lieutenant, Commanding.

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

Letter from Flag-Officer Goldsborough, U. S. Navy, to Commander Rodgers, U. S. Navy, explaining the sending of a senior officer into the James River.

U. S. FLAGSHIP MINNESOTA,
Hampton Roads, May 22, 1862.

SIR: I wish you to understand distinctly that in sending an officer senior to yourself up James River it was not in the slightest degree from any want of confidence in you, but simply because the step was unavoidable. In truth, I dispatched Commander Case up the York River to order the *Maratanza* and *Sebago* to Hampton Roads with the view of ordering them up James River to increase our force there, but on his reaching that river he found that the Secretary of the Navy himself, who happened to be there in the *Baltimore*, from Washington, had already ordered the *Wachusett* and *Maratanza* to quit, and given instructions to Lieutenant Commanding Murray, of the *Sebago*, to regard himself as the senior officer in place of Commander Smith. Even after this, my first determination was to send the *Wachusett* to Norfolk, but on being informed of your repulse, and of the necessity for more vessels by yourself, there was no other alternative than to dispatch both the *Maratanza* and *Wachusett* as I did, more particularly, too, as both the Secretaries of State and Navy, who were in the James River at the time the *Port Royal* brought to me your dispatches, were decidedly of opinion, and so expressed themselves to me, that both should be sent up that river without delay. They were, in fact, the only vessels I had to send up there.

In times like these, more especially, we must all be willing to regard the public good as of paramount consideration, and ready to yield cheerfully and with a becoming grace our personal desires accordingly.

I write you this in haste, as it is now 1 o'clock in the morning, and I wish to have it ready to go by the *Dragon* the moment she can return.

Very respectfully, your obedient servant,

L. M. GOLDSBOROUGH,
Flag-Officer.

Commander JOHN RODGERS,
Commanding U. S. S. Galena.

Unofficial letter from Commander Rowan, U. S. Navy, to Flag-Officer Goldsborough, U. S. Navy, regarding affairs in sounds of North Carolina.

STEAMER PHILADELPHIA,
New Berne, May 22, 1862.

SIR: I have just returned from Elizabeth City, whither I had been in company with the general to receive the result of a county meeting intended to be convened on the 20th instant. On our arrival there we found that the secessionists had interrupted, or had influence enough to overawe, the people, and the meeting did not take place.

I am gathering the *Oumberland's* men, now scattered through the squadron. As soon as I get them together I shall start the *Underwriter* and *Valley City* to Baltimore. The former would have been ready to leave to-day had not the pilot (Haynes), with his usual stupidity, backed her on shore and carried away her rudder. The *Shawsheen* is crippled in the same way and is now under repairs. The crosshead of the *Lockwood* is broken and she is useless for the present. We are hard at work making a new one. An accident has occurred to the *Ellis's* machinery, which scalded two men or more. I feel quite nervous when ever I send one of these little vessels out of my sight, fearing some accident will befall her. The *Seymour* is again in commission as good as new. I have ordered all the vessels to take on board provisions till the 1st of July, which will nearly exhaust our stock. We are entirely out of sugar now. I know not what your intentions are regarding this squadron, and can therefore make no calculations as to its wants. Outside of the paymaster's department we are in want of almost everything, even to the paper I now write on, which is a contribution, and the ink, you see, is well watered.

I am greatly embarrassed about my shore arrangements, and yet I can not permit a few secessionists to ride roughshod over the people in the towns held by my guns without jerking them. The general approves always of all I do. Major Gilliam will be sent to Fort Warren. I have already informed you that I directed the fisheries to be broken up. Chaplin broke up a secesh fishery and took the owner prisoner. A doctor in Plymouth, who had threatened rather loudly to cut my throat, fell into his hands also. He kept these gentlemen till they signed a paper drawn up by Flusser, which, if they abide by, they can do no more harm.

Renshaw, in the *Louisiana*, is down from Washington, [N. O.], for coal; the *Delaware* took his place. From his account of matters there the recruiting effort is a fizzle. Men who get panic-stricken and run on board the gunboat, leaving every thing behind them, are not the people to inspire the Union men with confidence.

Renshaw informs me that the workmen who were employed on the gunboats at Wilmington have returned, the work on them being stopped. The report is that Wilmington will not be defended, but that all available force will be concentrated at Raleigh.

I hope the army will soon open the canal route between Elizabeth [City] and Norfolk. There are no troops now east of the Chowan.

Colhoun is doing good service in the Chowan. I directed Flusser to send him the *Whitehead*. I have directed all the ferryboats to be destroyed, so that each will have to stay on his own side.

I want to put a boat in the Perquimans as soon as I can get them off the sick list.

I have ordered Furniss to command the *Valley City* and McCook to the *Stars and Stripes*, Franklin preferring his own vessel. I shall send the orders for your approval. As the *Valley City* is going home, you may prefer leaving that order open.

[J. B.] Hammond has behaved (like a rowdy as he is) in so outrageous a manner that I shall be compelled to send him to you in one of the steamers. He is now in irons. I am sorry to say he is not the only drunkard; but they will follow in due time, if they do not reform.

You will please consider this as unofficial.

Very truly, your obedient servant,

S. O. ROWAN.

Flag-Officer L. M. GOLDSBOROUGH.

Letter from Flag-Officer Goldsborough, U. S. Navy, to the Secretary of the Navy, regarding operations in the James River.

U. S. FLAGSHIP MINNESOTA,
Hampton Roads, Virginia, May 23, 1862.

SIR: I visited General McClellan recently for the express purpose of ascertaining whether he was willing to throw a force across James River and unite with us in reducing at once the works at the obstructions engaged by our naval forces on the 15th instant. On reflection, he concluded it was best not to do so for the present, but to wait until he could get his army across the Chickahominy, and then determine the point. Considering the actual position of his army, and all the circumstances bearing upon his movements, I regard his conclusion as decidedly correct. He will move on the river and cooperate with us the moment it is expedient to do so. In the meantime I shall take every precaution to keep the river as open as possible. The general, on crossing the Chickahominy, is to communicate with me frequently and keep me fully advised of his operations and intentions. Thus we shall pull together. I trust that no more vessels will be sent away from here until the Richmond question is decided.

The *Seminole* is now the only vessel at Norfolk, and as the people about there have already manifested restiveness, and committed some wrong acts, it is my intention to order this ship there as soon as I can have the channelway sufficiently buoyed for her to proceed with safety. On her arrival there, I beg to request that communications from the Department may be directed to me accordingly. The *Seminole* is reported to me as being in a very bad condition of hull, and getting worse sensibly from week to week. Her commander, however, says that she can, with care, be got to Philadelphia; but it is not prudent for me to spare her services at present.

I have sent up the James River some 6 or 8 tons of boiler iron, to be used by our vessels in protecting their men against the rifles of the enemy.

I am, very respectfully, your obedient servant,

L. M. GOLDSBOROUGH,

Flag-Officer, Comdg. North Atlantic Blockading Squadron.

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

Report of Flag-Officer Goldsborough, U. S. Navy, regarding movements of vessels in Hampton Roads.

U. S. FLAGSHIP MINNESOTA,
Hampton Roads, Virginia, May 23, 1862.

SIR: I have the honor to inform the Department that the *San Jacinto* left these roads this morning, with Flag-Officer Lardner on board, for the Eastern Gulf Blockading Squadron.

The *Stepping Stones* and *Island Belle* arrived here this morning; also the *King Philip*, with marines on board, under command of Captain McCawley, destined for the Norfolk navy yard.

The *Susquehanna* has received her orders and the dispatches which she is to carry, and will proceed to sea as soon as possible.

I am, very respectfully, your obedient servant,

L. M. GOLDSBOROUGH,

Flag-Officer, Comdg. North Atlantic Blockading Squadron.

HON. GIDEON WELLES,

Secretary of the Navy, Washington, D. C.

Report of Commander Smith, U. S. Navy, regarding U. S. troops crossing the Chickahominy River.

U. S. S. WACHUSETT,
City Point, James River, Virginia, May 23, 1862.

SIR: The steamers are in want of oil for engines. Will you please send up 500 or 600 gallons in 40 or 50 gallon packages.

I have just received a dispatch from General McClellan, dated 21st instant, at headquarters near Tunstall's Station (about 3 miles from the White House on railroad toward Richmond). He says:

Our light troops have crossed the Chickahominy this morning, but we have no reliable information of the position and force of the enemy in front of that stream. Heavy bodies of troops will, however, be thrown over to-day.

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

W. SMITH,

Commanding U. S. S. Wachusett.

Flag-Officer L. M. GOLDSBOROUGH,

Comdg. North Atlantic Blockading Squadron, Hampton Roads.

Report of Commander Smith, U. S. Navy, of a reconnoissance up the James River, May 23, 1862.

U. S. S. WACHUSETT,
City Point, James River, Virginia, May 25, 1862.

SIR: On the 23d I sent the *Maratanza* and *Port Royal* up the river. They went about 25 miles, found no new batteries, but were very much annoyed by the sharpshooters from both sides of the river. They shelled and drove them away, one party of cavalry moving off with two riderless horses.

One of the men belonging to the *Port Royal* received a Minié rifle ball in his leg, making amputation necessary. It was performed yesterday morning, and the medical officers think it will be much to the

benefit of the wounded man if he can be sent to Hampton Roads. I therefore send him to-day by the *Stevens*.

I have the honor to be, very respectfully, your obedient servant,
 W. SMITH,
Commanding U. S. S. Wachusett.

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

Letter from Brigadier-General Totten, U. S. Army, to Flag-Officer Goldsborough, U. S. Navy, communicating information regarding Fort Caswell.

ENGINEER DEPARTMENT,
 Washington, May 23, 1862.

SIR: I have the honor to communicate the following information in reply to your letter of the 21st instant to Hon. G. V. Fox, Assistant Secretary of the Navy, which has been referred to this Department:

The height of the highest line of Fort Caswell ("the crest") is 34 feet above low water of ordinary spring tides.

The height of the same line ("crest") of the enveloping work (or covered way) is 26 feet above the same level.

The top of the scarp wall is at the same level of 26 feet; that is, it is exactly covered by the crest of the covered way.

The desired drawing will be prepared and sent to you as soon as practicable.

Very respectfully, your obedient servant,
 JOS. G. TOTTEN,
Brevet Brigadier-General and Colonel, Engineers.

Flag-Officer L. M. GOLDSBOROUGH, U. S. Navy,
U. S. Flagship Minnesota, Hampton Roads, Virginia.

Letter from Commander Lockwood, U. S. Navy, to Flag-Officer Goldsborough, U. S. Navy, regarding stores.

U. S. PROPELLER DAYLIGHT,
 Beaufort, N. C., May 23, 1862.

SIR: Since I had the honor of addressing you I have received from General Parke a request from General Burnside that no more coal should be put into the depot at Morehead City, as there is a probability that the room will or may be required for army stores, as, possibly, 20,000 or more troops may be sent hereabouts.

I shall, however, discharge the two schooners from which we have been taking coal, and will then have the one with paymaster's stores and two other schooners full of coal on hand. One of the latter has not arrived, although the invoices of all four have been received.

Now that we have Norfolk, could a couple of the old hulks of whale ships, lately used in Hampton Roads, be sent here, we might use one for paymasters' stores and forward officers' stores, as also engineers' stores; the other for coal, which would relieve the Government of some expense for demurrage.

We have no forward officers' stores nor engineers' stores, except oil and hemp waste and tallow. Packing and other articles are wanted, as well as all kinds of forward officers' and masters' stores.

The steamers *Victoria*, *State of Georgia*, *Monticello*, and *Chippewa* have been recently here for coal, provisions, and forward officers' stores, which they have received, except the last named, of which we have none.

I hear it reported that you contemplate coming down here to attack Fort Caswell; if so, I would ask that the *Daylight* may be included in the number of the expedition; also, I respectfully request that the mail on board of the flagship, as also any that may be at either the Norfolk or Fortress Monroe post-offices, may be sent down by the first opportunity, as we must have a large mail at Fortress Monroe, having received none since we sailed from there.

I am, sir, respectfully, your obedient servant,

SAML. LOCKWOOD,
Commander.

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

*Letter from Assistant Secretary of the Navy to Flag-Officer Goldsborough,
U. S. Navy, regarding affairs of his command.*

NAVY DEPARTMENT, May 23, 1862.

DEAR SIR: I have yours of 21st. I would not trouble myself much about what the other branch wishes in the sounds, providing you leave enough to protect them. Precious little thanks we ever get for saving them. We lost two frigates taking care of their posts. And yesterday General Wool telegraphed about Smith's unfortunate affair, "Truly, the Navy is unfortunate." We shall have to break up the force at the roads and leave the duty there to small vessels; but I am most anxious that you should have the Wilmington affair, if it can be done soon; otherwise I am afraid the whole force of vessels will be ordered on Charleston.

An average of two small vessels can be kept here for repairs. Baltimore is overloaded. Nothing yet about the *Nashville*, is there?*

An officer from Burnside says Colonel Howard is fitting up his own boats for guard duty. General Wool must give us the naval hospital at Norfolk. Dornin has been obliged to lighten the *Brandywine* to get her out, and will send you the provisions by vessel. General Totten will send you the drawings, etc., to-morrow.

Truly, yours,

G. V. FOX.

[Flag-Officer GOLDSBOROUGH,
Hampton Roads.]

[Telegram.]

FLAGSHIP MINNESOTA,
Hampton Roads, May 23, 1862.

(Received 1:45 p. m.)

SIR: The marines have arrived here. General Wool positively refuses to allow the Navy to take possession of the navy yard at Norfolk, with-

* See pp. 264-276.

out the authority of the President of the United States or the Secretary of War. I shall keep the marines on board the *King Philip* until I can hear further from you. By the mail of to-day I shall send you the correspondence that has passed between General Wool and myself.

L. M. GOLDSBOROUGH,
Flag-Officer.

Hon. G. WELLES.

[Endorsement.]

Secretary of War says he will give the order.

W.

Report of Flag-Officer Goldsborough, U. S. Navy, regarding the refusal of General Wool, U. S. Army, to allow the Navy to occupy the navy yard and ordnance depot at Norfolk, Va., and transmitting correspondence relating thereto.

U. S. FLAGSHIP MINNESOTA,
Hampton Roads, Virginia, May 23, 1862.

SIR: You directed me in person to transfer our ordnance stores at Fort Monroe to our old naval deposit for powder, shells, etc., Fort Norfolk. Knowing that the latter place had a few soldiers to guard it, I deemed it proper to address General Wool the accompanying letter, marked A, to which I received his reply, marked B, declining to permit the place to be occupied by the Navy, on the score of its having surrendered to the forces under his command, without the orders of the President or Secretary of War. Supposing that he might also assume the same grounds with regard to the navy yard and hospital, I wrote him the accompanying letter, C, and have received his reply thereto, marked D.

My impression was that nothing but the mere city of Norfolk itself had been surrendered to General Wool. The paper executed with regard to the transaction, which, or a copy of it at least, I suppose is in Washington, will determine the point beyond all question. Having read the original, I am strongly inclined to think that General Wool must be mistaken concerning the extent of the surrender; nor is it likely that municipal functionaries would take upon themselves to deliver up a work over which they exercised no control.

To remove all difficulties and embarrassments both now and hereafter, I beg leave, most respectfully, to suggest that General Wool may be given orders not to thwart the legitimate purposes of the Navy Department. Unless he be so instructed, it is not at all unlikely that he will decline to permit the removal of the Dahlgren and other guns, as directed by your communication of the 20th instant, and concerning which I am now trying to make the necessary arrangements.

I have a party now engaged in examining the *Cumberland*, with the view of ascertaining what is best to be done with her. It strikes me at present that, on removing her guns and other heavy weights, the whole hull may be raised and repaired.

I am, very respectfully, your obedient servant,

L. M. GOLDSBOROUGH,

Flag-Officer, Comdg. North Atlantic Blockading Squadron.

Hon. GIDEON WELLES,

Secretary of the Navy, Washington, D. C.

[Enclosures.]

A.

U. S. FLAGSHIP MINNESOTA,
Hampton Roads, Virginia, May 22, 1862.

SIR: The Secretary of the Navy has ordered me to take all our ordnance stores away from Fort Monroe and put them at Fort Norfolk, which place, you may probably be aware, was fitted up long since expressly as a receptacle for naval ordnance matters, and so occupied for very many years up to the breaking out of the present rebellion. As the place is probably now occupied by a few of your soldiers to guard it, will you be good enough to give the necessary directions in the premises? Commander Poor is the officer, if you please, who will receive and convey them, as he is the one charged with our ordnance affairs here, and will have to go and reside at Fort Norfolk.

I am, very respectfully, your obedient servant,

L. M. GOLDSBOROUGH,
Flag-Officer, Comdg. North Atlantic Blockading Squadron.
Major-General J. E. WOOL,
Comdg. Department of Virginia, etc., Fortress Monroe.

B.

HEADQUARTERS DEPARTMENT OF VIRGINIA,
Fort Monroe, Va., May 22, 1862.

SIR: I have the honor to acknowledge the receipt of your communication of this date, in which you state the Secretary of the Navy has ordered you to take all the navy ordnance stores from Fort Monroe and put them at Fort Norfolk.

In reply, I would remark that Fort Norfolk was surrendered to the troops under my command on the 9th instant by the rebels of Norfolk. I can not therefore permit the Navy to take possession of it without an order from the President of the United States or the Secretary of War.

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

JOHN E. WOOL,
Major-General, Commanding.
Flag-Officer L. M. GOLDSBOROUGH,
Commanding Fleet, etc., Hampton Roads.

C.

U. S. FLAGSHIP MINNESOTA,
Hampton Roads, Virginia, May 23, 1862.

SIR: Until the receipt of your communication of yesterday I was not aware that Fort Norfolk had, as you distinctly assert, been surrendered to the troops under your command. My impression was that the surrender you accepted from the municipal authorities of Norfolk was confined to the city itself, and had nothing whatever to do with any of its defenses. I shall, of course, submit your letter to Washington.

I beg now to say to you that I am informed by the Navy Department that "a captain, a few officers, and 200 marines will be sent to

Portsmouth, Va., to take possession of the navy yard and hospital and preserve the public property there." May I ask you in advance of their arrival if you intend also to interpose objections to the execution of these orders on the score of those places having been surrendered to the troops under your command or on any other ground?

Very respectfully, your obedient servant,

L. M. GOLDSBOROUGH,

Flag-Officer, Comdg. North Atlantic Blockading Squadron.

Major-General J. E. WOOL,

Comdg. Department of Virginia, etc., Fortress Monroe.

D.

HEADQUARTERS DEPARTMENT OF VIRGINIA,

Fort Monroe, Va., May 23, 1862.

SIR: From the instructions I have received I can not permit the Navy to take possession of any of the works, including the navy yard or depot, in the vicinity of Norfolk, all having been surrendered to me and taken possession of by the troops under my command, without the authority of the President of the United States or the Secretary of War.

I am, very respectfully, your obedient servant,

JOHN E. WOOL,

Major-General, Commanding.

Flag-Officer L. M. GOLDSBOROUGH,

Commanding Fleet, etc., Hampton Roads.

Order from Flag-Officer Goldsborough, U. S. Navy, to Captain McCawley, U. S. Marine Corps, to proceed to Norfolk navy yard and protect public property there.

U. S. FLAGSHIP MINNESOTA,

Hampton Roads, May 23, 1862.

SIR: Proceed to Norfolk navy yard with the marines under your command and afford every protection in your power to the public property there. Keep sentinels stationed all over the yard at such points as your judgment may dictate. The advice given you by Colonel Harris in his letter to you of the 22d instant, with regard to intercourse with the inhabitants, is very judicious, and I wish you to observe it scrupulously. You may, perhaps, find a building in the yard suitable to accommodate your men; if so, occupy it. Officers' quarters, however, are not to be used for the purpose.

I am, very respectfully, your obedient servant,

L. M. GOLDSBOROUGH,

Flag-Officer.

Captain C. G. MCCAWLEY,

Comdg. Marines, etc., U. S. S. King Philip, Hampton Roads.

Letter from the Secretary of the Navy to the Secretary of War, regarding the refusal of General Wool, U. S. Army, to allow the Navy to take possession of the navy yard at Norfolk, Va.

NAVY DEPARTMENT, *May 24, 1862.*

SIR: The rebels having left the navy yard at Gosport, this Department, with a view of securing and preserving the public property per-

taining to the Navy, which is exposed and deteriorating, ordered Commander John W. Livingston to repair thither and take charge of the same. I have also directed a carpenter, machinist, and others to report to him for duty. Laborers have also been ordered to service under his supervision.

As usual a marine force was detailed for the ordinary police and military duty at the yard, but I am informed by a dispatch from Flag-Officer Goldsborough that General Wool refuses to allow him to take possession of the navy yard at that place without an order from the President or Secretary of War.

I would therefore respectfully request that you give the necessary orders to General Wool to deliver to Flag-Officer Goldsborough possession of the yard and naval property.

Very respectfully,

GIDEON WELLES.

Hon. E. M. STANTON,
Secretary of War.

[Telegram.]

U. S. FLAGSHIP MINNESOTA,
Hampton Roads, May 24.

Your telegram of the 22d did not reach me until to-day. At this rate the mail is a quicker means of communication.

The *San Jacinto* had already gone to sea. Can I retain Assistant Surgeon Bragg on board the *Wachusett*?

The *Susquehanna* goes to sea this day. I telegraphed yesterday to the Department that General Wool positively refused to permit the Navy to take possession of the navy yard or anything else belonging to the Navy about Norfolk without the orders of the President or Secretary of War, but as yet I have received no answer.

The marines are remaining on board the *King Philip*.

L. M. GOLDSBOROUGH,
Flag-Officer.

Hon. GIDEON WELLES,
Secretary of the Navy.

[Telegram.]

NAVY DEPARTMENT, *May 24, 1862.*

If the *Susquehanna* has not sailed order Assistant Surgeon Bragg to take passage on her to join the *San Jacinto*. General Wool has orders from the Secretary of War to transfer the public property to you.

GIDEON WELLES,
Secretary of Navy.

Flag-Officer L. M. GOLDSBOROUGH,
Hampton Roads.

Letter from Major-General Wool, U. S. Army, to Flag-Officer Goldsborough, U. S. Navy, authorizing him to take possession of the Norfolk navy yard.

HEADQUARTERS DEPARTMENT OF VIRGINIA,
Fort Monroe, Va., May 24, 1862.

SIR: By orders from the Secretary of War you are authorized to take possession of the navy yard and public property at Gosport.

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

JOHN E. WOOL,
Major-General, Commanding.

Flag-Officer L. M. GOLDSBOROUGH,
Commanding Fleet, Hampton Roads.

Instructions from the Secretary of the Navy to Flag-Officer Goldsborough, U. S. Navy, regarding sunken vessels of the Navy.

NAVY DEPARTMENT, May 24, 1862.

SIR: The Department proposes to contract with responsible parties for the raising of the vessels of the Navy that have been sunk in the waters about Norfolk and in Hampton Roads.

You will therefore please see that the vessels in question are not interfered with by persons who are not authorized to do so by this Department.

I am, respectfully, your obedient servant,

GIDEON WELLES.

Flag-Officer L. M. GOLDSBOROUGH,
Commanding, etc., Hampton Roads, Virginia.

Order from Lieutenant Murray, U. S. Navy, to Acting Master Shankland, U. S. Navy, commanding U. S. S. Currituck, enclosing request from Major-General McClellan, U. S. Army.

U. S. S. SEBAGO,
White House, Pamunkey River, May 24, 1862.

SIR: I enclose you a copy of a letter from headquarters. Please carry out the plans proposed by the commanding general. You will select a convenient place above the bridge as a depository for the river craft you may capture.

You will, if you think proper, inform the people from whom you take the boats how they can recover them, and when.

I do not think it advisable to go farther up the river than 8 or 10 miles.

Very respectfully, your obedient servant,

A. MURRAY,
Commanding Flotilla in Pamunkey River.

Acting Master Commanding SHANKLAND,
U. S. S. Currituck.

[Enclosure.]

HEADQUARTERS ARMY OF POTOMAC,
Camp near Coal [Cold] Harbor, Va., May 23, 1862.

SIR: The general commanding desires me to request that you will, if practicable, take measures to have the small boats on the Pamunkey above the White House, and as much higher as you may deem prudent,

collected at the White House and retained there until such time as the owners may be willing to take the oath of allegiance and the detention of the boats no longer necessary.

The general understands that these boats are used to a considerable extent to convey across improper persons and articles.

Respectfully, your obedient servant,
S. WILLIAMS,
Assistant Adjutant-General.

Commander ALEX. MURRAY, U. S. Navy,
Commanding Flotilla in the Pamunkey.

Report of Flag-Officer Goldsborough, U. S. Navy, of movements of vessels in Hampton Roads.

U. S. FLAGSHIP MINNESOTA,
Hampton Roads, Virginia, May 24, 1862.

SIR: The *Coatzacoalcos* left the roads at 1:30 p. m. to-day for the Gulf, although a heavy gale is blowing from the northeast. She has taken on board all the ammunition she can carry.

The *Cœur de Lion* arrived yesterday afternoon.

I am, very respectfully, your obedient servant,
L. M. GOLDSBOROUGH,
Flag-Officer, Comdg. North Atlantic Blockading Squadron.

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

Letter from Flag-Officer Goldsborough, U. S. Navy, to Commander Smith, U. S. Navy, regarding increase of force in the James River.

U. S. FLAGSHIP MINNESOTA,
Hampton Roads, May 24, 1862.

SIR: I send you to increase the force already up the James River the steamers *Island Belle*, *Stepping Stones*, and *Cœur de Lion*, all of light draft. It may be expedient to use them up the Chickahominy and Appomattox rivers. If the railroad bridge at Petersburg can be destroyed, or so commanded by our vessels as to prevent its use by the enemy, it would be of infinite advantage to us, especially in case of his retreat from Richmond, which, without this bridge, would be effectively cut off in that direction. If our army should have to drop down on the Chickahominy as low as the head of navigation, which I believe is at the [Window or Windsor] Shades, some 20 or 25 miles above its mouth, then some of our vessels might be of important service in cooperating with it. I beg you to keep these considerations fully in view, and to act with regard to them as you may deem best from information you may receive of a reliable character.

I am, very respectfully, your obedient servant,
L. M. GOLDSBOROUGH,
Flag-Officer.

Commander WM. SMITH,
Senior Naval Officer in James River, U. S. S. Wachusett.

P. S.—I am directed by the flag-officer to inform you that the three steamers alluded to in the foregoing will leave Hampton Roads in the course of to-morrow,

Very respectfully,

H. VAN BRUNT,
Secretary to Flag-Officer.

Order from Flag-Officer Goldsborough, U. S. Navy, to Acting Master Harris, U. S. Navy, commanding U. S. S. Island Belle, to proceed to duty in James River.

U. S. FLAGSHIP MINNESOTA,
Hampton Roads, May 25, 1862.

SIR: I am directed by the flag-officer to give you these orders:

You will proceed with all dispatch up James River and report for duty to Commander William Smith, commanding the *U. S. S. Wachusett*, and senior naval officer on the river. On your way up you will carefully observe whether the enemy exhibits any signs of reoccupying the forts he has abandoned on the banks, or of building new works at any point along the river.

I am, very respectfully, your obedient servant,

A. LUDLOW CASE,
Captain of the Fleet.

Acting Master [ARNOLD G.] HARRIS,
Commanding U. S. S. Island Belle, Hampton Roads, Virginia.

(Copies of the above order given also to the commanding officers of the *Stepping Stones* and *Cœur de Lion*.)

Letter from Commander Rodgers, U. S. Navy, to Flag-Officer Goldsborough, U. S. Navy, regarding U. S. S. Galena.

U. S. S. GALENA,
Off City Point, May 25, 1862.

SIR: I beg leave to thank you for your very kind letter* of the 22d instant.

I asked for more force, thinking it not improbable the public exigencies might render it necessary to send an officer who would outrank me, but with the reflection that it was none of my business whether such should be the case or not, that it was proper to make the request.

I hope you will not send the *Galena* away from James River while there is any chance of her being of more service than an ordinary gun-boat.

The shots we received at our water line, and which we are still able to receive, would sink a wooden vessel.

The *Galena* should not, I think, however, be sent to sea in her present condition.

Very respectfully, your obedient servant,

JOHN RODGERS.
Commander, U. S. Navy.

Flag-Officer LOUIS [M.] GOLDSBOROUGH,
Commanding North Atlantic Blockading Squadron.

Report of Commander Smith, U. S. Navy, of affairs on the James River.

U. S. S. WACHUSETT.
City Point, James River, Virginia, May 25, 1862.

SIR: I have received a note from Commander Rodgers, of the *Galena*, at anchor about 2 miles above here, informing me that at 5 o'clock this

* See p. 414.

afternoon he received a visit from Lieutenant F. C. Davis, Company D, Third Pennsylvania Cavalry, Colonel W. [W.] Averell, in General Heintzelman's corps, now at Bottom's Bridge, who stated to him that General McClellan's whole army is within a radius of 7 miles from Richmond—the right, the center, and the left; they are still advancing. Ordered by his colonel to communicate with one of the gunboats; no special wish expressed.

Lieutenant Davis came with an escort of ten men to Colonel Carter's Wharf, about 4 miles above here, and went to the *Galena* in a small boat. Commander Rodgers sent him back in one of his boats.

A communication of this date from Colonel Campbell, military governor at Williamsburg, informs me that "the army is entrenching within sight of Richmond at last advices." The probabilities are, therefore, that there will be a regular siege.

No intelligence up to this moment of any action or even skirmish.

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

W. SMITH,

Commanding U. S. S. *Wachusett*.

Flag-Officer L. M. GOLDSBOROUGH,

Comdg. North Atlantic Blockading Squadron, Hampton Roads.

Order from Commander Rowan, U. S. Navy, to Lieutenant Hopkins, U. S. Navy, to proceed to Baltimore with the U. S. S. Underwriter.

U. S. S. PHILADELPHIA,

Off New Berne, May 25, 1862.

SIR: You will proceed without delay with the *Underwriter* under your command to Baltimore, for the purpose of getting a new boiler in that ship.

You will stop en route at Hampton Roads and report to the commander in chief.

Very respectfully,

S. C. ROWAN,

Commanding U. S. Naval Forces.

Lieutenant Commanding ALFRED HOPKINS,

U. S. S. *Underwriter*.

Report of Flag-Officer Goldsborough, U. S. Navy, of the taking possession of the Norfolk navy yard by marines on May 25, 1862.

U. S. FLAGSHIP MINNESOTA,

Hampton Roads, Virginia, May 26, 1862.

SIR: I have the honor to inform the Department, for the flag-officer, whose hand is temporarily disabled from writing, that the battalion of marines which arrived in these roads in the *King Philip* on the morning of the 23d, proceeded yesterday morning to Norfolk and took possession of the navy yard, Major-General Wool having received instructions from the War Department to transfer the public works there to the Navy.

The *Stepping Stones*, *Cœur de Lion*, and *Island Belle*, having received supplies from this ship, left to go up James River yesterday afternoon. The tug *Rescue* returned from Baltimore, repaired, on the afternoon of the 24th, and is now on service.

The departure of the *Susquehanna* is delayed by certain repairs, now nearly completed, needed on her machinery.

The circulars from the Department giving instructions to commanding officers concerning prizes have been duly distributed. The order, dated the 24th instant, concerning the raising of wrecks in Norfolk Harbor, has been received.

I enclose herewith, for the flag-officer, papers from the *Daylight*.

I am, very respectfully, your obedient servant,

A. LUDLOW CASE,
Captain of the Fleet.

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

Report of Lieutenant Constable, U. S. Revenue Marine, of receipt of order to proceed to Washington navy yard with U. S. Revenue Marine steamer E. A. Stevens (Naugatuck).

U. S. REVENUE STEAMER E. A. STEVENS,
Hampton Roads, May 26, 1862.

SIR: I have the honor to report that I have received the following telegraphic dispatch from the Secretary of the Treasury:

WASHINGTON, May 26, 1862.

Bring the steamer to the Washington navy yard.

S. P. CHASE,
Secretary Treasury.

Lieutenant D. C. CONSTABLE,
Commanding Revenue Steamer E. A. Stevens.

I propose obeying the order as soon as I can arrange some necessary business connected with the vessel.

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

D. C. CONSTABLE,
Lieutenant, Commanding.

Flag-Officer GOLDSBOROUGH,
Commanding North Atlantic Blockading Squadron.

Report of Captain Case, U. S. Navy, regarding sunken vessels in Norfolk Harbor.

U. S. FLAGSHIP MINNESOTA,
Hampton Roads, May 26, 1862.

SIR: I have the honor to report that in obedience to your order of this morning I called on General Wool and showed him the letter of instructions from the Navy Department to you in relation to raising the sunken vessels in Norfolk Harbor, Hampton Roads, Virginia.

General Wool, after reading the letter, informed me he had received instructions from the War Department about the public property and had made arrangements to have the *Merrimack* and other sunken vessels in Norfolk Harbor removed, the Government to receive 25 per cent of their value when sold, but the contract was not yet signed and he would delay its completion until he heard further from you.

In the course of conversation I asked the General if he understood the order to transfer the navy yard to the control of the Navy included the buildings, etc., at old Fort Norfolk and other navy property outside

of Gosport. He replied no; only the Gosport property, or something to that effect. He wished me to say to you, you had better telegraph about it and have the matter settled.

Very respectfully, your obedient servant,

A. LUDLOW CASE.

Flag-Officer L. M. GOLDSBOROUGH.

The flag-officer, whose right hand is disabled, directs me to forward this to the Navy Department.

Respectfully, etc.,

A. LUDLOW CASE,
Captain of the Fleet.

Order of the Secretary of the Navy to Flag-Officer Goldsborough, U. S. Navy, regarding protection of sunken vessels.

NAVY DEPARTMENT, *May 27, 1862.*

SIR: The order of May 24 applies to all vessels belonging to the U. S. Navy, and was given because it was rumored at the Department that parties under contract with some unauthorized person were about to go to work upon the steamer *Merrimack*. That vessel and all others borne upon the U. S. Naval Register are under your charge and must be protected.

I am, respectfully, your obedient servant,

GIDEON WELLES.

Flag-Officer L. M. GOLDSBOROUGH,

Comdg. North Atlantic Blockading Squadron, Hampton Roads.

Instructions from the Secretary of War to Major-General Wool, U. S. Army, regarding naval property.

WAR DEPARTMENT,
Washington City, D. C., May 27, 1862.

All proper naval property, including the magazines, naval hospital, sunken naval vessels, and grounds properly occupied by the Navy Department, should be turned over to the agents of the Navy Department.

The naval-hospital building will continue for the present to be occupied by the Medical Department of the Army, though recognized as naval property.

EDWIN M. STANTON,
Secretary of War.

Major-General JOHN E. WOOL,

Commanding Department of Virginia, Norfolk.

Order from Flag-Officer Goldsborough, U. S. Navy, to Commander Smith, U. S. Navy, to cooperate with the U. S. Army.

U. S. FLAGSHIP MINNESOTA,
Hampton Roads, May 27, 1862.

SIR: I am directed by the flag-officer, whose right hand is disabled, to say to you that, should Major-General McClellan offer troops enough to cooperate with you, with any prospect of success, in reducing the

rebel works on and about Warren's (or Drewry's) Bluff, you will not hesitate to make the attempt. He also directs me to say to you that he wishes you to afford General McClellan every assistance in your power in taking Richmond and cutting off the retreat of the enemy. Furthermore, he desires that, in the way of keeping Fort Powhatan harmless, the guns should be certainly spiked, the carriages certainly destroyed, and the magazines and bombproof certainly blown up, unless the enemy himself has already done the work.

I am, very respectfully, your obedient servant,

A. LUDLOW CASE,
Captain of the Fleet.

Commander WM. SMITH,

Comdg. U. S. S. Wachusett, Senior Naval Officer in James River.

Order from Flag-Officer Goldsborough, U. S. Navy, to Lieutenant McCrea, U. S. Navy, to proceed to duty in the James River with U. S. S. Jacob Bell.

U. S. FLAGSHIP MINNESOTA,
Hampton Roads, May 27, 1862.

SIR: I am directed by the flag-officer, who is temporarily disabled from writing, to give you these orders:

You will proceed with all dispatch up the James River, and report for duty to Commander William Smith, commanding U. S. S. *Wachusett*, and senior naval officer on the river; on your way up you will carefully observe whether the enemy exhibits any signs of reoccupying the forts he has abandoned on the banks or of building new works at any point along the river.

I am, very respectfully, your obedient servant,

A. LUDLOW CASE,
Captain of the Fleet.

Lieutenant Commanding E. P. MCCREA,

Commanding U. S. S. Jacob Bell, Hampton Roads, Virginia.

Report of Commander Smith, U. S. Navy, of reconnoissance up the Appomattox River.

U. S. S. WACHUSETT,
City Point, James River, Va., May 27, 1862.

SIR: This forenoon I sent the steamers *Cœur de Lion* and *Stepping Stones* up the Appomattox River to make a reconnoissance.

After proceeding about 3 miles up the river, they saw on the north bank, and about a mile distant, what appeared to be a new earthwork; no guns were seen, and about a hundred soldiers were near it. A signal was made on the works by waving a flag, and immediately two light discharges of small arms were heard in the woods on the south side and nearly abreast of the steamers; five men on horseback, and having the appearance of officers, were near the soldiers. The steamers threw a few shells and the enemy retreated in haste. The steamers then returned to this anchorage.

The earthwork is situated on the north side and near the river on the high ground, and at the lower end of the island, below Port Walthall.

We have heard from persons from Petersburg that obstructions have been placed in the river. They do not know certainly at what point, but they are supposed to be at the foot of the island, where they can close both channels and be protected by the battery.

There is water enough in the channel (if there be no artificial obstructions) for our steamers to reach Port Walthall, where is the terminus of a short railroad, connecting that place with the Petersburg and Richmond road. The depots, etc., could be destroyed, but to do so would cause little injury to the people, as the road is at present but little used for want of business, and I think it could not do us any good.

To reach there the battery must be taken (if there be any guns in it), and, as we could not remain there, it could be restored if needed by the rebels as soon as we should leave.

Should we take the battery and abandon it, of course it would soon be reported throughout Secession that we had been repulsed. Such a report would do the rebels much good, and might do us harm, and as the battery is not at all in our way, nor in our sight, I think it best to let it alone.

From the information we have received of the condition of the upper portions of the Appomattox, I doubt that our small steamers, the *Stepping Stones* and *Island Belle*, etc., can reach Petersburg, and if they can they can not take the place and destroy the bridge in the presence of 7,000 or 8,000 soldiers, the number reported to be usually kept there. That can only be done by a considerable body of troops.

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

W. SMITH,

Commanding U. S. S. Wachusett.

Flag-Officer L. M. GOLDSBOROUGH,

Comdg. North Atlantic Blockading Squadron, Hampton Roads.

Order of the Secretary of the Navy to Commander Gillis, U. S. Navy, to assume command of the U. S. S. Wachusett.

NAVY DEPARTMENT, *May 27, 1862.*

SIR: You are hereby detached from the command of the *Seminole*, and you will report to Flag-Officer Goldsborough for the command of the U. S. steam sloop of war *Wachusett*.*

I am, respectfully,

GIDEON WELLES.

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

U. S. S. Seminole, North Atlantic Blockading Squadron.

Letter from the Secretary of the Navy to flag-officers commanding blockading squadrons, transmitting dispatches from U. S. consuls at London and Liverpool, regarding vessels preparing to run the blockade.

NAVY DEPARTMENT, *May 27, 1862.*

SIR: I transmit herewith an extract from a dispatch of the consul at London, dated the 9th instant, relative to the steamer *Melita*; extracts

* See order to Commander Smith, p. 399.

from dispatch of the consul at Liverpool, dated the 10th instant, relative to the steamers *Adela*, *Memphis*, *Despatch*, *Nicholas III*, *Sophia*, and *Stanley*, and ships *Southerner*, *Astoria*, and *Rosalind*; and extracts from dispatch of the consul at Liverpool, dated the 7th instant, on the subject of the expedition rumored to be on foot to make an attack on some point on our coast.

The Secretary of State has given this Department notice that the steamer *Bahama* left Hamburg on the 27th ultimo with a valuable cargo, worth \$1,000,000, probably intended for the rebels.

I am, respectfully, etc.,

GIDEON WELLES.

Flag-Officer D. G. FARBAGUT,
Commanding Western Gulf Blockading Squadron.

Flag-Officer L. M. GOLDSBOROUGH,
Commanding, etc., Hampton Roads, Virginia.

[Enclosure.]

From dispatches of consul at Liverpool, dated May 7, [1862]:

Enclosed is an article from the Journal of Commerce, of Liverpool, showing the chartering of another steamer, the *Adela*, by a firm of this town. * * * I have also to report that I understand two other steamers have been purchased in Scotland by the persons in Liverpool who are aiding the rebels, and that they are to be brought around to this port. The names and particulars of the purchase have not been furnished. * * * Within the last ninety days the following steamers, all of which have been purchased for the purpose of aiding the South in some way or other, have sailed from this port, and all carrying cannon, rifles, and munitions of war. The *Herald*, *Bermuda*, *Oreto*, *Minho*, *Tubal Cain*, and *Cumbria*. Within the same period there has sailed from Hull, the steamer *Hero*; from Hamburg, the *Bahama*; from London, the *Economist* [illegible]. * * * They will have an abundance of arms at Nassau, enough to arm fifty steamers, and by the returns of cargoes, which are enclosed, you will perceive naval stores in great abundance. One ship, the *Southerner*, has 12 hogsheads of bread, 20 sacks of potatoes, and 942 bags of coffee.

From dispatches of the consul at London, dated May 9:

The steamer *Melita*, now loading in this port, has already had about 15,000 Enfields delivered. She will, I think, take out over 20,000, besides saltpeter, blankets, army cloths, etc.

* * * I think there is no doubt but that many steamers have been purchased by the Confederates within the last two months. Many, or rather several, of them are small, say from 175 to 400 tons net. These are very fast and seem designed for running into our ports and thus keeping up a trade with Nassau, etc. * * *

From dispatches of consul at Liverpool, dated May 10:

The steamer *Adela* has arrived at this port. She is commanded by Captain Walker, late of the *Great Eastern*, has been purchased for the South, and is one of the expedition of thirty steamers referred to in previous dispatches. She is only 175 tons burden, and very swift. On her voyage from Belfast to this port she made 17 knots per hour, and they say she was not put down to her full speed; that when she is she will run 19 knots. She is to be got ready and dispatched as soon as possible. * * *

The steamer *Memphis* is preparing for sea; has not yet cleared, but will do so in a day or two. This vessel now, with her cargo, draws 14 feet of water forward and 16 feet aft.

The *Southerner*, referred to in previous dispatches, sailed on 7th instant. After going in the river and clearing she took on 50 cases shell, 30 cases Enfield rifles, 23 cases with 12 tiers in each, and 20 barrels and hogsheads, contents unknown. * * *

Another screw steamer called the *Despatch*, now in dock undergoing repairs, is believed to have been purchased by the South. I will endeavor to ascertain whether it is so. A sailing vessel by name of *Astoria* entered yesterday to load for Nassau. She is 487 tons; her captain, Bruce; consignee, J. Cartmiel. She will load for the South and run in or at one of the ports, or land her cargo at Nassau. * * *

A side-wheel steamer called *Nicholas III*, on the line from Liverpool to Dublin, has been purchased by the Confederates, and is to constitute one of the expedition. She has arrived here from Dublin and is being fitted out. * * *

The steamer *Stanley*, of 376 tons, has entered to load for St. Thomas; her captain is Cargill; consignee, J. Green. I suspect this steamer; think she has been purchased by the South, but have no proof. The *Rosalind*, formerly the *Princess Royal*, referred to in previous dispatches, is loading for Nassau; took on yesterday six rifled cannon in cases, with a large quantity of shot.

The *Sophia* is loading a large quantity of saltpeter.

Capture of steamer Nassau.

Report of Commander Armstrong, U. S. Navy, commanding U. S. S. State of Georgia.

U. S. S. STATE OF GEORGIA,
Off Wilmington, N. C., May 28, 1862.

SIR: I have the honor to report that this morning a steamer was seen under the land running in for Fort Caswell. This ship and the gunboat *Victoria* were soon in chase, the steamer showing English colors. Two shots were fired across her bow to bring her to; but, running close along the land, she kept on until stopped by direct shots from our guns, when she hauled down her flag. A boat's crew escaped from her to the shore, a well directed shot from the *Victoria* scattering them as they landed. On boarding the steamer she proved to be the *Nassau*, of Nassau, formerly and until recently the notorious *Gordon*, which has so often run the blockade.

She has on board a large number of boxes, all believed to contain Enfield rifles.

I have placed Lieutenant Haxtun in charge and sent her to New York for adjudication. I enclose muster rolls of this ship and gunboat *Victoria*.

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

JAS. F. ARMSTRONG,
Commander.

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

Report of Acting Master Warren, U. S. Navy, commanding U. S. S. *Victoria*.

May 28, 1862.—At 8 a. m, it being very foggy, I weighed anchor to patrol. At 8:30 saw a steamer close in under the land, within $1\frac{1}{2}$ miles distant from us, running at full speed for Fort Caswell. I immediately started to cut her off and before I could make a signal the U. S. S. *State of Georgia* fired a gun at her. I still kept on at full speed to intercept the passage to the fort. At this time we fired a Parrot rifle 30-pounder shell at her. She still kept on. I fired another shell, which passed over her deck but did not strike her. I fired another shell which struck close to her bows. She then hove to. At this moment a boat filled with men left her. I directed a shell to be fired at the boat. It passed over. I ordered another, which struck the beach in their midst (for they had landed), and killed one man and wounded another. The rest fled into the woods. We boarded the steamer, which proved to be the rebel steamer *Gordon*, alias *Nassau*, from Nassau for Wilmington, the famous Captain Walker, of the *Fanny Lewis*, commanding. On boarding found her loaded with Enfield rifles, ammunition, clothing, medicines, etc., for the rebel Army. We took possession of her, put a prize crew on board of twenty-four officers and men, well armed, and sent her to New York for adjudication.

May 30.—U. S. S. *Mount Vernon* arrived here from Federal Point Inlet [New Inlet].

Very respectfully, your obedient servant,

J. D. WARREN,
Acting Master, Commanding.

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

Report of Flag-Officer Goldsborough, U. S. Navy, of movements of vessels in Hampton Roads.

U. S. FLAGSHIP MINNESOTA,
Hampton Roads, Virginia, May 28, 1862.

SIR: I have the honor to inform the Department that the U. S. S. *Jacob Bell* arrived in the roads yesterday afternoon. I dispatched her up James River this morning.

The U. S. S. *Susquehanna* left for the Gulf at 9:30 a. m. to-day.

I am, very respectfully, your obedient servant,

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

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

Order from Commander Rowan, U. S. Navy, to Acting Lieutenant Furniss, U. S. Navy, Commanding U. S. S. *Valley City*, to proceed with his vessel to Baltimore.

U. S. S. PHILADELPHIA,
Off New Berne, May 28, 1862.

SIR: You will proceed without delay with the *Valley City* under your command to Baltimore, stopping en route at Hampton Roads to report to the flag-officer or to the senior officer present.

You will also communicate with the *Brandywine* and transfer to that vessel such men, with their accounts, as you may have on board to be discharged.

Very respectfully,

S. C. ROWAN,
Commanding Naval Forces.

Acting Lieutenant Commanding H. K. FURNISS,
U. S. S. Valley City.

General order of Major-General Wool, U. S. Army, regarding naval property captured in the vicinity of Norfolk, Va.

GENERAL ORDERS, } HDQRS. DEPARTMENT OF VIRGINIA,
No. 52. } *Fort Monroe, Va., May 28, 1862.*

As the Navy are entitled to all guns and property recently taken in the city and vicinity of Norfolk, no officers of the Army will interfere with any disposition of the same that may be directed by the flag-officer, L. M. Goldsborough, or any authorized agent of the Navy Department, except the entrenchments and guns south of the navy yard and Gosport. At posts where there are troops stationed the officers of the Army will render such aid as may be in their power in removing the guns and property.

By command of Major-General Wool:

SEPS. CARNCROSS,
First Lieutenant and Aid-de-Camp.

Report of Commander Smith, U. S. Navy, of reconnoissance up the Chickahominy River, May 27-29, 1862.

U. S. S. WACHUSETT,
City Point, James River, Virginia, May 29, 1862.

SIR: On the morning of the 27th I started the steamer *Island Belle* to the Chickahominy River, but she had not proceeded a cable's length when her boiler sprung a leak and she was obliged to anchor. In the course of the day the damage was repaired, and yesterday morning she and the steamer *Stepping Stones* started for an exploration of the Chickahominy River; they returned this afternoon.

They ascended that river from 35 to 40 miles, to the place called the Window [Windsor?] Shades, carrying 3 or 4 or 5 fathoms, never less than 10 feet to that place, with the exception of Cole's Ford, 5 miles below the Shades, where they had only 6 feet at high water. At the Shades the river divides into several small branches, in all of which the water is shoal, not admitting the passage farther up of vessels drawing more than 4 or 5 feet.

They found many good landings where the water was deep enough for vessels of 8 or 10 feet to go alongside the banks and wharves, to which vessels of the same draft could make fast. The water in the river is clear and very potable.

The country along the banks of the river has many good-looking farms, but very few people were seen, and they heard many complaints of great want of food and of much suffering among the poorer classes. Provisions were scarce for any persons.

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

W. SMITH,
Commanding U. S. S. Wachusett.

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

Report of Commander Rowan, U. S. Navy, of having returned coast-guard troops serving on United States vessels to their regiment.

U. S. S. PHILADELPHIA,
Off New Berne, N. C., May 29, 1862.

SIR: I have the honor to inform you that I have returned the coast-guard people that have been serving on the vessels under my command to their regiment.

I have the honor to be, very respectfully, your obedient servant,
S. C. ROWAN,

Commanding U. S. Naval Forces, Sounds of North Carolina.

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

[Telegram.]

U. S. FLAGSHIP MINNESOTA,
Hampton Roads, May 29, 1862.
(Received 1.10 p.m.)

Should any 9-inch guns and carriages be wanted at Washington before some can be sent there from the forts about Norfolk, a few, I think, may be obtained from the storeship *Brandywine*, still at Baltimore. I am to-day moving this ship up to Norfolk, and expect to have her there before noon.

L. M. GOLDSBOROUGH,
Flag-Officer.

Hon. GIDEON WELLES,
Secretary Navy.

Order from Commander Rowan, U. S. Navy, to Lieutenant Quackenbush, U. S. Navy, commanding U. S. S. Delaware, to proceed with his vessel to Albemarle Sound, thence to Hampton Roads.

U. S. S. PHILADELPHIA,
Off New Berne, May 29, 1862.

SIR: You will proceed without delay to Albemarle Sound and deliver the accompanying letter to Lieutenant Commanding Flusser. Having obeyed this order, you will proceed without delay to Hampton Roads with the *Delaware* under your command and report to Flag-Officer Goldsborough.

Very respectfully,

S. C. ROWAN,
Commanding Naval Forces, etc.

Lieutenant Commanding S. P. QUACKENBUSH,
U. S. S. Delaware.

Order from Commander Rowan, U. S. Navy, to Lieutenant McCook, U. S. Navy, commanding U. S. S. Stars and Stripes, to proceed to Hampton Roads.

U. S. S. PHILADELPHIA,
Off New Berne, May 29, 1862.

SIR: You will proceed without delay to Hampton Roads with the *Stars and Stripes* under your command and on your arrival there report to Flag-Officer Goldsborough or senior officer present.

Very respectfully,

S. C. ROWAN,
Commanding Naval Forces, etc.

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

(Letters of like tenor and same date were written to the commanding officers of the *Morse Barney*, and *Southfield*.)

Report of Commander Smith, U. S. Navy, transmitting information regarding an expedition to Fort Powhatan.

U. S. S. WACHUSETT,
City Point, James River, Virginia, May 30, 1862.

SIR: Lieutenant Commanding N. B. Harrison, with the *Mahaska*, accompanied by Lieutenant Commanding E. P. McCrea in the *Jacob Bell*, went down this morning to Fort Powhatan for the purpose of destroying it, if it had not already been destroyed by the enemy.

On return of the steamers Lieutenant Commanding Harrison made a report, of which I forward the enclosed copy:

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

W. SMITH,
Commanding U. S. S. Wachusett.

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

[Enclosure.]

U. S. S. MAHASKA,
James River, May 30, 1862.

SIR: In obedience to your orders of yesterday, I proceeded with the *Mahaska* and *Jacob Bell* to Fort Powhatan.

At 8 o'clock this morning a party of sailors and marines were landed in charge of Lieutenant Farquhar, who made a thorough examination of the works. No guns, gun carriages, or platforms for guns, were seen in or about the fort.

There are no bombproofs, only earthworks. There is no indication of the works having been occupied at any time.

Some forty of the enemy's cavalry were seen forming in a field in the rear of the fort when the boats returned.

Respectfully,

N. B. HARRISON,
Lieutenant, Commanding.

Commander WM. SMITH,
Senior Naval Officer Present, Commanding U. S. S. Wachusett.

Report of Flag-Officer Goldsborough, U. S. Navy, of the moving of his flagship to Norfolk, Va.

U. S. FLAGSHIP MINNESOTA,
Norfolk, Va., May 30, 1862.

SIR: I have the honor to inform the Department that this flagship was moved to Norfolk this morning, and to request that hereafter dispatches to me may be addressed accordingly.

I am, very respectfully, your obedient servant,

L. M. GOLDSBOROUGH,

Flag-Officer, Comdg. North Atlantic Blockading Squadron.

Hon. GIDEON WELLES,

Secretary of the Navy, Washington, D. C.

Report of Flag-Officer Goldsborough, U. S. Navy, of movements of vessels at Norfolk, Va.

U. S. FLAGSHIP MINNESOTA,
Norfolk, Va., May 31, 1862.

SIR: I have the honor to report the arrival here this morning of the U. S. S. *Underwriter* from Hatteras Inlet, on her way to Baltimore for a new boiler, etc., in obedience to the orders of the Department.

The *Massachusetts* arrived here this morning on her way southward. She will leave this afternoon.

* * * * *

I am, very respectfully, your obedient servant,

L. M. GOLDSBOROUGH,

Flag-Officer, Comdg. North Atlantic Blockading Squadron.

Hon. GIDEON WELLES,

Secretary of the Navy, Washington, D. C.

Order of Flag-Officer Goldsborough, U. S. Navy, to Commander Gillis, U. S. Navy, regarding operations in James River.

U. S. FLAGSHIP MINNESOTA,
Norfolk, Va., May 31, 1862.

SIR: On relieving Commander Smith you will be careful to obtain from him all the instructions he has received from me with regard to the operations of our vessels in James River and govern yourself by them.

Very respectfully, your obedient servant,

L. M. GOLDSBOROUGH,

Flag-Officer.

Commander J. P. GILLIS,

U. S. S. Seminole, Norfolk, Va.

Letter from Commander Rowan, U. S. Navy, to Brigadier-General Parke, U. S. Army, regarding captured schooner W. F. Harris.

U. S. S. PHILADELPHIA,
Off New Berne, May 31, 1862.

SIR: I enclose the enrollment of the schooner *W. F. Harris*, taken in Core Sound by the forces under my command and sent to Beaufort for

the use of the army. If the owners of the *Harris* give you satisfactory proof that they are good Union men, you can release her so far as the Navy is concerned.

If on the other hand you decide to retain her for any purpose, I would respectfully request that you direct your quartermaster, or other proper person, to receipt for her. I enclose blank receipts.

Very respectfully,

S. O. ROWAN,
Commanding U. S. Naval Forces.

Brigadier-General J. G. PARKE,
Commanding at Beaufort, N. C.

Letter from Colonel Cram, U. S. Army, to Flag-Officer Goldsborough, U. S. Navy, regarding Fort St. Helena.

HEADQUARTERS DEPARTMENT OF VIRGINIA,
Fort Monroe, Va., May 31, 1862.

DEAR SIR: Please defer destroying the little fort called St. Helena, [Va.], until it is seen whether it may not be of use to us in defending the approach from Kempsville, etc. We shall know all about it in a few days.

T. J. CRAM,
Colonel, A. D. C., Chief Topographical Engineers, Dept. of Va.
Commodore GOLDSBOROUGH.

Order of Flag-Officer Goldsborough, U. S. Navy, to Lieutenant Murray, U. S. Navy, regarding intercourse with Confederate officers.

U. S. FLAGSHIP MINNESOTA,
Norfolk, Va., May 31, 1862.

SIR: Hereafter no officer under my command will be permitted to hold intercourse, especially in writing, with the rebel generals except in cases of emergency, when a reference to myself is impossible.

I am, very respectfully, your obedient servant,

L. M. GOLDSBOROUGH,
Flag-Officer.

Lieutenant Commanding ALEXANDER MURRAY, U. S. Navy,
Comdg. U. S. S. Sebago and Senior Officer in York River, Va.

(Copy of the above sent to the senior officer in James River, Virginia.)

Letter from Commander Rowan, U. S. Navy, to Flag-Officer Goldsborough, U. S. Navy, enclosing report from Lieutenant Colhoun, U. S. Navy, commanding U. S. S. Hunchback, of a reconnoissance in the Blackwater River, North Carolina.

U. S. S. PHILADELPHIA,
Off New Berne, N. C., June 16, 1862.

SIR: I enclose Acting Lieutenant Colhoun's report of his visit to Blackwater. I commend this officer to your notice for his ability, energy,

and high character. I hope you will recommend him for restoration to his original position in the service.

I have the honor to be, very respectfully, your obedient servant,
S. C. ROWAN,

Commanding U. S. Naval Forces, Sounds of North Carolina.

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

[Endorsement.]

I do most fully concur with Commander Rowan in opinion about the merits of Acting Lieutenant Colhoun. I know him to possess the qualities mentioned to an eminent degree.

L. M. GOLDSBOROUGH,
Flag-Officer

[Enclosure.]

U. S. S. HUNCHBACK,
Plymouth, N. C., May 31, 1862.

SIR: Since my report of the 23d instant I have secured 400 fathoms of chain cable, used by the enemy to obstruct the Chowan at the battery near the mouth of Blackwater, and destroyed the barracks. I then removed the center one of the three schooners which obstructed the Blackwater 3 miles above its mouth. On the 28th instant, having been joined by the *Whitehead*, I ascended the Blackwater to Franklin, which is about 20 miles above its mouth, and found two more schooners and the steamer *Stag* sunk a short distance below the railroad depot. The railroad bridge had been destroyed. I was also informed that the railroad bridge crossing the Nottoway had been burned, as well as the country bridge across the Blackwater about 2 miles above Franklin. None of our pickets had been to Franklin, though they had been seen on the road within 8 miles of that place. I landed with Captain French and the Coast Guard, learned that the authorities of the town had left, and, from conversation with some of the few who remained, was convinced there were no Union men there. After remaining there several hours we returned to the Chowan, where I left the *Whitehead*, and came to this place yesterday to repair my boiler.

Very respectfully, your obedient servant,

EDMD. R. COLHOUN,
Acting Lieutenant, Commanding.

Commander S. C. ROWAN,
Commanding U. S. Naval Forces, Pamlico Sound.

Report of Commander Smith, U. S. Navy, of reconnoissances up the James River, May 30 and 31, enclosing reports of Lieutenant Stevens, U. S. Navy, commanding U. S. S. Maratanza, and Lieutenant Beaumont, U. S. Navy, commanding U. S. S. Aroostook.

U. S. S. WACHUSETT,
Four Mile Creek, James River, Virginia, June 4, 1862.

SIR: On the 31st [30th] May the *Maratanza*, Lieutenant Commanding Stevens, and *Aroostook*, Lieutenant Commanding Beaumont, which were anchored at Turkey Island, went up the river on a reconnoissance, but as they waited until near noon for the tide and wished to return to their anchorage before night, they did not go very far. Lieutenant Commanding Stevens made a report of their proceedings, a copy of which is forwarded herewith.

I wished to make an examination of the river as near to Drewry's Bluff as possible, and on the 31st instant sent the *Aroostook*, Lieutenant Commanding Beaumont, the *Mahaska*, Lieutenant Commanding Harrison, and the *Jacob Bell*, Lieutenant Commanding McOrea, on that service. They ascended the river within 3 miles Drewry's Bluff and returned to their anchorage. A copy of Lieutenant Commanding Beaumont's report is forwarded herewith.

On the morning (a few minutes after midnight) of the 1st [2d] instant, the *Dragon* arrived at City Point from Norfolk with your order, enclosing General McClellan's dispatch.* After daylight the squadron was in motion. I sent the *Dragon* to Jamestown Island to order up the *Port Royal*, and, leaving the *Stepping Stones* and *Cœur de Lion* at City Point to take care of the store vessels, the *Wachusett*, *Galena*, *Monitor*, *Aroostook*, *Jacob Bell*, and *Island Belle*, started up the river. At Turkey Island the *Monitor's* engine got out of order, and she was obliged to anchor to repair it. There we were joined by the *Maratanza* and *Mahaska*, stationed at that place, and continued up the river. In consequence of the tortuosities and narrowness of the channel we proceeded rather slowly. At noon, in French's [Trent's] Reach, the *Galena*, which was just ahead of us, grounded; in a few minutes we did the same. The *Jacob Bell* took a hawser from us and endeavored to tow us off, but failed. The tide had fallen considerably and was still falling, and there was no possibility of getting off until the tide should rise; all the other vessels anchored.

While lying aground a man came on board who had deserted the previous afternoon (June 1) at 4 o'clock from the rebel steamer *Nansemond*, at Richmond. He informed me that the rebels were still at work on the barriers at Drewry's Bluff, heaping stones and brick and other materials on the sunken vessels, and had placed another barrier in the river about 2 miles above the first one; that they had strengthened their batteries at the bluff by erecting some wooden breastworks plated with heavy iron and erecting another battery on the opposite (eastern) bank of the river. From all that I have been able to learn of the batteries and barriers at Drewry's Bluff I am satisfied that to pass them with the steamers now here and with our present means is a perfect impossibility. The gunboats, being unable to get nearer than about 7 miles to Richmond, can not assist General McClellan in his attack on that place. I have not been able to get any information of his movements or his present position. On the 2d instant I sent to him a dispatch in army signal cipher by a man belonging to the *Island Belle*, who had been some time since in Richmond and was acquainted with the neighborhood and volunteered to go, believing that he could reach the headquarters.

After mature consideration I came to the conclusion that the gunboats could be of no use to the army, unless, in case of reverse, they should wish to come to James River—a result possible, though not probable. To be prepared for such a contingency, I thought it best to select an anchorage where we could most readily communicate with and assist our troops. On consultation with the pilots about the river and the country, I decided to anchor the squadron a very short distance above Four Mile Creek or Sturgeontown.

About 6 o'clock p. m. the tide rose high enough to float the *Galena* and *Wachusett*, but the channel was so narrow that this ship could not be winded in it without assistance. The *Jacob Bell* took a hawser from our bow and towed us round, our stern being aground, until our head

* See p. 444.

was downstream, and we dragged into the channel. The steamers all then got underway and dropped down and anchored at the place I had decided on. The river is wide, with low land on either side, so that the steamers are safe from sharpshooters. A short distance below is a good landing, from which a good road leads to Richmond, 9 miles distant. On the 3d instant, at 10 a. m., I sent the *Island Belle*, Acting Master Harris, up the river to look out for the man who went from her the day before to carry the dispatch to General McClellan. At 5:30 p. m. she returned, and her commander informed me that he learned from some negroes that the messenger had been captured by the rebel pickets a few miles from the river. He heard from the same negroes that the enemy was in considerable force in the woods a short distance in the rear of Aiken's farm, numbering 30,000 men, with 100 pieces of artillery. This is no doubt considerably exaggerated, but we are sure that the enemy's pickets were very numerous in the neighborhood.

I thought the report of sufficient importance to be communicated to General McClellan, and immediately dispatched the *Island Belle* to Jamestown, with a communication to Colonel Campbell, at Williamsburg, requesting him to telegraph the information to General McClellan.

Some time since I informed General McClellan that I would keep a gunboat stationed above City Point, off Colonel Carter's farm, where a public road comes to the river, for the purpose of communicating with him. I brought all the vessels up with me, but I have to-day sent the *Maratanza* to that place for the purpose above stated.

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

W. SMITH,

Commanding U. S. S. *Wachusett*.

Flag-Officer L. M. GOLDSBOROUGH,

Comdg. North Atlantic Blockading Squadron, Norfolk, Va.

[Enclosures.]

U. S. S. *MARATANZA*,

James River, Virginia, May 30, 1862.

SIR: In obedience to your orders of yesterday's date, I proceeded to-day up James River, and succeeded in reaching Farrar's Island, belonging to a Mr. Aiken, without meeting with any obstructions. The *Aroostook*, Captain Beaumont, was in company. I was unable to procure any reliable information, though making strenuous exertions to do so. When within about 9 miles of Richmond we heard heavy and continuous cannonading.

On our return both the *Maratanza* and *Aroostook* were attacked by a considerable company of rebel riflemen, when about 2 miles above the plantation of a Mr. Watkins, where this vessel and the *Port Royal* were before fired into. No casualties occurred, although both vessels were struck frequently by rifle balls, some of which must have been fired from pieces of great power. I would respectfully suggest that some stringent retaliatory measures be at once adopted to put a stop to the cowardly and murderous system of bushwhacking the enemy have adopted, by holding the property and persons of the owners of the land responsible upon which these are committed.

Should it be desirable to move the vessels in closer proximity to Richmond, I would suggest Farrar's Island as a desirable anchorage, where there is sufficient water for the draft of vessels now in James River, and as being well protected from the riflemen of the enemy by the topographical character of the adjacent country.

I am confident there are no batteries erected or being erected between City Point and Drewry's Bluff; the only thing to provide against is

from the fire of the riflemen along the banks of the river. We went within 5 miles of the battery.

Very respectfully,

T. H. STEVENS,
Lieutenant, Commanding.

Captain WM. SMITH,
Comdg. U. S. S. Wachusett and Senior Officer Present.

U. S. GUNBOAT AROOSTOOK,
City Point, June 1, 1862.

SIR: I have the honor to report that, in obedience to your order of the 31st ultimo, I got underway in the *Aroostook*, with the *Mahaska* and *Jacob Bell*, from my anchorage off Turkey Island this morning at 10:15, and proceeded up the river. On my way I shelled the bluffs on the right bank above Watkins' plantation, from which we had been fired upon the evening of the 30th. At 2 p. m. I arrived at a point within 3 miles of Drewry's Bluff, having found no obstructions in the channel and no batteries on shore.

I was much annoyed by riflemen on the left bank as I approached the further limits of the reconnoissance. I was unable to gain any useful information from the negroes along the river further than that the enemy had strengthened the works at Drewry's Bluff. Returning, I left the *Mahaska* at Turkey Island. I am happy to report no casualties.

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

J. O. BEAUMONT,
Lieutenant, Commanding.

Commander WM. SMITH, U. S. Navy,
Commanding U. S. S. Wachusett.

Report of Lieutenant Murray, U. S. Navy, commanding U. S. S. Sebago, of arrival at Hampton Roads, Virginia.

U. S. S. SEBAGO,
Hampton Roads, May 31, 1862.

FLAG-OFFICER: I arrived this morning from White House, Pamunkey River, Virginia.

I should have returned this evening, but I find it necessary to coal.

My object in coming was, at the request of General McClellan, to give safe convoy to a steamer with 570 prisoners.

Very respectfully, your obedient servant,

A. MURRAY,
Lieutenant, Commanding.

Flag-Officer L. M. GOLDSBOROUGH,
Comdg. North Atlantic Blockading Squadron, Norfolk, Va.

Letter from Flag-Officer Goldsborough, U. S. Navy, to Lieutenant Murray, U. S. Navy, giving instructions in relation to convoy of vessels.

U. S. FLAGSHIP MINNESOTA,
Norfolk, Va., June 1, 1862.

SIR: So long as you remain the senior officer of our vessels stationed in York River and its tributaries, I desire that you will not leave there

again without orders except in the event of an urgent necessity. If called upon again to convoy or escort prisoners, and you think it proper and expedient to afford such assistance, detail some other vessel than your own to perform the service; and I wish you to keep such vessel acting under your authority at all times sufficiently supplied with coal to guard against the necessity of requiring it at Hampton Roads, in case she should be sent there on momentary duty.

No officer of the Army, no matter what his rank may be, can give you an order; but the senior one present, or in general command, may prefer a request, and this you may comply with or not, according to your own judgment in the case as to the public welfare and the circumstances in which you may be placed.

Impending events, in my judgment, render it necessary that all senior officers more especially should be ever at hand on their respective stations.

I am, very respectfully, your obedient servant,

L. M. GOLDSBOROUGH,
Flag-Officer.

Lieutenant Commanding ALEXANDER MURRAY,
*Senior Naval Officer in York River,
Commanding U. S. S. Sebago, White House.*

Letter from Major-General McClellan, U. S. Army, to Flag-Officer Goldsborough, U. S. Navy, requesting cooperation.

HEADQUARTERS ARMY OF THE POTOMAC, *June 1, 1862.*

A battle commenced yesterday between this and the rebel army, which is still undecided. Can you not order the gunboats on James River to move up as near Richmond as possible? It would undoubtedly prove a good cooperation for me. Now is the time, if you expect to give me any assistance, and not a moment is to be lost.

GEO. B. MCCLELLAN,
Major-General.

Captain GOLDSBOROUGH,
Flag-Officer, Fort Monroe.

Report of Lieutenant Hopkins, U. S. Navy, commanding U. S. S. Underwriter, of arrival of that vessel at Baltimore for repairs.

U. S. S. UNDERWRITER,
Baltimore, Md., June 1, 1862.

SIR: I have the honor to report the arrival of this vessel at Baltimore for repairs, under orders of Flag-Officer L. M. Goldsborough, and, in obedience to order received, herewith enclose a list of officers under my command.

I am, sir, respectfully, your obedient servant,

ALFRED HOPKINS,
Lieutenant, Commanding.

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

Report of Flag-Officer Goldsborough, U. S. Navy, of movements of vessels at Norfolk, Va., and acknowledging instructions and orders from the Department.

U. S. FLAGSHIP MINNESOTA,
Norfolk, Va., June 2, 1862.

SIR: I have the honor to state that your letter of the 27th ultimo, covering important extracts relative principally to the fitting out of a fleet of fast steamers for some demonstration on our coast, has been received, and the extracts printed and sent to Beaufort and Wilmington.

Your communication of the 29th ultimo, expressing the disapprobation of the Department at the holding of intercourse with rebel generals by subordinate officers of the Navy, has been received, and proper instructions given to the senior officers in York and James rivers.

The copy of a note from J. T. Howard, esq., of New York, with a manifest of the cargo of the *Bahama*, sent to me on the 29th, has been printed for the information of the commanders of blockading vessels.

In obedience to your instructions of the 30th ultimo, I have detailed Assistant Surgeon E. R. Dodge, of this ship, for temporary duty on board the *Wachusett*.

I will send to Baltimore, in accordance with your orders of the 30th, two of the acting masters appointed on the 26th as soon as I have received from them the acknowledgments of their appointments.

The letter recommending Samuel N. Payne for pilot of James River, enclosed in yours of the 30th ultimo, has been received.

The U. S. S. *Southfield* arrived here yesterday morning from the sounds of North Carolina. She will proceed up James River to-day.

The U. S. S. *Delaware* arrived here from the sounds of North Carolina this morning. She will go up James River this afternoon, with Commander Gillis on board, to relieve Commander Smith.

I am, very respectfully, your obedient servant,

L. M. GOLDSBOROUGH,
Flag-Officer, Comdg. 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, regarding the sailing of gunboats Genesee and Tioga from Boston to Hampton Roads.

Confidential.]

NAVY DEPARTMENT, June 2, 1862.

SIR: The *Genesee* and *Tioga*, side-wheel gunboats at Boston, are ordered to Hampton Roads to report to you and are expected to sail about the 10th instant. The operations against Richmond may close favorably at any moment, and, in that case, it is believed that a sudden naval demonstration against Fort Caswell will be successful. You will therefore be prepared to move against that fort without a moment's delay so soon as Richmond falls.

No report has yet been received at the Department relative to the *Nashville's* escape* into and out of Wilmington, and the public report of her having been on shore there nearly two days.

Very respectfully, etc.,

GIDEON WELLES.

Flag-Officer L. M. GOLDSBOROUGH,
Comdg. North Atlantic Blockading Squadron, Norfolk, Va.

* See pp. 264-276.

Report of Lieutenant Furniss, U. S. Navy, commanding U. S. S. Valley City, of arrival of that vessel at Baltimore for repairs.

U. S. S. VALLEY CITY,
Baltimore, Md., June 2, 1862.

SIR: In obedience to orders from Commander S. C. Rowan, commanding U. S. naval forces, sounds of North Carolina, dated 28th May, 1862, I have brought this vessel to this port for repairs, after having reported to the senior officer at Hampton Roads en route, and await your further orders.

I have the honor to be, very respectfully, your most obedient servant,
HARTMAN K. FURNISS,
Acting Volunteer Lieutenant, Commanding.

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

Order of Flag-Officer Goldsborough, U. S. Navy, to Lieutenant Quackenbush, U. S. Navy, commanding U. S. S. Delaware, to proceed to duty in the James River.

U. S. FLAGSHIP MINNESOTA,
Norfolk, Va., June 2, 1862.

SIR: You will proceed with all dispatch up the James River and report for duty to the senior naval officer there. On your way up you will carefully observe whether the enemy exhibits any signs of reoccupying the forts he has abandoned on the banks, or of building new works at any point along the river.

I am, very respectfully, your obedient servant,
L. M. GOLDSBOROUGH,
Flag-Officer.

Lieutenant Commanding S. P. QUACKENBUSH, U. S. Navy,
Commanding U. S. S. Delaware, Norfolk, Va.

Letter from Flag-Officer Goldsborough, U. S. Navy, to Commander Rowan, U. S. Navy, requesting report of any recent bursting of guns on either side.

U. S. FLAGSHIP MINNESOTA,
Norfolk, Va., June 2, 1862.

SIR: At this juncture it is highly important for the Department to be made aware of all the facts in your possession connected with the recent bursting of any gun on either side.

You will therefore report to me all you may know in relation to this matter, and in future you will fully inform me concerning any occurrence of the kind which may take place in your vicinity or among the vessels under your command.

I am, respectfully, your obedient servant,
L. M. GOLDSBOROUGH,
Flag-Officer.

Commander S. C. ROWAN,
Commanding U. S. Forces, Sounds of North Carolina.

(Copies of the above sent to Commander J. P. Gillis, commanding U. S. S. Wachusett, and senior naval officer in James River, Virginia,

and to Lieutenant Commanding Alex. Murray, U. S. Navy, commanding U. S. S. *Sebago*, and senior naval officer in York River, Virginia, and Commander O. S. Glisson, U. S. Navy, commanding *Mount Vernon*, and senior naval officer off Wilmington, N. C.)

Letter from Flag-Officer Goldsborough, U. S. Navy, to the Secretary of the Navy, enclosing letter from Major-General Wool, U. S. Army, regarding the raising of the Merrimack (U. S. S. Virginia).

U. S. FLAGSHIP MINNESOTA,
Norfolk, Va., June 2, 1862.

SIR: I have the honor to transmit to you herewith a copy of a letter, dated yesterday, received by me from General Wool, and also a copy of my reply to it. The ground taken by the general that the *Merrimack* does not belong to the Navy because she had been entirely remodeled and ironclad at the time of her destruction, strikes me as too absurd to merit serious attention; nor is it a fact that she had been entirely remodeled. Another remarkable feature of the general's letter is his statement that before the property belonging to the Navy was ordered to be turned over to the navy agents, I (he had) made a contract to raise the *Merrimack*. Commander Case, by my directions, took your letter of the 24th of May (informing me of the intention of the Department to contract with responsible parties for the raising of the vessels of the Navy that had been sunk in the water about Norfolk and in Hampton Roads) to General Wool on the 26th of May, and the general, after reading it, informed him that although he had made arrangements to have the *Merrimack* and other sunken vessels in Norfolk Harbor removed, the contract was not yet signed, and he would delay his condition until he heard further from me. A copy of Commander Case's letter to me, detailing the interview, has already been received by the Department. Two days afterwards, viz, on the 28th of May, I received from General Wool two papers of that date, copies of which I now enclose.

It clearly appears that the contract made by General Wool to raise the *Merrimack* must have been signed by him after he had been informed, in the way mentioned above, of the Navy Department's intentions in the matter, and also after his assurance to Commander Case that he would not complete it until he heard further from me.

Why this course on his part I can not possibly conceive, unless it be to gratify parties hanging about Fort Monroe.

The *Merrimack* is entirely out of the channel way; no one can trouble her with impunity, and, in point of fact, it is of no great consequence to the public interests whether she be raised immediately or one, two, or three months hence.

I am, very respectfully, your obedient servant,

L. M. GOLDSBOROUGH,

Flag-Officer, Comdg. North Atlantic Blockading Squadron.

Hon. GIDEON WELLES,

Secretary of the Navy, Washington, D. C.

[Enclosures.]

HEADQUARTERS DEPARTMENT OF VIRGINIA,

Fort Monroe, Va., June 1, 1862.

SIR: Before the property belonging to the Navy was ordered to be turned over to the navy agents I made a contract to raise the *Merrimack*. The contractor had already commenced when you gave orders

to those engaged in it not to interfere with the raising. This vessel does not belong to the Navy, she being entirely remodeled and ironclad at the time of her destruction. If there should be found any timbers remaining that would be serviceable to the Navy they will be turned over to the Navy. I have therefore to request that you will not again interfere with the raising of the wreck. I will see that the public interest is properly protected.

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

JOHN E. WOOL,
Major-General, Commanding.

Flag-Officer L. M. GOLDSBOROUGH,
Commanding Fleet, Hampton Roads.

U. S. FLAGSHIP MINNESOTA,
Norfolk, Va., June 1, 1862.

SIR: In reply to your communication of to-day I have to say that, from the instructions I have received, I can not permit any one to raise the *Merrimack* under any contract made by you.

That wreck is placed distinctly under my charge by the Navy Department, and as to your statement about her not belonging to the Navy, I differ with you entirely in opinion.

Very respectfully, your obedient servant,

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

Major-General JOHN E. WOOL,
Commanding Department of Virginia, Fortress Monroe.

Letter from Flag-Officer Goldsborough, U. S. Navy, to the Secretary of the Navy, acknowledging confidential communication regarding operations against Richmond, Va.

U. S. FLAGSHIP MINNESOTA,
Norfolk, Va., June 3, 1862.

SIR: I have the honor to acknowledge the receipt of your confidential communication* of yesterday, and its directions shall be fully observed. In making my arrangements for the object mentioned. I calculated, confidently, upon the services of the *Susquehanna*, *San Jacinto*, *Monitor*, and *Galena*; but now, I suppose, I can not have those, or either of them, as even the engine of the *Monitor*, I have just learned, has broken down, and some time will be required to repair the damages. A report of the occurrence will be made by this mail, if possible, and I shall send to New York without a moment's delay for the parts that are necessary to be furnished. I may be able to reduce the works in view without the aid of these four vessels, although, without them, I, of course, have less confidence of success. The principal work is now, perhaps, more formidable than the Department is aware. Still, we will do our very best. I trust that I may not be deprived of any more really valuable fighting vessels before the affair comes off. I shall put my whole heart into the job.

I am, very respectfully, your obedient servant,

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

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

* See p. 445.

Letter from Flag-Officer Goldsborough, U. S. Navy, to the Secretary of the Navy, enclosing reports relative to an accident to the engine of the U. S. S. Monitor.

NORFOLK, VA., June 3, 1862.

SIR: The accompanying papers will give the Department all the information I possess with regard to the accident which has happened to the engine of the *Monitor*. By to-day's mail I wrote to New York for the parts of the machinery necessary to procure from there to repair damages, with directions to use every possible means to get them here in the shortest time.

I am, very respectfully, your obedient servant,

L. M. GOLDSBOROUGH,

Flag-Officer, Comdg. North Atlantic Blockading Squadron.

Hon. GIDEON WELLES,

Secretary of the Navy, Washington, D. C.

[Enclosure.]

U. S. IRONCLAD STEAMER MONITOR,

Off' City Point, James River, June 2, 1862.

SIR: I am much chagrined at the necessity of forwarding the accompanying report of the senior engineer relative to an accident to the engine. The enclosed report and drawing will explain the exact nature of the damage.

It was one of those accidents impossible to foresee or prevent so common to the steam engine, and probably the least likely place for one to occur. The engines were moved for some minutes every day, when not running, to see that everything was in order and properly keyed up. From the time of starting until the bending of the rods was discovered the vessel had been running slow on account of the foaming of the boilers.

It is evident from the nature of the primary accident, causing the secondary and more serious damage, that no precaution could have prevented it.

This a. m. at 7 the vessels of the flotilla left City Point, pursuant to your dispatch, for the upper part of the river, intending to approach the obstructions as near as convenient without drawing the fire of the forts, with the object of ascertaining the present condition of the enemy's defenses, and communicating with General McClellan, should he and they be in a position to afford mutual support. Not having heard any firing in that direction, I presume that they met with no resistance. I had proceeded but about 8 miles in their company, when the accident occurred to the engine, compelling me to anchor. Commander Smith directed me to follow him as soon as possible, but finding matters more serious than at first supposed, I decided, after making some temporary repairs, to return to this anchorage, working high pressure, and send one of the small vessels down to save the mail, if you consider it expedient to order by mail or telegraph the necessary duplicate parts.

I shall immediately make such repairs as can be done here, but in the opinion of the chief engineer it would be very unsafe to run the vessel any length of time, and then only at slow speed.

Very respectfully,

WILLIAM N. JEFFERS,

Lieutenant, Commanding.

Flag-Officer L. M. GOLDSBOROUGH,

Commanding North Atlantic Blockading Squadron.

[Subenclosure.]

U. S. S. MONITOR,
James River, June 2, 1862.

SIR: Shortly after we got underway this morning the air-pump piston rod, air-pump connecting rod, the plungers of both feed and bilge pumps were bent.

This was caused by the hollow socket cast on the feed-pump suction valve and the round stem cast on the delivery valve, which works in this socket, both breaking off and entering the chamber of the force pump, the plunger on its return stroke striking these pieces and causing the bending of the parts mentioned, the feed and bilge pumps being attached one to each end of the air-pump crosshead. The engines were at the time working slow. The air-pump piston rod is made of brass, and can not, I think, be made entirely straight without breaking. I have, however, made it as straight as I could with safety. The air-pump connecting rod was bent about $1\frac{3}{4}$ inches; it has been heated and an attempt made to straighten it, but a crack showed itself after a few blows with the sledge.

The body of the feed-pump plunger is bent a little, but it can not be thoroughly straightened without the use of a lathe; and the end which came in contact with the pieces of broken valve was so much burred that it could not be withdrawn from chamber.

The bilge-pump plunger is but a little bent. The engine can be made to operate, as far as the valves of the force pump are concerned, by making use of the bilge-pump suction valve and fitting an iron stem to the broken delivery valve; this has been done. The engines can be made to work, but some of the parts mentioned are liable to give way at any moment.

The engines can also work high pressure, but it is not desirable to run them so longer than can be helped. A new air-pump connecting rod and a set of valves for the feed pump should be made immediately, and I recommend that a new air-pump piston rod and a force-pump plunger be also ordered.

The machinery was built by C. H. Delamater, foot of Thirecenth street, New York.

Accompanying this you will find sketch illustrating the accident.

Very respectfully, yours,

ISAAC NEWTON,
Senior Engineer.

Lieutenant Commanding W. N. JEFFERS, U. S. Navy,
Commanding Monitor.

Report of Commander Glisson, U. S. Navy, regarding affairs off Wilmington, N. C.

U. S. S. MOUNT VERNON,
Beaufort, June 3, 1862.

SIR: I have to report to you that we have captured the steamer *Constitution* on the 22d of May. A copy of my letter* to the honorable Secretary of the Navy is herewith enclosed. The *Constitution* will be worth about \$40,000.

The *State of Georgia* and *Victoria* have captured the steamer *Gordon*.† [She] is worth at least \$150,000.

* See p. 409.

† See pp. 433, 434.

They are reenforcing both the forts at this place. We have thrown a number of shells into the fort on Federal Point, which has about 20 guns and 1,000 men. We shall require a larger force before we can take it. We have not men enough to take possession were we to silence their battery, and the ammunition on board of the vessels would not hold out if we kept a daily fire on the fort, and there are no ordnance stores at Beaufort. As soon as the fort on Federal Point is taken we have the key to the river, and Fort Caswell must fall. We shall want more gunboats, not drawing more than 8 or 9 feet of water.

I am, very respectfully, your obedient servant,

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

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

Order of Flag-Officer Goldsborough, U. S. Navy, to Lieutenant Jeffers, U. S. Navy, commanding U. S. S. Monitor, to assist in the attack on the enemy in James River.

U. S. FLAGSHIP MINNESOTA,
Norfolk, Va., June 3, 1862.

SIR: If you can possibly assist the other vessels in their attack upon the enemy, by resorting to the expedient of using your engine with steam at high pressure, do so.

Incur every rational risk to perform this extremely important service.

I have sent to New York for the parts that are wanted for your engine. Mr. Loring has the matter in charge. Send the *Cœur de Lion* back, without unnecessary delay, with the information he wants from your chief engineer.

I am, very respectfully, your obedient servant,

L. M. GOLDSBOROUGH,
Flag-Officer.

Lieutenant Commanding JEFFERS,
U. S. S. Monitor, James River, Virginia.

Report of Lieutenant Jeffers, U. S. Navy, commanding U. S. S. Monitor, regarding affairs on the James River.

U. S. IRONCLAD STEAMER MONITOR,
Off City Point, June 4, 1862.

SIR: I have the honor to acknowledge the receipt of your dispatch of yesterday. At 7 p. m., just as Captain Gillis arrived in the *Delaware, Southfield* in company, the chief engineer reported the machinery together and in working order. It has been turned over slowly, and appears to work satisfactorily. At the same time the *Island Belle* arrived from Commander Smith, bound to Jamestown Island to inform General McClellan of the precise position of the ships. Signals by rockets the night previous had elicited no reply. Two men in succession, a contraband and subsequently a white man from the *Belle*, had attempted to cross the country, but this morning it was heard that both had been apprehended by the enemy's pickets. The communications sent were in the Signal Corps cipher, therefore communicated no information.

Commander Smith, with all the vessels, is now lying in the reach of the river just below Trench's [Trent's] Reach, a very favorable position for communicating. He had been up within 5 miles of the obstructions, fired upon by sharpshooters from every eligible point. The enemy, it was said, had strengthened their batteries and obstructions at Drewry's Bluff.

You will perceive, sir, that by going farther up the river they do not approach sensibly nearer by land to McClellan's forces, while by so doing they enhance the difficulties of communication by being within distance of the supporting force of the batteries. In fact, it appears that up to this time Jamestown Island is the only channel by which we can safely communicate. All accounts agree that our army is to the northward of Richmond, therefore very far from our line of approach, which is from the south.

Information was communicated last evening to General McClellan, derived from an intelligent contraband, that a force of 30,000 men and 40 pieces of artillery were in motion, apparently making a flank march to the east toward the Chickahominy, the object of which it would be difficult to divine, unless they entertained the greatest hopes of success in repulsing our forces at Richmond, in which event it would be disastrous to us. If we take Richmond, this body (if such a force there is) is certainly ours.

From the nature of McClellan's advance, it is evident that no support could be given by the gunboats. We are advancing upon lines forming a right angle. We give the moral support of threatening their flank, preventing any reenforcements or supplies reaching him by way of the river.

Commander Gillis left at 2 p. m. to join the flotilla and make himself acquainted with matters. I am ready to go up if he requires my services.

He directed me to request you to send up a load of coal. Our supply is reduced to 20 tons in the schooner. All the vessels will shortly require more.

He also requested that all vessels may be directed to stop at Jamestown Island to bring forward without delay any communications awaiting us there.

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

WILLIAM N. JEFFERS,
Lieutenant, Commanding.

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

Letter from Commander Gillis, U. S. Navy, to Flag-Officer Goldsborough, U. S. Navy, giving information about defenses at Drewry's Bluff.

U. S. STEAM SLOOP WACHUSETT,
Sturgeontown, James River, June 4, 1862.

SIR: Herewith please find the acknowledgement and report of order* of the honorable Secretary of the Navy to me of 27th ultimo.

On enquiry I learn that two other batteries have been erected near Drewry's Bluff, where are several thousand troops, making it necessary, owing to shoal water, narrow channel, and elevated position of battery, to attack by land in the rear. All reports confirm the durability of the

* See p. 431.

obstructions in river, forming a dam, some say two, which will take months to remove if unmolested in the work—heavy granite blocks, with piles, sunken vessels, etc.

I propose dividing the naval force here into three divisions—one at this anchorage, one at Turkey Island, where communication may be had occasionally through contrabands with Major-General McClellan, and one at City Point, where the store vessels remain, thus keeping the vessels within aid from each other (or division) and open communication from Turkey Island to Jamestown, whence intelligence to and from General McClellan is now had.

I write in haste, and would refer you to Commander Smith for any further information you may desire; will make enquiry in relation to Appomattox, etc. All that can be done in aid of the good cause, Union, and in carrying out your instructions, shall be cheerfully attended to.

Very respectfully, your obedient servant,

JNO. P. GILLIS,

Commander, Comdg. Naval Force, James River, Virginia.

Flag-Officer L. M. GOLDSBOROUGH, U. S. Navy,

Commanding North Atlantic Blockading Squadron, Norfolk, Va.

Order from Flag-Officer Goldsborough, U. S. Navy, to Commander Rowan, U. S. Navy, to direct U. S. steamers Commodore Perry and Hunchback to proceed to Beaufort, N. C.

U. S. FLAGSHIP MINNESOTA,

Norfolk, Va., June 4, 1862.

SIR: On the receipt of this, direct the *Commodore Perry* and *Hunchback* to take on board as large a supply of ordnance stores for their own use as they can possibly accommodate with safety, proceed to Beaufort, N. C., and there await further orders from me. There is a supply of both coal and provisions at Beaufort, and if they can not conveniently fill up with these before starting from the sounds for that place, they can do so there. I wish them to be ready to start from Beaufort at a moment's warning, and well supplied with everything necessary for active fighting service. Give them all the provisions they may require, so far as your own supply and needs will permit.

I am, very respectfully, your obedient servant,

L. M. GOLDSBOROUGH,

Flag-Officer.

Commander S. C. ROWAN,

Sounds of North Carolina.

(Copy of the above sent off on June 6, 1862.)

Order of the Secretary of the Navy to Flag-Officer Goldsborough, U. S. Navy, regarding operations against Fort Caswell.

Confidential.]

NAVY DEPARTMENT, June 4, 1862.

SIR: Yours* of June 3 (No. 272) is received. It is presumed by the Department that the *Galena* and *Monitor* can be used by you against Fort Caswell, and, in fact, any or all the vessels under your command, leaving only the tugboats to watch the sounds and rivers. This with-

* See p. 448.

drawal, however, can not be permitted until the fall of Richmond or the dispersion of the rebel army releases your force from its duty of cooperating with the army.

Very respectfully, etc.,

GIDEON WELLES.

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

Letter from the Secretary of the Navy to Flag-Officer Goldsborough, U. S. Navy, regarding raising the C. S. S. Virginia (Merrimack).

NAVY DEPARTMENT, June 4, 1862.

SIR: I have received your letter of the 2d instant and enclosure. Your course is approved. The *Merrimack* is a naval vessel and is borne on the books of our Navy. Major-General Dix being now in command at Fortress Monroe, it is presumed there will be no further difficulty. Major-General Wool has no authority to contract for the raising of the *Merrimack*, and his agents must not disturb her.

I am, respectfully, your obedient servant,

GIDEON WELLES.

Flag-Officer L. M. GOLDSBOROUGH,
Commanding, etc., Norfolk, Va.

Report of Flag-Officer Goldsborough, U. S. Navy, of movements of vessels at Norfolk, Va.

U. S. FLAGSHIP MINNESOTA,
Norfolk, Va., June 5, 1862.

SIR: I have the honor to inform the Department that the *Commodore Barney* arrived here last night and the *Stars and Stripes* and *Morse* this morning—all from the sounds of North Carolina.

* * * * *

Very respectfully, your obedient servant,

L. M. GOLDSBOROUGH,

Flag-Officer, Comdg. North Atlantic Blockading Squadron.

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

[Telegram.]

NAVY DEPARTMENT,
Washington, D. C., June 5, 1862.

I have just received the following telegraph from Chief Engineer Stimers at New York:

Captain Jeffers can go on with the *Monitor* working high pressure. They have been arranged expressly for that purpose. Such defect is not important. I will send the parts wanted as soon as the list comes.

Has the Norfolk hospital or any part of it been turned over to you?

G. V. FOX,
Assistant Secretary.

Flag-Officer GOLDSBOROUGH,
Norfolk, Va., via Fort Monroe.

Letter from the Assistant Secretary of the Navy to Flag-Officer Goldsborough, U. S. Navy, regarding the proposed attack on Wilmington, N. C.

NAVY DEPARTMENT, June 5, 1862.

MY DEAR SIR: I have yours of 3d instant. If the *Susquehanna* has not gone, you might keep her, but I looked out the chart carefully and found the 18-foot curve is distant 2 nautical miles from the fort, and the *Susquehanna* draws 19 feet forward, 19.6 aft.

Farragut having gone up the Mississippi with all his vessels, and the enemy having a naval force at Mobile stronger than ours off that port, forced us to dispatch her at once. I would not go without the *Monitor* and *Galena* for fear of failure. Delay for repairs is better than non-success. The *Dacotah* was ordered to return and ought to be absent but twenty days. The *Tioga* and *Genesee* are promised Saturday next. As you can not move off the requisite force until Richmond falls, I think you will have some time yet.

Truly, yours, etc.,

G. V. Fox.

Flag-Officer L. M. GOLDSBOROUGH,
Commanding, etc., Norfolk, Va.

Order of Flag-Officer Goldsborough, U. S. Navy, to Lieutenant Murray, U. S. Navy, to keep vessels in readiness to move at a moment's notice.

U. S. FLAGSHIP MINNESOTA,
Norfolk, Va., June 5, 1862.

SIR: I wish the *Sebago*, *Marblehead*, and *Chocura* kept amply supplied with provisions, coal, and ordnance stores, and in full readiness in every respect for a move at a moment's notice after the fall of Richmond. They are to go on fighting service, and, therefore, let each take on board as many projectiles and other ordnance stores for their own use as they can possibly accommodate with safety.

I am, very respectfully, your obedient servant,

L. M. GOLDSBOROUGH,
Flag-Officer

Lieutenant Commanding ALEXANDER MURRAY,
U. S. S. *Sebago*, York River, Virginia.

[Telegram.]

U. S. FLAGSHIP MINNESOTA,
Norfolk, Va., June 6, 1862.

SIR: I was well aware of what Mr. Stimers states, and gave orders accordingly. The *Monitor* is now arranged to work at high pressure, but this is but a temporary expedient, and involves material loss of power, which she can ill afford to spare. She is to assist our other vessels at every rational risk, and will do so. I mean, of course, those up James River.

In turning over all naval property, including the magazines, naval hospital, etc., General Wool in his communication, gives, as the directions of Mr. Stanton, that the navy hospital building will continue for the present to be occupied by the Medical Department of the Army, though recognized as naval property.

No part of it, even, has therefore been turned over to me, although we need a part of it, at least, very much. The Army has also taken possession of the marine hospital.

L. M. GOLDSBOROUGH,
Flag-Officer.

Hon. G. V. FOX,
Assistant Secretary.

Letter from Flag-Officer Goldsborough, U. S. Navy, to the Secretary of the Navy, regarding proposed attack on Wilmington, N. C., and forwarding reports on condition of U. S. S. Galena.

NORFOLK, VA., June 6, 1862.

SIR: I have the honor to acknowledge the receipt of your confidential communication of the 4th instant.

In order that the Department may fully understand the present condition of the *Galena*, I beg leave to submit the accompanying papers concerning her. Commander Rodgers, under date of May 25, wrote to me that the *Galena* should not be sent to sea in her present condition.

The Department is already advised of the present condition of the *Monitor*, both by the detailed report of Lieutenant Commanding Jeffers, sent some days before she received her present injuries, and by his report concerning those injuries, which has been transmitted since.

I will, however, take both the *Monitor* and *Galena* with me if they can possibly go.

I am, very respectfully, your obedient servant,

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

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

P. S.—This ship, the *Minnesota*, can not approach Fort Caswell nearer than about 3 statute miles.

L. M. G.

[Enclosures.]

U. S. S. WACHUSETT,
City Point, James River, Virginia, May 24, 1862.

GENTLEMEN: You will hold a strict and careful survey on the U. S. S. *Galena* and make a full report of her condition and what you may deem necessary to be done to her.

Very respectfully, your obedient servant,

W. SMITH,
Commanding and Senior Officer Present.

Lieutenant THOMAS H. STEVENS,
Commanding U. S. S. Maratanza.

Lieutenant WM. N. JEFFERS,
Commanding U. S. S. Monitor.

Acting Master WM. WATSON,
Commanding U. S. Steam Tug Dragon.

First Assistant Engineer WM. H. KING,
Maratanza.

U. S. S. GALENA,
Off City Point, Va., May 24, 1862.

SIR: We have held a strict and careful survey upon the condition of this vessel, in obedience to your order of this day's date, and have to report as follows:

That, from the injuries received generally in action, the frame of the vessel on the port side is very much shattered, requiring extensive repairs.

That, from the same causes, having received nine shots between wind and water, nearly, the safety of the vessel in a seaway would be greatly jeopardized.

We therefore respectfully recommend that the *Galena* be sent, so soon as the pressing exigencies of service will admit, to some port inside the cape for thorough examination and repairs.

Respectfully,

T. H. STEVENS,
Lieutenant, Commanding Maratanza.

WILLIAM N. JEFFERS,
Lieutenant, Commanding Monitor.

WM. WATSON,
Acting Master, Commanding.

WM. H. KING,
First Assistant Engineer of Maratanza.

Commander WM. SMITH,
Commanding U. S. S. Wachusett, Senior Officer Present.

By consent of the board of survey, as senior officer thereof, I append the report* of Lieutenant Newman, made by order of Commander Rodgers, concerning the specific injuries the *Galena* has received in action.

Respectfully,

T. H. STEVENS,
Lieutenant, Commanding Maratanza.

Instructions from Flag-Officer Goldsborough, U. S. Navy, to Commander Gillis, U. S. Navy, to keep vessels under his command well supplied with provisions, etc.

U. S. FLAGSHIP MINNESOTA,
Norfolk, Va., June 6, 1862.

SIR: I wish you to keep the *Wachusett*, *Port Royal*, *Mahaska*, *Southfield*, *Maratanza*, *Aroostook*, and *Delaware* as constantly well supplied with coal, provisions, and ordnance stores as circumstances will permit.

Immediately after the fall of Richmond those vessels will all be wanted elsewhere for prompt fighting service, and they must be kept ready for it, and to act at a moment's warning. Let each have on board as large a supply of ordnance stores for her own use as she can possibly accommodate with safety.

I am, very respectfully, your obedient servant,

L. M. GOLDSBOROUGH,
Flag-Officer.

Commander GILLIS,
U. S. S. Wachusett, Senior Officer in James River, Virginia.

P. S.—Let the *Monitor* and *Galena* be included in the above preparations.

L. M. G.

* See pp. 359-362.

Report of Acting Master Watson, U. S. Navy, commanding U. S. S. Dragon, of the condition of that vessel.

U. S. S. DRAGON,
Hampton Roads, June 6, 1862.

SIR: The boiler of the *Dragon* gave out opposite Day's Point this morning; were taken in tow by the *Express* and brought to this point. It will take several days for repairs.

Respectfully, your obedient servant,

WM. WATSON,
Acting Master, Commanding.

L. M. GOLDSBOROUGH,
Flag-Officer.

Order from Commander Gillis, U. S. Navy, to Lieutenant Jeffers, U. S. Navy, to send consuls and others in the U. S. S. Stepping Stones to Fortress Monroe.

U. S. S. WACHUSETT,
James River, Virginia, June 6, 1862.

SIR: Your message is received. You can send the consuls and others mentioned to Fortress Monroe in the *Stepping Stones*, she to return immediately, bringing letters, papers, etc. Have the persons handed over to the commanding officer at Fortress Monroe, General Dix. Write to the flag-officer, stating circumstances connected with the arrival of consuls, etc. Can you not get some information from the party? See that there is no deception in the matter. Send *Stepping Stones* to this anchorage on her return and expedite the filling of requisitions sent by *Island Belle*.

Respectfully, yours,

JNO. P. GILLIS,
Commander, Commanding Naval Force, James River, Virginia.
Lieutenant Commanding W. N. JEFFERS,
U. S. S. Monitor, City Point, James River, Virginia.

Letter from Lieutenant Jeffers, U. S. Navy, to Flag-Officer Goldsborough, U. S. Navy, regarding transportation of consuls and others in Stepping Stones to Fortress Monroe.

U. S. IRONCLAD STEAMER MONITOR,
City Point, June 6, 1862.

SIR: By direction of Commander Gillis I send the *Stepping Stones* with Count de Choiseul, consul of France at Charleston, with his wife and family. Also the consul of the Netherlands for the same place, with three army officers, released on parole to endeavor to effect an exchange. I have directed the commander of *Stepping Stones* to report to you for orders.

Very respectfully, your obedient servant,

WILLIAM N. JEFFERS,
Lieutenant, Commanding.

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

Letter from Flag-Officer Goldsborough, U. S. Navy, to Commander Gillis, U. S. Navy, expressing disapproval of carrying foreign passengers in United States vessels.

U. S. FLAGSHIP MINNESOTA,
Norfolk, Va., June 9, 1862.

SIR: I do not approve of detaching any vessel from the service upon which she is engaged up James River for the purpose of conveying foreign passengers, no matter who they may be, to Fortress Monroe or elsewhere, and I desire it will not be done again without my express authority.

Very respectfully, your obedient servant,
L. M. GOLDSBOROUGH,
Flag-Officer.

Commander GILLIS,
U. S. S. Wachusett, James River, Virginia.

Letter from Lieutenant Jeffers, U. S. Navy, to Commander Gillis, U. S. Navy, explaining why foreign passengers were conveyed in United States vessel.

U. S. IRONCLAD STEAMER MONITOR,
James River, June 12, 1862.

SIR: I make the following explanation of the visit of the Count de Choiseul to this ship on the 6th ultimo [instant], and subsequent sending down the river:

About 1:30 p. m. of that day I observed a flag of truce on shore surrounded by several persons. I sent to communicate, and found them to consist of the French consul from Charleston, his wife, child, and servant, also the consul of the Netherlands, and three paroled officers of our Army. Raining at the time, and there being no shelter, the officer sent brought off the consul and family. He desired to be sent to Fortress Monroe. I explained my inability to forward him, and that he must return to Petersburg, whereupon he stated that the railroad was injured by a freshet, that he had been all day coming from Petersburg (9 miles), and could not possibly return that night; there was no place to stay at City Point, and with his wife and child could not go on shore. Seeing the force of these objections, and finding that it was impossible to keep them on board the *Monitor*, I adopted the course of sending up to ask your consent to let the *Stepping Stones* take them down.

It was very evident that if that course was not adopted, they must be subjected to much suffering and ourselves to great inconvenience.

Very respectfully, your obedient servant,
WILLIAM N. JEFFERS,
Lieutenant, Commanding.

Commander J. P. GILLIS,
Commanding Flotilla, James River.

Letter from the Secretary of the Navy to Flag-Officer Goldsborough, U. S. Navy, regarding the U. S. S. Galena.

NAVY DEPARTMENT, June 7, 1862.

SIR: The Department acknowledges the receipt of your dispatch dated June 6 and numbered 279, covering the report of damages done

to the steamer *Galena*. It may be possible at this season of the year, under convoy and choosing a smooth time, to get her to Wilmington. She certainly can not be repaired in time to be of service, and the matter is therefore left to your judgment; but the Department expects that you will not make an attack upon Fort Caswell without at least the *Monitor*.

Very respectfully,
Flag-Officer L. M. GOLDSBOROUGH.

GIDEON WELLES.

Report of Commander Gillis, U. S. Navy, of affairs up the James River, and enclosing report of Lieutenant Behm, U. S. Navy, commanding U. S. S. Southfield.

U. S. STEAM SLOOP WACHUSETT,
Turkey Island, James River, Virginia, June 7, 1862.

SIR: Please receive herewith requisitions for some deficiencies, this vessel having been sent to sea, I learn, in great haste, short of many necessary articles.

Yesterday I left the *Galena* and two other vessels at Sturgeontown, and in passing down the river to Turkey Island, where I hoped to be able to communicate through contrabands with General McClellan, we were fired at by sharpshooters in woods on high bluff near farms of the Messrs. Watkins.

Lieutenant Commanding Jeffers having received on board the *Monitor* the Spanish consul, his lady, and others from Charleston, via Petersburg, I gave permission to send them to Old Point to be delivered to General Dix or commanding officer there, and directed Lieutenant Jeffers to write you in relation to them.

We learn that some 3 miles back of the residence of Mr. Aiken, which is 2 miles above Sturgeontown, there are from 3,000 to 5,000 rebel troops, infantry and artillery, under the command of General Wise. At or near the Watkins are 300 more. I have sent Mr. W. word by contrabands that if he permits the pickets to attack us while passing, his buildings will be destroyed. I wrote to you by Commander Smith and expected the tug to return to-day. Have stationed a vessel near Old Fort (or Powhatan) to prevent the enemy replacing guns or keeping soldiers there. Will also send one to Jamestown occasionally, in order to keep river open and communicate with yourself and General McClellan. Have placed a vessel at a public crossing a short distance above City Point, and desire to keep the force here moving.

Will send requisition and pattern for hawse pipe, broken. Heavy freshet in river now subsiding.

The barriers or dams near Fort Darling (Drewry's Bluff) are reported so strong and permanent that three months of unobstructed labor would be required to remove them; heavy granite blocks, etc. The fort is represented as faced with railroad iron. Two other forts erected near it.

Some heavy boiler iron is still wanted for use of vessels as protection against sharpshooters—say 75 sheets or 100, at least.

The surgeon of this vessel is expected at Old Point; also captain's clerk. I send Acting Lieutenant Charles F. W. Behm's report and requisition.

I am, respectfully, your obedient servant,

JNO. P. GILLIS,

Commander, Comdg. Naval Force, James River, Virginia.

Flag-Officer L. M. GOLDSBOROUGH,

Commanding North Atlantic Blockading Squadron, Norfolk, Va.

[Enclosure.]

U. S. S. SOUTHFIELD,
Off Fort Powhatan, James River, Virginia, June 7, 1862.

SIR: Immediately on receipt of your orders of the 6th instant I proceeded from the anchorage off Turkey Island to this place. I could discover only two gentlemen near the fort, who seemed to watch our movements, and as I thought I might gain information from them I sent my executive officer, Mr. R. Vevers, under a flag of truce on shore, with orders to tell them that I should fire into the fort or around it the very moment that I saw any riflemen about or the slightest attempt made to plant any guns anywhere about there. He landed and fulfilled his errand; had a look at the inside of both upper and lower forts, and learned that the upper one had never more than two guns in it and that those and the guns of the lower fort were removed last year and taken up toward Richmond. The interiors of both forts are overgrown with weeds. He was also told by them that there had been no troops near there for some time and that they thought and hoped none would be sent. The old gentleman owns the plantation just above the fort, lives in Petersburg, and was down on a visit to his people. He complained bitterly about the rebels having burned his dock.

Mr. Vevers also learned that they had news from Richmond up to Wednesday and that Magruder had taken 1,400 of our men prisoners. This may be so, but I think it very doubtful.

I have got the fort fully under my command. No riflemen can reach us, and I shall report to you the slightest movement I perceive.

Most respectfully, your obedient servant,

CHAS. F. W. BEHM,

Acting Volunteer Lieutenant, Commanding.

Commander JNO. P. GILLIS,

Commanding Naval Forces, James River, Virginia.

Letter from the Secretary of the Navy to Flag-Officer Goldsborough, U. S. Navy, enclosing copy of letter from the Secretary of War and part of dispatch from Major-General Burnside, U. S. Army, complaining of the withdrawal of vessels from the sounds of North Carolina.

NAVY DEPARTMENT, June 7, 1862.

SIR: The enclosed copy of a letter from the Secretary of War and of the part of the dispatch of General Burnside to which it refers, are transmitted to you for your information.

I am, respectfully, your obedient servant,

GIDEON WELLES.

Flag-Officer L. M. GOLDSBOROUGH,

Commanding, etc., Norfolk, Virginia.

[Enclosure.]

WAR DEPARTMENT,

Washington City, D. C., June 2, 1862.

SIR: Under the direction of the Secretary of War I have the honor to transmit to you the enclosed copy of part of a dispatch just received at this Department from Major-General Burnside and to invite your special attention to the matters there mentioned.

Very respectfully, your obedient servant,

P. H. WATSON,

Assistant Secretary of War.

Hon. GIDEON WELLES,

Secretary of the Navy.

[Subenclosure.]

HEADQUARTERS DEPARTMENT NORTH CAROLINA,
New Berne, May 30, 1862.

SIR: I have the honor to report that during the last week the naval force in these waters has been reduced by sending two vessels (the *Underwriter* and the *Valley City*) north for repairs and by ordering two (the *Delaware* and *Southfield*) to join Flag-Officer Goldsborough in the James River.

I am not disposed to question the wisdom of these orders, but I deem it my duty to remind you that we hold, by means of the military and naval force, all the towns in these waters, and if the number of naval vessels is to be diminished it will be necessary to vacate some of the places. In every place that has been visited by either the army or navy, some Union feeling has been displayed, and in some of the places the American flag has been hoisted upon the public buildings by citizens of their own volition, and it would be manifest injustice to leave these people without a protecting force to the oppressions of the rebel Government. Without wishing to complain of the Navy Department, which has done so much for our cause in these waters, I beg that you will remind the Secretary of the Navy of these facts, and request that, as far as the interests of the public service will allow, the naval force under Commodore Rowan be strengthened rather than weakened.

* * * * *

I have the honor to be, your obedient servant,

A. E. BURNSIDE,
Major-General.

Hon. E. M. STANTON,
Secretary of War, Washington, D. C.

Letter from the Secretary of the Navy to the Secretary of War, regarding withdrawal of naval force from waters of North Carolina.

NAVY DEPARTMENT, June 4, 1862.

SIR: I have the honor to acknowledge the receipt of your letter of the 2d instant, enclosing a copy of a part of a dispatch from General Burnside, commanding the Department of North Carolina.

It is not known at this Department what places in North Carolina are occupied by General Burnside, and therefore liable to be vacated by him upon the withdrawal of part of the naval force, but it is believed that the enemy's force, both naval and military, in those waters, is dispersed and destroyed, and the large number of steamers used to accomplish this can not now all be required there, more especially as an urgent call has been made upon this Department for an increase of force in the Virginia waters. There remains in the North Carolina waters, after the withdrawal complained of by General Burnside, seventeen naval vessels.

I am, respectfully, your obedient servant,

GIDEON WELLES.

Hon. E. M. STANTON,
Secretary of War.

Letter from the Secretary of the Navy to flag-officers commanding blockading squadrons, transmitting extracts from consuls abroad regarding suspicious vessels.

NAVY DEPARTMENT, June 7, 1862.

SIR: I transmit herewith extracts from a dispatch of the consul at Marseilles, dated the 15th ultimo, in relation to the English bark *Anne Wilson*, loaded with a cargo of steel and iron armor plate for gunboats; extracts from dispatches of the consul at Liverpool, dated the 14th, 16th, and 21st ultimo, in relation to the *Eliza Bonsall*, *Stanley*, *Despatch*, *Lilla*, *Astoria*, *Arnold Boninger*, *Malacca*, *Matilda*, *Memphis*, *Julia Usher*, *Adela*, *Roscoe*, and *Rosalind*; extract from dispatch of the consul at Glasgow, dated the 16th ultimo, relative to the *Columbia*, *Leopard*, and *Adela*, and extract from dispatch of the consul at London, dated the 16th ultimo, in relation to the *Melita* and *Merrimac*.

There seems to be but little doubt that most of these vessels will endeavor to run the blockade, or that their cargoes will be transferred to others at Nassau that will attempt it. The Department therefore enjoins unremitting vigilance in the blockade of the coast under your command.

I am, respectfully, your obedient servant,

GIDEON WELLES.

Flag-Officer J. L. LARDNER,
Key West.

Flag-Officer L. M. GOLDSBOROUGH,
Norfolk.

Flag-Officer D. G. FARRAGUT,
Ship Island.

Flag-Officer SAML. F. DU PONT,
Port Royal.

[Enclosure.]

Extract from dispatch of the consul at Marseilles, dated the 15th of May, [1862]:

I have the honor to enclose a description of the English bark *Anne Wilson*, which clears this day for Triest for orders, with a cargo of steel and iron armor plate for gunboats. As in the case of the *Josephine* (reported in my dispatch No. 15), I believe that this bark is bound for some port of the Southern States, and that the clearance for Triest is used as a blind. The consignees of the two cargoes are the same; the crew believe that they are going to America, and not unimportant is the fact that a portion of her men are the crew of a vessel which ran the blockade at Charleston, some months ago. * * *

Bark of 400 tons, American built, *Portland*, is remarkable for her speed, house-rigged, stump royal mastheads, no spanker mast, house forward, with large boat stowed athwartships on the forward end, galley in the after end. * * * skylight abaft the mizzenmast; * * * sails under English colors. * * * Hull painted black, with a white ribbon running midway between her upper and lower channels and ending forward under the bowsprit; mastheads black, lower masts white; stern elliptic, with a gilt basket of fruit in the center. The common molding on each side, with the name *Anne Wilson* over all in white letters on black ground.

Extracts from dispatches of consul at Liverpool, dated May 14:

The *Eliza Bonsall*, which arrived at this port with cotton from Nassau, consigned to Fraser, Trenholm & Co., was entered yesterday

to load for Nassau by her consignees, F., T. & Co. She is commanded by J. Stalker; is a large ship of 1,259 tons burden. She will be loaded for the Confederate Government.

The steamer *Stanley* has been purchased by the persons here so actively engaged in sending aid and munitions of war to the people at the South in rebellion against our Government.

Stanley, steamship; Aberdeen; 376 tons; captain, Cargill; built of iron; elliptic stern; four cabin windows in stern; wheel well aft on poop deck; three-masted, schooner-rigged. * * *

The *Despatch* has also been purchased by the same parties; Dundalk, steamship; built of iron; round stern; half-length figurehead of an Indian, seminudity; two funnels, fore and aft; three-masted; schooner rig, masts raking aft. * * *

The *Lilla*, formerly the *Mary Wright*, referred to in previous dispatches, cleared yesterday for Nassau. She will sail to-day. Her cargo is valuable and is intended for the Confederate Government.

From dispatch of the consul at Liverpool, dated May 16:

The *Astoria* cleared and sailed yesterday. Her cargo is for the South, but may be landed at Nassau if she does not see a good opportunity to run the blockade.

The ship *Arnold Boninger* cleared yesterday for Hampton Roads. She is 925 tons burden. Her destination may be to a loyal port, but her clearance is an unusual one and is somewhat suspicious. I have felt it my duty to report her.

The steamer *Malacca* has been purchased and is now here ready to load.

On the 10th instant Fraser, Trenholm & Co. entered the ship *Matilda* to load nominally for Calcutta. She is 991 tons burden and commanded by J. Conner. This is an American vessel, owned principally in the South; came to this port some six months ago, having run the blockade at Charleston. I think she will load for the South and not go to Calcutta.

The steamer *Memphis* sailed 11th instant. She has 45 tons of powder, 23 cwt. cartridges, 12,000 pair wollen blankets, 20 O. lead shot, upward of 4 tons steel bars, etc.

The *Julia Usher*, alias *Annie Childs*, is taking on to-day 20 complete fieldpieces. Her cargo will be very valuable.

From dispatch of consul at Liverpool, dated May 21:

The *Adela* entered to load for Nassau yesterday.

The *Despatch* also entered yesterday to load for Nassau. This steamer is very fast, it is said, and, like the *Adela*, has been purchased on this account.

The steamer *Stanley*, heretofore reported by me, cleared on the 16th instant for St. Thomas. I have been informed that this steamer had been purchased by the Southern agents, but there are some things in connection with her sailing which has caused me to doubt whether she has been so purchased. The evidence does not make it clear to my mind either one way or the other.

The ship *Roscoe* cleared for Nassau on the 16th instant. There is no doubt about this vessel. Her cargo is for the South, and she has been loaded for the purpose of running the blockade; 848 tons; old vessel.

The *Rosalind*, formerly the *Princess Royal*, now loading with goods and munitions of war by Fraser, Trenholm & Co. for the rebel Government. Captain Wallace is to command her, and she will clear for Nassau; 190 tons.

Extracts from dispatch of the consul at Glasgow, dated May 16, 1862:

* * * Three steamers, built of iron, and all swift, crack boats, are now ready to sail from this port for the purpose of running the blockade. They all go by the way of ports in the West Indies, and though not one carries out her cargo from here, they will all be laden chiefly with arms and ammunition. They have all been clandestinely fitted out 40 miles below here, at the ports of Greenock and Dumbarton, at the mouth of the Clyde.

The first is the new iron steamer *Columbia*, of about 1,000 tons burden. She cleared from here yesterday for Hamburg, ostensibly, carrying only coals and eight guns. She may sail directly for the Southern coast, but, from all the information I have been able to collect, she goes to Hamburg for cargo and thence on her contraband mission. * * *

The second is the *Leopard*, of about the same size and tonnage, a swift side-wheel boat. She sailed yesterday also, for Cardiff, where she is to take in her contraband cargo. From here she carries only coals and a large quantity of sea stores. Her captain told one of my spies that he was bound for Charleston. * * *

The third is the *Adela*, of about the same size as the others. She has cleared for Liverpool in ballast. * * *

From consul at London, dated May 16:

The *Melita* is in the Thames, about 30 miles below London, taking in gunpowder. She will take on 450 barrels of powder there and then proceed to sea for Nassau. You may rely on the amount above given as the quantity she will have on board, besides the batteries of cannon, Enfield rifles, saltpeter, blankets, etc., heretofore reported. She will draw, when ready for sea, about 18 feet of water aft, and will no doubt be ready to leave this evening or to-morrow.

For some time I have been observing the movements of a fast side-wheel steamer here now, called the *Merrimac*. She is new and was first named *Nangis*. She was built under contract to run 22 miles per hour. * * * She has several large rifled cannon on board and a large quantity of shells. * * * The guns are about 12 feet long and 8-inch bore. I think she has been purchased by the Confederates and will go full of munitions of war, and will be ready for sea by the first of next week. Draws 6 feet forward and 8 feet aft.

Report of Flag-Officer Goldsborough, U. S. Navy, of destruction of schooner Sereta, June 8, 1862, and enclosing reports of Lieutenants Olitz and Bunce, U. S. Navy.

U. S. FLAGSHIP MINNESOTA,
Norfolk, Va., June 26, 1862.

SIR: I have the honor to enclose herewith the statement of Lieutenant Commanding Olitz, of the U. S. S. *Penobscot*, in copy, and the reports of his officers, relative to the grounding of that vessel while in chase of a schooner running the blockade on the 8th instant; also concerning the destruction of the schooner.

On the 14th instant Lieutenant Commanding Olitz reported his vessel in readiness for service. I forward herewith the log book of the captured schooner; it discloses no evidence of nationality.

In obedience to the directions of the Department in its communication of the 9th instant, I have the honor also to enclose herewith a copy

of a report* just received from Acting Master J. D. Warren, commanding the U. S. S. *Victoria*, relative to the entrance of the *Nashville* into Wilmington on the 27th of April.

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

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

[Enclosure.]

U. S. S. GUNBOAT PENOBSCOT,
Off Cape Fear, June 12, 1862.

SIR: Agreeable to Commander Armstrong's order of the 8th instant I proceeded to the westward in chase of a strange sail. When near Shallotte Inlet I saw the chase, a schooner, enter that inlet. In trying to obtain a good position for shelling the vessel I unfortunately grounded on a bank of sand outside the bar. This ship was running slow in 4 fathoms water, heading offshore, when the depth suddenly changed to 2 fathoms. I immediately reversed the engine, but before we could stop her way she struck. Sounded about the ship, ran out a kedge and hawser astern and hove taut. The wind offshore from the northward and sea smooth, but the tide ebbing, and no prospect of soon getting off. Immediately dispatched a boat in charge of an officer to communicate with Commander Armstrong, senior officer off Cape Fear.

This ship having been made as secure as possible until assistance could be procured, I dispatched Lieutenant Bunce in charge of a party and two boats and destroyed by fire the schooner, which proved to be the *Sereta*, of Nassau, abandoned and without colors, loaded with salt, fruit, etc.

That night, about 11 o'clock, the U. S. S. *State of Georgia* arrived and commenced preparations for getting the ship off.

On the morning of the 9th, before that ship could be got into position, the tide ebbed, the wind changed to northeast, creating considerable swell. The kedge anchor coming home, the vessel forging ahead and thumping heavily, it was determined to lighten the ship, first, that we might get her off the more easily; and, secondly, in case of nonsuccess to prevent the Government property from falling into the hands of the enemy, by whom, from our close proximity to the land, we were surrounded. During the night of the 9th the wind and sea moderating, the ship laid easily without changing her position.

The 10th being a fine calm day and a high tide, at about half past 4 p. m., with the assistance of the *State of Georgia*, the ship, I am happy to say, floated off.

On examination I find the ship considerably damaged, but not so much so as to prevent her from attending to the duties of the blockade for the present.

I respectfully call your attention to the reports of Engineer Jones and Carpenter's Mates Murdock, of this ship, and Campbell, of the *Victoria*. I also enclose the report of Lieutenant Bunce in relation to the destruction of the above-named schooner, *Sereta*, and a log book found on board.

I am happy to say that in the trying position in which I was placed I was nobly sustained by the officers and crew of this ship.

Very respectfully, yours, etc.,

J. M. B. OLITZ,
Lieutenant, Commanding.

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

* See p. 271.

[Subenclosure.]

U. S. GUNBOAT PENOBSCOT,
Off Shallotte Inlet, June 8, 1862.

SIR: In obedience to your orders I left this vessel with the second cutter and gig, manned by volunteers. The gig was in charge of Acting Master J. W. Simmons, who was accompanied by Assistant Surgeon E. O. Ver Meulen, Acting Assistant Paymaster A. Pool, and Mr. John Olitz, captain's clerk. In the second cutter with me were Acting Master's Mates S. K. Luce and S. H. Damon and [Acting] Assistant Paymaster T. H. Haskell, of the *State of Georgia*. We entered Shallotte Inlet and boarded the schooner *Sereta*, of Nassau, New Providence, which we found deserted. Her cargo consisted of salt and fruit. She being aground, burned her. While returning we were fired upon once. I noticed that several houses in the distance displayed flags of truce.

I am, very respectfully, your obedient servant,
FRANCIS M. BUNCE,
Lieutenant and Executive Officer.

Lieutenant Commanding J. M. B. CLITZ.

[Telegram.]

WASHINGTON, June 8, 1862.

Have the fortifications at Sewell's Point and Craney Island been destroyed or blown up; and if so, by whose orders? Davis has captured Memphis and destroyed the whole rebel fleet.

G. V. FOX,
[*Secretary of the Navy.*]

Flag-Officer L. M. GOLDSBOROUGH.

Report of Flag-Officer Goldsborough, U. S. Navy, of the reopening of the Currituck Cut of the Albemarle and Chesapeake Canal by authority of Generals Wool and Burnside, U. S. Army.

U. S. FLAGSHIP MINNESOTA,
Norfolk, Va., June 9, 1862.

SIR: The President of the Albemarle and Chesapeake Canal informs me, through Captain Case, that the Currituck Cut of that canal has been cleared out by the authority of Generals Wool and Burnside, that it is now navigable, and that General Burnside and staff came through it last night.

This cut, as the Department is aware, was obstructed partly by the enemy when our vessels first visited the Pamlico waters, and subsequently, more effectually, by our vessels themselves, since which time it has been guarded by our naval vessels.

The clearing away of these obstructions has been done without the slightest consultation with me, and unless it has been done by the authority of the Government, I can not but regard the proceeding as strange and inconsiderate, to say the least of it.

I am, very respectfully, your obedient servant,
L. M. GOLDSBOROUGH,
Flag-Officer, Comdg. North Atlantic Blockading Squadron.

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

Letter from Commander Gillis, U. S. Navy, to Flag-Officer Goldsborough, U. S. Navy, regarding affairs in the James River.

U. S. STEAM SLOOP WACHUSETT,
Turkey Island, James River, Virginia, June 9, 1862.

SIR: Nothing new of importance transpiring here. I informed you of the troops under General Wise above the house of Mr. Aiken and along high bluffs of river.

I send two lighters, or tobacco boats, by *Cœur de Lion*, under the impression they may be of some service; also some contrabands to Fortress Monroe; they were to be set at work on enemy's batteries. Do you desire them sent to you?

Your dispatch of 6th instant received to-day. Will send a vessel to Jamestown Island to destroy some guns said to be buried there.

Will you do me the favor to forward the enclosed to the honorable Secretary of the Navy by next mail? It contains my reasons.

I am, very respectfully, your obedient servant,

JNO. P. GILLIS,
Commander.

Flag-Officer L. M. GOLDSBOROUGH, U. S. Navy,
Comdg. North Atlantic Blockading Squadron, Norfolk, Va.

Report of Commander Parker, U. S. Navy, commanding U. S. S. Cambridge, of the departure of that vessel for Wilmington, N. C.

U. S. S. CAMBRIDGE,
Baltimore, Md., June 9, 1862.

SIR: I have the honor to report that this vessel will leave this port to-day for her destination off Wilmington, N. C., in obedience to orders from the Navy Department to that effect.

I am, sir, respectfully, your obedient servant,

WM. A. PARKER,
Commander.

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

Report of Commander Totten, U. S. Navy, of arrival of the U. S. ship Brandywine at Hampton Roads.

U. S. S[HIP] BRANDYWINE,
Hampton Roads, June 9, 1862.

SIR: I have to report the arrival of this vessel here, having left Baltimore on the 6th in tow of the U. S. S. *Mystic*.

In consequence of heavy weather we were obliged to anchor in the roads. As soon as I can get the vessel secured at her moorings I shall have the honor of reporting to you in person.

I forward herewith a list of what stores are now on board subject to requisition.

I am, very respectfully, your obedient servant,

B. J. TOTTEN,
Commander.

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

Report of Flag-Officer Goldsborough, U. S. Navy, giving stations of vessels of North Atlantic Blockading Squadron.

U. S. FLAGSHIP MINNESOTA,
Norfolk, Va., June 9, 1862.

SIR: I have the honor to annex a statement of the present disposition of vessels belonging to this squadron.

Vessel.	Station.	Vessel.	Station.
Minnesota	Norfolk, Va.	Sebago	York River.
Zouave, tug	Do.	Marblehead	Do.
Rescue, tug	Do.	Corwin	Do.
Seminole	Do.	Chocura	Do.
Young America, tug	Do.	Currituck	Do.
Roman, storeship	Hampton Roads.	Philadelphia	Sounds of North Carolina.
Charles Phelps, storeship	Do.	Hetzel	Do.
William Badger, storeship	Do.	Shawsheen	Do.
Stars and Stripes (ordered to Wilmington)	Do.	Ceres	Do.
Commodore Barney, repairing	Do.	Whitehead	Do.
Ben Morgan, hospital ship	Do.	Seymour	Do.
Colassat, tug	Do.	Louisiana	Do.
Mystic	Do.	Ellis	Do.
Morse, repairing	Do.	Lockwood	Do.
Dragon, tug, repairing (belonging up James River)	Do.	Putnam	Do.
Brandywine, storeship	Do.	Briuker	Do.
Wachusett	James River.	Granite	Do.
Mahaska	Do.	Daylight	Beaufort, N. C.
Galena	Do.	Mount Vernon	Off Wilmington, N. C.
Port Royal	Do.	Monticello	Do.
Aroostook	Do.	Penobscot	Do.
Jacob Bell	Do.	State of Georgia	Do.
Southfield	Do.	Chippewa	Do.
Island Belle	Do.	Victoria	Do.
Monitor	Do.	Cambridge	Baltimore, Md.
Maratanza	Do.	Underwriter	Do.
Stepping Stones	Do.	Fernandina	Do.
Cœur de Lion	Do.	Valley City	Do.
Delaware	Do.	Jamestown, repairing	Philadelphia, Pa.

Commodore Perry and Hunchback are under orders, dated June 4, to proceed to Beaufort, N. C., and there await further orders from me. Intended for Wilmington.

The *Brandywine* (storeship) arrived at Hampton Roads this morning from Baltimore, in tow of the *Mystic*.

Very respectfully, your obedient servant,

L. M. GOLDSBOROUGH,

Flag-Officer, Comdg. North Atlantic Blockading Squadron.

Hon. GIDEON WELLES,

Secretary of the Navy, Washington, D. C.

[Telegram.]

NAVY DEPARTMENT, June 9, 1862.

Let the *Hunchback* and *Commodore Perry* remain in the sounds of North Carolina, and do not withdraw any more vessels from those waters.

GIDEON WELLES.

Flag-Officer L. M. GOLDSBOROUGH,
Norfolk, Va.

Order from Flag-Officer Goldsborough, U. S. Navy, to Lieutenant McCook, U. S. Navy, commanding U. S. S. Stars and Stripes, to report for duty off Wilmington, N. C.

U. S. FLAGSHIP MINNESOTA,
Norfolk, Va., June 9, 1862.

SIR: Take on board the *Stars and Stripes*, under your command, as much coal as she can carry, a corresponding supply of provisions, and a full supply of ordnance stores, and proceed with her without delay off Wilmington, N. C., and report yourself to the senior officer there for duty to assist in blockading the place.

I am, very respectfully, your obedient servant,
I. M. GOLDSBOROUGH,
Flag-Officer.

Lieutenant Commanding R. S. McCook,
Comdg. U. S. S. *Stars and Stripes*, Hampton Roads, Virginia.

[Telegram.]

U. S. FLAGSHIP MINNESOTA,
Norfolk, June 10, 1862.
(Received 9:45 a. m.)

SIR: Your telegram* of the 8th did not reach me until last night. The President when here said to me that whatever General Wool and myself thought best with regard to destroying the works left by the enemy could be done, and General Wool, on being consulted, most decidedly agreed with me in opinion that, in view of a possible reverse at Richmond, they should be destroyed. Accordingly, the casemates, magazines, and bombproofs at Pig Point, Sewell's Point, Craney Island, and Pinner's Point, together with the tog [log] huts at each of these places, have been blown up and burned, but the parapets and embrasures [as] a general thing still remain, and it is not my purpose to disturb them further unless ordered to do so. In a day or two I shall ship to Washington fourteen Dahlgren 9-inch guns, one 10-inch, one 11-inch, and three heavy 9-pounders, with their carriages, all belonging to our Navy. The 8-inch guns and the 32-pounders worth saving I propose to send to the navy yard, unless the Department wishes me to do otherwise. The 32-pounder rifled by the enemy I have had destroyed, and also some old 32-pounders and carronades. Removing the guns in many cases is a very laborious and tedious job, the weather here of late having been much against us and rendered the roads very difficult of use.

I congratulate the Department upon the glorious success of Captain Davis.

I. M. GOLDSBOROUGH,
Flag-Officer.

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

Order of Flag-Officer Goldsborough, U. S. Navy, to Commander Rowan, U. S. Navy, annulling orders to U. S. steamers Commodore Perry and Hunchback.

U. S. FLAGSHIP MINNESOTA,
Norfolk, Va., June 10, 1862.

SIR: The orders sent to you recently in duplicate, directing the *Hunchback* and *Commodore Perry* to proceed to Beaufort, N. C., and

* See p. 467.

there await further orders from me, are hereby annulled. Should they have gone there before this reaches you, write to their commanding officers without delay, or communicate with them otherwise, and say to them that it is my orders that they return immediately to the sounds and again act under your authority until further directions.

I am, very respectfully, your obedient servant,

L. M. GOLDSBOROUGH,

Flag-Officer, Comdg. North Atlantic Blockading Squadron.

Commander STEPHEN O. ROWAN, U. S. Navy,

Commanding U. S. Naval Forces in Sounds of North Carolina.

Report of Lieutenant McCook, U. S. Navy, commanding U. S. S. Stars and Stripes, of the impaired condition of that vessel.

U. S. S. STARS AND STRIPES,
Hampton Roads, June 10, 1862.

SIR: The chief engineer of this vessel has to-day reported to me that before we go to sea, where we will be exposed to rough weather, it will be necessary to overhaul and repair one of the main shaft bearings. He and his senior assistant have expressed it as their opinions that to go to sea as we now are would be dangerous; that the bearing would certainly heat so badly in a seaway as to disable the engine. They also say that even after the bearing is repaired the engines will never work well in a seaway so long as the propeller is as far out of the water as at present; that every time the vessel rises to a sea she will first entirely submerge the propeller and then throw it nearly out of the water, thus causing the engines to race or run irregularly, and endangering them. This latter defect could be partially remedied by increasing the draft of the vessel to 10 feet aft. With the means in my power I can bring her no deeper than 9 feet.

He gives as his reason for not sooner reporting the machinery unfit for sea service that he supposed we would only be required for smooth-water service, and that he expected to soon go into some port where everything could be repaired. All the work necessary to repair the bearing can be done either here or at Norfolk. The engineer says it will require from five to six days. Probably I could find some ballast at the navy yard that would bring me deeper in the water. If you desired to use the vessel in smooth water altogether the engineer says she can be so employed with perfect safety.

I will have all ordnance stores aboard this evening, and to-morrow will take in coal and provisions.

I have the honor to acknowledge the receipt of your orders to report off Wilmington, N. C.; also your note of the 9th. I assure you, sir, it is very mortifying to be forced to report at this late hour that my vessel stands in need of repairs.

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

R. S. MCCOOK,

Lieutenant, Commanding.

Flag-Officer L. M. GOLDSBOROUGH,

Commanding North Atlantic Blockading Squadron.

Order of Flag-Officer Goldsborough, U. S. Navy, to Lieutenant Arnold, U. S. Navy, commanding U. S. S. Mystic, to proceed to duty off Wilmington, N. O.

U. S. FLAGSHIP MINNESOTA,
Norfolk, Va., June 10, 1862.

SIR: After having, with as little delay as possible, got on board all necessary provisions, stores, coal, etc., and otherwise prepared your vessel for sea, you will, with all dispatch, proceed with her off Wilmington and report to the senior officer there for duty in blockading that port.

From the accompanying extracts from the foreign correspondence of Government, lately received, relative to the fitting out of vessels abroad to violate this blockade, to which your especial attention is called, you will perceive the necessity for unceasing and increasing vigilance in watching the entrances to the port of Wilmington.

I am, very respectfully, your obedient servant,

L. M. GOLDSBOROUGH,
Flag-Officer.

Lieutenant Commanding H. N. T. ARNOLD, U. S. Navy,
Commanding U. S. S. Mystic, Hampton Roads, Virginia.

Order of the Secretary of the Navy to Flag-Officer Goldsborough, U. S. Navy, regarding the navy hospital at Norfolk.

NAVY DEPARTMENT, June 10, 1862.

SIR: Your dispatch of the 6th instant has been received. The navy hospital must be turned over to the Navy, but the invalids and wounded of the Army being in occupancy it would not be proper to disturb them. On the contrary, all proper facilities should be extended to them compatible with the demands and absolute requirements of the naval service, which are, of course, preeminent.

I am, respectfully, your obedient servant,

GIDEON WELLES.

Flag-Officer L. M. GOLDSBOROUGH,
Commanding, etc., Norfolk, Va.

Report of Commander Gillis, U. S. Navy, of information received from deserters regarding Drewry's Bluff and enclosing report regarding the destruction of defenses on Jamestown Island.

U. S. STEAM SLOOP WACHUSETT,
Turkey Island, James River, Virginia, June 10, 1862.

SIR: I respectfully state that your letter of the 5th instant was received 9th. The instructions it contains shall be promptly attended to, so far as supplies here will admit. Please receive requisitions from some of the vessels here.

Yesterday, in the haste of dispatching the *Oœur de Lion* with discharged coal schooner, lighters, and contrabands, some requisitions for small stores, etc., were enclosed to you through mistake, which, when returned, will be attended to here.

A flag of truce brought to City Point a dispatch for commanding general at Fort Monroe. It was sent by *Oœur de Lion* and was probably in relation to exchange of prisoners. Those sent up in the *Massachusetts*, including pirates, after waiting three days returned to Old Point.

[June] 11, meridian.—I am informed by Commander Rodgers that the barriers in this river are not injured by the freshet. At Drewry's Bluff the rebel iron battery is finished, plated with 6 inches of iron. They have also there an iron floating battery. This information is brought by four deserters from it; they say twenty left with them, the others working their way down.

Twenty thousand rebels (soldiers) are reported in the vicinity of river batteries, one of which is located 2 miles below Drewry's Bluff. Some contrabands sent were about to be employed on rebel batteries.

I directed the *Delaware* to throw a few shells into the woods back of Bermuda Hundred; a large number of the enemy's pickets there. I have dropped down to City Point to fill up with ordnance stores and provisions.

Looking hourly for return of *Oœur de Lion*. Will send down the coal schooner when discharged on the morrow, 13th. More coal is required to provide the vessels you directed filled up.

The deserters sent state that 4 tons of powder were sunk in an infernal machine in James River a short distance below Drewry's Bluff, arranged to be sprung from shore by cock and cap.

I forward the report of Lieutenant Commanding Beaumont in relation to the duty assigned him at Jamestown Island.

13th.—Your orders received by *Oœur de Lion* to-day shall be attended to. I have forwarded to Commander Rodgers and others the papers, etc., directed to them, those to Lieutenant Commanding Jeffers included.

I have requested Lieutenant Commanding Jeffers to give me a statement in relation to consul, his lady, and others (officers on parole) sent to Fort Monroe by my permission, which I will forward to you.

I am, very respectfully, your obedient servant,

JNO. P. GILLIS,

Commander, Commanding Naval Force, James River, Virginia.

Flag-Officer L. M. GOLDSBOROUGH,

Commanding North Atlantic Blockading Squadron, Norfolk, Va.

I send another lighter and trucks for transporting guns.

The Danish officers have arrived and delivered your letter to Lieutenant Jeffers. I sent them up river to visit *Galena*.

Heavy firing in direction of Richmond this forenoon.

[Enclosure.]

U. S. GUNBOAT AROOSTOOK,
City Point, James River, June 12, 1862.

SIR: I would respectfully report that, in obedience to your order of the 9th instant, I proceeded in this vessel to Jamestown Island and burned the carriages, magazines, and buildings attached to all the batteries defending the island and its approaches except the barracks in the rear of the battery on the west end, which I found partially occupied by contrabands.

I dug up, spiked, and rendered useless all the guns not already disabled. I also destroyed a quantity of spare iron and brass work of

gun carriages and burned several large trucks which had been used by the enemy for transporting guns.

I was delayed one day by rain. I communicated with Colonel Campbell, military governor at Williamsburg, in reference to the continuance of a guard at the island, and received the enclosed dispatch.

Very respectfully, your obedient servant,

J. C. BEAUMONT,
Lieutenant, Commanding.

Commander JOHN P. GILLIS, U. S. Navy,
Commanding Expedition, James River.

Report of Flag-Officer Goldsborough, U. S. Navy, of movements of vessels at Hampton Roads, Virginia.

U. S. FLAGSHIP MINNESOTA,
Norfolk, Va., June 11, 1862.

SIR: I have the honor to inform the Department that the U. S. S. *Stars and Stripes* left the roads last evening for Wilmington, N. C., for blockading duty off that port. On the 9th instant the U. S. S[hip] *Brandywine* arrived in the roads from Baltimore in tow of the U. S. S. *Mystic*, which latter vessel I have also ordered to Wilmington, N. C.

The extracts from the dispatches of Government agents abroad concerning proposed attempts to violate this blockade, and sent to me on the 7th by the Navy Department, have been printed and sent to Wilmington.

In obedience to the telegram of the 9th instant, my orders to Commander Rowan to send the *Commodore Perry* and *Hunchback* to Beaufort have been revoked.

In accordance with the instructions contained in your communication of June 9, I have directed* specific reports to be made to me concerning the evasions of the blockade of Wilmington by the *Nashville* by all the commanding officers off that port at the time. From Lieutenant Commanding Braine, especially, I have required a full detail of the facts within his knowledge relating to his action, when the *Nashville* was aground at the entrance of the harbor. The copy of the report of Commander Green, under date of May 24, referred to in your letter, did not accompany it, as is stated therein.

I am, very respectfully, your obedient servant,

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

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

Order of Flag-Officer Goldsborough, U. S. Navy, to Commander Gillis, U. S. Navy, to supply deficiencies in crews with contrabands.

U. S. FLAGSHIP MINNESOTA,
Norfolk, Va., June 11, 1862.

SIR: Deficiency of crews of the vessels up James River must, if possible, be made up by contrabands, who are willing to ship. We have

* See pp. 264-276.

no men here to spare, and it is extremely difficult to get any from the North.

Do not permit any contrabands to be received unless they can be made available for the naval service and undergo the required physical inspection. Do not allow any flag of truce to be sent from any vessel up James River except by your authority.

Be very careful that none of the enemy's forts that have been abandoned are reoccupied by him, or others established; and I wish your vigilance to extend all the way down to Pig Point.

I am, very respectfully, your obedient servant,

L. M. GOLDSBOROUGH,
Flag-Officer.

Commander J. P. GILLIS,
Commanding U. S. S. *Wachusett*, James River, Virginia.

Report of Flag-Officer Goldsborough, U. S. Navy, regarding disposition of Confederate documents.

U. S. FLAGSHIP MINNESOTA,
Norfolk, Va., June 11, 1862.

SIR: Supposing that the books and papers belonging to the rebels, which have fallen into our possession at this place (a list of which I herewith enclose), may be of service at Washington hereafter in the way of identifying individuals, etc., I have directed them all to be boxed up and sent to the Department by express.

I am, very respectfully, your obedient servant,

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

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

[Enclosure.]

List of U. S. Navy account books sent to the Navy Department, Washington, D. C.*

1. General muster roll of officers, crew, recruits, etc., on board U. S. receiving ship *United States*, Gosport navy yard, from July 1, 1861, to _____.
2. General pay and receipt roll of officers, crews, recruits, etc., on board of U. S. receiving ship *United States*, or attached to batteries, etc., around Norfolk, in North Carolina, etc.
3. Men's ledger accounts.
4. Men's ledger accounts.
5. Grog or undrawn rations.
6. Officers' pay roll, Gosport navy yard, second quarter, 1862.
7. Pay roll, first quarter, 1862.
8. Pay roll, fourth quarter, 1861.
9. Copy roll, third quarter, 1861.
10. Yard roll, second quarter, 1862.
11. Account current, Gosport navy yard.
12. Register of pay tickets, ship *United States* and navy yard.
13. Package of papers, vouchers, etc.

* Documents mentioned in list not found in Navy Department.

Report of Flag-Officer Goldsborough, U. S. Navy, regarding buoys in channel way leading to Norfolk, Va.

U. S. FLAGSHIP MINNESOTA,
Norfolk, Va., June 12, 1862.

SIR: On getting possession of this place we found that the remaining buoys of the channel way leading to it had been purposely placed in wrong position, that several had been taken away entirely, and that there were none to indicate the very narrow passageway at the obstructions. I have had those which were wrongly placed properly restored, those which were missing replaced, and two put down to show plainly how to pass the obstructions. All have been freshly painted, and now the whole channel way up to the town is clearly pointed out.

I am, very respectfully, your obedient servant,

L. M. GOLDSBOROUGH,

Flag-Officer, Comdg. North Atlantic Blockading Squadron.

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

Report of Commander Rowan, U. S. Navy, regarding a meeting of Union people at Plymouth, N. C., and the arrest of three gentlemen residing on Scuppernong River.

U. S. S. PHILADELPHIA,
Off Plymouth, N. C., June 12, 1862.

SIR: A meeting of the country people took place on board this vessel this morning and adjourned to the custom-house, where Colonel Hawkins and myself made a few remarks, the tenor of which was to the effect that the Government was prepared to aid them in throwing off the tyranny that now oppressed them, and to put arms in their hands to defend and assert their rights, if they would organize into companies and come under military discipline. Twenty-two signed their names and the meeting was adjourned till the 16th, when many more would come in, enough, perhaps, to form a company. The commanding general, at my suggestion, has authorized Colonel Hawkins to place a company in Plymouth as a nucleus around which the Union men can rally under the protection of the gunboats.

Complaints were made to me that three gentlemen residing on the Scuppernong, named Linsey, Phelps, and Spruel, were threatening vengeance if Union men should take up arms. I decided to arrest them, and accordingly ordered Lieutenant Commanding Flusser to proceed up that river in the *Lockwood* and arrest these parties that night. Captain Flusser returned next morning with these gentlemen, whom I landed on Roanoke Island. I informed General Burnside of the circumstance and shall refer the matter to Governor Stanly immediately, that he may take such action in the matter as will most conduce to strengthen his position and best subserve the object we all have in view—to bring back the Old North State into the Union.

I had a very satisfactory interview with the authorities at Edenton. The Union and conservative people of that town have been annoyed by the threats and bluster of Dr. Warren, a wealthy citizen and owner of large estates in the vicinity. I sent him word I should arrest him if he did not keep quiet. He has left for parts unknown.

Respectfully, your obedient servant, S. O. ROWAN,
Comdg. U. S. Naval Forces, Sounds of North Carolina.

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

Order of the Secretary of the Navy to Flag-Officer Goldsborough, U. S. Navy, in view of the fitting out of steamers in England to run the blockade.

NAVY DEPARTMENT, June 12, 1862.

SIR: The Department has from time to time been advised that a fleet of steamers has been fitting out in England with the intention of running the blockade at Charleston. But it has recently been intimated that in case it is impossible to enter Charleston there will be an attempt to run the blockade at Wilmington. This fleet will be looked for daily on the coast.

I am, respectfully, your obedient servant,

GIDEON WELLES.

Flag-Officer L. M. GOLDSBOROUGH,
Commanding, etc., Norfolk, Va.

Report of Commander Rowan, U. S. Navy, of movements of U. S. steamers Ellis and Hunchback up the Chowan River.

U. S. S. PHILADELPHIA,
Off Roanoke Island, June 13, 1862.

SIR: Learning while at Edenton that the enemy was concentrating at Winton and would probably fortify, I ordered Captain Flusser and the *Ellis* and *Hunchback* to ascend the river and ascertain the state of the case and dislodge the enemy if he opened fire or attempted to fortify.

I find it absolutely necessary to keep vessels in this river to cut off communication and stop supplies from being crossed. Since the extension of our pickets they can not be taken up the left bank of that river.

Very respectfully,

S. C. ROWAN,
Commanding Naval Forces.

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

Order from the Secretary of the Navy to Flag-Officer Goldsborough, U. S. Navy, to furnish a tow for the submarine boat from Philadelphia to James River, Virginia.*

NAVY DEPARTMENT, June 13, 1862.

SIR: The submarine boat, 47 feet in length, at Philadelphia, is all ready to be sent to James River, and you will send one of your small and swift steamers to that port to tow her down.

I am, respectfully, your obedient servant,

GIDEON WELLES.

Flag-Officer L. M. GOLDSBOROUGH,
Commanding, etc., Norfolk, Va.

Letter from Flag-Officer Goldsborough, U. S. Navy, to the Secretary of the Navy, regarding the navy hospital at Norfolk, Va.

U. S. FLAGSHIP MINNESOTA,
Norfolk, Va., June 14, 1862.

SIR: On receiving your late letter with regard to the naval hospital at this place, I sent a copy of it to General Dix, and requested him to

* This vessel was called the *Alligator*.

give the necessary orders in the matter as far as he was concerned, and yesterday I received from him a communication in reply, of which the following is a copy:

HEADQUARTERS ARMY CORPS,
Fort Monroe, Va., June 13, 1862.

COMMODORE: The right of the Navy Department to the naval hospital at Norfolk is admitted, and I will make arrangements at the earliest day practicable to remove the sick and wounded and turn it over to you.

I am, very respectfully, your obedient servant,

JOHN A. DIX,
Major-General, Commanding.

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

The hospital is now filled to repletion with wounded soldiers, and in all probability it will be some time before we shall, in fact, have any real use of it. Meanwhile it would be well for us to occupy a good, suitable, and vacant building near Fort Norfolk for our sick and wounded, and about which Fleet Surgeon Wood, at my instance, has already addressed the Chief of the Medical Bureau at Washington. This would simplify matters very much, and at once put us in a position free from all embarrassment. It appears, however, somewhat difficult to get the case distinctly understood. The two houses at the navy yard, officers' quarters, are altogether insufficient. They are perhaps not more than enough for the marines at the yard, of whom twenty odd were on the list day before yesterday. To occupy the building in view as suggested would only involve a nominal expense. No furniture would be necessary other than what we have on hand. If the matter can be left to my discretion, I will arrange it forthwith, and in a way that, I am sure, will give rise to no trouble or difficulty whatever. Several sick men have been sent here from the southern squadrons per the *Dacotah*.

I am, very respectfully, your obedient servant,

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

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

Report of Flag-Officer Goldsborough, U. S. Navy, of movements of vessels at Hampton Roads and acknowledging Department's communication.

U. S. FLAGSHIP MINNESOTA,
Norfolk, Va., June 14, 1862.

SIR: I have the honor to inform the Department that the U. S. steamers *Mystic* and *Stars and Stripes* left Hampton Roads on Thursday evening, the 12th instant, for blockading duty off Wilmington, N. C. The announcement that the latter vessel left on the 10th instant, as made in my No. 287, is erroneous.

I have this day detached Acting Master Fales from the *Brandywine* and ordered him to this ship, supplying his place on board the *Brandywine* with Acting Master J. F. D. Robinson, whom I have detached from the *William Badger* for the purpose.

I have received the dispatch of the 11th instant, informing me of the detachment of the *Jamestown* and *Fernandina* from this squadron.

The dispatch of the 12th, warning me of the probability of an organized attempt to break the blockade off Wilmington, has been received; also that of the same date, enclosing extracts from the foreign correspondence of Government relative to the preparation and sailing of vessels to violate the blockade. The latter have been printed for distribution.

I am, very respectfully, your obedient servant.,

L. M. GOLDSBOROUGH,

Flag-Officer, Comdg. North Atlantic Blockading Squadron.

Hon. GIDEON WELLES,

Secretary of the Navy, Washington, D. C.

Letter from the Assistant Secretary of the Navy to Flag-Officer Goldsborough, U. S. Navy, regarding vessels in readiness for service.

NAVY DEPARTMENT, June 14, 1862.

MY DEAR SIR: I send you a substitute for the old law of 1800, with but few alterations. Please look it over and make any suggestions that occur to you. The *Paul Jones*, now arming at the yard, will, I think, be ready to go with you, though Burnside, who was here day before yesterday, said that McClellan would be in Richmond in three days of good weather—that is, to-morrow. The *Adirondack* is promised in six days, but these matters of engines are very uncertain. However, every single vessel that is ready shall go to you. When can Rowan come out? The *Powhatan* will be ready July 1 (so they say), and he ought to be there by the 20th or 25th. I believe Davenport is the next in rank. He could be left in charge, or some other officer sent there, as you may advise. Samuel F. Hazard and Henry French, commanders, are waiting orders. The papers report that the *Galena* sent a bearer of dispatches to McClellan, and that he was captured with his dispatches. If Gillis had applied for his detachment, instead of leave, it would have been granted.

Very truly, yours,

G. V. Fox.

Flag-Officer L. M. GOLDSBOROUGH,

Commanding, etc.

Letter from Lieutenant-Colonel Ingalls, U. S. Army, to Lieutenant Shankland, U. S. Navy, commanding U. S. S. Currituck, requesting reconnoissance up the Pamunkey River.

WHITE HOUSE, [PAMUNKEY RIVER], June 14, 1862.

Will you please make a trip up the river and back to-day, to make observations and gather information of the rebels who were depredating yesterday? We would like to know where and how the parties crossed, or where they come from.

Respectfully,

RUFUS INGALLS,

Lieutenant-Colonel, Aid-de-Camp.

CAPTAIN OF THE U. S. GUNBOAT CURRITUCK.

Report of Lieutenant Phelps, U. S. Navy, of capture of schooner Starlight, June 14, 1862.

U. S. S. CORWIN,
West Point, Va., July 1, 1862.

SIR: I have respectfully to report that as the service upon which I am engaged would not admit of my detailing temporarily any of the officers and crew for the purpose of caring for or sending in prizes, I, on yesterday, sent to you, in tow of the *Commodore Barney*, Lieutenant Commanding Chaplin, the schooner *Starlight*, of East River, a frigate's second cutter, and a large flatboat; also one anchor weighing 805 pounds, with 45 fathoms chain, and one anchor weighing 482 pounds (without stock), also with 45 fathoms chain.

The *Starlight* was captured on June 14, about 5 miles up the Potopotank Creek [River], and is owned by Lieutenant Robert Berry, U. S. Army, a volunteer, and now serving in the rebel army at Richmond; she was commanded by his brother, James Berry, both of Gloucester County, Va.

The schooner has been in the employ of the rebel service, and on the morning of the 4th of May was loaded with forage for the rebel army, bound to this place, but, on noticing the approach of this vessel, succeeded in escaping up the creek where she was found.

When seized, the forage and papers had been removed and there was no person on board. I have sent her in just as she was taken.

The frigate's second cutter was found in the marsh up the Pamunkey River.

The flatboat was at the shipyard at this place.

The anchors and chains were taken from the water before the ship or navy yard at this point, and had been used to secure the light-boat burned by the rebels when they evacuated this place.

No vessels were in sight when the above captures were made.

Accompanying this I respectfully forward a correct crew list.

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

THOS. S. PHELPS,
Lieutenant, U. S. Navy, Commanding.

Flag-Officer L. M. GOLDSBOROUGH, U. S. Navy,
Comdg. North Atlantic Blockading Squadron, Norfolk, Va.

Order from Flag-Officer Goldsborough, U. S. Navy, to Acting Master Foster, U. S. Navy, to tow the submarine boat from Philadelphia to Norfolk, Va.

U. S. FLAGSHIP MINNESOTA,
Norfolk, Va., June 15, 1862.

SIR: You will proceed to Philadelphia, via the Delaware and Chesapeake Canal, and report yourself to the commandant of that navy yard as being sent for the purpose of towing to this place the submarine boat which has been prepared there for this station, and you will bring her here with as little delay as possible.

I am, very respectfully, your obedient servant,

L. M. GOLDSBOROUGH,
Flag-Officer.

Acting Master AMOS P. FOSTER, U. S. Navy,
Commanding U. S. S. Satellite, Norfolk, Va.

Report of Commander Glisson, U. S. Navy, regarding bursting of guns on vessels off Wilmington, N. C.

U. S. S. MOUNT VERNON,
Off Wilmington, N. C., June 15, 1862.

SIR: I have received your letter of the 2d of June, and in answer have to state that no guns have been burst on board of any of the vessels on the blockade off Wilmington, nor am I aware of any having been so disabled on the side of the enemy.

I am, very respectfully, your obedient servant,

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

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

[Telegram.]

McCLELLAN'S [HEADQUARTERS], June 15, 1862.

Have you not two more light-draft gunboats that you can send up the York River? It is important that more boats should be there to protect the transports, etc.

G. B. McCLELLAN,
Major-General.

Flag-Officer GOLDSBOROUGH.

P. S.—General Dix please forward.

[Telegram.]

U. S. FLAGSHIP MINNESOTA,
Norfolk, Va., June 16, 1862.

Every available gunboat of light draft that I now have at my command is up either the James or York River. I may have a couple more in a day or two, and then I will endeavor to accommodate you.

L. M. GOLDSBOROUGH.

Major-General McCLELLAN.

[Telegram.]

FORT MONROE, June 16, 1862—3:30 p. m.

Major-General McClellan desires me to request you to send without delay two additional gunboats to White House, where their services are much needed. Please send reply that I may communicate it to Major-General McClellan by telegraph.

JOHN A. DIX,
Major-General.

Flag-Officer GOLDSBOROUGH.

Report of Lieutenant Beaumont, U. S. Navy, commanding U. S. Aroostook, of operations on the James River, Virginia.

U. S. GUNBOAT AROOSTOOK,
City Point, James River, June 16, 1862.

SIR: I would respectfully report that in obedience to your order I left City Point on the afternoon of the 13th, and, proceeding down the

river, visited the battery at Achershape Creek, and burned the barracks and gun carriages. I found no guns at this point. I looked into the batteries at Hardy's [Harden's] Bluff and Day's Point, and examined the banks of the river as far as Pig Point, but saw no sign of the enemy, nor any indications of an intention to reoccupy the batteries.

I anchored on Saturday night (14th) off Fortress Monroe, and on Sunday morning proceeded to Norfolk and reported to Flag-Officer Goldsborough. Returning up the river, I burned all the barracks on the mainland between Achershape and Black creeks [Back River]; also burned a large flatboat at Swan's Point, which might have been used by the enemy in crossing the river. I communicated with guard at Jamestown Island and learned no news.

Very respectfully, your obedient servant,

J. C. BEAUMONT,
Lieutenant, Commanding.

Commander J. P. GILLIS, U. S. Navy,
Commanding Expedition, James River.

Letter from Lieutenant-Colonel Ingalls, U. S. Army, to Captain Murray, U. S. Navy, requesting reconnoissance up the Pamunkey River by U. S. S. Currituck.

WHITE HOUSE, VA., June 16, 1862.

CAPTAIN: The General Commanding the Army has sent Colonel [William W.] Averell with the Third Pennsylvania Cavalry, and Captain Hildt, two companies, Regulars, across the river to night at this point, to scout up the peninsula between the Pamunkey and Mattaponi, as far as Ellet's warehouse.

Colonel Averell is anxious that you will direct the *Currituck* to ascend the river to night as high as possible and return to her present berth to morrow, in order to keep attention from his column and at the same time to perform any service that may suggest itself to the captain.

Very truly,

RUFUS INGALLS,
Lieutenant-Colonel, Aid-de-Camp, Quartermaster.

Captain MURRAY,
Commanding the Fleet, Present.

Report of Lieutenant Jeffers, U. S. Navy, commanding U. S. S. Monitor, regarding ventilation of that vessel, and enclosing report of senior engineer.

U. S. IRONCLAD STEAMER MONITOR,
James River, June 16, 1862.

SIR: I have the honor to acknowledge the receipt on the 6th instant of a letter from the Navy Department, under date of May 30, enclosing a plan and description of a mode of ventilation proposed by Captain Ericsson, to remove one of the great defects of the *Monitor*.

This mode of ventilation proposed had occurred to every one on board who had thought on the matter, but was immediately rejected by all those who knew anything of the subject.

Furthermore, this plan does not in any way relieve the galley; the necessity for which is evident on an inspection of the table of temperature annexed.

Although fully satisfied that the plan would not answer, I did not consider that my opinion alone was a sufficient reason for its rejection, and therefore made the following observations, which I think conclusive against it.

Saturday, June 14, ordered to proceed about 25 miles up the river. Shortly after starting, starboard blower belt broke; during the time occupied in replacing it, in order to maintain the steam pressure in the boilers at 25 pounds (the least that will turn the turret and enable us to fire our guns), the throttle valve was so much closed that the speed of the vessel was reduced to 3 miles an hour, although the other blower was driven at the greatest speed of which it was capable. It is therefore very evident that one blower can not supply sufficient air to force the draft so as to keep up steam, and this, too, in fresh water.

Temperature observed on board the *Monitor* :

Friday, June 13, 1862, at anchor.—In the galley, from 8 to 12 m., 156°; 12 to 4 p. m., 164°; engine room, 12 to 4, 128°. Door in bulkhead open, blowers running slow, engine room hatch open.

Saturday, June 14, 1862, underway.—Galley, 10 to 12 m., 146° to 150°; water-closet, 10 to 12 m., 140°; engine room, thermometer hanging over reversing gear, both blowers running, 120°; one blower, 138°. Blowers running fast, engine making 60 revolutions, engine room hatch on.

Saturday, 12 m.—Thermometer on deck, in shade, 90°; in sun, 125°; berth deck, 120°. Gentle breeze, hatches to berth deck open.

When in action, the berth-deck hatches being closed, the temperature on that deck, and the turret can not be less than 130° to 140°. Human endurance has a limit, and it is impossible that men should not become exhausted if confined for many hours in such an atmosphere. Thus it would very readily happen that, if attacked by one or two faster vessels of much inferior force, armed with long-range guns, the necessity of keeping the crew below would finally compel the commander to destroy this vessel to prevent her falling into the enemy's hands from sheer inability to work the guns. So at sea in a lesser degree.

Having thus pointed out the necessity for some further ventilation, I now, with some diffidence, propose a plan which would undoubtedly accomplish the end. It may not be the simplest which can be devised by some person possessed of more mechanical ingenuity than myself.

First. Isolate the galley chamber by placing a light bulkhead forward of the boiler.

Second. Introduce a third blower, exclusively devoted to forcing air into this space when not in action, but to be turned on to the berth deck when in action.

Third. Connect the galley chamber with the uptake by a pipe, to allow of the escape of the heated air.

Fourth. Cut air ports over the water-closets.

I enclose the report of the senior engineer on the alterations and repairs required on the engines and dependencies.

To perfect the ventilation and do the necessary work on the machinery would probably require but two weeks, with the resources of a navy yard.

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

WILLIAM N. JEFFERS,
Lieutenant, Commanding.

Hon. GIDEON WELLES,
Secretary of the Navy.

[Enclosure.]

U. S. S. MONITOR,
James River, Virginia, June 16, 1862.

SIR: In accordance with your request, the following remarks in relation to the steam machinery of this vessel are respectfully submitted:

Before we can proceed on any expedition with safety, requiring the machinery to be in operation for a considerable period, or requiring certainty of action when it is required, alterations and repairs are necessary to the steam machinery.

Alterations to pipes.—The pipes which convey steam to the blowing engines and auxiliary pumps should be changed so that, instead of taking the steam, as they do at present, from the main steam pipe they would take the steam from the boilers direct. This is rendered necessary from the fact that, if from any accident the stop valves require to be shut, the blowing engines which supply the fire room with air and the auxiliary pumps which supply the boilers with water when the engines are stopped will both be rendered inoperative.

In the present arrangement one feed pipe supplies both boilers with water. The auxiliary pumps discharge into this pipe. A feed pipe should be arranged with separate connections to the boilers for the auxiliary pumps, so that, should an accident occur to the main feed pipes, this could be resorted to. I would also recommend that the bilge pumps attached to the engines have a connection to this supplementary feed pipe just mentioned. The bilge pump is the same as the feed pump, with the exception of the air vessel. My reason for this arrangement of feed pipes is that, should an accident occur to the boilers whereby the water could not be maintained at a proper level, and it should become necessary in consequence to haul the fires, the boilers, to say the least, would be very much damaged, owing to the almost utter impossibility to quickly haul heavy fires, particularly when the weather precludes the possibility of opening the hatch; hence, as a precaution to such an accident, large feeding power is required.

I would recommend that a Woodward crank pump, of greater capacity than one of the Worthington pumps, be substituted for one of these Worthingtons, for the reason that, notwithstanding the good workmanship on Worthington's pump, they are not as reliable as one which employs a crank.

The suction pipe of the auxiliary pumps is connected to the main injection pipe near the ship's side. When the engines are in motion the pumps receive but very little water. This pipe is not large enough to supply both pumps at the same time; it should [be] enlarged and attached to the ship's side elsewhere, or, if this [is] inconvenient, connected to the hot well. The delivery pipe of these pumps is not large enough for both pumps to operate at the same time; it should be enlarged.

The cocks for changing the exhaust steam of the blowing engines from the condenser to the atmosphere, and vice versa, are at present very inconvenient and should be altered.

The engines are in good order, with the exception of the air-pump connecting rod and attachments; new parts have been ordered. I think that the valve rod of the main valve of starboard engine is loose where it is attached to the valve; this, however, merely requires the removal of the valve chest to adjust it.

The blowing engines should be thoroughly overhauled. It must be borne in mind that these engines have been in constant use night and day since the vessel went in commission, 25th February.

Spare parts, viz, piston rod, with piston attached, crosshead, shaft, crank and crank pin, eccentric, with straps and rod, valve and valve rod, brasses for each of the journals, and gibs and keys should be ordered. The workmanship on these engines is good, but the wearing parts being too small, frequent keying up is necessary.

I would recommend new blowing engines, built in a very substantial manner, to be constructed, were it not for the length of time required.

No opportunity has been had since the 23d February last to haul the fires from the boilers. The fires during the principal part of this time have been kept in such a condition that the vessel could be got underway in the shortest possible time.

The fires should be drawn at the earliest opportunity, so that the boilers may be thoroughly examined and cleaned, such things as check valves, feed cocks, etc., requiring grinding.

Very respectfully, yours,

ISAAC NEWTON,
First Assistant Engineer, U. S. Navy, Senior Engineer.

Lieutenant Commanding W. N. JEFFERS, U. S. Navy,
Commanding Monitor.

Report of Flag-Officer Goldsborough, U. S. Navy, of arrival at Hampton Roads of U. S. ship John Adams.

U. S. FLAGSHIP MINNESOTA,
Norfolk, Va., June 17, 1862.

SIR: I have the honor to inform the Department that the U. S. practice ship *John Adams* arrived in the roads yesterday afternoon from Newport, R. I.

I am, very respectfully, your obedient servant,

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

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

Report of Commander Gillis, U. S. Navy, of affairs up the James River, Virginia.

U. S. STEAM SLOOP WACHUSETT,
James River, Virginia, June 17, 1862.

SIR: I respectfully forward several communications for your consideration. Acting Lieutenant Commanding Behm desires to see you in relation to some of his crew whose term of service has expired. He has taken on board here such articles on requisition as could be furnished; will supply from *Brandywine* deficiencies.

I sent the *Monitor* to relieve the *Galena* at Sturgeontown. On passage down the *Galena* was fired at from the bluffs above Turkey Island. She returned yesterday to shell the place. The *Port Royal* accompanied her and returned same evening; she is taking in stores here. We are awaiting arrival of coal vessel by *Island Belle*.

The *Galena* returned this morning. Shortly after she had anchored our vessels were opened upon from the bluff at City Point (at 9:45 a.

m.) by artillery and small arms. We returned the impertinent attack with shell and shrapnel, silenced and drove back the guerrilla rebel force.

It is thought necessary, to make the trial trip for speed of *Galena*, that she should have her coal bunkers filled, and to go down to where there may be sufficient water and reach of river to test her speed fairly, which will be attended to so soon as coal is procured.

Herewith please find Lieutenant Commanding Beaumont's report* on examination and destruction of enemy's works along the Jamestown [Back?] River, as directed by you.

I feel quite unwell, therefore excuse my brief report of state of affairs here.

I am, very respectfully, your obedient servant,

JNO. P. GILLIS,

Commander, Comdg. Naval Force, James River, Virginia.

Flag-Officer L. M. GOLDSBOROUGH,

Comdg. North Atlantic Blockading Squadron, Norfolk, Va.

Report of Commander Rowan, U. S. Navy, enclosing report of Lieutenant Flusser, U. S. Navy, of an expedition to Pasquotank and North rivers, North Carolina.

U. S. S. PHILADELPHIA,

Off Washington, N. C., June 17, 1862.

SIR: I enclose the report of Lieutenant Commanding Flusser of his second midnight dash into the enemy's country and the recovery of another light-house apparatus and lens.

I was gratified by the receipt of your order countermanding the withdrawal of the *Perry* and *Hunchback* from these waters. No two officers in the Navy could render you more efficient and gallant service in time of action than the commanders of those vessels, and I sincerely hope you will not forget Flusser, whose gallantry in action is only equaled by his untiring energy and tact, now that nothing is left us but moral suasion.

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

S. C. ROWAN,

Comdg. U. S. Naval Forces, Sounds of North Carolina.

Flag-Officer L. M. GOLDSBOROUGH,

Comdg. North Atlantic Blockading Squadron, Norfolk, Va.

[Enclosure.]

U. S. S. COMMODORE PERRY,

Plymouth, N. C., June 10, 1862.

SIR: I have just returned to this place from a visit to Pasquotank and North rivers. I landed at Elizabeth, where all seems quiet. Near the mouth of Pasquotank I landed with a small force and brought off the bell, lamps, and oil cans of Wade's Point light-house. The lens of the same light I found at the house of Midgett, the former keeper, near the mouth of North River. While ashore here I took some arms from the houses of the rebels. The men made their escape.

We attempted to ascend the North River to Indiantown, [N. C.], to bring down a schooner laden with live-oak timber for the construction

* See p. 481.

of the rebel war steamer at Deep Creek, but found it impossible to remove the obstructions without loss of time and great labor. These obstructions were placed by General Wise while his troops occupied a position at the caual bridge, to avoid an attack in the rear.

I hoped to catch a prominent rebel at Indiantown, and being foiled in the attempt to approach by water, I determined to land at some other point and march upon it.

I landed from the *Putnam* with her commander and some seventy men, soldiers and sailors, from the *Perry*, and soldiers from the *Hunchback*, whom I had brought from Plymouth with me, and made a rapid night march on Indiantown, but our bird had flown; he had removed from his residence weeks since.

A short distance below the bridge was found the schooner *Scuppernong*, partly laden with oak timber. As we could not spare time to clear the river, she was burned.

After breakfasting at the house of a secessionist farmer, we returned to our boats without molestation. A portion of the march from the boats, 5 miles, was made in a few minutes more than an hour. I thought it pretty good for men not trained by practice.

The apparatus which I took sometime since near Elizabeth, and which I reported as belonging to Wade's Point light, I am now informed, by one who professes to know, is a part or the whole of Hatteras light and a portion of the works from Bodie's Island. I hope the information may prove correct.

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

C. W. FLUSSER,
Lieutenant, Commanding.

Commander S. C. ROWAN,
Comdg. U. S. Naval Forces, Inner Waters of North Carolina.

Order of the Secretary of the Navy to Flag-Officer Goldsborough, U. S. Navy, regarding hospital accommodations.

NAVY DEPARTMENT, June 17, 1862.

SIR: Your No. 293, dated the 14th instant, has been received. You are authorized to make the needful arrangements to occupy the vacant building near Fort Norfolk while the possession of the naval hospital is pending. The sick from southern squadrons arriving at Norfolk should be transferred to New York.

I also acknowledge the receipt of your Nos. 292 and 294.

Very respectfully, etc.,

GIDEON WELLES.

Flag-Officer L. M. GOLDSBOROUGH,
Norfolk, Va.

Order of the Secretary of the Navy to Flag-Officer Goldsborough, U. S. Navy, to send U. S. S. Seminole to New York for repairs.

NAVY DEPARTMENT, June 17, 1862.

SIR: Preparations for repairing the *Seminole* at New York are now completed, and you will send her to that port for the purpose as soon as you can spare her.

It is desirable as soon as practicable to use the naval signal book generally in the service, and you are therefore authorized to use your discretion in the matter of distributing the book to vessels commanded by volunteer officers.

I am, respectfully, etc.,

GIDEON WELLES.

Flag-Officer L. M. GOLDSBOROUGH,
Commanding, etc., Norfolk, Va.

Order from Flag-Officer Goldsbrough, U. S. Navy, to Acting Master Hays, U. S. Navy, commanding U. S. S. Morse, to proceed to duty in York River, Virginia.

U. S. FLAGSHIP MINNESOTA,
Norfolk, Va., June 19, 1862.

SIR: With as little delay as possible you will proceed up York River, Virginia, with the U. S. S. *Morse* under your command, and report to Lieutenant Commanding T. H. Patterson, commanding the U. S. S. *Chocura*, and senior naval officer on the river, for duty in protecting the transports on the Pamunkey and otherwise assisting the operations of the army, as may be directed.

I am, very respectfully, your obedient servant,

L. M. GOLDSBOROUGH,
Flag-Officer.

Acting Master Commanding PETER HAYS,
Commanding U. S. S. Morse, Hampton Roads, Virginia.

Order of the Secretary of the Navy to Flag-Officer Goldsbrough, U. S. Navy, regarding the submarine propeller.

NAVY DEPARTMENT, *June 19, 1862.*

SIR: The submarine propeller under contract with Mr. Martin Thomas will leave Philadelphia at 11 o'clock a. m. this day for Hampton Roads, via the [Chesapeake and Delaware] Canal. The boat is under charge of Mr. Samuel Eakin. Mr. Thomas goes to Fortress Monroe with the boat, which is, or should be, manned with twenty men, including the master, who receive \$40 per month each, including subsistence. The master receives at the rate of \$1,500 per annum whilst employed.

If the crew is not full, you can supply deficiencies. She is, or should be, prepared for operation with two torpedoes and all apparatus for submarine work. You will employ her for clearing obstructions in James River, or any other submarine work you may think proper, and supply the powder on Government account. A tug has been hired to tow her to Fortress Monroe, which you can discharge and use one you have already in use, or retain her with the propeller, as you shall judge best. Please report when the propeller arrives, and also when and where she shall operate.

The obstructions in Elizabeth River, and also the *Merrimack* and other sunken wrecks, may perhaps be looked at.

I am, respectfully, etc.,

GIDEON WELLES.

Flag-Officer L. M. GOLDSBOROUGH,
Commanding, etc., Norfolk, Va.

Letter from the Secretary of the Navy to Flag-Officer Goldsborough, U. S. Navy, enclosing extracts from dispatch of U. S. consul at Liverpool, regarding vessels preparing to run the blockade.

NAVY DEPARTMENT, June 19, 1862.

SIR: I herewith enclose extracts from dispatch of the consul at Liverpool, dated the 7th instant, in reference to the *Julia Usher* and other vessels said to be destined for blockaded ports. The Department would again urge upon your attention the importance of an efficient blockade of the port of Wilmington, N. C.

No means in your power should be spared to close that port against the entrance of vessels.

I am, respectfully, etc.,
Flag-Officer L. M. GOLDSBOROUGH, *Norfolk, Va.*

GIDEON WELLES.

[Enclosure.]

U. S. CONSULATE, *Liverpool, June 7, 1862.*

SIR: I have information from a reliable source that the rebels are short of powder, and that the *Julia Usher* took on board 200 tons, or about that quantity, at Queenstown, for the purpose of relieving them, and is to run into some one of the Southern ports. The case is considered to be desperate, and the vessel is to be run in without regard to the danger or risk. The powder must be had, and Captain Hammer, before he left, expressed himself that he had no doubt of his ability to run his vessel successfully into one of the blockaded ports. My informant states that the name of the vessel will be changed and her whole outward appearance altered so far as they can do it, as soon as she leaves Queenstown. He further states that she has, or will have, a set of new papers, register, clearance, and everything to correspond with her assumed or new name, and that there will not remain anything to show that she was even called the *Julia Usher*. The old papers, most probably, will be destroyed.

I presume after this, most of these vessels will use paint freely after they leave port, and change their appearance as much as they can, and quite likely their names also. It seems to be understood that their movements are watched and descriptions sent to our cruisers. They will resort to this expedient no doubt to avoid capture. On the 3d instant the steamer *Southwick* left this port and sailed for London. I communicated the intelligence to the consul at that port.

In my last I mention the return to this port of the steamer *Scotia*; she has sailed again. Enclosed, marked No. 1, find among other slips one cut from the Liverpool Post of yesterday, stating that this vessel, should she escape the vigilance of the blockade, is to run in, etc. * * *

Two sailing vessels, one of 427 tons burden, called the *Enterprise*, commanded by Captain Haynes, the other called the *Drogheda*, of 660 tons burden, commanded by Captain Beveridge, were entered to load for Nassau, via Cardiff, on the 3d instant, by M. J. Wilson, consignee. They sailed from this port yesterday, I presume for Cardiff. I have written to the consul there about them.

The *Drogheda* is an American vessel; was formerly called the *Levi Woodbury*. She was brought to this port and transferred and now sails under the British flag. There is not much doubt but what they are intended for the South.

Respectfully, your obedient servant,

THOMAS H. DUDLEY,
Consul.

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

[Subenclosure.]

Slip No. 1. (From the Liverpool Daily Post, June 6, 1862.)

Running the Blockade.—The *Scotia*, steamship, commanded by Captain Eustace, which cleared from this port last Saturday for Nassau, but put back on Sunday in consequence of some damage to her machinery, sailed again yesterday. It is understood that the *Scotia*, should she escape the vigilance of the Northern States squadron, is intended to run the blockade.

Letter from the Secretary of the Navy to flag-officers commanding blockading squadrons, enclosing extracts from dispatches from U. S. consul at Nassau, New Providence, regarding vessels preparing to run the blockade.

NAVY DEPARTMENT, June 19, 1862.

SIR: The following extracts from the dispatches of the U. S. consul at Nassau, New Providence, are transmitted for your information:

From dispatches dated June 4, 1862:

The British steamer *Tubal Cain* arrived here on the 4th of June and is reported to be from Liverpool, although she came from the westward, which leads me to believe that she has tried to run the blockade unsuccessfully. She is a long, low, iron vessel, bark rigged and deeply laden.

From dispatches dated June 8, 1862:

I have the honor to inform you that there are at this port and at Cochrane anchorage (7 miles to eastward) eleven large steamers, all under the British flag, and all undoubtedly laden with arms and other supplies for the rebels.

I am, respectfully, your obedient servant,

GIDEON WELLES.

Flag-Officer S. F. DU PONT,
Commanding, etc., Port Royal.

Flag-Officer L. M. GOLDSBOROUGH,
Commanding, etc., Norfolk, Va.

Flag-Officer D. G. FARRAGUT,
Commanding, etc., New Orleans.

Flag-Officer JAMES I. LARDNER,
Commanding, etc., Key West, Fla.

Report of Flag-Officer Goldsborough, U. S. Navy, of movements of vessels in York River, Virginia.

U. S. FLAGSHIP MINNESOTA,
Norfolk, Va., June 20, 1862.

SIR: I have the honor to inform the Department that the U. S. practice ship *John Adams* went up York River on the morning of the 18th instant, and that the U. S. S. *Morse* proceeded thither this morning.

The information contained in your communication of the 17th instant about proposed violations of this blockade has been printed and distributed among commanding officers on blockading duty.

In accordance with your dispatch of the same date, I have taken steps to prepare the vacant building near Fort Norfolk for temporary occupation as a hospital for the sick of the squadron.

I am, very respectfully, your obedient servant,

L. M. GOLDSBOROUGH,
Flag-Officer.

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

Order from Flag-Officer Goldsborough, U. S. Navy, to Commander Lockwood, U. S. Navy, to proceed with the U. S. S. Daylight to New York.

U. S. FLAGSHIP MINNESOTA,
Norfolk, Va., June 20, 1862.

SIR: In obedience to the orders of the Department, you will proceed to New York, with the *Daylight* under your command, there to discharge those of your present crew whose times have expired, repair your vessel, and receive a new crew on board.

I am, very respectfully, your obedient servant,

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

Commander SAMUEL LOCKWOOD,
Commanding U. S. S. Daylight, Beaufort, N. C.

Letter from the Assistant Secretary of the Navy to Flag-Officer Goldsborough regarding proposed destruction of railroad bridge at Petersburg.

Private.] NEAR HAMPTON ROADS, *June 20, [1862]—11 a. m.*

MY DEAR FLAG-OFFICER: I received your note with a long growl just as I was leaving Washington, and I sent it to Sedgwick and Grimes. There is every disposition in the country and Congress to do full justice to the Navy, and if the present admiral bill fails in the Senate it will be because Navy officers are at work doctoring it. They could never pull together is the reason; the Army (a unit) go ahead in general legislation.

The President sent me down to enquire about the possibility of destroying the Petersburg railroad bridge. I endeavored to avoid this journey, as all the navy bills are before the Senate and House, and I feel the deepest interest in them; however, I had to go, so I took the *Yankee* and went directly to City Point, arriving last night at 11:30 p. m. I returned this morning and proceed directly to Washington without going on shore at the fort, unless we are detained to coal. I should have called up to Norfolk to see you but for the bills, so you must excuse the irregularity for the public good. I stayed three hours with Gillis and Rodgers, and left at 3:30 a. m. this day.*

* * * * *

Of course I said nothing except to get their opinion about the possibility of destroying the bridge. Neither seemed to know much about the Appomattox, but Rodgers promises to make all possible enquiries. I told them the Government would pay \$25,000 or even \$50,000 to have the bridge destroyed. The President considers it of vital importance, and wishes every exertion made to accomplish it immediately. My own

* Matter omitted of a personal nature.

opinion is that the chances are better with Rodgers than anyone else. Jenkins will take Gillis's place, but though a most accomplished officer, he is but one above Rodgers, who has already borne the "burden and heat of the day," and should hardly have anyone to step in over him at the last moment. I think you had better write a confidential letter to the Department, stating that every exertion will be made to destroy this bridge and that a competent force for any emergency is placed under Commander Rodgers, which will obviate any mention of the matter first in letters from the Department. There is another bridge at Swift Creek, 3 miles north of Petersburg, which may answer the same purpose, unless it is a short one and can be easily replaced. The value of this communication destroyed (to our cause) can not be expressed in words or money, provided it is done before McClellan fights. Are you all ready to dash at Caswell? I ask it because Faragut is calling for these gunboats and hesitates to attack Fort Morgan without more force.

Regretting that I am not able to see you,
Truly, yours,

G. V. FOX.

Flag-Officer GOLDSBOROUGH.

Letter from Assistant Secretary of the Navy to Flag-Officer Goldsborough, U. S. Navy, on departure of the former for Washington.

PASSING OLD POINT, June 20, 1862.

DEAR SIR: Wyman has coal enough to reach Washington, so we push on without stopping.

I send a package to you by the pilot; also his bill, as Wyman has no purser and can not settle it. Will you direct its payment? He is a most excellent pilot.

Yours, truly,

G. V. FOX.

[Flag-Officer GOLDSBOROUGH, U. S. Navy.]

Order from Flag-Officer Goldsborough, U. S. Navy, to Acting Volunteer Lieutenant Behm, U. S. Navy, commanding U. S. S. Southfield, to proceed to York River for duty.

U. S. FLAGSHIP MINNESOTA,
Norfolk, Va., June 20, 1862.

SIR: You will proceed up York River with the *Southfield* under your command and report to Lieutenant Commanding T. H. Patterson, commanding the *Chocura*, and senior naval officer in those waters, for duty in protecting the army transports in the Pamunkey, and otherwise affording assistance to the army of General McClellan, as you may be directed.

I am, very respectfully, your obedient servant,

L. M. GOLDSBOROUGH,
Flag-Officer.

Acting Volunteer Lieut. Comdg. C. F. W. BEHM,
Commanding U. S. S. *Southfield*, Norfolk, Va.

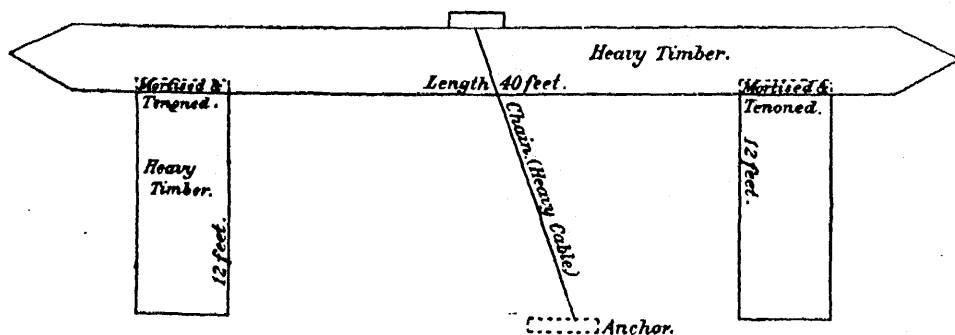
(A similar order made out, dated June 21, to Lieutenant Commanding J. C. Chaplin, U. S. Navy, commanding U. S. S. *Comodore Barney*, Norfolk, Va.)

Report of Lieutenant Bunce, U. S. Navy, commanding U. S. S. Penobscot, regarding obstructions in Cape Fear River, North Carolina.

U. S. S. PENOBSCOT, June 20, 1862.

SIR: I found upon the bar at Little River Inlet, South Carolina, at low water, $6\frac{1}{2}$ feet. The pilots assure me that I was not in the mid-channel, and that I could have carried 9 feet at low water over the bar. After passing the bar till I reached the slough, about 400 yards below the wharf, we found from 2 to 3 fathoms; in slough, 7 feet. From the slough to the wharf we found 11 feet of water. From the contraband mentioned in my former report to Captain Braine, I have learned the construction of the obstructions in Cape Fear River and New Inlet. They consist of 25 pens constructed of heavy timber, mortised and tenoned, filled with stone and sunk on Horseshoe Shoal, in New Inlet, to the westward of Zeek's Island, and one brig filled with stone and sunk in the same place.

The obstructions in Cape Fear River consist of two rafts, each 700 feet in length, anchored off Fort Caswell, at the rips, bearing southeast from the fort across the channel.



The above diagram represents one section of each raft. The distance between each section is 20 feet, and they are connected by heavy timbers, also mortised and tenoned, the pointed ends being up and down the channel. A very heavy chain runs across the middle of each, and they are anchored at each end and amidships. The two rafts are connected by chains in mid-channel. At high water, parts or the whole are afloat.

I am, very respectfully, your obedient servant,

FRANCIS M. BUNCE,
Lieutenant, U. S. Navy.

Commander O. S. GLISSON,
Senior Officer off Cape Fear River, North Carolina.

Report of Lieutenant McCrea, U. S. Navy, commanding the U. S. S. Jacob Bell, of an engagement with batteries at Watkins Bluff, June 20, 1862.

U. S. S. JACOB BELL,
James River, June 21, 1862.

SIR: I respectfully submit the following:

Yesterday, in obedience to your order, I proceeded with the dispatches up the river to the *Monitor*. On passing the red bluff known as Watkins Bluff, I was opened upon by two field batteries, 3 guns each, of 12-pounders and 6-pounders, and about 500 sharpshooters.

The channel being very narrow, and being obliged to go within a few feet of the bluff, I suffered severely. The hail of bullets from the sharpshooters prevented me for a time from responding, as, having no covering for my men at the battery, I would not expose them to the heavy fire.

A shot, however, came and carried away my rudder chain, and my vessel got ashore in front of the batteries.

I was determined to go by, so manned my guns, steaming on and forced her over. The field batteries were so masked that I could not see them until opened upon, though the upper battery raked me as I headed toward it, which, from the nature of the river, I had to do; but we stood on under their fire for about five minutes which I considered better, as I had no idea of retreating until my duties were performed and as long as my vessel lasted. As soon as I got up to the upper battery the lower battery raked me aft, doing more damage to my upper works than the other. I think I should not have been damaged so much had it not been for my getting ashore in front of them, giving them but a few feet between me and their guns. The officers and men behaved with their accustomed coolness and efficiency, and promptly responded to the order, "Man the battery," though under a heavy fire of musketry. A shot has penetrated the flange of the port wheel, cracking it in several places. It will not do for me to be in any seaway, as I will lose my wheel. The starboard side of my pilot house was carried away, together with two iron plates; in fact, my upper works are completely riddled. One shot struck the valve stem, bending it, which slowed us down, fortunately not stopping the engine.

As you ordered me to return after delivering the dispatches, I passed down again after night, but was not fired at. Ten shots in all struck the vessel, to say nothing of the quantity of rifle bullets in the woodwork.

Very respectfully, your obedient servant,

E. P. MCCREA,
Lieutenant, Commanding.

P. S.—I am thankful to say not one on board was injured. The battery was a flying battery of artillery, and, as I afterwards learned, was limbered up and moved off, which accounts for my not being fired upon coming down.

E. P. MCCREA.

Commander JOHN P. GILLIS,
Commanding Naval Forces, James River, Virginia.

Order of the Secretary of the Navy to Flag-Officer Goldsborough, U. S. Navy, regarding the use of the submarine propeller for the destruction of the Petersburg Bridge.

Confidential.]

NAVY DEPARTMENT, *June 21, 1862.*

SIR: As far as is practicable, you will keep secret the movements of the submarine propeller recently from Philadelphia, and take into consideration the propriety of her being used on the Appomattox River to operate against the Petersburg Bridge.

Very respectfully, etc.,

GIDEON WELLES.

Flag-Officer I. M. GOLDSBOROUGH,
Comdg. North Atlantic Blockading Squadron, Norfolk, Va.

Report of Flag-Officer Goldsborough, U. S. Navy, regarding plans for destruction of the railroad bridge at Petersburg, Va.

U. S. FLAGSHIP MINNESOTA,
Norfolk, Va., June 21, 1862.

SIR: I have the honor to submit to you herewith a copy of a confidential letter I have just addressed to Commander Rodgers, in effect, with regard to the destruction of the railroad bridge at Petersburg. Money may bring about its destruction, but, from my knowledge of the existing state of things thereabouts, I doubt whether any mere naval force we may employ will be able to do so.

I am, very respectfully, your obedient servant,

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

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

[Enclosure.]

Confidential.]

U. S. FLAGSHIP MINNESOTA,
Norfolk, Va., June 21, 1862.

SIR: You will return to this place without delay with the *Wachusett* under your command, turning over to Commander Rodgers all the orders, instructions, and papers received from me or your predecessor with regard to the vessels or management of affairs up James River.

Say to Commander Rodgers that the President of the United States is especially anxious to have the railroad bridge at Petersburg destroyed, if possible, and that I wish him to accomplish the object, if it can be done. If it can not be done by a force, or, rather, if it can be done sooner and more certainly by resorting to the use of money, he is hereby authorized to use any amount, not exceeding \$50,000, that may be necessary for the purpose. North of Petersburg, at Swift Creek, there is another bridge. If it is not short, and therefore easily replaced, its destruction might answer the purpose of cutting off the enemy's retreat in that direction in case the bridge at Petersburg can not be destroyed. If, however, both can be destroyed, so much the better. A submarine propeller for clearing the obstructions, etc., in James River will be sent to Commander Rodgers the moment she arrives here from Philadelphia. She is now hourly expected, and she, perhaps, may be used to great advantage in destroying the bridges in view.

In mentioning the above large sum of money as a reward for any person or persons who will destroy the bridge at Petersburg, it is done rather to impress the great desire of the Department upon the subject than under the supposition that more, comparatively, than a moderate part of it will be necessary to be given. Still, if success can not be secured otherwise, the whole amount can be applied. All of the above that relates to the bridges in view, both you and Commander Rodgers will regard as confidential; for, unless secrecy be observed, the undertaking will probably prove a failure and the party employed be detected.

Give either this paper or a copy of it to Commander Rodgers, and enjoin upon him to lose no time in getting the work it bespeaks done. It is of the utmost importance that it should be accomplished before the next fight comes off between General McClellan and the rebel army.

I am, very respectfully, your obedient servant,

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

Commander J. P. GILLIS, U. S. Navy,
Commanding U. S. S. Wachusett, James River, Virginia.

Letter from Flag-Officer Goldsborough, U. S. Navy, to the Assistant Secretary of the Navy, regarding the railroad bridge at Petersburg, Va.

U. S. FLAGSHIP MINNESOTA,
Norfolk, Va., June 21, 1862.

MY DEAR SIR: As far back as the 24th of last month I called attention to the Appomattox railroad bridge at Petersburg, etc., as you will perceive by the copy I send you herewith of a letter* I then wrote to Commander Smith. I also send you his statement of a reconnoissance up the Appomattox. Force—naval force—won't answer there, but dollars may. The river is obstructed and defended, and Petersburg is kept garrisoned. I have kept myself as well posted as possible with regard to the Appomattox, Chickahominy, etc., for I long since perceived the immense advantage that would result to our cause by destroying the railroad bridge at Petersburg.

I am, very respectfully, your obedient servant,

L. M. GOLDSBOROUGH,

Flag-Officer, Commanding North Atlantic Blockading Squadron.

Hon. G. V. FOX, U. S. Navy,

Assistant Secretary of the Navy, Washington, D. C.

Report of Commander Rodgers, U. S. Navy, giving reason why railroad bridge at Petersburg, Va., can not be destroyed.

U. S. S. GALENA,
Off City Point, June 22, 1862.

SIR: I have the honor to acknowledge the receipt of your letter of the 21st instant in regard to burning the railroad bridge at Petersburg, Va.

The subject had already engaged my attention, and I met the following difficulties:

The gunboats can not send a boat on shore without danger of an ambush. Every movement is carefully watched by armed men. We are not able to communicate with the inhabitants except with danger to them and to us.

I have concluded that in Norfolk or at Fortress Monroe, where free intercourse can be had with Union men, citizens of Virginia, must be sought the agents for this work. The Appomattox, scarcely wider than a canal, has its channel obstructed by vessels and lighters sunk in the bottom of the river. It runs through banks which absolutely command any rowboats upon its waters. We can not approach by steamers, and rowboats would be destroyed.

When I last heard from Petersburg, about a month ago, by two deserters, there were some 6,000 or 7,000 troops there under General Huger. If I see any opportunity of carrying out the subject of your letter, I shall zealously do so.

Very respectfully, your obedient servant,

JOHN RODGERS,
Commander.

Flag-Officer LOUIS GOLDSBOROUGH,
Commanding North Atlantic Blockading Squadron.

* See p. 425.

[Endorsement.]

JUNE 24, 1862.

I beg to forward this copy of a communication just received from Commander Rodgers. I appreciate the difficulties of which he speaks. It is a very delicate matter to broach the subject in view to anyone in Norfolk or at Old Point. Still, I shall use every prudent exertion in the matter and be diligent about it. A mere naval force I am, and have been for some time, satisfied can avail but little, if, indeed, anything, really substantive in the affair. Dollars alone, in my judgment, can do the work. The submarine propeller, when just awash, draws 6 feet water, and in order to get the men out of her bottom it ought to go no nearer the ground than 18 inches or 2 feet. Hence, operating even in as much as 8 feet water, her upper surface will be in sight and exposed. Night work would obviate this exposure to at least a partial degree, it is true, if during darkness light enough will be afforded. The Appomattox, after ascending it some 5 miles, becomes very narrow and shoal, and the tide is frequently rapid. We will do our best. This is all I can at present promise.

Most respectfully,

L. M. GOLDSBOROUGH,
Flag-Officer.

Report of Lieutenant Braine, U. S. Navy, giving information of Confederate batteries on Federal Point, N. C.

U. S. S. MONTICELLO,
Off Wilmington, June 22, 1862.

SIR: I have to inform you that at the request of General Burnside I this day took on board and delivered, under a flag of truce, Mrs. Norton and child at New Inlet entrance to Cape Fear River. She was received by the authorities there, Colonel [John B. ?] Palmer, C. S. Army, commanding. Whilst lying in this ship, close to the Confederate batteries on Federal Point, distance not over 1,000 yards, in 5½ fathoms of water, I observed the following: The enemy have one open earthwork battery mounting eighteen guns, apparently 32-pounders; also an earth case-mate pierced for six guns, but with our best glasses we could not see any guns in the ports; also two small batteries some distance to the left, of three guns each. These batteries are connected by rifle pits. At the time we were there the enemy had all their works manned, and during the period of one hour we had an opportunity to make careful observations, as their force showed themselves on the works and in the rifle pits. I should estimate there were upward of 1,500 men in sight. I steamed slowly in an elliptic in front of their works at a distance of from 900 to 1,400 yards sounding. The least water was 5½ fathoms. I submit all this information, and am,

Very respectfully, your obedient servant,

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

Flag-Officer L. M. GOLDSBOROUGH,
Comdg. North Atlantic Blockading Squadron, Norfolk, Va.

Order from the Secretary of the Navy to Commander Steedman, U. S. Navy, commanding U. S. S. Paul Jones, to proceed to Hampton Roads for duty

NAVY DEPARTMENT, June 23, 1862.

SIR: Proceed with the U. S. S. *Paul Jones* under your command to Hampton Roads, Virginia, and report to Flag-Officer Goldsborough for duty in the squadron under his command.

I am, respectfully, your obedient servant,

GIDEON WELLES.

Commander CHARLES STEEDMAN,
Commanding U. S. S. Paul Jones, Washington, D. C.

Report of Lieutenant Braine, U. S. Navy, commanding U. S. S. Monticello, giving information from contrabands picked up by that vessel.

U. S. S. MONTICELLO,
Off Wilmington, N. C., June 23, 1862.

SIR: I have to report, whilst running along the coast to the westward, we picked up a skiff containing eight contrabands; they proved to be from Little River Inlet, South Carolina. Their names are as follows:

Abram Mathews, Stephen Mathews, belonging to William Mathews; Daniel Randall, belonging to Thomas Randall; Dick Nixon, belonging to Thomas Nixon; Dick Montgomery, belonging to John Montgomery; Cupid Clemmens, belonging to Hardy Clemmens; Tony Charles, belonging to John Charles; Joe Mathews, belonging to William Mathews.

They gave me information of two schooners in Little River Inlet preparing to run the blockade; also a quantity of cotton, pitch, turpentine, and rosin stored there ready for loading them.

I am, very respectfully, your obedient servant,

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

Flag-Officer L. M. GOLDSBOROUGH,
Comdg. North Atlantic Blockading Squadron, Norfolk, Va.

Letter from the Secretary of the Navy to Flag-Officer Goldsborough, U. S. Navy, regarding the enlistment of men for the naval service.

NAVY DEPARTMENT, June 23, 1862.

SIR: Your communication of the 20th instant is received. Every exertion is being made to enlist men for the naval service. It is probable some time may elapse before the Department can comply with your requisition of the 20th instant.

I am, respectfully, your obedient servant,

GIDEON WELLES.

Flag-Officer L. M. GOLDSBOROUGH,
Commanding, etc., Norfolk, Va.

Order from Flag-Officer Goldsborough, U. S. Navy, to Commander Poor, U. S. Navy, regarding powder for the submarine propeller.

U. S. FLAGSHIP MINNESOTA,
Norfolk, Va., June 23, 1862.

SIR: Deliver to Mr. Samuel Eakin, in charge of the submarine propeller employed by the Navy Department, 20 barrels of powder. It is to be put on board the U. S. S. *Satellite* for safe-keeping, and used from her as may be required.

I am, very respectfully, your obedient servant,
L. M. GOLDSBOROUGH,
Flag-Officer.

Commander CHAS. H. POOR, U. S. Navy,
Naval Ordnance Officer, Fort Monroe

Order of Flag-Officer Goldsborough, U. S. Navy, to Acting Master Foster, U. S. Navy, to proceed to duty in James River, transporting powder, officers, and crew for the submarine propeller.

U. S. FLAGSHIP MINNESOTA,
Norfolk, Va., June 23, 1862.

SIR: You will proceed to Hampton Roads and there take on board 20 barrels of powder, with which you will be supplied by Commander Poor, naval ordnance officer, and you will also receive on board the officers and crew of the submarine propeller; you will ration this crew while it remains with you. You will then proceed up James River, in company with the submarine propeller towed by a tug, and report to Commander John Rodgers, senior naval officer there, for such duty as he may assign you.

I am, very respectfully, your obedient servant,
L. M. GOLDSBOROUGH,
Flag-Officer.

Acting Master AMOS P. FOSTER,
Commanding U. S. S. *Satellite*, Norfolk, Va.

Order of Flag-Officer Goldsborough, U. S. Navy, to Mr. Eakin, in charge of the submarine propeller, to proceed to James River and report to Commander Rodgers, U. S. Navy.

U. S. FLAGSHIP MINNESOTA,
Norfolk, Va., June 23, 1862.

SIR: Proceed up James River, with the submarine propeller and the tug which towed her from Philadelphia under your charge, and report yourself to Commander John Rodgers, commanding the U. S. S. *Galena*, and senior naval officer there, who will inform you what services are to be performed by that propeller.

The U. S. S. *Satellite* will accompany you, and her commander will afford you and your men every accommodation in his power. He will also furnish your men with a ration, each, per day, the same to be deducted from the wages allowed them by the Government.

Commander Poor, naval ordnance officer at Fortress Monroe, will furnish you with 20 barrels of powder, which is to be taken on board the *Satellite* and kept there for your use as you may require it. The *Satellite* is to remain in company with the submarine propeller as long as may be necessary.

I am, very respectfully, your obedient servant,

L. M. GOLDSBOROUGH,
Flag-Officer.

Mr. SAMUEL EAKIN,

*In charge submarine propeller, employed by the
Navy Department, off Fortress Monroe, Va.*

Instructions from Flag-Officer Goldsborough, U. S. Navy, to Commander Rodgers, U. S. Navy, regarding the submarine propeller.

U. S. FLAGSHIP MINNESOTA,
Norfolk, Va., June 23, 1862.

SIR: I send to you the submarine propeller, in charge of Mr. Samuel Eakin. She will be towed up by a tug which brought her from Philadelphia, and which tug you will keep with her until further orders. I also send the U. S. S. *Satellite* to accompany her, accommodate officers and crew, and render any other service that she can. Let a ration be issued to each one of the crew of the submarine propeller and a strict account kept of the number of rations that may be so issued. The *Satellite* has 20 barrels of powder on board for the use of the submarine propeller. This contrivance, as I have already intimated to you, should be employed at once up the Appomattox, if it can be of any service whatever there in destroying the railroad bridge at Petersburg, or removing obstructions in our way.

It afterwards may be employed to remove the obstructions abreast of Fort Darling (Drewry's Bluff).

Make it as useful in every way as you can.

I am, very respectfully, your obedient servant,

L. M. GOLDSBOROUGH,
Flag-Officer.

Commander JOHN RODGERS, U. S. Navy,

Comdg. U. S. S. Galena and Senior Naval Officer in James River.

[Telegram.]

MCLELLAN'S HEADQUARTERS, *June 23, 1862.*

Quite a number of vessels loaded with provisions and forage will leave the Pamunkey River within a day or two for James River. The general commanding desires that these vessels be convoyed up the James and be placed in charge of the gunboats now in that river near City Point, or in some secure place near there.

STEWART VAN VLIET,
Brigadier-General.

Flag-Officer GOLDSBOROUGH.

Report of Flag-Officer Goldsborough, U. S. Navy, of the arrival of the submarine propeller at Hampton Roads.

U. S. FLAGSHIP MINNESOTA,
Norfolk, Va., June 24, 1862.

SIR: A submarine propeller in tow of a tug arrived at Hampton Roads yesterday. She is not prepared for operation with any torpedoes. She required a lot of whisky barrels, twenty barrels of powder, and a steamer to accompany her and the little tug, in order to accommodate powder, men, etc., all of which were promptly furnished. No arrangement had been made to provision her men; I therefore, at the request of the parties, agreed to let each one have a ration per day, the value of which to be deducted from the monthly pay allowed.

To-day she leaves for James River, accompanied by the tug that brought her from Philadelphia and by the *Satellite*. Owing to the very light draft of the tug, and for other reasons, it is well to retain her services for the present, and I have given orders accordingly.

I have directed Commander Rodgers to use her first in the Appomattox, if she can possibly be applied there to any advantage whatever in the destruction of the bridge at Petersburg, and next in removing the obstructions at Fort Darling.

I saw this contrivance yesterday. I hope it may be of service to the Government, but my impression is that it is next to a very useless concern. Thus far no experiments have been made with it of any consequence. Some men went down in it and remained under water three-quarters of an hour, but this they could have easily done in an ordinary diving bell. Beyond this no other experiment has been attempted, as I am informed by Mr. Bakin.

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 Flag-Officer Goldsborough, U. S. Navy, of movements of vessels at Norfolk, Va.

U. S. FLAGSHIP MINNESOTA,
Norfolk, Va., June 24, 1862.

SIR: The *Wachusett* arrived here yesterday morning from the James River. I have ordered the *Seminole* to New York. She will leave to-day, and Commander Smith has orders to report to the Department by letter on his arrival.

Your answer to my 296 has been received, concerning the honorable discharges; also those of the 21st instant, requiring secrecy about the movements of the submarine propeller and relative to the sending of the *Seminole* to New York.

I am, very respectfully, your obedient servant,

L. M. GOLDSBOROUGH,

Flag-Officer, North Atlantic Blockading Squadron.

HON. GIDEON WELLES,

Secretary of Navy.

Letter from Commander Rodgers, U. S. Navy, to Flag-Officer Goldsborough, U. S. Navy, regarding a plan to burn bridge over Swift Creek.

U. S. S. GALENA,
City Point, June 24, 1862.

SIR: I have made a plan to burn the bridge over Swift Creek. I propose to attempt it by surprise, but this plan absolutely demands that I should know the class of boats which can get to it, whether tugs, or launches, or rowboats, or whether it is unapproachable by water, in which case I have no means to do it. I can not obtain this information here. No one communicates with us; the pickets would shoot any man who returned to shore after doing so.

Can you obtain for me at Fortress Monroe, or in Norfolk, a negro or white man who has the requisite local knowledge?

If I can get to the bridge by water, then a barrel of camphene would be convenient, but not necessary.

I have the honor to be, your obedient servant,

JOHN RODGERS,
Commander, U. S. Navy.

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

[Telegram.]

MCLELLAN'S [HEADQUARTERS], June 24, 1862.

Have the gunboats which I asked you for some days since, and which you expected soon, yet arrived and been sent to the White House? It is a matter of great importance that this additional protection should be given to our depots at the earliest practicable moment.

GEO. B. MCLELLAN,
Major-General.

Captain GOLDSBOROUGH,
Flag-Officer.

[Telegram.]

NORFOLK, June 25, [1862].

Your telegram* dated the 23d was received last night. Its wording was so mandatory that I desire to ask you if it is intended as an order from your general commanding to me?

L. M. GOLDSBOROUGH.

Brigadier-General VAN VLIET.

Report of Flag-Officer Goldsborough, U. S. Navy, of the departure for the James River of the submarine propeller.

U. S. FLAGSHIP MINNESOTA,
Norfolk, Va., June 25, 1862.

SIR: I have the honor to send you herewith a copy of a communication† received last night from Commander Rodgers. With the aid of

* See p. 500.

† See p. 496.

General Viele, I have procured the services of six individuals at Norfolk, all willing to do anything required of them, and several of them well acquainted with localities. They are all, in General Viele's opinion, to be trusted. About this he entertains no doubt whatever. I have sent the whole party up the James River to Commander Rodgers by the *Delaware*.

The submarine propeller went up the James River yesterday.

I am, very respectfully, your obedient servant,

L. M. GOLDSBOROUGH,

Flag-Officer, Comdg. North Atlantic Blockading Squadron.

HON. GIDEON WELLES,

Secretary of the Navy, Washington, D. C.

[Telegram.]

U. S. FLAGSHIP MINNESOTA,
Norfolk, Va., June 25, 1862.

Enquire at the White House whether two additional gunboats have yet reached there.

L. M. GOLDSBOROUGH,
Flag-Officer.

Major-General McCLELLAN.

[Telegram.]

McCLELLAN'S HEADQUARTERS, *June 25, [1862]—3:30 p. m.*
(Received June 26.)

Your telegram just received. I am sorry that you should consider my telegram as mandatory, as it was certainly not so intended. The commanding general merely desired your cooperation in carrying out an important duty. The general is now in front, where a sharp fight is going on, or I should submit your telegram to him to be answered.

STEWART VAN VLIET,
Brigadier-General.

Flag-Officer GOLDSBOROUGH.

[Telegram.]

[U. S. S.] GALENA, *June 25, 1862.*

Dispatch received; night. Gunboats and false attack on City Point and on battery above barriers part of plan. Otherwise rowboats would be destroyed. Nothing else can get there. Four thousand troops in vicinity of Petersburg, and pickets everywhere. Execution must be prompt or a division would come from Richmond. Positive official information showing bridge 250 feet long; private, from 50 to 80 (about 50) high. The banks above command our decks. Men, screened by trees, fire and disappear before we can reply. An intolerable annoyance. Horse artillery put nine shot through the *Jacob Bell* and got off before assistance could arrive. We can fight when needed, but we can not be in the narrow part of the river idle.

Panther,* on right or west bank of river, has heavy guns. Both sides must be taken before we can work at removing obstructions.

JOHN RODGERS.

Major-General GEORGE B. McCLELLAN.

* CIPHER; probably for battery.

[Telegram.]

MCOLELLAN'S HEADQUARTERS, June 26, 1862—1:20 a. m.

I am informed that the two additional gunboats ordered to the White House have arrived at that place.

GEO. B. MCOLELLAN,
Major-General, Commanding.

Flag-Officer GOLDSBOROUGH.

Report of Commander Glisson, U. S. Navy, commanding U. S. S. Mount Vernon, of chase and destruction of schooner Emily, of Nassau, New Providence.

U. S. S. MOUNT VERNON,
Off Wilmington, N. C., June 26, 1862.

SIR: I have the honor to report to you that this morning at daylight we discovered a schooner to the eastward of our squadron, standing in for the harbor, it being thick and hazy at the time. The *Mystic*, Lieutenant Commanding H. N. T. Arnold, the *Victoria*, Acting Master Commanding J. D. Warren, and the *Mount Vernon* immediately slipped their cables and gave chase. The *Mystic* was anchored nearest to the schooner, the *Victoria* next, and my vessel, the *Mount Vernon*, came next. The *Mystic* opened fire first and the *Victoria* and *Mount Vernon* followed suit, but the schooner was too far off for our guns to reach her.

As our vessels and the chase closed in with the bar, the *Mystic* and *Victoria* grounded, still keeping up a heavy fire. At this moment I dispatched a boat from the *Mount Vernon* through the shoal water to board the schooner; when the boat was halfway, the schooner grounded and our boat was fast coming up with her. We then saw a boat leave the schooner, and our boat soon after boarded her under a heavy fire of shell from rifle cannon on Fort Caswell; one shell burst in the bow of the schooner and they were falling thick and fast around her.

As soon as the officer and men reached the deck the mainsail was immediately lowered and the gaff-topsails hauled down and every exertion made to get her off. Finding it impossible to do so, she was then set on fire. When the fire was well underway a boat from the *Victoria* also reached the schooner, and they added more fuel to the flames, and the boats soon after left the schooner. By the time the boats reached the ships I observed a boat pulling for the burning schooner. I immediately dispatched the *Mount Vernon's* boat to board her, and made signal to the squadron to board the enemy. Soon after the boats from the *Penobscot*, *Mystic*, and *Victoria* were standing for the schooner, which had by this time worked over the bar. The tide having risen, the jib and foresail being set, and the wind from the northward and eastward, it paid her head off to the westward in the direction of our boats. As our boats approached the schooner, the boat which had pulled from the shore left her, leaving only one man on board, supposed to be the captain. As our boats neared the schooner he was seen to wave his hat and jump overboard; whether he reached the shore or was drowned, is more than I can say. Our boats having boarded her I ordered the *Victoria* to run in and tow her out, which was done and she was anchored near us. We saved all we could from the burning schooner. Enclosed I send you a list of the articles which were saved. The schooner proved to be the *Emily*, of Nassau, New Providence, loaded entirely with salt. She did not hoist any colors. I found on board one English flag, which

was accidentally lost, and one secesh flag, with a lone star in it, which is now on board of the *Mount Vernon*. After she had burned to the water's edge, we sunk her in deep water. This is the second vessel that we have burned and destroyed commanded by the same captain.

The U. S. S. *Penobscot*, Lieutenant Commanding Olitz, could not join in the chase in the beginning, as his vessel was stationed 5 miles to the westward on picket duty, but did come up in time to render service.

As the tide rose the *Mystic* and *Victoria* soon got off without any injury.

Much credit is due to Acting Master W. N. Griswold and the following men from the *Mount Vernon*, viz: George A. Norman (seaman), Michael Hulchan (seaman), James Ward (ordinary seaman), Samuel Abbott (ordinary seaman), Charles Marshal (ordinary seaman), Nicholas White (landsman), and John Harrington (landsman), for the heroic manner in which they pulled for the vessel and for boarding her under a heavy fire from the guns of Fort Caswell.

The same credit is also due to the following officer and men from the U. S. S. *Victoria* for their exertions to reach the schooner in time to assist in destroying her, viz: Acting Master H. A. Phelon, John G. Mink (seaman), Thomas Hamilton (seaman), James O'Brien (seaman), Johan Papps (seaman), and Thomas Lee (ordinary seaman).

I forward this day by mail the log book and papers found on board of the *Emily*, of Nassau, New Providence.

It gives me pleasure to state that every officer and man in the squadron did his duty on this occasion.

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

O. S. GLISSON,

Commander and Senior Officer.

Flag-Officer L. M. GOLDSBOROUGH,

Commanding North Atlantic Blockading Squadron.

[Enclosure.]

Articles saved from the rebel schooner *Emily*, of Nassau, burned by the *Mount Vernon*, *Penobscot*, *Mystic*, and *Victoria*.

On board U. S. S. *Victoria*:

1 cable, 45 fathoms.

1 anchor.

On board U. S. S. *Mount Vernon*:

1 cable, 45 fathoms.

1 anchor.

On board U. S. S. *Mount Vernon*:

1 chronometer.

1 clock.

1 gaff-topsail.

On board U. S. S. *Mystic*:

1 flying jib.

Will the flag-officer inform me what disposition is to be made of them?

I am, very respectfully, your obedient servant,

O. S. GLISSON,

Commander and Senior Officer.

[Endorsement.]

JULY 12, 1862.

I have the honor to submit to the Department the within copy of a report from Commander Glisson, just received, with regard to the destruction of a schooner off Wilmington, the *Emily*, of Nassau (New Providence), on the morning of June 26, while attempting to run the blockade.

Most respectfully,

L. M. GOLDSBOROUGH,

Flag-Officer.

Expedition up Little River Inlet, South Carolina.

Report of Commander Glisson, forwarding reports of Lieutenants Bunce and Braine,
U. S. Navy.

U. S. S. MOUNT VERNON,
Off Wilmington, N. C., June 26, 1862.

SIR: I have the honor to inform the flag-officer that, on the 24th of June, the U. S. S. *Monticello*, Lieutenant Commanding D. L. Braine, picked up at sea in an open boat eight contrabands from Little River Inlet, the boundary line between North and South Carolina. They gave us the information that two schooners were preparing to run the blockade, laden with cotton, turpentine, etc., and that the cargo was already in the warehouse near the wharf, ready for shipment.

On the evening of the 25th of June I ordered an expedition to be fitted out, to consist of an armed boat from each vessel, and ordered Lieutenant Commanding Braine, of the *Monticello*, to proceed off that inlet with the boats and send the expedition in. Enclosed you will find a copy of my order to Lieutenant Commanding Braine, marked A, and also the report of Lieutenant Bunce, U. S. Navy, and that of Lieutenant Commanding Braine, marked B and C. This important duty was ably performed by Lieutenant Commanding Braine and the officers and men mentioned in the reports. It gives me much pleasure to inform the flag-officer of the entire success of the expedition and the destruction of so large an amount of property (estimated at nearly \$50,000), the loss of which falls on South Carolina.

Very respectfully, your obedient servant,

O. S. GLISSON,
Senior Officer.

Flag-Officer L. M. GOLDSBOROUGH,
Comdg. North Atlantic Blockading Squadron, Norfolk, Va.

[Enclosures.]

U. S. S. MOUNT VERNON,
Off Wilmington, N. C., June 25, 1862.

SIR: You will proceed with the U. S. S. *Monticello*, under your command, off Little River Inlet, conveying one boat from each of the vessels of the squadron to that place. On your arrival you will dispatch as large a force in the boats from your vessel as is practicable into the inlet. Do all in your power to capture the two schooners that are said to be loading with cotton. If you find it impossible to get them out of the inlet, you will then set fire to them. Do all you can to obtain information in relation to the inlet, etc. Much will have to be left to your good judgment in the discharge of this important duty.

I am, very respectfully, your obedient servant,

O. S. GLISSON,
Senior Officer.

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

U. S. S. MONTICELLO, June 26, 1862.

SIR: I have the honor to report, in obedience to your order of the 25th instant, I proceeded with the U. S. S. *Monticello* and four boats—one from the *Penobscot*, in charge of Acting Master's Mate H. D. Edwards; one from the *Mystic*, in charge of Acting Master J. B. Swett; one from the *Mount Vernon*, in charge of Acting Master W. T. Buck;

one from the *Victoria*, in charge of Acting Master's Mate W. H. Mayer, and all under the command of Lieutenant F. M. Bunce, of the *Penobscot*. I equipped also two boats from the *Monticello*, one in charge of Acting Master Winchester and Acting Master's Mate M. Trowbridge, the other in charge of Acting Master Hustace. We arrived off New Inlet at 5 a. m. June 26, 1862, and at 6 a. m. dispatched the expedition. They proceeded without any molestation up the inlet for about 8 miles, when they arrived off the town of Little River, in All Saints Parish, S. C., where they found two schooners high and dry ashore, which Lieutenant Bunce considered unseaworthy, and he destroyed them by fire; also 60 bales of cotton, 200 barrels turpentine, and 53 barrels rosin on a wharf close by, which he also fired and destroyed. Lieutenant Bunce, after satisfying himself the fire was under full headway and the object of the expedition was accomplished, returned to the ship, where he arrived at 9:30 a. m. I enclose his report. At the appearance of the expedition off the town the people deserted it. A contraband came off to the ship in one of the boats, who was found on board of one of the schooners that was burned. I have to congratulate Lieutenant F. M. Bunce on the success of the expedition, which he conducted in a prompt, officer-like manner, pulling a distance of over 20 miles in three and one-half hours and destroying this property so valuable to the enemy.

I am, very respectfully, your obedient servant,

D. L. BRAINE,

Lieutenant, Commanding U. S. S. Monticello.

Commander OLIVER S. GLISSON,

Senior Officer, off Cape Fear River, North Carolina.

U. S. S. MONTICELLO, June 26, 1862.

SIR: In obedience to your order I entered Little River, South Carolina, and proceeded up about 8 miles to the town of Little River, Parish All Saints. On approaching the town the inhabitants deserted it and we met with no opposition. At the wharf I found two schooners which I considered not worth the trouble to bring off. On the wharf and warehouses close by I found 200 barrels turpentine, 60 bales cotton, and 53 barrels rosin, the whole of which I destroyed by fire. The expedition was composed of one boat from each vessel of the blockading squadron and two from the *Monticello*. In boat from *Mount Vernon*, Acting Master William T. Buck, Acting Assistant Surgeon S. B. Hoppin; in boat from *Penobscot*, Lieutenant F. M. Bunce, Paymaster A. Pool, Chief Engineer T. J. Jones, Master's Mate H. D. Edwards, and J. Clitz, captain's clerk; in boat from *Mystic*, Acting Master S. B. Meader, Master's Mate J. B. Swett, Captain's Clerk Richard A. Rolf; in boats from *Monticello*, Acting Master J. F. Winchester, Acting Master Richard Hustace, Assistant Surgeon Fred E. Potter, Master's Mate Miner Trowbridge; in boat from *Victoria*, Master's Mate W. H. Mayer. The knowledge of the pilots I found to be very correct regarding the channels, etc. I also brought on board a contraband, who is a carpenter by trade, and has been employed for some time upon the obstructions in Cape Fear River and New Inlet. His information may prove valuable.

Very respectfully, your obedient servant,

F. M. BUNCE,

Lieutenant, U. S. Navy.

Lieutenant Commanding D. L. BRAINE,

U. S. S. Monticello.

Report of Commander Armstrong, U. S. Navy, commanding U. S. S. State of Georgia, of arrival of that vessel at Hampton Roads, and enclosing orders from Commander Glisson, U. S. Navy.

U. S. S. STATE OF GEORGIA,
Hampton Roads, Virginia, June 26, 1862.

SIR: I have the honor to report the arrival of this steamer from Wilmington, N. C., and enclose a copy of my orders from Senior Officer Commander Glisson. There was no news of importance.

Enclosed is a letter from the engineer of this ship and a copy of his report of June 2 relative to the engine; requisitions for repairs in the carpenter's department; the repairs to catheads, windlass and hawse pipes are absolutely necessary, as they have been so worn from long use as to be unsafe; a list of the deficiencies in the complement and requisitions from the different departments of this ship.

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

JAS. F. ARMSTRONG,
Commander.

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

[Enclosure.]

U. S. S. MOUNT VERNON,
Off Wilmington, N. C., June 25, 1862.

SIR: You will proceed to Beaufort, N. C., and, if there are no orders there from the flag-officer prohibiting your going to Hampton Roads, you will proceed to that place and fill up with coal and provisions and return to this place with all dispatch, as the service of your vessel is much needed on the blockade.

I am, very respectfully, your obedient servant,

O. S. GLISSON,
Senior Officer.

Commander JAMES F. ARMSTRONG,
U. S. S. State of Georgia.

[Telegram.]

FORT MONROE, *June 26, 1862.*

Please notify Flag-Officer Goldsborough that there are now here, waiting for a convoy up James River, three tugboats, each with four schooners in tow. One more steamer with four schooners is momentarily expected.

C. W. THOMAS,
Captain, etc., [Assistant Quartermaster].

Captain LUDLOW.

[Telegram.]

McCLELLAN'S HEADQUARTERS, *June 26, 1862—10:20 a. m.*

Captain Rodgers informs me that he can leave his flotilla for a day or two without detriment and would like to communicate personally with me. Will you do me the favor to give him the permission to come?

GEO. B. McCLELLAN,
Major-General.

Commodore GOLDSBOROUGH,
Flag-Officer.

Letter from Flag-Officer Goldsborough, U. S. Navy, to Major-General McClellan, U. S. Army.

U. S. FLAGSHIP MINNESOTA,
Norfolk, Va., June 26, 1862.

Commander Rodgers is under orders from me to execute an exceedingly important and delicate duty, requiring his whole attention. He must therefore undervalue his services, or the object to be accomplished, if he thinks that he can, before that duty is discharged, leave his station for a day or two without detriment. Before consenting to his proposition to visit you, I must hear further from him.

L. M. GOLDSBOROUGH,
Flag-Officer.

Major-General McCLELLAN.

[Telegram.]

McCLELLAN'S [HEADQUARTERS], June 26, 1862—2:45 p. m.

I have the honor to forward the following telegraphic correspondence between Flag-Officer Goldsborough and one of my staff-officers:

HEADQUARTERS ARMY OF THE POTOMAC, June 23.

Quite a number of vessels loaded with provisions and forage will leave Pamunkey River within a day or two for James River. The general commanding desires that these vessels be convoyed up the James and be placed in charge of the gunboats now in that river near City Point or at some secure place near there.

STEWART VAN VLIET,
Brigadier-General.

Flag-Officer GOLDSBOROUGH,
Commanding Naval Station, Fort Monroe.

NORFOLK, June 25.

Your telegram dated the 23d was received last night. Its wording was so mandatory that I desire to ask you if it is intended as an order from your general commanding to me?

L. M. GOLDSBOROUGH.

Brigadier-General VAN VLIET.

HEADQUARTERS ARMY OF THE POTOMAC,
Camp Lincoln, June 25, 1862.

Your telegram just received. I am sorry that you should consider my telegram as mandatory, as it was certainly not intended. The commanding general merely desired your cooperation in carrying out an important duty. The general is now in front, where a sharp fight is going on, or I should submit your telegram to him to be answered.

STEWART VAN VLIET,
Brigadier-General.

Flag-Officer GOLDSBOROUGH,
Norfolk.

I would state that it was not my intention to give an order to Flag-Officer Goldsborough, but merely to request his cooperation in carrying out a measure, upon the success of which the safety of this army might depend. As the flag-officer appears so ready to take exceptions to my requests, I beg that he may receive positive orders not only to convoy these supply vessels up James River, but also to cooperate with this army so far as is in his power.

G. B. McCLELLAN,
Major-General, Commanding.

Hon. G. WELLES,
Secretary of the Navy.

[Telegram.]

WASHINGTON, *June 26, 1862—9: 10 p. m.*

(Received 10 p. m.)

General McClellan has forwarded the telegraphic correspondence between yourself and General Van Vliet, requesting that a convoy should be given certain transports. While the Department does not approve the tone and address of General Van Vliet's dispatch, it desires that you will not let it interfere with the public service, but that you will order a convoy for the transports to City Point, and that you will cordially cooperate with the army in its onward movements.

Very respectfully,

GIDEON WELLES.

Flag-Officer GOLDSBOROUGH,
Commanding North Atlantic Squadron.

[Telegram.]

HEADQUARTERS ARMY OF THE POTOMAC, *June 26, 1862.*

Dispatch received. I take it for granted that Commander Rodgers will execute the service you alluded* to before he visits me. On my return from the field yesterday I saw your reply to General Van Vliet. I regret your complete misunderstanding of the meaning of General Van Vliet's telegram, and can not understand how you could possibly draw from it the inference you did. I did send copies to Secretaries of Navy and War, with the request that orders may be given to you that will insure a prompt compliance with such reasonable requests as I may make. The case of the provision transports in James River is a matter of vital importance to the safety of this army, and you will please pardon me for saying that I do not think this is a time for searching for points of etiquette, and that the tone of your dispatch surprises me exceedingly. It has ever been my endeavor to treat you with the utmost deference and politeness, but my situation is at present too serious to permit me to stand on trifles. I again request that the request made in my name by General Van Vliet in regard to transports in James River may be complied with. It is a matter of vital importance and may involve the existence of the army.

Very respectfully,

GEO. B. MCCLELLAN,
Major-General, Commanding.

Flag-Officer GOLDSBOROUGH.

Letter from Flag-Officer Goldsborough, U. S. Navy, to Major-General McClellan, U. S. Army, regarding convoy of transports.

U. S. FLAGSHIP MINNESOTA,
Norfolk, Va., June 27, 1862.

SIR: I telegraphed you yesterday with the view of letting you distinctly understand that, despite of the exceptionable tone of General Van Vliet's telegram upon the subject of convoy, etc., I was perfectly

* See p. 509.

willing to do, with pleasure, everything in my power to further every reasonable and practical wish you might express toward accomplishing the great national object you have in hand. This, to my apprehension, is a matter not only paramount to every other consideration that can for the moment be presented to the mind of either of us, but one that should make every other sink into insignificance in our estimation. So I regard it, and so I shall govern myself accordingly. But I must be addressed in a different and more becoming tone than that assumed by General Van Vliet. I am your equal in rank, and assuredly it can not possibly be proper in him to address me precisely as he would have done an inferior, to serve upon me quite a peremptory notice without knowing whether I could comply with it or not, rather than a request for cooperation, if it could be afforded.

When I replied to General Van Vliet I was fully under the impression that you could not have seen his telegram, and so expressed myself to those about me. You have thought proper, however, virtually to approve it, and to say that you can not understand how I could possibly draw from it the inference I did. The paper speaks for itself, and I regret that our notions of conventional military propriety should differ so widely. You further inform me that you had sent copies of the telegrams to the Secretaries of Navy and War, with the request that orders may be given to me that will insure a prompt compliance with such reasonable requests as you may make. To this I have not the slightest objection to offer, provided you are not to be the exclusive judge in the premises, that your requests be properly preferred, and that the means of compliance be at my command.

The Secretary of the Navy informs me by telegraph this morning that the Department does not approve the tone and address of General Van Vliet's dispatch, and you may thus perceive how it is likely to strike the minds of others.

But enough of this. Let me repeat to you that I yearn for your success, and that I will do, most cheerfully and cordially, all in my power to assist you. I am in heart your friend and wellwisher.

Convoy has been given to your transports the best I could possibly command, and protection will be extended to them.

With the hope that you will inculcate a more grateful tone on the part of those under your command in addressing me than that used by General Van Vliet,

I am, your very obedient servant,

L. M. GOLDSBOROUGH,
Flag-Officer.

Major-General McCLELLAN,
Commanding Army of the Potomac, near Richmond, Va.

[Telegram.]

NORFOLK, June 27, 1862—11 a. m.
(Received 12:50 p. m.)

I beg the Department to be assured that I will not permit the ignorance or impertinence of any army officer to interfere for a moment with my duty to the Government. I am well aware of the crisis at Richmond, and of the absolute necessity of prompt cooperation on my part with General McClellan. Immediately on the receipt of General Van Vliet's telegram, notwithstanding its exceptionable tone and address,

I took measures to carry out everything it required, and at the earliest possible moment gave orders accordingly. I had supposed, in addressing General Van Vliet upon the subject of his telegram, that General McClellan knew nothing of its wording, but as it now appears to have met his approval, I beg to express the hope that the War Department will enjoin upon him the propriety of inculcating better official manners of addressing me as his equal in rank; and, last of all, not permitting an officer under his command to address me as a subordinate and refuse to confer upon me the denomination given me by law. General McClellan, as I understand from one of his telegrams to me, wishes the Navy Department to give me such orders as will secure a prompt compliance with any reasonable request he may make—he, of course, to be the exclusive judge of reasonableness. This, in effect, is asking to put the vessels of this squadron subject to his disposition. There is, I regret to say, an evident disposition on the part of various army officers to override and disparage [those] of the Navy, and it is high time a stop should be put to a feeling at once so ridiculous and puerile. I scarcely need add that all the wishes of the Department about convoy, etc., have been fully anticipated, and that I will most cordially and cheerfully cooperate with the Army on all occasions to crush the enemy. I only demand to be treated with the respect due to my rank, position, and responsibilities.

L. M. GOLDSBOROUGH,
Flag-Officer.

Hon. GIDEON WELLES,
Secretary of the Navy.

[Telegram.]

MCLELLAN'S [HEADQUARTERS], *June 27, 1862.* -
(Received 1:20 p. m.)

I have ordered vessels with supplies to be sent up James River, as it may be very important for us. I will thank you to give any aid in your power to forward and protect these vessels to the vicinity of your gun-boats, where they will be protected from the enemy's guns.

GEO. B. MCLELLAN,
Major-General.

Captain GOLDSBOROUGH,
Flag-Officer.

[Telegram.]

U. S. FLAGSHIP MINNESOTA,
Norfolk, Va., June 27, 1862—3:40 p. m.

SIR: In reply to your telegram of this date, just received, I beg to assure you that I will, with great pleasure, give every aid in my power in forwarding and protecting the vessels to which you allude.

By the mail of to-day I wrote you a letter. I beg also to congratulate you and my friend General Hooker on gaining the point you had in view so completely two days ago.

L. M. GOLDSBOROUGH,
Flag-Officer.

Major-General MCLELLAN,
Headquarters Army of the Potomac.

[Telegram.]

McCLELLAN'S HEADQUARTERS, *June 27, 1862.*
(Received 8 p. m.)

Will you do me the favor to send two light-draft gunboats at once up the Chickahominy as far as they can go? The enemy have pressed us heavily to-day, and we may have to fall back upon James River.

GEO. B. McCLELLAN.

Captain GOLDSBOROUGH,
Flag-Officer.

[Telegram.]

NORFOLK, *June 27, 1862—9:30 p. m.*

SIR: I will dispatch a tug instantly up James River, with orders for the two light-draft gunboats to go up the Chickahominy without a moment's delay.

L. M. GOLDSBOROUGH,
Flag-Officer.

Major-General McCLELLAN.

[Telegram.]

NORFOLK, *June 27, 1862.*

SIR: It is sometimes difficult to get dispatches to you in haste. Will you please have some arrangement made which will insure the prompt delivery of your telegrams?

Very respectfully,

RICHARD O'BRIEN,
In Charge of Telegraph.

Flag-Officer GOLDSBOROUGH.

[Telegram.]

HDQES. DEPARTMENT OF POTOMAC, *June 27, 1862.*
(Received 12 o'clock midnight.)

I desire that you will send some light-draft gunboats at once up the Chickahominy as far as possible, and also that you will forthwith instruct the gunboats in the James River to cover the left flank of this army. I should be glad to have the gunboats proceed as far up the river as may be practicable, and hope they may get up as far as the vicinity of New Market. We have met a severe repulse to-day, having been attacked by vastly superior numbers, and I am obliged to fall back between the Chickahominy and the James. I look to you to give me all the support you can in covering my flank, as well as in giving protection to my supplies afloat in James.

G. B. McCLELLAN,
Major-General.

Flag-Officer GOLDSBOROUGH.

Letter from Flag-Officer Goldsborough, U. S. Navy, to Major-General McClellan, U. S. Army, regarding his title and rank and the relative rank of officers in the Navy and Army.

Private.

U. S. FLAGSHIP MINNESOTA,
Norfolk, Va., June 27, 1862.

DEAR SIR: I am neither particularly fastidious about unimportant concerns nor prone to verbo-casuistry, but there is a matter to which I wish to invite your attention and ask for its correction, because it is just that I should do so. Of late your transcriber, I suppose, of telegrams, is in the habit of addressing me "Captain Goldsborough, flag-officer." This is quite as unnaval as it would be unmilitary if I were to address one of your generals with the lineal rank of captain or major in the Army as Captain or Major Blank, brigadier or major-general. The act of Congress entitled "Act to amend an act entitled an act to promote the efficiency of the Navy," approved January 16, 1857, section 5, declares "that captains in command of squadrons shall be denominated flag-officers." This, I take it, is quite enough for me to say to you upon the subject; but for the better understanding of your transcriber, I beg to add that my official and legal address is Flag-Officer L. M. Goldsborough. In this way I am always addressed by the Navy Department, by every officer in the Navy, and by every one else possessing a correct knowledge of my position.

I may as well also state that, under date of October last, I received from the Navy Department a communication informing me that, by decision of the President, flag-officers in the Navy were to rank with major-generals in the Army. General Scott, I know, was consulted about this decision and concurred in its propriety.

Very truly and faithfully, your obedient servant,

L. M. GOLDSBOROUGH.

Major-General McCLELLAN.

Destruction of the steamer Modern Greece off Wilmington, N. C., June 27, 1862.

Report of Commander Parker, U. S. Navy, commanding U. S. S. Cambridge.

U. S. S. CAMBRIDGE,
Off Wilmington, N. C., July 2, 1862.

SIR: I have the honor to report that on the morning of the 27th of June, at 4:15 o'clock, a large steam propeller, schooner-rigged, and about 1,000 tons burden, was descried under the land about 3 miles from Federal Point batteries. We immediately stood for her and opened our Parrott gun upon her, the *Cambridge* being underway cruising. At this the propeller hoisted English colors and ran under a heavy press of steam toward the channel within a half a mile of the fort, where she was necessarily beached, in consequence of our continually firing upon her, her crew leaving in boats for the shore.

Our battery was fired at intervals for about three hours, and, although the propeller was struck several times, yet we were unable to fire her.

The atmosphere was hazy and the color of the vessel slate, while her stern was toward us, rendering the ship indistinct. In our endeavors to destroy the vessel the fort threw very heavy shots toward us, bursting over our heads and obliging us to haul off.

The propeller is yet hard and fast upon the beach and appears to be full of water and gradually settling down into the sand, and will prob-

ably prove a total wreck, while her cargo will be partially secured by the rebels.

The *Stars and Stripes* rendered very efficient aid to the *Cambridge* during the engagement, no other vessel of our squadron being present.

I am, very respectfully, your obedient servant,
WM. A. PARKER,
Commander.

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

[First endorsement.]

JULY 12, 1862.

I have the honor to forward to the Department this copy of a communication from Commander Parker, of the *Cambridge*, just received, with regard to the case of an English steamer which attempted to enter Wilmington, N. C., on the morning of the 27th ultimo. I shall write to him immediately for further information upon the subject, and to know how it was the vessel got so close in without being discovered. I take it that the vessel herself was sunk.

Very respectfully,

L. M. GOLDSBOROUGH,
Flag-Officer.

[Second endorsement.]

This whole blockade is and has been unsatisfactory from the beginning.

G. W.

Order of Flag-Officer Goldsborough, U. S. Navy, to Commander Parker, U. S. Navy, to furnish additional information.

U. S. FLAGSHIP MINNESOTA,
Norfolk, Va., July 12, 1862.

SIR: Your report of the 2d instant relative to the attempt of a large steam propeller to run the blockade off Wilmington on the 27th of June has been received.

I desire further information concerning this occurrence. Be good enough to inform me whether this vessel had been seen from any of the blockading steamers before 4:15 a. m. June 27, and if so, under what circumstances. If not, please state how it was she managed or was permitted to get so close in before her discovery took place.

Inform Lieutenant Commanding McCook, of the *Stars and Stripes*, that I wish him to send me a report of his share in the transaction, and you will please give me the latest information in your possession concerning the condition of the wreck; what movements may have been made in its vicinity by the rebels, and, according to your best knowledge or belief, how large a proportion, if any, of the cargo has been saved by them; also, about the character of this cargo and the name of the vessel.

Have any efforts been made to complete its destruction, or to prevent the enemy from recovering it or obtaining goods from it?

Be pleased to afford me the required information as soon as possible.

I am, very respectfully, your obedient servant,
L. M. GOLDSBOROUGH,
Flag-Officer.

Commander W. A. PARKER,
Commanding U. S. S. *Cambridge*, off Wilmington, N. C.

Additional report of Commander Parker, U. S. Navy.

U. S. S. CAMBRIDGE,
Beaufort, N. C., August 4, 1862.

SIR: Your communication of the date July 12 has been received, requiring further information of the large steam propeller which ran the blockade off Wilmington, N. C., on the morning of the 27th of June last.

In reply I have to state that I have been informed that her name is the *Modern Greece*, and that her cargo consisted of 1,000 tons of gunpowder, some rifled cannon and other arms and equipments, the quantities of which I am not informed, together with bales of clothing and spirituous liquors.

I believe that the liquors and clothing have been saved, as we could see that a large quantity of bales, boxes, and barrels had been passed on shore from the steamer during the three days after she was beached. I have information from contrabands from shore that not one pound of powder nor a single cannon was saved. And this agrees with my own opinion, as the steamer filled with water soon after she went on shore.

I counted nine distinct shot holes made by our battery, some of which were near the water's edge, thus admitting the sea water to flow into the steamer freely. A curious circumstance connected with this affair was the fact that after several of our shot had struck the steamer the fort fired several shot at her. We were unable to account for this maneuver at the time, but I have since learned that the officers at the fort fired at the steamer solid shot to admit water into her and thus prevent our shells from exploding the large quantity of powder in her hold, and also to insure her sinking in case we should try to tow her off the beach.

The present state of the *Modern Greece* is a total wreck. Her spar deck is level with the water, and her upper works have been washed away and removed. A bed of sand has been formed around her so that she will never float again, probably. Her masts and smokestack are still standing.

Efforts were made from time to time by the *Cambridge*, the *Monticello*, and the *Stars and Stripes* to destroy the propeller more effectually, and to prevent the enemy from unlading her, by firing upon them, but this was difficult and dangerous work, as the fort has one or more guns of long range and of heavier caliber, apparently, than any of our own guns.

The reason that the propeller was able to approach so near to the fort without being discovered was that the weather was hazy at that time at early daylight, and she was painted slate color (as before stated), which enabled her to lie close under the shore without being seen, and she had not been seen from any of the blockading steamers before 4:15 o'clock a. m. June 27.

Respectfully, your obedient servant,

WM. A. PARKER,
Commander.

Flag-Officer L. M. GOLDSBOROUGH,
Comdg. North Atlantic Blockading Squadron, Norfolk, Va.

Report of Flag-Officer Goldsborough, U. S. Navy, regarding cargo of steam propeller *Modern Greece*.

U. S. FLAGSHIP MINNESOTA,
Norfolk, Va., August 7, 1862.

SIR: I have the honor to inform the Department that two contrabands received by Captain Glisson on the 22d ultimo have stated that the

steamer *Modern Greece*, which was sunk off New Inlet, Wilmington, N. C., by the U. S. steamers *Cambridge* and *Stars and Stripes*, was loaded principally with gunpowder, all of which was destroyed when she went down; that there were lost on board several rifled cannon, but that some clothing and liquor were saved from the steamer.

I am, very respectfully, your obedient servant,

L. M. GOLDSBOROUGH,

Rear-Admiral, Comdg. North Atlantic Blockading Squadron.

HON. GIDEON WELLES,

Secretary of the Navy, Washington, D. C.

Report of Lieutenant McCook, U. S. Navy, commanding the U. S. S. *Stars and Stripes*.

U. S. S. STARS AND STRIPES,
Beaufort, N. C., August 17, 1862.

SIR: In obedience to an order from Commander Armstrong, I would make the following report concerning the attempted running of the blockade by the steamer *Modern Greece*:

On the 27th of June last, a few minutes after 4 a. m., I was informed that some large object could be seen close inshore and apparently aground. I at once went on deck, got the vessel underway, and called the men to quarters. A short time before we headed round for the strange vessel, the *Cambridge* made signal to us, "Enemy in sight." At nearly the same time she fired a gun. About the time the *Cambridge* fired the gun, the vessel was reported to be moving. I can not be positive, but my impression is that she was moving, and that it was at this time she was run ashore under the battery. In heading for the steamer I passed close by the *Cambridge*, and opened fire with my rifle gun as soon as I came within range. Shortly after commencing our fire, the people in the steamer deserted her. As soon as they had left, the rebel battery on Federal Point opened fire on the stranger, striking her several times. They also threw one shot at the *Cambridge* which fell short, and one rifle shot at this vessel which struck close astern of us.

All this time both our vessels were keeping up a fire on the steamer. I used my rifled howitzer and 20-pounder Parrott chiefly, but tried to get close enough to use my 8-inch guns. Finding I could not get close enough to use my broadside guns at direct firing without coming under the guns of the battery, I tried to ricochet my shell in. I think I succeeded in striking her twice in this way. With my rifle guns I struck her repeatedly. Fire was kept up from this vessel until about 7 a. m., when Captain Parker ordered me to suspend firing until after breakfast.

After breakfast both vessels stood in the second time. As soon as we came within range I opened with my rifle guns, making very good firing. I again tried to place the vessel so that we could use the 8-inch guns with effect, without coming in range of the battery. This I found to be impossible, for, before we had reached within 1,800 yards of the steamer, a shot from the battery passed between my main and mizzen masts and struck the water between our vessels. It was shortly followed by a shell which burst high and abreast of us, throwing pieces all around the *Cambridge*.

Not considering myself justified in remaining under fire of the battery without orders, I followed the motions of the *Cambridge* and stood out a short distance. I then turned and fired several more shot at the steamer. At this time the *Cambridge* made signal to come within

hail. Before obeying the signal, I fired two 15-second shrapnel at the battery; one burst immediately over it, the other I did not see strike.

On going within hail of the *Cambridge*, Captain Parker asked me to come on board. I did so; told him that one of my officers had volunteered to go in and burn the steamer, but that I could see no possible chance of success in the attempt. Both Captain Parker and myself agreed that we could do no more with our vessels, and that to send our light boats in to burn her, under the fire of two batteries, would only be to insure their destruction, without accomplishing the desired object. I recommended him to send me around on the other side for some vessels with heavy guns; I could be back by daylight with any reenforcement Captain Glisson saw fit to send, when we could have tried to fire the steamer with heavy shell. In the event of this failing, we would have a better force to attempt her destruction in any other manner. During my absence the *Cambridge* could keep the rebels from discharging the cargo, with her rifle gun. Captain Parker objected to this arrangement, as it would leave only one vessel on the blockade that night.

During the remainder of the day I stood in several times, driving the rebels off whenever they attempted to discharge the cargo.

In conclusion I would say that the *Modern Greece* did not succeed in running the blockade, nor could she have passed over the bar without coming under the fire of this vessel. I was anchored nearly abreast of the entrance; the steamer was run ashore about half a mile to the northward of the battery on Federal Point. The *Cambridge* was anchored to the northward and westward of me, probably $2\frac{1}{2}$ miles distant. During the affair I fired 106 rounds.

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

R. S. MCCOOK,

Lieutenant, Commanding Stars and Stripes.

Rear-Admiral L. M. GOLDSBOROUGH,
Commanding North Atlantic Blockading Squadron.

Report of Flag-Officer Goldsborough, U. S. Navy, of affairs within his command, and of arrival at Norfolk, Va., of the U. S. S. State of Georgia.

U. S. FLAGSHIP MINNESOTA,
Norfolk, Va., June 27, 1862.

SIR: I have the honor to enclose herewith a copy of a letter * from Commander Rowan, touching the Union sentiments of the people about Plymouth, the Scuppernong, and Edenton, N. O., the arrest of certain rebellious and disaffected citizens, etc.

Lieutenant Commanding Flusser has captured, near the mouth of the Pasquotank, a lens and other light-house appliances, which, he is informed, are a part or the whole of Hatteras light and a portion of the works from Bodie's Island. Reports from Commander Rowan and Lieutenant Commanding Flusser on the subject have been sent to the president of the Light-House Board.

I have the honor to report that the U. S. S. *State of Georgia* arrived yesterday from off Wilmington, N. O., needing repairs, as is alleged. A strict survey is now being held on board of her, in order to ascertain if there was an imperative necessity that she should leave her blockading station.

* See p. 476.

Subject to the approval of the Department, I have this day appointed William F. Durgin, late yeoman of the *Cambridge*, an acting master's mate, and directed him to report for duty on board that vessel.

I am, very respectfully, your obedient servant,

L. M. GOLDSBOROUGH,
Flag-Officer.

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

Report of Acting Master Porter, U. S. Navy, commanding U. S. S. Ellis, of being fired on by Confederate cavalry.

U. S. S. ELLIS,
Off Winton, N. C., June 27, 1862.

SIR: We were fired upon this morning by a company of rebel cavalry, about eighty strong, who were on their way from Murfreesboro to the lower end of Hertford County for the purpose, as I have been told, of destroying cotton.

They crawled to the edge of the bluff on the right-hand side of the Winton road, and, after firing a heavy volley into us, they beat a very hasty retreat.

I immediately got underway and steamed up the river about one-eighth of a mile. Here I opened on the rebels with grape and canister as long as they were in sight, and then used shell.

I am happy to report no casualties.

I expended for 32-pounder 2 5-second shell, 3 10-second shell, 3 stands canister, and 2 of grape.

After throwing shell along the Murfreesboro road until I judged they had gotten out of range, I returned to my anchorage.

Very respectfully, your obedient servant,

BENJ. H. PORTER,
Acting Master, Commanding Ellis.

Lieutenant Commanding C. W. FLUSSER,
Commanding Naval Forces in Albemarle Sound.

Report of Commander McKinstry, U. S. Navy, regarding convoy of steamers for the Army.

U. S. S. DACOTAH,
Hampton Roads, June 27, 1862.

SIR: On arriving at this anchorage at 5.30 a. m. I communicated with Captain [C. W.] Thomas, U. S. Army, who states that the steamers required for towing can not be here until to-morrow.

Whenever the convoy is ready I shall proceed to execute your order.

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

J. P. MCKINSTRY,
Commander.

Flag-Officer L. M. GOLDSBOROUGH,
Comd. North Atlantic Blockading Squadron, off Norfolk.

Letter from the Secretary of the Navy to flag-officers, transmitting dispatches from U. S. consuls at Hamburg and Falmouth.

NAVY DEPARTMENT, June 27, 1862.

SIR: I transmit herewith copies of the following dispatches: June 2, from the consul at Hamburg, relative to the steamer *Sylph*; June 3, from the consul at Falmouth, relative to the steamer *Lodona*; June 14, from the consul at Bermuda, relative to the steamers *Stanley*, *Leopard*, and *Herald*.

The steamer *Bahama*, with a valuable cargo on board for the rebels, was last reported at Funchal, Madeira, which place she left on the 8th of May, ostensibly for Nassau.

I am, respectfully, your obedient servant,

GIDEON WELLES.

Flag-Officer JAS. L. LARDNER,
Commanding Eastern Gulf, etc., Key West.

Flag-Officer L. M. GOLDSBOROUGH,
Commanding North Atlantic, etc., Norfolk, Va.

[Enclosures.]

U. S. CONSULATE, *Hamburg, June 2, 1862.*

SIR: The English steamer *Sylph*, of 500 tons register, of Grangemouth, Scotland, has been purchased at this port by the owners of the *Columbia* to convey a cargo of contraband of war to the South. She will proceed immediately to load. It has been intimated to me that it is the intention of her owners to get a certificate of me and take her into New Orleans. This I will refuse to grant under any circumstances. The authorities at New Orleans had better be notified of her intention.

I have the honor to be, etc.,

JAMES H. ANDERSON,
U. S. Consul.

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

U. S. CONSULATE, *Falmouth, June 3, 1862.*

ESTEEMED FRIEND: I have now to inform the Department that there is now at this port from Hull, and said to be bound to Tampico with a general cargo, the screw steamer *Lodona*, Captain Luckies. This vessel arrived here on the 1st instant, and, having taken in a supply of coals, appears to have got up her steam in readiness for continuing her voyage.

She is called 573 tons register, is bark-rigged, and has one funnel (black) between the main and mizzen masts. The lower part of her sides are painted brown, her bulwarks black, and after rail white. She has a short bowsprit.

I remain, etc.,

ALFRED FOX,
U. S. Consul.

The SECRETARY OF STATE,
Washington.

CONSULATE OF THE UNITED STATES OF AMERICA,
Bermuda, June 14, 1862.

SIR: The steamer *Herald* left here yesterday under command of Captain Coxetter, who shipped by his real name. She cleared for Nassau.

The iron screw steamer *Stanley*, of Aberdeen, arrived here on the 11th instant, reported twenty-four days from Liverpool, bound to Nassau with a full cargo. She is about 500 tons burden, has three masts, with yards on the foremast.

The iron side-wheel steamer *Leopard*, of Glasgow, arrived here on the 12th instant, reports fifteen days from Cork. She is about 350 tons burden, of light draft, schooner-rigged, and apparently a very fast vessel. The *Leopard* has taken all the coal in the hands of individuals, which is only about 50 tons, and I am informed will leave early next week. The *Stanley* is in want of coal, but can not get it, as the Government refuses to supply them.

The three above-named vessels belong to what is called here Wilson's Southern Line, and are consigned to J. T. Bourne, the Southern agent here.

The crew of the schooner *Anna B. Berry* all left here in the steamer *Herald*, after having shipped their cargo to London.

I am, sir, your obedient servant,

C. M. ALLEN,
Consul.

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

[Telegram.]

NORFOLK, *June 28, 1862—1 a. m.*

Just received your second telegram* upon the subject of the light-draft gunboats going up the Chickahominy and covering the left flank of your army. Without a moment's delay instructions shall be communicated to Commander Rodgers to comply immediately with all you desire.

L. M. GOLDSBOROUGH,
Flag-Officer.

Major-General McCLELLAN.

[Telegram.]

WAR DEPARTMENT,
Washington, June 28, 1862—2:45 p. m.

Enemy has cut army communication with White House and is driving Stoneman back on that point. Do what you can for him with gunboats at or near that place. General McClellan's main force is between the Chickahominy and the James River; also do what you can to communicate with him and support him there.

A. LINCOLN.

Flag-Officer L. M. GOLDSBOROUGH.

[Telegram.]

FORT MONROE, *June 28, 1862—3:30 p. m.*

I beg to acknowledge receipt of your telegram to-day. I knew of General McClellan's position last night and sent up orders for gunboats to go up Chickahominy to protect the General's left flank and guard

* See p. 513.

vessels with supplies. General Dix and myself will do everything in our power to communicate with General McClellan and to keep a communication with him open up the James River.

L. M. GOLDSBOROUGH,
Commodore.

Hon. ABRAHAM LINCOLN.

[Telegram.]

WASHINGTON, June 28, 1862—7:30 p. m.

You can keep the *Wachusett* until further orders.

G. V. FOX,
Assistant Secretary Navy.

Flag-Officer GOLDSBOROUGH.

Report of Commander McKinstry, U. S. Navy, regarding transports arriving off Jamestown Island.

U. S. S. DACOTAH,
Off Jamestown Island, June 28, 1862—11:30 p. m.

SIR: Your letter of this date to Commander Rodgers, etc., has been shown me. It will be forwarded to City Point at daylight.

From its suggestion the transports will be kept at this anchorage until further orders or information is received.

The transports which left Newport News this morning are all here, with one exception, a three-masted schooner, which has grounded some 4 miles below, and which will probably be afloat by morning.

Very respectfully, your obedient servant,

J. P. MCKINSTRY,
Commander.

Flag-Officer L. M. GOLDSBOROUGH,
Comdg. North Atlantic Blockading Squadron, off Norfolk.

[Telegram.]

FORTRESS MONROE, June 30, 1862—11:30 a. m.
(Received at Washington, D. C., 12:40 p. m.)

I send you a copy of a letter just received from Commander Rodgers.

L. M. GOLDSBOROUGH,
Flag-Officer.

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

U. S. GUNBOAT GALENA,
Off Turkey Island, June 29, 1862.

SIR: In obedience to your letter containing a telegram from General McClellan, I immediately proceeded with this vessel, the *Aroostook*, and the *Mahaska* up James River to Sturgeontown, above New Market, indicated on the telegram.

I got underway at daylight and ran down to this place. I here met the *Port Royal* with an officer from General Keyes, sent to open communication with me. He designated this as the point. I returned up the river to bring the gunboats here. On coming down I regret the *Mahaska* had a man killed by musket firing from the banks.

I have since met Colonel Alexander, of the engineers, sent by General McClellan to communicate with me and to select base for operations. I shall take the colonel around in this vessel to make the selection.

I have the honor to be, your obedient servant,

JOHN RODGERS,
Commander.

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

P. S.—I am in a very great hurry and apologize for a postscript. Colonel Alexander has no means of communication, and begs that you will make known to General Dix the pressing necessity here for steamers for the accommodation of the sick and wounded, at the very earliest moment.

Let them stop below Harrison's Bar and await orders.

Very respectfully,

JOHN RODGERS,
Commander.

Report of Commander Rodgers, U. S. Navy, of the sending the submarine propeller back to Fortress Monroe for further orders.

U. S. S. GALENA,
Off City Point, June 29, 1862.

SIR: I send back to Fortress Monroe for further orders the machine for blowing up obstructions in James River.

Pickets observe every movement. Her presence here is doubtless known. If she were to blow up the stones filling the lighters sunk in James River, they would sink again. While the lighters remain whole, there is a bare chance of moving them bodily with tugs to one side of the channel, and by all means I would recommend this before the craft containing these stones are broken to pieces.

In going up the Appomattox to Petersburg the machine will show above water, since on the bars there is not depth to submerge her. Regiments and field artillery will fire at her. Should she escape these, as the rebels are badly off for food, and fish with nets very diligently, which nets extend entirely across the drain called a channel, some poor negro fisherman will drag her to shore. She is, in the present posture of our affairs here, and from physical causes, utterly powerless to help our cause, but in the hands of our enemies, destruction to us. She might be used to blow up the *Monitor*, *Galena*, *Minnesota*, or whatever vessel should be advanced either in position or importance.

This machine is so terrible an engine, if employed against us, that if I retain her I must keep a strong force to guard her. It is simpler to send her back for further orders. I have no use for her.

We are within rifle shot of the shore, and horse artillery can give us annoyance or even damage and retreat before any reply can be made. We are already more crowded in the narrow channel than quite compares with free movement. Some position for army transports would suit them better than this, if chosen lower down the river, and where their decks would be free from hostile shots. When any point above shall be designated, then some two or three hours' steaming will cover the difference. The west or right bank of James River is entirely in the hands of the rebels. Nearly the whole power of the Southern Confederacy is within a few miles of us. The stream is very narrow. This is no place for unarmed vessels, except their presence be necessary and their use immediate. If the army transports should come, however, I shall, of course, do what I can to defend them. A force, which I have since heard consisted of 3,000 men, suddenly and unexpectedly discharged two volleys of musketry at the *Galena*, which happened to be

the nearest vessel, and opened fire with fieldpieces. We can not prevent these sudden attacks upon ourselves, and as little prevent them upon others. We, however, can defend ourselves. Vessels which can not do so had better not be sent here.

I have the honor to be, your obedient servant,

JOHN RODGERS,
Commander, U. S. Navy.

[Flag-Officer GOLDSBOROUGH,
Hampton Roads.]

Report of Commander Rodgers, U. S. Navy, of failure to burn the bridge at Petersburg and of movements of vessels in the James River.

U. S. S. GALENA,
Off City Point, June 29, 1862.

SIR: We failed to burn the bridge. The vessel got aground before we arrived at the point where the boats could leave.

I have not time at present to make a detailed report, having just returned to the vessel and being about to get underway.

The *Island Belle*, tug, is still aground. I have given orders should she not be got off at this tide to burn her and retire. I think she will be got off, but if not, we can not spare the force at present to guard her. She is on Gilliam's Bar, in the Appomattox.

I take up James River the *Galena*, *Monitor*, *Aroostook*, and *Mahaska*. I leave the *Port Royal* and the *Maratanza* and *Southfield* to guard the army transports in James River and our own supplies in schooners.

I have sent the *Jacob Bell* and *Delaware* up the Chickahominy. The *Satellite* will follow them this evening.

Any vessel going above this point should be well protected against musketry.

The *Port Royal* has only a single day's coal. Please send a supply.

I have the honor to be, your obedient servant,

JOHN RODGERS,
Commander.

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

Letter from Commander Rodgers, U. S. Navy, to Flag-Officer Goldsborough, regarding plan to destroy railroad bridge at Petersburg.

Confidential.]

U. S. S. GALENA,
Off City Point, June 29, 1862.

SIR: I have agreed with Mr. John Henrahan, the bearer, to do the business which Mr. Fox thought \$50,000 would be not too large a compensation for; unless, indeed, the present conjunction of General McClellan's affairs renders it inexpedient to do it at the present moment. The injury might be repaired before it would be greatly felt. I suggest to you to enquire whether matters had better still proceed. Mr. Henrahan will call to see whether he had better proceed at once to his work. I have agreed for \$50,000 when done. The time to be ascertained from yourself by Mr. Henrahan, the bearer.

Very respectfully, your obedient servant,

JOHN RODGERS,
Commander, U. S. Navy.

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

Letter from Commander Rodgers, U. S. Navy, to Flag-Officer Goldsborough, U. S. Navy, introducing Mr. Henrahan.

[U. S. S.] GALENA,
Off City Point, June 29, 1862.

SIR: I introduce to you the bearer, Mr. Henrahan, about whom I have written to you. He attends to the business recommended by Mr. Fox.

Your obedient servant,

JOHN RODGERS,
Commander.

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

[Endorsement]

‡. Brother's name, James Henrahan Iowa, Placer County, Cal.
‡. Sister's name, Mary Henrahan } Both in Richmond.
‡. Stepsister's name, Julia Kenedy }

In case of complete success Henrahan to have \$25,000 and Fogerty, his associate, the same amount. If Henrahan should lose his life in the affair after it has been fully accomplished, then his brother in California to receive \$12,500, his sister \$6,250, and his stepsister \$6,250.

L. M. GOLDSBOROUGH,
Flag-Officer.

JUNE 29, 1862.

Instructions from Flag-Officer Goldsborough, U. S. Navy, to Commander Rodgers, U. S. Navy, regarding army transports and the submarine propeller.

U. S. FLAGSHIP MINNESOTA,
Norfolk, Va., June 29, 1862.

SIR: The army transports up the James River are to be anchored where and protected as you may direct. They are entirely subject to your orders in these matters. Use, therefore, your own sound discretion in the premises.

I am, very respectfully, your obedient servant,

L. M. GOLDSBOROUGH,
Flag-Officer.

Commander JOHN RODGERS, U. S. Navy,
Comdg. Galena and Senior Officer in James River, Virginia.

P. S.—You did right in returning the submarine-propeller to Hampton Roads. I never thought that it could be of the slightest service to you, and so, in effect, informed the Department.

I always thought, indeed, that it would prove, as it has done, only a source of expense and embarrassment. But where are the two principal persons, Messrs. Eakin and Thomas? Under no circumstances should they have been allowed to separate themselves from it. Do, I beg of you, avoid such troubles hereafter. These are not times to permit people to indulge idle curiosity to the prejudice of the public interests. I want those men here at this moment, nor can I dispose of the machine as I desire in consequence of their absence.

I have employed Henigan [Henrahan] and one man to be associated with him to proceed from this place to the proper spot and do the work at once. The \$50,000 promised will be paid according to the agreement.

P. S. No. 2.—I have suggested to the army authorities at Fort Monroe that their transports should string themselves along between Jamestown Island and Harrison's Bar, and not to proceed above the

latter point until further orders. In all there are some four hundred and odd, but my idea is that no more of them than are absolutely necessary should be placed in the James River at any one time. I have ordered four of the seven gunboats in York River to quit there and come to Fort Monroe for the purpose of convoying and protecting the army transports.

L. M. G.

JUNE 30, 1862.

Report of Flag-Officer Goldsborough, U. S. Navy, to the Secretary of the Navy, regarding proposed destruction of railroad bridge at Petersburg, Va., and the return of the submarine propeller.

Confidential.]

U. S. FLAGSHIP MINNESOTA,
Norfolk, Va., June 29, 1862.

SIR: As the expedition up the Appomattox has not resulted favorably to the object it had in view, I have this day engaged two reliable persons, whose names I will give you hereafter, to proceed from this to the proper place and do the work. The men, I have every assurance, are entirely and thoroughly reliable. In the event of complete success each is to receive \$25,000, and in case one of them should be taken and put to death for the destruction committed his brother in California is to receive \$12,500, his sister in Richmond \$6,250, and his stepsister, also in Richmond, \$6,250. I have made confidential notes of the names, etc., of the parties, all of which will be duly forwarded when necessary.

Commander Rodgers, as you will perceive by copies of communications from him which I forward by the mail of to-day, has, on finding the submarine propeller of no use to him, and for other reasons, sent it to Fort Monroe. Had I not better send it to Washington for safe keeping? At best it can only operate successfully in clear and tolerably deep water.

All the experiments required by the Chief of the Bureau of Yards and Docks can be much better conducted at Washington than here, particularly at this very critical conjuncture of our affairs hereabouts.

Very respectfully, your most obedient servant,

L. M. GOLDSBOROUGH,
Flag-Officer.

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

[Telegram.]

WASHINGTON, June 29, 1862—3:30 p. m.

Send me by telegraph copy of General McClellan's dispatch to you at 12:30 Friday night, and also any later dispatches.

GIDEON WELLES,
Secretary of Navy.

Flag-Officer L. M. GOLDSBOROUGH.

[Telegram.]

U. S. FLAGSHIP MINNESOTA,
Norfolk, June 29, 1862—6 p. m.
(Received at Washington 8 p. m.)

The following is a copy of General McClellan's dispatch* to me on Friday night at 12 o'clock, since which time nothing from him has

* See p. 513.

reached me. All his requests were promptly complied with, as you will perceive by copies of letters from Commander Rodgers, forwarded to you by the mail of to-day.

Commodore GOLDSBOROUGH.

GIDEON WELLES,
Secretary of the Navy.

[Telegram.]

HEADQUARTERS DEPARTMENT VIRGINIA, *June 29, 1862.*

General Stoneman has arrived at Williamsburg. Everything has gotten off from White House in safety. Colonel Ingalls has reached Yorktown with 400 transports for James River; he wishes gunboats to convoy them up. What can be done? He will be here at 8 this evening.

JOHN A. DIX,
Major-General.

Flag-Officer GOLDSBOROUGH.

[Telegram.]

NAVY DEPARTMENT, *June 29, 1862.*

A boat load of ammunition leaves the yard to-night. Keep the boat if you wish her. Do you wish anything else?

G. V. FOX,
Assistant Secretary.

Flag-Officer L. M. GOLDSBOROUGH,
Comdg. North Atlantic Blockading Squadron, Norfolk, Va.

[Telegram.]

FORT MONROE, *June 29, 1862—10:20 p. m.*
(Received at Washington 10:30 p. m.)

If you can send me any suitable vessels to assist in convoying army transports up the James River I wish you would do so immediately. The number of transports is very large, and I can not take any of vessels up the James River away from there. The lighter the draft the better.

Commodore GOLDSBOROUGH.

G. V. FOX,
Assistant Secretary Navy.

Report of Flag-Officer Goldsborough, U. S. Navy, regarding disposition of guns and ordnance stores taken from Confederate forts on Elizabeth River.

U. S. FLAGSHIP MINNESOTA,
Norfolk, Va., June 29, 1862.

SIR: I have the honor to state that I have sent to Captain Dahlgren the schooners *Deborah Jones* and *William P. Cox*, with the rest of the guns and ordnance stores taken from the rebel forts on Elizabeth River. I enclose herewith the triplicate of the charter party of the *Deborah Jones*; the other schooner was transferred to us from the Quartermaster's Department of the Army, and we are to pay for her use, agreeably to her charter to the Army, during the number of days she is in our employ.

The board of survey appointed, as I had the honor to inform you in my No. 312, to examine the U. S. S. *State of Georgia* has reported that it was strictly necessary for her to come to Hampton Roads for repairs, and that these repairs can be made here with the appliances at our disposal in this vicinity.

On the 25th instant the U. S. brig *Bainbridge* left the roads for New York, in obedience to the orders of the Department.

I have had the honor to receive your communication of the 23d concerning the shipping of men at the North, and that of the 24th, covering extracts from consular correspondence, which have been printed and sent off to the blockading vessels; also, that of the 27th relating especially to the disposition of any superabundance of coal which may be at Beaufort, N. C.

Commander Jenkins relieved Commander Gillis yesterday in the command of the U.-S. sloop of war *Wachusett*.

I am, very-respectfully, your obedient servant,

L. M. GOLDSBOROUGH,
Flag-Officer.

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

Report of Commander Rodgers, U. S. Navy, regarding transportation of sick and wounded soldiers and the crew of the schooner Island Belle.

U. S. GUNBOAT GALENA,
Off City Point, June 30, 1862.

SIR: I send down the *Stepping Stones* with sick and wounded soldiers and with the crew of the *Island Belle*, burned in the Appomattox.

I have absolutely had no time to write letters. I shall endeavor to make a report to day.

The captain of the *Island Belle* is under suspension for drunkenness while we were attempting to go up the Appomattox.

Since I received your order to hold a survey upon the machinery of the *Stepping Stones* I have not had an opportunity of doing so. Her captain is quite sick; for his efficiency I recommend him to your favorable consideration.

Very respectfully, your obedient servant,

JOHN RODGERS,
Commander.

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

Letter from the Secretary of the Navy to Flag-Officer Goldsborough, U. S. Navy, regarding cooperation with the army and movements of vessels.

NAVY DEPARTMENT, *June 30, 1862.*

SIR: Your telegram in answer to mine of yesterday, communicating General McClellan's dispatch to you, has been received. I sent to you by request of the President, who desired to see the dispatch, as we supposed it later than anything we had received from him.

In the emergency now upon us I have never questioned that you would lend your efforts to aid and cooperate with the army. It is essential that our whole strength and efforts should be put forth. The crisis is in every respect important.

The *Yankee* and *A. C. Powell* leave Washington to-day, the *Tioga* leaves Boston to-morrow, and the *Adirondack* will leave New York in

two or three days, all directed to report at Hampton Roads, and the *Wachusett* has been directed to wait events at and near Richmond.

I am, respectfully, your obedient servant,

GIDEON WELLES.

Flag-Officer L. M. GOLDSBOROUGH,
Commanding, etc., Norfolk, Va.

Letter from the Secretary of the Navy to Flag-Officer Goldsborough, U. S. Navy, regarding disposition of sick and wounded.

NAVY DEPARTMENT, June 30, 1862.

SIR: An arrangement has been effected between the War and Navy Departments, in pursuance of which sick and wounded on board the vessels at Norfolk or arriving thereat will be received into the naval hospital at Portsmouth, Va.

A copy of the agreement will be transmitted to Fleet Surgeon Wood by the Chief of the Bureau of Medicine and Surgery.

I am, respectfully, your obedient servant,

GIDEON WELLES.

Flag-Officer L. M. GOLDSBOROUGH,
Commanding, etc., Norfolk, Va.

Order of Flag-Officer Goldsborough, U. S. Navy, to Lieutenant Patterson, U. S. Navy, regarding disposition of vessels.

FORTRESS MONROE, VA., June 30, 1862.

SIR: You will please send to this place, with all dispatch, the following vessels, viz, *Sebago*, *Commodore Barney*, *Morse*, and *Currituck*.

The *Marblehead*, *Corwin*, and *Chocura* should be kept in the vicinity of West Point, ready to aid the army forces at or about Yorktown.

I am, very respectfully, your obedient servant,

L. M. GOLDSBOROUGH,
Flag-Officer.

Lieutenant Commanding T. H. PATTERSON,
U. S. S. Chocura, York River, Virginia.

Report of Commander Rodgers, U. S. Navy, regarding affairs up the James River.

Private.]

U. S. GUNBOAT GALENA,
Off City Point, June 30, 1862.

SIR: The army is, much of it, on the James River banks, just above City Point. It is safe.

I hope you will keep the machine for blowing up vessels safely out of the way of falling into the enemy's hands. It should not be suffered to run about these waters.

I have sent a letter to General McClellan containing suggestions in regard to the selection of a site for a base of military operations on James River.

I do not think it can be above City Point, without that point should be held by our own army, and scarcely above Fort Powhatan.

I fear the guns on the banks of the James River have not been as effectually destroyed as could be wished. They should be so broken as to be useless. I scarcely think this has been done. I would suggest, as the gunboats now here have quite as much as they can do, the

propriety of sending, should it meet your views, a force of marines as large as you can get, and some of the larger steamers to do this work thoroughly. If those batteries should be reestablished, we shall not hear the last of it. By interrupting the train of supplies, the army might be much impeded. Have a report as to the manner and extent of destruction.

The army is on the river banks. General Keyes and Colonel Alexander breakfasted with me. Communication is fully established.

Very respectfully, your obedient servant,

JOHN RODGERS,
Commander.

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

If I have taken a liberty in thus writing, I beg you to tell me, and I shall not do so again.

Report of Commander Lockwood, U. S. Navy, of receipt of orders to go to New York with U. S. S. Daylight.

U. S. PROPELLER DAYLIGHT,
Beaufort, N. C., June 30, 1862.

SIR: I am in the receipt of your order to proceed to New York with the U. S. propeller *Daylight*, for the purpose of discharging my crew and refitting the ship. I shall sail from this to carry out the order this morning, having turned over the coal and other property to the care of the clerk, Theo. E. Clifton, in charge of paymaster's stores. I have also sent the contrabands to New Berne to Mr. Colyer, superintendent of the poor at that place, giving them three days' rations.

I am, sir, respectfully, your obedient servant,

SAML. LOCKWOOD,
Commander.

Flag-Officer L. M. GOLDSBOROUGH,
Comdg. North Atlantic Blockading Squadron, Norfolk, Va.

[Telegram.]

NORFOLK, June 30, 1862—3 p. m.
(Received at Washington, D. C., 6 p. m.)

I have great and constant difficulties and troubles about pilots. They can make so much more money than we give them, \$60 per month and found, by taking army vessels by the job, and otherwise get employed by the Army that scarcely any of them are willing to accept employment from us, and those we have all want to leave and do leave whenever they can on the slightest pretext.

I beg, therefore, that the Department will authorize me to exercise my discretion with regard to their compensation. No abuse shall take place.

All that are worth having decline to serve unless they can receive \$100 per month and found. They get on the average even more than this from the Army. Pilots at this critical juncture are in hourly demand for the James River.

In consultation with General Dix, I have withdrawn four of the river gunboats stationed in York River, which four I shall employ in conveying and protecting army transports. The three remaining ones are directed to keep at and about West Point, to afford assistance to

our army and protect Yorktown. A report is current to-day that Stonewall Jackson has been killed.

A number of hospital steamers have been sent up the James River by General Dix to receive the sick and wounded of our army.

Commodore GOLDSBOROUGH,
Flag-Officer.

GIDEON WELLES,
Secretary of Navy.

[Telegram.]

WASHINGTON, July 1, 1862—11 a. m.

Use your discretion about the wages for James River pilots during this temporary emergency, within the limits indicated in your telegram.

GIDEON WELLES.

Flag-Officer GOLDSBOROUGH.

Report of Flag-Officer Goldsborough, U. S. Navy, giving stations of vessels of the North Atlantic Blockading Squadron.

U. S. FLAGSHIP MINNESOTA,
Norfolk, Va., July 1, 1862.

SIR: I have the honor to submit the following tabular statement of the disposition of vessels belonging to this squadron at this date:

Vessel.	Station.	Vessel.	Station.
Minnesota	Norfolk, Va.	Currituck	Convoy duty between Hampton Roads and James River.
Wachusett, proceeding to James River on temporary duty.	Do.	Morse	Do.
Dacotah, proceeding to James River on temporary duty.	Do.	Dragon, tug	Do.
Zouave, tug	Do.	Chocura	York River.
Young America, tug, repairing.	Do.	Marblehead	Do.
Cohasset, tug	Do.	Corwin	Do.
Rescue, tug	Do.	Underwriter, repairing ..	Baltimore, Md.
Ben Morgan, tug	Do.	Valley City, repairing ..	Do.
State of Georgia, repairing.	Hampton Roads.	Philadelphia	Sounds of North Carolina.
Brandywine	Do.	Hetzel	Do.
Charles Phelps	Do.	Commodore Perry	Do.
Roman	Do.	Ellis	Do.
Wm. Badger, under orders for Beaufort, N. C.	Do.	Hunchback	Do.
Cœur de Lion, repairing ..	Do.	Louisiana	Do.
Galena	James River.	Shawsheen	Do.
Monitor	Do.	Lockwood	Do.
Port Royal	Do.	Ceres	Do.
Delaware	Do.	Putnam	Do.
Jacob Bell	Do.	Seymour	Do.
Aroostook	Do.	Whitehead	Do.
Mahaska	Do.	Brinker	Do.
Maratanza	Do.	Granite	Do.
Sonthfield	Do.	Daylight, under orders for New York.	Beaufort, N. C.
Satellite	Do.	Mount Vernon	Off Wilmington, N. C.
Stepping Stones	Do.	Cambridge	Do.
Sebago	Convoy duty between Hampton Roads and James River.	Monticello	Do.
Commodore Barney	Do.	Chippewa	Do.
		Penobscot	Do.
		Stars and Stripes	Do.
		Mystic	Do.
		Victoria	Do.

I am, very respectfully, your obedient servant,

L. M. GOLDSBOROUGH,

Flag-Officer, Comdg. North Atlantic Blockading Squadron.

Hon. GIDEON WELLES,

Secretary of the Navy, Washington, D. C.

Order from Flag-Officer Goldsborough, U. S. Navy, to Commander Rodgers, U. S. Navy, regarding cooperation with the army.

U. S. FLAGSHIP MINNESOTA,
Norfolk, Va., July 1, 1862.

SIR: Before receiving your letter of yesterday I had ordered the *Dacotah* and *Wachusett* to go up to Hardy's [Harden's] Bluff and destroy the guns there effectually, and also to do the same thing at Day's Point. From what I gather, there are no guns at Fort Powhatan, and, indeed, it is even doubtful whether any were ever placed there, judging from the fact that when the fort was examined a few weeks since by our gunboats it was found to be overgrown with grass.

You need entertain no apprehension about the submarine propeller. I have it thoroughly well secured and guarded alongside the *Brandywine*, and have asked permission to send it to Washington.

Do not send any gunboat down to Hampton Roads, or away from service in the James River, unless absolutely necessary. I am being urged to keep as many gunboats as possible up there.

Do your very best to aid and assist the army. It is, I fear, in a critical position. Let the transports be as thoroughly protected as possible, and, of all things, keep them in a safe way.

Very respectfully, your obedient servant,

L. M. GOLDSBOROUGH,
Flag-Officer.

Commander JOHN RODGERS,
Senior Naval Officer in James River, Comdg. U. S. S. Galena.

Report of Commander Rodgers, U. S. Navy, that the army has fallen back and rests on James River.

[U. S. S.] GALENA,
Above City Point, July 1, 1862.

SIR: The army has fallen back and rests upon James River.

We need in this vicinity all the gunboats we can get as soon as possible. Yesterday, I hear, we did good service in shelling the rebel army.

I have the honor to be, your obedient servant,

JOHN RODGERS.

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

Letter from Major-General McClellan, U. S. Army, to Flag-Officer Goldsborough, U. S. Navy, requesting every available gunboat sent to James River.

HEADQUARTERS ARMY OF POTOMAC,
James River, July 1, 1862.

SIR: I would most earnestly request that every gunboat or other armed vessel suitable for action in the James River be sent at once to this vicinity, and placed under the orders of Commander Rodgers, for the purpose of covering the camps and communications of this army.

May I urge that not an hour be lost and that you telegraph to the Navy Department reporting the request I make.

If this is illegible, I must offer as an excuse the extreme exhaustion under which I am laboring.

Very truly, yours,

GEO. B. MCLELLAN,
Major-General, Commanding.

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

Letter from Commander Rodgers, U. S. Navy, to Flag-Officer Goldsborough, U. S. Navy, requesting gunboats and ammunition to be sent up James River.

U. S. S. GALENA,
Above City Point, July 1, 1862.

SIR: The enemy presses the army; it rests upon the James River and needs all the support which gunboats can give. Please send all of them which you can spare. Please also send up ammunition immediately, 8 and 9-inch shell, 100-pound[er] rifle shell, and powder.

I am desired by General McClellan, who is on board going some 2 or 3 miles down the river on a reconnoissance, to say, on his part, that he will be obliged to you for any gunboat assistance which you can furnish. No firing at the present moment.

Very respectfully, your obedient servant,

JOHN RODGERS,
Commander, U. S. Navy.

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

Report of Commander Rodgers, U. S. Navy, regarding affairs up the James River.

Private.]

[U. S. S.] GALENA,
Off Harrison's Bar, July 1, 1862.

SIR: The army is in a bad way; the gunboats may save them, but the points to be guarded are too many for the force at my disposal. I presume you will have to send some one to outrank me. To save the army, as far as we can, demands immediately all our disposable force. Fort Powhatan is a most important point; it should be strongly guarded. City Point commands the channel past it; that demands a strong force of gunboats to insure the passage of supplies. Each end of the encampment on the river banks demands a force of gunboats. We shelled the enemy with good effect, I hear, yesterday.

Please send ammunition immediately—8 and 9 inch shells, 100-pound[er] rifle; cartridges for the 9-inch rifles and 100-pound[er] wanted.

The general (General McClellan) has come down here in this vessel to make a reconnoissance for the position of a new camp.

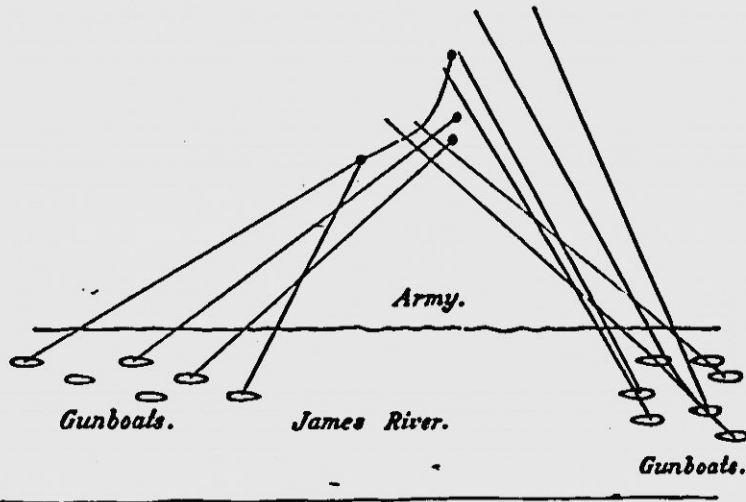
The use for more gunboats is pressing and immediate.

The army, continually pressed by largely superior numbers and fresh troops, falls back continually, in good order. The fighting has been continual; the losses very great. We fall back in admirable order, disputing every inch of the way.

If, as I hope, we can get the army on a plain upon the river bank, and then protect each flank by gunboats, it can have time for rest. I think Harrison's Bar offers these advantages.

Captain McKinstry and some other force may be directed, if you choose, to guard Fort Powhatan. The channel there passes within 100 yards of the bluffs.

The fort is out of shape, but the main part of the labor of constructing it remains. Its position is formidable. It was selected in 1812



because it is so formidable. Guns may be placed in position in a night. It should be well guarded.

Now, if ever, is a chance for the Navy to render most signal service, but it must not delay.

Very respectfully, your obedient servant,

JOHN RODGERS.

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

Position of gunboats.

Delaware and Satellite in Chickabominy.

Port Royal sent yesterday with Colonel Alexander, of engineers, to select a base for operations; not returned.

Aroostook and Mahaska near Turkey Creek, protecting flank.

Maratanza protecting passage of supplies; convoying supplies.

Monitor off City Point, guarding it.

Southfield aground below City Point.

Galena, position near Turkey Creek, at headquarters, to protect flank.

I shall send the *Port Royal* here to protect this flank as soon as she returns. I thought the *Southfield* was here; I find her aground. The river is too tortuous to see far. When an order is given, there is no resource but to presume it obeyed.

Order from Flag-Officer Goldsborough, U. S. Navy, to Lieutenant Henry, U. S. Navy, to give convoy and protection to army transports.

U. S. FLAGSHIP MINNESOTA,
Norfolk, Va., July 1, 1862.

SIR: On your arrival at Hampton Roads you will inform Colonel Ingalls or Captain Tallmadge, U. S. Army, quartermaster at Fort Monroe, that you are ready to afford convoy and protection to any army

transports he may wish to send up James River. On his designating those he may wish you to take in charge, you will proceed with them up that river to the point or place he will mention, and on reaching it, should you find naval vessels on hand to protect them properly, you will leave them there and return to Hampton Roads for further service of the sort.

Afford every protection in your power in all cases to the transports placed under your charge.

I am, very respectfully, your obedient servant,

L. M. GOLDSBOROUGH,
Flag-Officer.

Lieutenant Commanding E. W. HENRY,
Commanding U. S. S. Sebago, Hampton Roads, Virginia.

(Copies of the above order sent to Lieutenant Commanding J. O. Chaplin, commanding *Commodore Barney*; Acting Master Peter Hays, U. S. S. *Morse*; Acting Master W. F. Shankland, jr., commanding U. S. S. *Currituck*.)

[Telegram.]

FORT MONROE, July 1, 1862—11:10 a. m.

We want your spare gunboats up the James River; also the three at West Point should fall back to Yorktown at once. The enemy are at New Kent Court-House.

JOHN A. DIX,
Major-General.

Commodore GOLDSBOROUGH.

[Telegram.]

FORT MONROE, July 1, 1862—2:30 p. m.

Under date of yesterday, I have a letter* from Commander Rodgers, in which he says:

The army is, much of it, on the James River banks just above City Point. It is safe. General King [Keyes] and Colonel Alexander breakfasted with me. Communication is fully established.

General McClellan's headquarters are at Turkey Bend. He himself was on board the *Galena* yesterday. I have sent the *Dacotah* and *Wachusett* to Hardy's [Harden's] Bluff to destroy the guns there effectually, and also at Day's Point, if possible. The former vessel returned yesterday afternoon from convoying a number of transports up the James River, and it was my intention to send her back with another; but owing to a report that the enemy was probably trying to get two guns in batteries at Hardy's [Harden's] Bluff, I determined to send her off this morning, as stated. There are no guns at Fort Powhatan, up to my last accounts. It is even doubtful whether any were ever there, judging from the appearance of the place, which is overgrown with high grass.

Commodore GOLDSBOROUGH.

Hon. GIDEON WELLES,
Secretary of the Navy.

[Telegram.]

U. S. FLAGSHIP MINNESOTA,
Norfolk, Va., July 1, 1862.

Although I have not as yet received a detailed report upon the subject, yet I am officially informed by Commander Rodgers that the *Island Belle* was burned in the Appomattox, in order, I take it, to prevent her from falling into the hands of the enemy. She got on shore there and could not be got off.

L. M. GOLDSBOROUGH,
Flag-Officer.

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

[Telegram.]

NORFOLK, July 1, 1862.

Do me [the] favor to telegraph to Yorktown on the receipt of this, and direct one of your officers to communicate with the three gunboats at West Point, [Va.], and say to them that it is my orders they fall back at once to Yorktown.

L. M. GOLDSBOROUGH,
Flag-Officer.

General DIX.

[Telegram.]

FORT MONROE, July 1, 1862.

In obedience to a telegraphic order from the Secretary of the Navy, I have arrived here and report to you for service with the vessels and the steamer *Powell*, now on her way down.

WILLIAM GIBSON,
Lieutenant, U. S. Navy, Commanding Potomac Flotilla.
Commodore GOLDSBOROUGH.

[Telegram.]

U. S. FLAGSHIP MINNESOTA,
Norfolk, Va., July 1, 1862.

SIR: Report to me immediately, by telegraph, the names of the vessels and the armament of each you have brought to Fort Monroe.

L. M. GOLDSBOROUGH,
Flag-Officer.

Lieutenant Commanding WILLIAM GIBSON,
Fort Monroe.

Send me also the name of each commanding officer.

[Telegram.]

U. S. S. YANKEE,
Fort Monroe, July 1, 1862.

The *Yankee* is commanded by myself; the *Powell*, not yet arrived, by Acting Master Foster. No other vessels from the flotilla ordered here up to the time I left. The *Yankee* has one 8-inch shell gun, of 55 hundredweight; one 32-pounder, of 33 hundredweight; one 24-pounder boat

howitzer, one 12-pounder boat howitzer, and one 12-pounder boat howitzer, rifled.

The *Powell* is a small tug, and carries one 24-pounder boat howitzer; of very light draft.

I enclose you a copy of an order from General Dix, just handed to me as senior officer present.

WM. GIBSON,
Lieutenant, Commanding Potomac Flotilla.

Flag-Officer GOLDSBOROUGH.

[Telegram.]

FORT MONROE, *July 1, 1862.*

I have reported to General Dix, and he will require the tug to-morrow.

[HENRY H.] FOSTER,
Acting Master, U. S. Tug Powell.

Commodore GOLDSBOROUGH.

Letter from Major-General Dix, U. S. Army, to Lieutenant Henry, U. S. Navy, requesting convoy for transports.

FORT MONROE, *July 1, 1862.*

Please let the *Jacob Bell*, the *Yankee*, and *Commodore Barney* go up the river to-night. We have sent a large number of transports. I will find service for you to-morrow.

Respectfully, yours,

JOHN A. DIX,
Major-General.

Captain HENRY,
Commanding Sebago.

[Telegram.]

FORT MONROE, *July 2, 1862—2 p. m.*

(Received at Washington 4:30 p. m.)

The parties I engaged to go from Norfolk on secret service, and about whom I wrote you, have done nothing. They became alarmed in consequence of the imposing numbers and the guard kept at the spot of operations.

Commodore GOLDSBOROUGH.

GIDEON WELLES,
Secretary of the Navy.

Letter from Commander Totten, U. S. Navy, to Flag-Officer Goldsborough, U. S. Navy, regarding disposition of the submarine vessel.

U. S. STORESHIP BRANDYWINE, *July 2, 1862.*

SIR: I do not think that this submarine vessel is safe alongside of this vessel. In rough weather, as to-day, she labors and pitches terribly. The only place to secure her by, a shackle forward, is not trustworthy.

If she breaks adrift, which I look for in a heavy sea, we have no means of saving her.

If she could be taken into smooth water in the cove she would be safe.

I am, respectfully,

B. J. TOTTEN.

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

The bearer, who is the chief one here belonging to her, thinks as I do about her.

[Telegram.]

FORT MONROE *July 2, 1862—2 p. m.*

I have just received under date of yesterday the following dispatch* from General McClellan, addressed to me.

* * * * *

Also the following is the substance of dispatch† from Commander Rodgers, bearing same date and sent by same opportunity.

* * * * *

I scarcely need add that I am doing everything in my power to afford the assistance required, and am here for the purpose of expediting matters. The *Jacob Bell*, *Morse*, *Barney*, and *Yankee* have already gone up the James River. The *Ourrituck* leaves immediately, and so, too, with the *Sebago*. The *Baltimore* goes up in an hour or two with ordnance stores. I wish the Department to rest assured that nothing shall be wanting on my part.

Commodore GOLDSBOROUGH.

Hon. GIDEON WELLES,
Secretary of the Navy.

[Telegram.]

WASHINGTON, *July 3, 1862—2 a. m.*

Would it be considered very important for you to have some of the mortar vessels sent to you from the Gulf of Mexico?

GIDEON WELLES,
Secretary Navy.

Flag-Officer GOLDSBOROUGH.

[Telegram.]

U. S. FLAGSHIP MINNESOTA,
Norfolk, Va., July 3, 1862.

I do not consider it very important to have some of the mortar vessels in the Gulf sent here at this time. They could not possibly reach here in season to assist General McClellan. If they were already here they might, perhaps, be used to advantage.

No news has reached me from either General McClellan or Commander Rodgers since that I telegraphed you yesterday from Old Point.

L. M. GOLDSBOROUGH,
Flag-Officer.

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

* See p. 532.

† See pp. 532, 533.

Instructions from Flag-Officer Goldsborough, U. S. Navy, to Commander Rodgers, U. S. Navy, regarding cooperation with the army on the James River.

U. S. FLAGSHIP MINNESOTA,
Norfolk, Va., July 3, 1862.

SIR: The *Dacotah*, Commander McKinstry; *Wachusett*, Commander Jenkins; *Sebago*, Lieutenant Henry; *Commodore Barney*, Lieutenant Chaplin; *Morse*, Acting Master Hays; *Yankee*, Lieutenant Gibson; and *Currituck*, Acting Master Shankland, are all now up James River. These, together with the vessels originally there, will, I do most sincerely trust and hope, be able to save our army. The steamer *Baltimore*, Acting Master Mitchell, left Fort Monroe last evening with a full supply of the ordnance stores you required by your letters of the 1st instant. I ordered her to put those stores on board the ordnance schooner you have up James River and then return. If you want more, or, indeed, anything else, let me know.

I directed the *Sebago* to guard carefully Fort Powhatan. If she is not enough for the purpose, you must detail another to assist her. It is also very important to my mind that a vessel should be kept constantly at Jamestown Island to prevent the enemy from getting guns in battery there. Attend to this, if you please.

In case you should want more coal than I have sent you, borrow it from the Army.

Keep me fully informed of all movements of moment. The most intense excitement prevails at Washington and all over the country, and the President and Secretary of the Navy wish to be kept as fully advised as possible of every turn in our affairs.

Say to General McClellan that, agreeably to his request, I telegraphed his note to me of the 1st to the Navy Department.

I am hourly expecting the *Tioga*. She sailed three days ago from Boston. The moment she arrives I will send her, too, up James River.

This I send to you by the *Stepping Stones*.

Very respectfully, your obedient servant,

L. M. GOLDSBOROUGH,
Flag-Officer.

Commander JOHN RODGERS,
Commanding U. S. S. Galena, James River, Virginia.

Report of Lieutenant Patterson, U. S. Navy, of preparation for the destruction of guns left in position by Confederates.

U. S. GUNBOAT CHOCOURA,
Off Yorktown, Va., July 3, 1862.

SIR: I beg leave to report that I was informed this morning by General Van Alen "that preparations are being made to destroy all the guns left in position by the Confederates. Such as can not be thrown into the river will be burst as rapidly as possible."

Very respectfully, your obedient servant,

T. H. PATTERSON,
Lieutenant, Comdg., and Senior Naval Officer in York River.
Flag-Officer L. M. GOLDSBOROUGH,
Comdg. North Atlantic Blockading Squadron, Norfolk, Va.

Report of Commander Lockwood, U. S. Navy, commanding U. S. S. Daylight, of his arrival with that vessel at navy yard, New York.

U. S. S. DAYLIGHT,
Brooklyn [New York] Navy Yard, July 3, 1862.

SIR: I have the honor to report the arrival of the U. S. S. *Daylight* at this port, after a passage of three days from Beaufort, N. C., agreeably to orders received through Flag-Officer Goldsborough, for the purpose of discharging crew and refitting the ship. I also forward requisitions for money required to pay off crew and lists of officers, crew, and passengers, one of the latter being an officer invalidated from the U. S. gunboat *Chippewa* and an apprentice first-class boy, returned from the same vessel, whose time having expired is recommended by Lieutenant Commanding Bryson for an honorable discharge. The late captain of the army transport *Highland Light* also came passenger with us.

In conclusion, it affords me pleasure to add that I was this morning enabled to render some assistance to the ship *Lawrence*, of New York, which vessel had been ashore the previous night and was leaking badly.

I furnished him with six of my crew to assist in working his vessel into port, from which he was distant about 30 miles.

I am, sir, respectfully, your obedient servant,

SAML. LOCKWOOD,
Commander.

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

Order of Commander Glisson, U. S. Navy, to Lieutenant Braine, U. S. Navy, commanding U. S. S. Monticello, to proceed to duty off New Inlet, North Carolina.

U. S. S. MOUNT VERNON,
Off Wilmington, N. C., July 3, 1862.

SIR: You will proceed with the *Monticello* under your command off New Inlet, to assist in closely blockading that place. It is important for you to get there as soon as possible, as one of the fast vessels should be there all the time.

I am, very respectfully, your obedient servant,

O. S. GLISSON,
Senior Officer.

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

Order of the Secretary of the Navy to Flag-Officer Goldsborough, U. S. Navy, regarding the submarine vessel.

NAVY DEPARTMENT, July 3, 1862.

SIR: Send the submarine boat to the Washington navy yard.

I am, respectfully, your obedient servant,

GIDEON WELLES.

Flag-Officer L. M. GOLDSBOROUGH,
Commanding, etc., Norfolk, Va.

[Telegram.]

NORFOLK, July 4—12:30 p. m.

No news of any kind from up James River up to this hour. I augur favorably from this, as Commander Rodgers is directed to keep me informed of all events of importance. Am told that both the President and yourself are naturally very anxious to know at the earliest moment possible all that transpires of serious occurrence. All the guns at both forts on Day's Point and Hardy's [Harden's] Bluff I have had burst or broken—rendered entirely useless. Seventeen gunboats in all are at the scene of action, and another, the *Cœur de Lion*, will go up the river to-night. She came down to be repaired. The *Tioga* has not arrived. Orders await her at Fort Monroe to go up the James River without a moment's delay.

Commodore GOLDSBOROUGH.

Hon. GIDEON WELLES,
Secretary of the Navy.

Instructions from Flag-Officer Goldsborough, U. S. Navy, to Commander Poor, U. S. Navy, regarding U. S. S. Tioga.

U. S. FLAGSHIP MINNESOTA,
Norfolk, Va., July 4, 1862.

SIR: I have been informed by the Department that the U. S. S. *Tioga* was to have sailed from Boston for Hampton Roads several days ago. I will thank you, therefore, immediately on her arrival at the latter place, to say to her commander that I wish him to proceed forthwith up the James River and report himself and vessel ready for service to Commander John Rodgers, the senior naval officer up that river. By communicating with the *Monitor* or any other vessel stationed off City Point he can ascertain the exact whereabouts of Commander Rodgers and the best mode of communicating with him. As we have no James River pilots here he must get one at Fort Monroe and place him on his books at \$100 per month. One dollar per day besides is to be allowed to the mess entertaining him. Captain Tallmadge, the quartermaster at Fort Monroe, or Captain Millward, captain of the port, may be able to afford information or facilities in obtaining a pilot. Give a copy of this to the commander of the *Tioga*. Telegraph me both on the arrival and departure of the *Tioga* at and from Hampton Roads.

I am, very respectfully, your obedient servant,

L. M. GOLDSBOROUGH,
Flag-Officer.

Commander C. H. POOR, U. S. Navy,
Naval Ordnance Officer at Fort Monroe, Va.

Report of Commander Rodgers, U. S. Navy, regarding affairs in James River, enclosing sketch giving position of gunboats.

U. S. S. GALENA,
Off Harrison's Bar, July 4, 1862.

SIR: Everything is quiet and goes on finely. I send a sketch of the position of the gunboats. The army is in high spirits. They are entrenching their front and by noon will be thoroughly ready for all comers.

I feel anxious about the navigation. I fear that the enemy may occupy the bluffs which command the channel below us. This would be inconvenient, at the least.

The enemy are at Haxall's, above City Point. They sent up a balloon this morning, but it remained up only a few moments. The *Monitor* and *Maratanza* will make a reconnoissance this evening in that direction.

If Captains McKinstry and Jenkins are in charge of the river below this, I can bring more vessels here to guard our flanks.

At present there are eight only, two up the river, four down, and the *Galena* and *Port Royal* as a reserve, to throw their force where needed. The *Stepping Stones* I shall use to carry orders.

This is the present arrangement of the vessels, or was this morning. The *Monitor* and *Maratanza* have gone above City Point on a reconnoissance:

At west end of base, opposite Jordan's Point—*Maratanza*, *Yankee*, 2.

At east end of base, opposite Windmill Point—*Aroostook*, *Monitor*, *Southfield*, *Ourrituck*, 4.

Reserve, to move to either end of base—*Galena*, *Port Royal*, *Stepping Stones*, tug, 2.

Total [at base], 8; tug, 1—9.

Guarding navigation below—*Mahaska*, *Commodore Barney*, *Dragon*, tug, *Sebago*, *Morse*, 5.

At Jamestown Island—*Jacob Bell*, 1.

Up Chickahominy—*Delaware*, *Satellite*, 2.

I have not seen the *Dacotah* nor the *Wachusett*. These powerful vessels will, if they remain below, allow the *Mahaska* and *Morse* to move up here.

It is now too late, I hope, for the enemy to attack the army here with any chance of success. The troops are in good spirits and everyone seems confident.

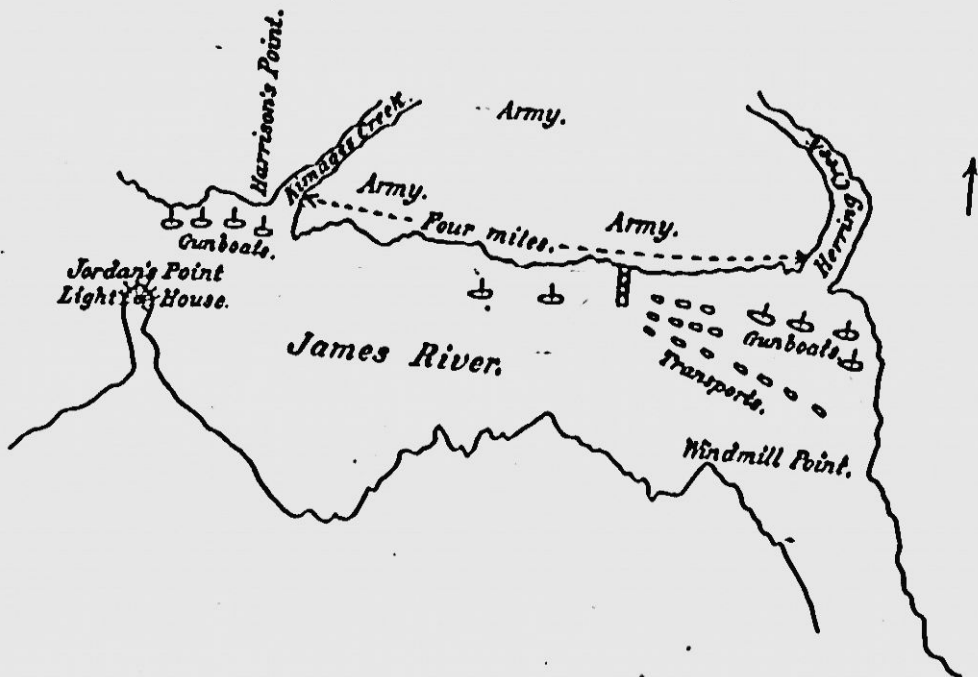
Respectfully, your obedient servant,

JOHN RODGERS,
Commander.

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

[Enclosure.]

SKETCH OF POSITION OF GUNBOATS ON JAMES RIVER.



*Reconnoissance in James River, Virginia, July 4, 1862—Capture of
C. S. S. Teaser.*

Report of Commander Rodgers, U. S. Navy, enclosing report of Lieutenant Stevens, U. S. Navy,
commanding U. S. S. Maratanza.

U. S. GUNBOAT GALENA,
Off Harrison's Bar, July 4, 1862.

SIR: I have the honor to enclose the report of Lieutenant Commanding T. H. Stevens, of the *Maratanza*, in which the result of the reconnoissance ordered up the river is stated.

The Confederate gunboat *Teaser* will be useful in our service, if repaired.

I hope you will order her to be surveyed and appraised.

Very respectfully, your obedient servant,

JOHN RODGERS,
Commander, U. S. Navy.

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

[Enclosure.]

U. S. S. MARATANZA,
James River, July 4, 1862.

SIR: In obedience to your order I proceeded up the river this afternoon, accompanied by the *Monitor*, for the purpose of making a reconnoissance and ascertaining the force and position of the enemy in the neighborhood of Turkey Bend. Nothing was seen of the enemy until I opened the reach of the river at Haxall's, when I discovered an enemy's gunboat, which, as soon as she discovered my approach, opened fire. This I immediately returned, and on the third fire a shell passed through and exploded her boiler. The crew at once precipitately abandoned her, and on coming up I took possession, capturing everything on board, including public and private papers and effects, even the side arms of her officers, which I send herewith.

The capture proved to be the armed propeller *Teaser*, commanded by Hunter Davidson, late an officer of the U. S. Navy, and mounted one 32-pounder banded and rifled gun of 57 hundredweight, and one rifled 12-pounder, with ample supplies of ammunition.

We also captured a Confederate balloon, a quantity of submarine telegraphic wire, and other appliances for submarine batteries.

We saw from aloft a small squad of cavalry, but nothing to induce the belief that a force of any amount can exist in that vicinity. The troops seen were probably attracted by the firing.

I returned with the prize to this anchorage.

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

T. H. STEVENS,
Lieutenant, Commanding.

Commander JOHN RODGERS,
Senior Officer, James River.

Letter from Commander Rodgers, U. S. Navy, to Commodore Wilkes, U. S. Navy, enclosing documents captured on board the C. S. S. *Teaser*.

[U. S. S.] GALENA,
James River, July 13, 1862.

SIR: I find that last night I overlooked certain papers in my possession taken from the *Teaser*. I hasten to send them.

The following articles for ship's use were taken from her to this vessel:

One boat's anchor.
Some trace chains, to be used for buoys.
Two pigs iron, to be used for buoys.
Two flagstaves.

Two small iron stanchions (one used up).
One powder tank, with 50 pounds powder; intended for our launch.

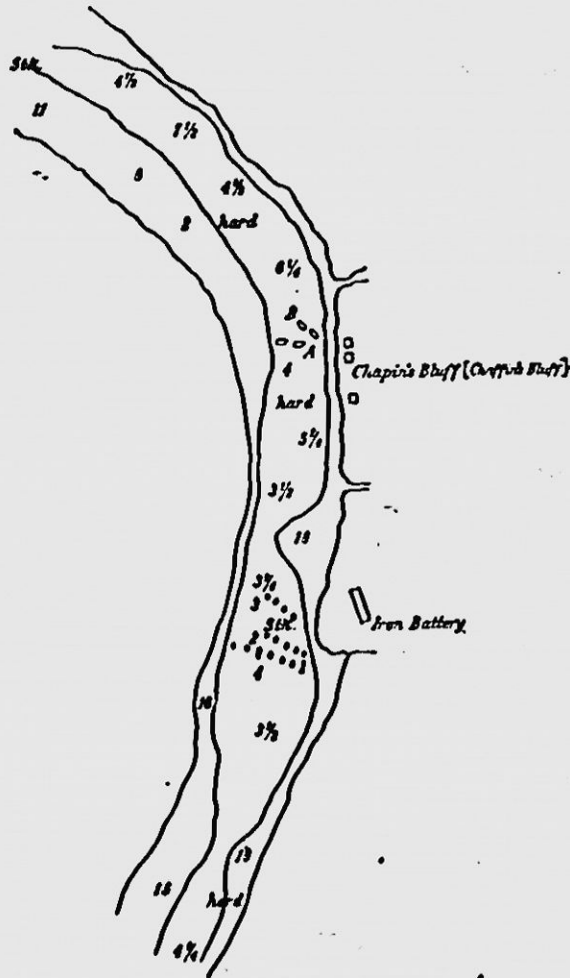
Six shells with peculiar fuzes were taken on board, unloaded, and sent to Norfolk, directed to Commander Dahlgren, Washington.

I have the honor to be, your obedient servant,

JOHN RODGERS.

Commodore CHARLES WILKES,
Commanding Potomac Flotilla.

[Enclosures.—Diagram.]



RICHMOND, VA., June 19, 1862.

SIR: The James River is mined with 15 tanks below the iron battery at Chapin's [Chaffin's] Bluff. They are to be exploded by means of electricity. Four of the tanks contain 160 pounds of powder; the 11 others hold 70 pounds each. All are made of boiler plate.

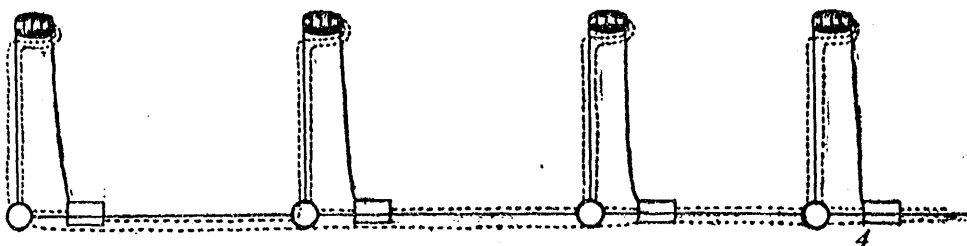
They are arranged in rows as per diagram, those of each row being 30 feet apart. Each tank is contained in a water-tight wooden cask, capable of floating it, but anchored and held below the surface from 3

to 8 feet, according to the state of the tide. The anchors to each are an 18-inch shell and a piece of kentledge, so placed as to prevent the barrels from fouling the buoy ropes at the change of the tide.

Each shell of a row is connected with the one next to it by a stout rope 30 feet long and capable of lifting it in case the cask be carried away.

The casks are water-tight, as are also the tanks, the electric cord entering and returning through the same head.

The wire for the return current from the battery is passed from shell to shell and along the connecting rope, which lies at the bottom. The wire that passes from cask to cask is stopped slack to the buoy rope from the shell up to the cask, to which it is securely seized to prevent any strain upon that part which enters the cask. The return wire is stopped in like manner down along the buoy rope to the shell, and then along the span to the next shell, as per the rough sketch, thus:



At 4 the two cords are frapped together, loaded with trace chains a fathom apart, and carried ashore to the galvanic battery.

For batteries we have 21 Wollastons, each trough containing 18 pairs of plates, zinc and iron, 10 by 12 inches.

The first range is called 1, the second 2, and the third 3, and the wires are so labeled.

Thus all of each range are exploded at once.

Besides these, there are 2 ranges of 2 tanks each, planted opposite the battery at Chapin's [Chaffin's] Bluff. When they were planted it was not known that a battery was to be erected below.

These 4 tanks contain about 6,000 pounds of powder. The great freshet of last month carried away the wires that were to operate the first pair, "A."

Lieutenant Davidson, who, with the *Teaser* and her crew, has assisted me with a most hearty good will, has dragged for the tanks without success. They rest on the bottom. Could they be found, it was my intention to raise the four, examine them, and, if found in good order, place them below the range, "1."

Lieutenant William L. Maury, assisted by Acting Master W. F. Carter and R. Rollins, was charged with the duty of proving the tanks and packing them in casks. There are 11 others, each containing 70 pounds of powder. When tested in the barrels and found ready for use, they will be held in reserve in case of accident to those already down. A larger number was not prepared, for the want of powder.

There are a quantity of admirably insulated wire, a number of shells for anchors or torpedoes, and a sufficient quantity of chains for the wires remaining. They will be put in the navy store for safe-keeping.

The galvanic batteries, viz, 21 Wollaston and 1 Cruikshank (the latter loaned by Dr. Maupin, University of Virginia), with spare acids (sulphuric and nitric), are at Chapin's [Chaffin's] Bluff in charge of

Acting Master Cheeney. He has also in jugs a sufficient quantity mixed to work the batteries, and ready to be poured in for use.

It is proper that I should mention to the Department in terms of commendation the ready and valuable assistance afforded by Dr. Morris, president telegraph company, and his assistant, especially by Mr. Goldwell.

My duties in connection with these batteries being thus closed, I have the honor to await your further orders.

Respectfully, etc.,

M. F. MAURY,
Commander, C. S. Navy.

Hon. S. R. MALLORY,
Secretary of the Navy, Present.

C. S. NAVY DEPARTMENT,
Richmond, June 20, 1862.

SIR: You will relieve Commander Maury in the charge of devising, placing, and superintending submarine batteries in the James River, and you will exercise your discretion as to the ways and means of placing obstacles of this and of any other character to oppose the enemy's passage of the river.

I am, respectfully, your obedient servant,

S. R. MALLORY,
Secretary of the Navy.

Lieutenant HUNTER DAVIDSON,
Commanding Steamer Teaser, James River.

Order of the Secretary of the Navy to Flag-Officer Goldsborough, U. S. Navy, regarding U. S. steamers King Philip and Baltimore.

NAVY DEPARTMENT, *July 5, 1862.*

SIR: You may keep the steamer *Powhatan* (or *King Philip*) and return the *Baltimore* to the navy yard here.

I am, respectfully, your obedient servant,

GIDEON WELLES.

Flag-Officer L. M. GOLDSBOROUGH,
Commanding, etc., Norfolk, Va.

Report of Flag-Officer Goldsborough, U. S. Navy, regarding the U. S. S. Daylight.

U. S. FLAGSHIP MINNESOTA,
Norfolk, Va., July 5, 1862.

SIR: The *Daylight*, I perceive, has arrived at New York. I beg to inform the Department that no suitable opportunity occurred for instituting the court of enquiry directed by the honorable Secretary in the case of her paymaster. In my judgment it ought to be done as early as practicable.

As the *Daylight* was thoroughly repaired but a short time since, the most she can now want is a new crew. I most respectfully request that she may be sent back to Beaufort at the earliest practicable moment. Now there is no vessel there. I can not withdraw one from Wilmington, [N. C.], nor can I send one from here. For various reasons, there ought to be one kept there, and the *Daylight* is of a suitable character.

Very respectfully, your most obedient servant,

L. M. GOLDSBOROUGH,
Flag-Officer.

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

Letter from Commander Rowan, U. S. Navy, to General Viele, U. S. Army, regarding vessels desiring to trade in the sounds of North Carolina.

U. S. S. PHILADELPHIA,
Off' New Berne, July 5, 1862.

SIR: Lieutenant Commanding Flusser reports to me that three schooners have arrived at Plymouth, N. C., from Norfolk, with safe conduct from you and permission to sell their cargoes.

I would respectfully suggest that there must be some mistake on the part of your subordinates in giving such permission. These ports are not open. I shall therefore order these adventurers to return, and in conclusion beg leave respectfully to state that no vessel can pass through these waters unless she is provided with the proper papers from the collector at Beaufort, or the military governor of this State, or the commander of the North Atlantic Blockading Squadron.

Very respectfully,

S. C. ROWAN,
Commanding Naval Forces, etc.

General VIELE, U. S. Army,
Norfolk, Va.

Report of Lieutenant Braine, U. S. Navy, regarding a schooner burned near Masonboro Inlet, North Carolina.

U. S. S. MONTICELLO,
Off' Wilmington, July 6, 1862.

SIR: I have to report that agreeable to your order I went up the coast to the northward this morning as far as Masonboro Inlet, where I discovered a schooner on shore burning and almost entirely consumed.

Her cargo, I judge, had been landed and taken away, as there was none on the beach or evidences of it in the immediate vicinity. This, sir, confirms the opinion I have long entertained that vessels are run ashore near these small inlets and out of sight of the blockading vessels, where their cargoes are discharged and they are then burned.

I am, very respectfully, yours, etc.,

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

Lieutenant Commanding JOHN M. B. CLITZ,
Senior Officer off New Inlet, U. S. S. Penobscot.

Order from the Secretary of the Navy to Commodore Wilkes, U. S. Navy, to take command of the James River Flotilla.

NAVY DEPARTMENT, July 6, 1862.

SIR: The James River gunboats are temporarily considered as a division of the North Atlantic Blockading Squadron, to be styled the James River Flotilla, and you are selected to command them. You will proceed to Norfolk, Va., this afternoon and report to Flag-Officer Goldsborough, who will place them under your orders, and you will hoist your broad pennant on board any boat you may select. You will immediately place yourself in communication with Major-General McClellan, commanding the Army of the Potomac, near Harrison's Landing, and show him this order. It will be your special duty to keep open the navigation of James River and afford protection to all vessels transporting troops or supplies, and generally to cooperate with the army in all military movements.

You will report directly to the Department and make your requisitions for what can be supplied by Flag-Officer Goldsborough directly upon him.

Very respectfully,

GIDEON WELLES.

Commodore CHAS. WILKES,
Washington.

Order of the Secretary of the Navy to Flag-Officer Goldsborough, U. S. Navy, regarding James River Flotilla.

NAVY DEPARTMENT, July 6, 1862.

SIR: The James River Flotilla will be temporarily an independent division of your squadron, under command of Captain Charles Wilkes, to whom you will transfer all the vessels intended for that river. You will afford him such supplies and repairs from time to time as are needed by him. Furnish the Department with a list of the vessels transferred.

Very respectfully,

GIDEON WELLES.

Flag-Officer L. M. GOLLSBOROUGH,
Norfolk, Va.

Letter from Mr. Davids to Flag-Officer Goldsborough, U. S. Navy, giving information about U. S. S. Virginia No. 2.

NAVY SHOPS, FORTRESS MONROE, VA., July 7, 1862.

SIR: Old acquaintances at Norfolk who have returned (may have deserted) from Richmond say that the *Merrimack*, or *Virginia No. 2*, which was towed from Norfolk to Richmond, is now about completed and will soon be ready to start down the river. The persons engaged on her construction say, with much apparent confidence, that she will be very much superior to the old *Merrimack*.

Passengers by the boat just arrived from Norfolk say that secessionists at Norfolk believe that General Burnside and his army have been taken on their way to Richmond. This last report I only give as a rumor.

Very respectfully, your obedient servant,

G. B. DAVIDS,

Master Machinist to Squadron.

Flag-Officer L. M. GOLDSBOROUGH, U. S. Navy,
Commanding Atlantic Squadron, James River, Virginia.

[Endorsement.

OFF HARRISON'S BAR, July 8, 1862.

I beg leave to refer the within to the Department. From all I gather and believe, the enemy is making every exertion to prepare the new *Merrimack* at Richmond, and she will doubtless be a very formidable vessel. In view of the immense stake here and the immense number of transports and amount of public property to be saved, I would urgently suggest that the *Ironsides* be sent here as early as practicable. I have but little faith in the *Galena*, and regard the *Monitor* as exceedingly overrated in prowess.

Most respectfully,

L. M. GOLDSBOROUGH,

Flag-Officer, on board U. S. S. Dacotah, near Hdqrs. Army Potomac.

Report of Captain Van Brunt, U. S. Navy, of the departure of the U. S. steamers Dacotah and Wachusett up the James River.

U. S. S. MINNESOTA,
Norfolk, Va., July 7, 1862.

SIR: I have the honor to inform the Department that on the afternoon of Saturday, the 5th instant, the U. S. S. *Dacotah*, bearing the flag of Flag-Officer Goldsborough, accompanied by the U. S. S. *Wachusett*, went up James River with the purpose of returning in two or three days.

I learn unofficially that the U. S. S. *Tioga* has arrived in the roads and been sent up the James River by order of the flag-officer.

I am, very respectfully, your obedient servant,

G. J. VAN BRUNT,
Captain and Senior Officer.

Hon. GIDEON WELLES,
Secretary of the Navy.

Order of the Secretary of the Navy to Lieutenant Phelps, U. S. Navy, commanding U. S. Coast Survey steamer Corwin, to proceed to Washington, D. C.

NAVY DEPARTMENT, July 7, 1862.

SIR: You will proceed with the Coast Survey steamer *Corwin* under your command to Washington City, and on your arrival report yourself to the Superintendent of the Coast Survey for such further duty as he may assign you.

I am, respectfully, your obedient servant,

GIDEON WELLES.

Lieutenant Commanding THOS. S. PHELPS,
Comdg. U. S. Coast Survey Steamer Corwin, Norfolk, Va.

Report of Commander Rodgers, U. S. Navy, regarding convoy of army transports by U. S. gunboats.

U. S. S. GALENA,
Off Harrison's Bar, July 7, 1862.

SIR: Since you were kind enough to leave me to make arrangements for the conveying the army transports, I agreed upon the following, subject, of course, to your approval:

There is to be a convoy of gunboats each day from Harrison's Bar to near the mouth of the Chickahominy, going and returning each day.

As there was no better reason for the time than the arrival and departure of the mail from Old Point, it was agreed that at 9 a. m. all the transportation down should sail, convoyed by gunboats—I had selected four for it. And at 3 p. m. all the army transportation to this point should come up, convoyed by the same force.

General Burnside, with his army, is to join General McClellan in a few days.

The protection of those troops is so important that upon notice, which is to be given, I determined to have nearly all the force below underway at once with it, to bring it safe through, and I thought night would be the safest time.

If these arrangements meet your approval, I presume you will order them carried out; and, if not, I will notify the army authorities of the changes you deem proper.

I propose to send the *Maratanza* and *Mahaska* to-morrow from here with the mail boat and any other vessels which might be ready to go down, they to pick up two others on their way; then the four to return at 3 p. m. from the mouth of the Chickahominy, with the return mail boat and any other vessels which it might be necessary to bring up.

I send the *Maratanza* with the mail boat, hoping, if you think it expedient, that you will join such other vessels as you may deem necessary to insure her safety, and thus of her companions.

[J. RODGERS,
Commander.]

[Flag-Officer GOLDSBOROUGH, U. S. Navy,
Commanding North Atlantic Blockading Squadron.]

Letter from Colonel Clarke, U. S. Army, to Brigadier-General Williams, U. S. Army, requesting the protection of a gunboat off Westover.

OFFICE COM. SUBSISTENCE, ARMY OF THE POTOMAC,
Camp near Harrison's Landing, July 7, 1862.

GENERAL: I have the honor to request that a gunboat may be directed by the proper authority to take a position immediately opposite the subsistence depot at Westover between the vessels lying off that depot and the opposite shore.

It appears to me that a light battery could come to the opposite bank of the river and by its fire destroy much property before any of the gunboats, from their present positions, could come to the rescue.

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

H. F. CLARKE,
Colonel, Aid-de-Camp, and Commissary Subsistence.

Brigadier-General S. WILLIAMS,
Assistant Adjutant-General, Hdqrs. Army of the Potomac.

[Endorsement.]

HEADQUARTERS ARMY POTOMAC,
Berkeley, [*James River, Virginia*], July 7, 1862.

Respectfully referred to Flag-Officer Goldsborough for his consideration. Will the flag-officer also be good enough to give me his opinion as to possibility and propriety of entrenching a small corps, say 2,000 or 3,000 men, on the point in question, under cover of the gunboats, and with heavy guns mounted on their entrenchments.

Very respectfully,

GEO. B. MCOLELLAN,
Major-General, Commanding.

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

Letter from Captain Sawtelle, U. S. Army, to Lieutenant-Colonel Ingalls, U. S. Army, requesting convoy for schooners loaded with army supplies.

OFFICE ASSISTANT QUARTERMASTER,
Harrison's Bar, July 7, 1862.

COLONEL: I have the honor to report to you that last evening I sent the steam tugs *Achilles* and *Rover* down below Fort Powhatan to tow up to this place fifteen schooners loaded with subsistence and other army supplies. They have not yet arrived, and I presume are lying below, afraid to come unless under the protection of gunboats. I respectfully request that one or two gunboats may be detailed to convoy these tows to this harbor. In addition to the above, I have now made arrangements for having brought up from the fleet below Fort Powhatan, where they are now lying, some thirty-five schooners laden with forage, subsistence, ordnance stores, mules, etc. For the proper protection of these vessels I think at least three gunboats should accompany them, and respectfully request that the necessary number may be detailed with as little delay as possible, as it seems to be important that these stores should be brought up at once.

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

O. G. SAWTELLE,
Captain and Assistant Quartermaster.

Lieutenant-Colonel R. INGALLS,
Aid-de-Camp and Chief Quartermaster.

[Endorsement.]

HARRISON'S BAR, *James River, Virginia, July 7, 1862.*

Respectfully referred to General Williams, with the request that the commanding general may desire Flag-Officer Goldsborough to have some gunboats detailed for the service specified within. There are supplies of ammunition, subsistence, and forage now here for some days, say six or eight days, but a larger amount should be afloat here. The *Juniata* and *Arrowsmith* have both been fired into to-day. Upon notification of time when gunboats will leave, Captain Sawtelle will send tugs and agents. I would suggest to-night, or certainly not later than to-morrow, as the most fit time for the boats to go.

RUFUS INGALLS,
Lieut. Col., Aid-de-Camp, Actg. Chief Quartermaster, Army Potomac.

July 7, 1862.

Respectfully referred to Flag-Officer Goldsborough, with the request that, if his other arrangements will permit, he will be kind enough to detail the boats asked for, to accomplish the very important duty alluded to herein. I shall be very glad to have the transports alluded to brought up here at an early hour.

Very respectfully,

GEO. B. MCOLLELLAN,
Major-General.

Letter from G. Thorne, esq., to the Secretary of the Navy, giving information regarding the construction of Confederate rams.

[WILLIAMSTOWN], VA., July 7, 1862.

SIR: I have good reason to know the rebels are building rams (how many I know not) at Richmond for the destruction of your fleet in the James River.

Certainly one or two are well advanced; and, from my information, I do not doubt their power to destroy any vessel now in the United States service, the *Monitor* not excepted. They will be ready to descend the river and "clean the Yankees out," is my information, within the next twenty days.

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

G. THORNE,
A Virginia Union Man.

Hon. G. WELLES,
Secretary of U. S. Navy.

Order of the Secretary of the Navy to Flag-Officer Goldsborough, U. S. Navy, regarding the transfer of James River Flotilla to Commodore Wilkes.

NAVY DEPARTMENT, July 7, 1862.

SIR: When you have transferred to Captain Wilkes the James River Flotilla, you will transmit to the Department a list of the remaining vessels of your squadron, their station, and the commanding officers of each.

Very respectfully,

GIDEON WELLES.

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

Letter from Lieutenant Braine, U. S. Navy, commanding U. S. S. Monticello, to Professor Bache, U. S. Coast Survey, offering to survey the vicinity of New Inlet, North Carolina.

U. S. S. MONTICELLO,
Off Wilmington, N. C., July 7, 1862.

SIR: I beg leave to offer the following suggestions, and volunteer for the service I now propose: I am stationed off the mouth Cape Fear River, North Carolina, in this steamer, and constantly moving about. If you will furnish me with a projected sheet, with the following points

upon it, to wit, Federal Point light-house, Zeek's Island, Smithville, with Miller House, Deep River Point light-house, Fort Caswell, and Bald-Head light-house, I can readily make a survey of the vicinity of New Inlet, and the Western Bar entrance, and run some excellent lines of soundings up and down the coast, and off and on the shore; also observe the set of currents from 4 to 16 fathoms. Of course I will need the necessary books and instruments, which, if you will furnish me, I shall be pleased to execute the work, and it will afford me occupation for many otherwise idle hours. I should like a rough and smooth sheet. If you accept my offer, please send to Beaufort, N. C., what I require to execute this work. I will be at that point by July 25, 1862, awaiting your answer. I take this occasion to renew our acquaintance.

I am, very truly, yours,

D. L. BRAINE,

Lieutenant, Commanding U. S. S. Monticello.

C. P. PATTERSON, Esq., or

Professor A. D. BACHE,

Superintendent U. S. Coast Survey, Washington, D. C.

[Telegram.]

FORT MONROE, July 8, 1862—7:25 a. m.

Commodore Wilkes is here, and will leave directly in a tug for your ship.

JOHN A. DIX,

Major-General.

Flag-Officer GOLDSBOROUGH.

Letter from the Secretary of the Navy to flag-officers commanding blockading squadrons, enclosing extracts of dispatches from U. S. consuls at London, Liverpool, and Bristol.

NAVY DEPARTMENT, July 8, 1862.

SIR: I herewith transmit for your information extracts from dispatch of the consul at London, dated June 20, concerning the steamer *Phebe*; extracts from dispatch of the same, dated June 21, concerning the steamers *Economist* and *Oamilla*, and the construction for the rebels of marine floating batteries for destroying vessels in harbors; extracts from dispatch of the consul at Liverpool, dated June 18, relative to the steamers *Sophia* and *Julia Usher* and ship *Eliza Bonsall*, and to the new gunboat about completed by the Messrs. Laird for the rebels; and copy of dispatch from the consul at Bristol, dated June 19, and extract from one without date, relative to the ships *Nora* (formerly *Naomi*), *William Graham* (formerly *Alexander*), and *Maria*, and to the steamer *Anglia*.

I am, sir, respectfully, your obedient servant,

GIDEON WELLES.

Flag-Officer JAS. L. LARDNER,

Commanding Eastern Gulf, etc., Key West.

Flag-Officer S. F. DU PONT,

Commanding South Atlantic, etc., Port Royal, S. C.

Flag-Officer L. M. GOLDSBOROUGH,

Commanding, etc., Norfolk, Va.

[Enclosures.]

From enclosure of dispatch of consul at London, of June 20, 1862:

I find the *Phebe*, which has been under observation since April last, and who discharged her cargo about three weeks ago on learning the unfavorable news from the South, has again shipped about 100 tons brandy, rum, wine, etc., and a large quantity of coal, also up to last night about 600 cases of small-arm chests, containing 20 each, making a total of 12,000 stand of arms. Some of these I saw being put on board at 2 p. m. yesterday. I also learn, from a quarter where correct information has been given me before, that she has four cannon on board, but, as I did not see them myself, I am unable to give you the caliber.

She draws 11 feet forward and 14 feet aft. * * * She is an iron screw, built at Dumbarton in 1851, and is the property of Z. O. Pearson & Co. Painted black, with a thin white strip all around, bark rig, square stern, with her name thus, "*Phebe*, London," on a blue ground; one funnel, stone color; figurehead, a full-length figure of a woman, small and pretty. A new cabin on deck house amidships and an accommodation ladder on starboard side; 120 horsepower.

I expect, as she has shipped hands, she will clear in a day or two and go down the river to ship gunpowder, of which you shall have early information.

From the consul at London, June 21, 1862:

I have information coming from the Confederate agents here that the *Economist*, *Camilla*, and other steamers will leave in company under convoy of one or more gunboats, and try to make their way to Boca Rica [Chica], a Mexican port, near the Rio Grande.

The *Economist*, my informant says, will take out some 300 tons of dried beef, or beef preserved in some way, for the Army. If this statement be true, and I have no reason to doubt it, the quantity is so small it can not be intended for daily use, but for some unusual occasion, such as long and rapid marches of men sent out on some expedition. The *Camilla* will take in some 15,000 stand of arms, Enfields. This expedition, it is now thought, will leave in about ten days, though of course their movements here will be modified or governed largely by the news they get from America.

From the same source I also learn that the rebels are having constructed at Sheffield some 60 to 70 marine floating batteries for the destruction of ships in harbors. They will be about 3 feet long and hardly seen on the surface of the water, and are intended to explode on striking the ship. I am promised a drawing of them and a notice of what ship they leave by.

From the consul at Liverpool, June 18, 1862:

The *Sophia*, which has been loading at this port for some time, cleared for Nassau on the 14th instant. I have referred to this vessel and sent a description of her in previous reports. She is commanded by J. Forbes; her consignees, Fraser, Trenholm & Co.; owner, Richard George Bushly, the same who owns, or pretends to own, the *Julia Usher*. The *Sophia* is an American-built vessel; came to this port from Charleston, laden with cotton, consigned to Fraser, Trenholm & Co., under the Confederate flag. * * * She has on her a very large quantity of saltpeter, arms, shot, etc.

Part of her cargo taken out and placed on board the *Eliza Bonsall*.

The *Eliza Bonsall* cleared yesterday for Nassau. She has a full cargo: Some 500 tons of coal, 800 bags saltpeter, 20 cases nitric acid, 43 large casks said to contain soda crystals, and all the cargo taken from the *Sophia*. * * *

The steamer *Julia Usher* returned to Liverpool on Monday last. She is at anchor in the river opposite the town. * * *

The gunboat building for the Confederates by Messrs. Laird will soon be completed. She made a trial trip last Thursday. * * * Her engines are 350 horsepower, oscillating in principle. She will draw 14 feet when loaded and is 1,050 tons burden; has one funnel, or smoke-stack, painted black, forward of the mainmast; two ventilators forward of the funnel, also painted black. The hull painted black, billet-head gilt, with a shield painted red. The stern is round, with black gally windows; has carvings on it of gilt. Three masts, bark-rigged, the masts and spars very bright. Her propeller is a screw, so arranged that it can be raised by steam from the water. The frame in which the screw or fan works is of solid brass, weighing from 1½ to 2 tons. The vessel is coppered and has copper fastenings, and is calculated to run 15 knots per hour. Her powder cases or cans are 200 in number, all made of copper, with a patent screw on the top, which cost £2 apiece. No pains or expense have been spared in her construction, and when finished will be a superior boat of her class; indeed, they say there will be no better afloat. Her trial trip was entirely satisfactory. She will be finished and ready for her armament in about ten days or two weeks. I have not yet learned what it is to be. The platforms for the guns that are being made are such that the gun can be used on both sides of the vessel. * * *

From the consul at Bristol, June 19, 1862:

The two ships referred to in my letters Nos. 3 and 6 have, by some means, taken the British flag and changed their names and have sailed. The *Naomi* has taken the name of *Nora*; The *Alexander*, that of *William Graham*. Both hail from Liverpool. I am not able to say in what manner they were able to effect an exchange of their allegiance.

Another ship of the same class came into port a few weeks ago. She came in under the British flag from Havana with a cargo, and sailing under the name of *Maria*, of Bristol. The master is Captain Marsden. He confessed he was a native of New York. He wanted me to execute some papers for him which he claimed as the right of an American shipmaster, by which he would be enabled to pass the examination of the marine board for license to sail as a British master. I refused him. The master of the *Naomi* had done the same thing before, with like result. I afterwards learned that the *Maria* had been called *Mary*; was owned in Savannah; had been engaged in the coastwise slave trade. I was told afterwards that at the time he came to me for the certificate he could not get his victualing bill from the customs, as the ship had no register. He stated the ship was owned in England or Ireland. He, however, cleared on a voyage under the English flag.

In my dispatch of this week I sent to the State Department the particulars of the steamer *Anglia*, or *Anglier*, being at the entrance of this port in preparation to run the blockade. I will add in haste, to send by this mail, some further particulars. She is a side-wheel steamer, two smoke pipes, two masts, schooner-rigged; was painted a light drab or cream color; has been repairing here; took on board a large amount of

black paint, with strong driers to set the paint, with the avowed intention of having her a very different vessel when she got across the ocean. The captain stated here that a picture of her had been taken at Liverpool as of a cream color and forwarded to the United States, but that she would be a very different thing than the picture made her. I have strong collateral evidence that she took on arms or ammunition here, as she sank much deeper in the water than when she came in, and I have not been able to ascertain that she took in coals, though I so stated in my dispatch via London. She will probably have the appearance when she arrives of a long, low, black, fast-running steamer. The captain boasted that he could outrun any of the Yankee squadron.

Expedition to Hamilton, N. C., July 9, 1862.

Report of Lieutenant Flusser, U. S. Navy, enclosing reports of Acting Masters MacDiarmid and Woodward, U. S. Navy.

U. S. S. COMMODORE PERRY,
Plymouth, N. C., July 11, 1862.

SIR: At 2 a. m. on the 9th instant I left this place for Hamilton, having on board Captain W. W. Hammell, Company F, Ninth New York Infantry, with 20 of his men, with the steamers *Shawsheen* and *Ceres* in company, the latter having on board Second Lieutenant Joseph A. Greene, of Captain Hammell's company, and 10 of his men, the former with 10 of the same company under command of Sergeant [David J.] Green.

About 1 o'clock we were fired on from the south bank of the river by musketry; returned the fire with great guns and small arms, and pushed on for Hamilton, where I hoped to meet the enemy in force. We were under fire for two hours, running very slowly and keeping a bright lookout for a battery. Two or three miles below Hamilton we found a deserted battery.

At Hamilton we landed with about 100 men, soldiers and sailors, and one fieldpiece, but the rebels, who fired on us from high banks, where they were comparatively safe, were afraid to meet us. The steamer *Wilson*, belonging to the rebels, ran into our hands at Hamilton and was taken possession of.

The officers and men, both soldiers and sailors, behaved with great spirit.

Our loss was 1 killed and 10 wounded. One of the wounded has since died.

As the banks were high and the enemy cautious of exposing their persons, I can not hope they received much injury.

On our return we shelled the banks, but without reply. The *Wilson* I shall send to New Berne so soon as her wheel can be repaired.

I send you the reports of Acting Masters MacDiarmid and Woodward, who commanded, respectively, the *Ceres* and *Shawsheen*.

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

O. W. FLUSSER,
Lieutenant, Commanding.

Commander S. O. ROWAN,
Comdy. U. S. Naval Forces, Inner Waters of North Carolina.

List of killed and wounded on board U. S. S. Commodore Perry in the action near Hamilton, N. C., on the 9th July, 1862.

Killed.—None.

Wounded.—Stephen Jones, contraband.

NOTE.—10th July, 1862. Jones has since died.

Very respectfully, etc.,

C. W. FLUSSER,
Lieutenant, Commanding.

Commander S. O. ROWAN,
Commanding U. S. Naval Forces in Albemarle Sound.

[Enclosures.]

U. S. S. SHAWSHEEN,
Off Plymouth, N. C., July 11, 1862.

SIR: I have the honor to submit to you the following report of the part taken by this vessel in the expedition up Roanoke River to Hamilton on the 9th instant:

I left Plymouth at 2 a. m., in company with U. S. steamers *Commodore Perry* and *Ceres*, and proceeded up the river. At 12 a. m. came to a barricade, which was passed through without any trouble. At 1 p. m. were attacked by several bodies of riflemen, about 2 miles below Hamilton, on some high bluffs of land; their fire was returned briskly, using our great guns when we could get sufficient elevation. We pushed on, shelling the banks of the river as we went, until we reached Hamilton. Thomas Smith, captain of gun, was severely wounded, shot through the neck; two others slightly wounded. Landed 10 of the Ninth New York Zouaves and 12 seamen. Visited the town of Hamilton; found it nearly deserted by the inhabitants. Returned on board at 5:30 p. m., and at 6 p. m. left for Plymouth, shelling the woods as we came down for about 4 miles. Arrived at Plymouth without having been fired on coming down the river. All on board acted in a most creditable manner while under fire of the enemy.

Very respectfully, your obedient servant,

THOS. J. WOODWARD,
Acting Master, Commanding.

Lieutenant C. W. FLUSSER,
Commanding Naval Forces, Albemarle Sound, N. C.

U. S. S. SHAWSHEEN,
Off Plymouth, July 11, 1862.

SIR: I have the honor to report to you that in the engagement on the 9th instant Thomas Smith, seaman, captain of gun, was seriously wounded, shot through the neck; Jarvis Wilson, pilot; Ross Jordan, colored boy, slightly wounded by spent balls.

Expended twenty-four rounds of ammunition for great guns. ten rounds small-arms ammunition.

Very respectfully, your obedient servant,

THOS. J. WOODWARD,
Acting Master, Commanding.

Lieutenant C. W. FLUSSER,
Commanding Naval Forces, Albemarle Sound, N. C.

U. S. S. CERES, *July 10, 1862.*

SIR: In obedience to orders received from you on the evening of the 8th instant, I took on board Second Lieutenant Joseph A. Greene and 10 men belonging to Company F, Ninth New York Volunteers. At 2 a. m., 9th instant, got underway and proceeded up Roanoke River toward Hamilton. When within a few miles of Hamilton, was fired on by the enemy from the left bank with small arms. Returned fire with great guns and small arms. This firing was kept up on both sides until within half a mile of Hamilton. Lieutenant Greene was wounded in the leg by the first volley, but sat on deck and loaded the muskets for his men. I beg to call your attention to the good conduct and cool bravery of Alexr. Hand, quartermaster, and John Kelly, second-class fireman.

I send you herewith a report of killed and wounded.

Very respectfully, your obedient servant,

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

Lieutenant Commanding O. W. FLUSSER,
Commanding U. S. Naval Forces in Albemarle Sound.

[Subenclosure.]

U. S. S. CERES, *July 10, 1862.*

SIR: I have the honor to submit the following report of killed and wounded on board this vessel in the affair of the 9th instant, near Hamilton:

Wounded.—Second Lieutenant Joseph A. Greene, Ninth New York Volunteers; Thomas Rodgers, boatswain's mate; Manuel Silva, seaman, dangerously; John J. Dennison, seaman, severely; George N. Waterman, ordinary seaman, slightly; Timothy Dacey, ordinary seaman, slightly; Edward B. Perry, landsman, slightly; Nicholas Wayson, coal heaver, slightly.

Killed.—John H. Bridges, seaman.

Very respectfully, your obedient servant,

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

Lieutenant Commanding O. W. FLUSSER,
Commanding U. S. Naval Forces in Albemarle Sound.

Report of Commander Woodhull, U. S. Navy, commanding U. S. S. Cimarron, of the arrival of that vessel at Hampton Roads, Virginia.

U. S. GUNBOAT CIMARRON,
Hampton Roads, July 9, 1862.

SIR: I have the honor to report my arrival at this anchorage yesterday at 11 o'clock a. m. and reported to Commander B. J. Totten, the senior officer present, as per orders of Flag-Officer Pendergrast.

Captain Totten having no orders for arriving vessels of war suggested my proceeding with the *Cimarron* up James River and reporting in person to Flag-Officer Goldsborough, who is somewhere in that locality; consequently I shall leave so soon as I can procure a pilot.

The *Cimarron*, as far as regards her hull, is a good model, strong and substantially built; her engine appears good, but her power is not as great as might be desired. We obtained, with a perfectly smooth sea and calm weather, 6 knots. I am led to believe when the engine moves

more smoothly she will increase her locomotion 2 or 3 knots an hour. However, as the superintending engineer, Mr. Greer, will represent at the Department the true state of the engine, he will give you more satisfactory particulars about it than I can.

The contractors have failed in many things, and deficiencies are numerous. Her steering gear is a perfect failure; the steamer can scarcely be guided or kept upon a straight course. Mr. Greer can explain the causes of this defect and the manner in which it can be best remedied. I must be excused in saying, I doubt very much if ever a vessel intended for serious war service was sent from a navy yard in such inefficiency. I don't complain, having a good battery, sufficient powder and shot, a young, green, but pliable crew, and good officers, I trust with hard work and constant drill we will soon be ready to render good and telling services. In order to make her what she should be, we have been compelled to make use of the supplies put on board of her as stores.

I desire to inform the Department that I did not avail myself of the three days' leave kindly granted me, as I was desirous of doing all in my power to expedite the *Cimarron* to sea, knowing it to be your wish that she should be dispatched at the earliest moment.

All of which I have the honor to submit to your consideration.

Very respectfully,

M. WOODHULL
Commander.

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

Report of Lieutenant Macomb, U. S. Navy, commanding U. S. S. Genesee, of arrival of that vessel at Hampton Roads, Virginia.

U. S. S. GENESSEE,
Hampton Roads, July 9, 1862.

SIR: I have the honor to report the arrival of this vessel here this morning.

The engine may be considered as working fairly for a new one. The highest speed attained during the passage was $8\frac{1}{2}$ knots, and she steers well.

I hope to have the honor to transmit a full report of the qualities of the vessel and engine in a few days.

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

W. H. MACOMB,
Lieutenant, Commanding.

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

[Telegram.]

NAVY DEPARTMENT, *July 9, 1862.*

Instructions have been given to make the canoes, as requested by your note, to Mr. Fox.

WM. FAXON,
Chief Clerk.

Commodore CHARLES WILKES,
Commanding James River Flotilla, Old Point Comfort.

Report of Commander Rowan, U. S. Navy, commending volunteer officers who served under his command in sounds of North Carolina.

STEAMER PHILADELPHIA,
Off New Berne, July 9, 1862.

MY DEAR MR. FOX: I beg leave to call your attention to the good conduct of the undermentioned volunteer officers of the Navy who served under my command in the sounds of North Carolina, viz.:

Acting Lieutenant E. R. Colhoun, commanding steamer *Hunchback*, brought his ship into action at Roanoke Island in a handsome manner and fought her gallantly. His engine having been disabled by a shot, he anchored and sprung his broadside on the fort and continued to pour in a well-directed fire until night closed the action. His next service was at the capture of New Berne, followed by an important reconnaissance of the Chowan and Blackwater rivers, where he destroyed the forts and captured several vessels. This officer has a high moral and fair professional character, and would be an acquisition to the service, if, by the rules of the Department, he can be restored to his original position on the navy list.

Acting Master John MacDiarmid: I found this officer in command of the *Ceres* on my arrival at Hatteras Inlet, where he rendered most important service to my command, and contributed materially to the successful passage of the bulkhead of Burnside's expedition. The *Ceres* participated in the bombardment of Roanoke Island and the fight at Elizabeth City. Having confidence in his intelligence and nerve, I placed him on the flank of the leading ships to tow them out in case any of them should be disabled. The *Ceres* boarded and took possession of the rebel steamer *Ellis* in fine style, and participated in the fight at Rainbow Point [Bluff?] under Flusser, where Acting Master MacDiarmid behaved with his usual coolness and intrepidity.

I have great pleasure in recommending MacDiarmid to your favorable notice and hope that you will promote him and give him a better vessel. Should it become necessary to promote any of these officers to the regular service, you will not be mistaken if you include him. His character is irreproachable so far as I could ascertain, full of energy, intelligent, and brave. I can only add that I should like to have him as a junior lieutenant of my ship.

Acting Master Thomas J. Woodward: This officer commands the steam tug *Shawsheen* and has shown energy, intelligence, and spirit. His conduct met my entire approbation in the attack on Roanoke Island and Elizabeth City. He also merited Flusser's approbation in the more recent affair at Rainbow Point [Bluff?].

I have great pleasure in recommending Acting Master Woodward for promotion. His moral character is unexceptionable, I believe.

I take pleasure in recommending to your favorable consideration for promotion, Acting Master W. J. Hotchkiss, commanding the steam tug *Putnam*, attached to the flotilla in the waters of North Carolina. This officer reported to me at Hatteras Inlet in September, and has continued to command his vessel and to manage her with more ability than any other volunteer officer in the squadron. His skill in the management of his vessel during our most trying time at Hatteras Inlet enabled him to render important service to both navy and army. He behaved well at Roanoke and accompanied the expedition to Elizabeth City, but did not take part in that fight in consequence of orders given him to chase a schooner off the mouth of the Pasquotank on the morning of the engagement. He is prompt, reliable, gentlemanly, and [has an] unexceptionable moral character. If you can give him an

acting volunteer lieutenant's appointment, his services will be amply rewarded. The *Putnam's* boiler is burned out; unless she is ordered home very soon she will not be able to leave the sound at all.

Acting Master Peter Hays: This officer commands the steamer *Morse*, and behaved well in the affairs at Roanoke, Elizabeth City, and New Berne. He is brave as a lion, and will render good service to the Government in his present command. He is not qualified for commission into the regular service, but ought to be promoted to acting volunteer lieutenant.

Acting Master [C. A.] French, commanding the steamer *Whitehead*; Acting Master [G. W.] Graves, commanding steam tug *Lockwood*; Acting Master [F. S.] Wells, commanding steam tug *Seymour*; and Acting Master [J. E.] Giddings, commanding steamer *Brinker*, were all engaged in the affairs at Roanoke and Elizabeth. The *Lockwood* and *Brinker* were also at New Berne.

I would commend these men to your consideration. They are all men of good moral character, but lack tone. Graves has the most dash, but unreliable, and did not render that hearty aid at Hatteras Inlet that I could have desired.

Wells is the best gunner of this party, but objected to being used as a tug in our distress at the inlet. The other two vessels, the *Whitehead* and *Brinker*, have not sufficient power and were not employed as tugs.

I have the honor to be, very respectfully,

S. C. ROWAN,
Commander, U. S. Navy.

G. V. FOX, Esq.,
Assistant Secretary Navy, Washington.

*Report of Commander Davenport, U. S. Navy, of capture of steamer
Wilson and schooner G. H. Smoot.*

U. S. S. HETZEL,
Off New Berne, N. C., October 20, 1862.

SIR: I have the honor to inform you that I have this day forwarded to his Honor Samuel R. Betts, judge of the U. S. district court at New York, for adjudication, the appraisements, with other necessary papers, of the prize steamer *Wilson* and prize schooner *G. H. Smoot*, captured by the naval force in these waters under command of Commander S. C. Rowan.

The steamer *Wilson* was captured on the 9th of July, 1862, at Hamilton, N. C., on the Roanoke River, by the U. S. steamers *Commodore Perry*, *Shawsheen*, and *Ceres*. While these vessels were lying off the town, Lieutenant Commanding Flusser and Acting Master Commanding Woodward being on shore with Captain Hammell, of the Ninth Regiment New York Zouaves, and an armed force, the *Wilson* was observed coming down the river. The *Ceres* fired two shots across her bow, when the *Wilson*, endeavoring to escape, was chased and boarded by an armed boat's crew from the *Ceres* and taken alongside that vessel. The *Wilson* was transferred, July 22, 1862, to the army at this place for the use of the U. S. Government.

The schooner *G. H. Smoot* was captured May 18, 1862, in Potecasi Creek, N. C., by the U. S. steamers *Hunchback* and *Shawsheen*, of the naval force under command of Commander S. C. Rowan.

Enclosed I have the honor to hand you the crew lists of the *Commodore Perry*, *Shawsheen*, and *Ceres* at the date of capture of the steamer *Wilson*; also the crew list of the U. S. S. *Seymour* at the date of the action at Elizabeth City, N. C., February 10, 1862, which was omitted in the lists sent you by Commander Rowan July 12, 1862.

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

H. K. DAVENPORT,

Commander and Senior Officer in Sounds of North Carolina.

Hon. GIDEON WELLES,

Secretary of the Navy, Washington, D. C.

Report of Commander Davenport, U. S. Navy, regarding the appraisalment of the steamer Wilson and schooner G. H. Smoot.

U. S. S. HETZEL,

Off New Berne, N. C., October 20, 1862.

SIR: I have the honor to enclose herewith for adjudication the appraisalment with certificate of transfer and army receipt of the prize steamer *Wilson*, captured July 9, 1862, at Hamilton, N. C., on the Roanoke River, by the U. S. steamers *Commodore Perry*, *Shawsheen*, and *Ceres*, of the naval force under the command of Commander S. C. Rowan and transferred to the army at this place for the use of the U. S. Government.

The *Wilson* was appraised by a board of naval officers appointed by me for that purpose at \$7,500, but General Foster at first declined to receipt for her at more than \$5,000. It was finally agreed upon between General Foster and myself that the valuation should be fixed at \$6,000, at which you have herewith the receipt of Quartermaster Slaght.

The *Wilson* was transferred to the army with all her appurtenances and fixtures as when captured.

I also enclose for adjudication the appraisalment, with her papers, which are all that were found on board, of the prize schooner *G. H. Smoot*, captured May 18, 1862, in Potecasi Creek, N. C., by the U. S. steamers *Hunchback* and *Shawsheen*, of the naval force under the command of Commander S. C. Rowan.

Both the *Wilson* and *G. H. Smoot* were captured as being the property of the rebel citizens of North Carolina and for having been engaged in the transportation of troops and supplies for the enemies of the U. S. Government.

I have the honor, etc.,

H. K. DAVENPORT,

Commander, etc.

Hon. SAMUEL R. BETTS,

Judge of the U. S. District Court, New York.

Report of Captain Wilkes, U. S. Navy, regarding needs of the James River Flotilla.

U. S. S. SATELLITE,

James River, July 10, 1862.

MY DEAR SIR: There are many things requisite to make this flotilla effective for its duties, and they can not be too quickly supplied. First, we require 100 good and able-bodied men. I do not require more than one-third of these seamen or ordinary seamen. The flag-officer tells me he has none to spare. These I wish to distribute among the

vessels of the flotilla. I should like an officer to relieve Commander Jenkins, as I want him for more active duties connected with the command. I also require a very fast tug, drawing not over 5 feet water, with a light armament, one rifled gun, and two smoothbores. As the flotilla is arranged, it becomes necessary for me to have speedy communication with them. In this vessel I have been aground since last night—some ten hours. The pilots are ignorant of the river and channel, and, though said (the one we have on board) to be one of the best, he is next to having none. This defect can not be supplied but by the officers, and I shall have them in trim in a few days, and I am to rely on them after the more important duties of watching the salient points and carefully guarding them to prevent the erection of batteries on them by the enemy to stop the transportation. The *Dacotah* was aground yesterday several hours by the want of knowledge of the pilot, in broad daylight. Buoys and lights become indispensable, and I find little progress made in replacing them. Please expedite the department that has them in charge. I overtook the flag-officer last night at midnight and had a long talk with him, satisfactory to the services upon which I am engaged. I saw also the general in the morning for a few minutes. He appears satisfied with the arrangements I shall make. His attention and business with the President did not permit me to go into any details. I shall do this to-morrow.

I should be pleased to know the vessels the Department intends to compose the flotilla under my command. Lieutenant Commanding Murray and Commander Beaumont have gone. Will you supply their places with active officers?

Very respectfully, yours, etc.,

CHARLES WILKES,
Commanding Flotilla.

Hon. GIDEON WELLES,
Secretary of the Navy.

P. S.—The shake of this small vessel almost renders writing impossible.

Letter from Flag-Officer Goldsborough, U. S. Navy, to Captain Wilkes, U. S. Navy, transferring vessels to the James River Flotilla.

U. S. FLAGSHIP MINNESOTA,
Norfolk, Va., July 10, 1862.

SIR: Agreeably to orders from the Navy Department, dated the 6th and 7th instant, I hereby transfer to you the command of all the vessels now at hand, intended for operations in James River, viz:

Vessel.	Commanding officer.	Vessel.	Commanding officer.
Wachusett	Commander Jenkins.	Port Royal.....	Lieut. Commander Morris.
Galena	Commander Rodgers.	Genesee.....	Lieut. Commander Macomb,
Cimarron	Commander Woodhull.	Jacob Bell	Lieut. Commander McCrea.
Mahaska	Lieut. Commander Harrison.	Commodore Barney	Lieut. Commander Chaplin.
Tioga.....	Lieut. Commander Rodgers.	Southfield	Act. Vol. Lieut. Comdg. Behm.
Maratanza.....	Lieut. Commander Stevens.	Morse	Acting Master Hays.
Monitor	Lieut. Commander Jeffers.	Currituck	Acting Master Shankland.
Delaware	Lieut. Commander Quacken-	Satellite	Acting Master Foster.
	bush.	Cœur de Lion.....	Acting Master Hamilton.
Aroostook	Lieut. Commander Franklin.	Dragon	Acting Master Watson.
Yankeo	Lieut. Commander Gibson.	Powell.....	Acting Master Foster.
Sebago.....	Lieut. Commander Henry.	Stepping Stones..	Acting Master Frank.

The supplies or repairs that may be needed for these vessels I will afford upon your requisitions whenever it is in my power to do so.

Herewith are referred to you recently received papers relative to various vessels under your command and requiring action.

I am, very respectfully, your obedient servant,

L. M. GOLDSBOROUGH,

Flag-Officer, Comdg. North Atlantic Blockading Squadron.

Captain CHARLES WILKES, U. S. Navy,
Commanding Flotilla in James River, Virginia.

Report of Flag-Officer Goldsborough, U. S. Navy, giving the stations of vessels of the North Atlantic Blockading Squadron.

U. S. FLAGSHIP MINNESOTA,
Norfolk, Va., July 10, 1862.

SIR: In obedience to your order of the 7th instant, I have the honor to submit the following list of vessels remaining in this squadron since the transfer of the James River Flotilla to the command of Captain Charles Wilkes; also a statement of the present position of these vessels, and including a list of the commanding officers:

Vessel.	Commanding officer.	Station.
Minnesota	Captain G. J. Van Brunt	Norfolk, Va.
Dacotah	Commander J. P. McKinstry	Do.
Ben Morgan, storeship	Acting Master W. F. Shankland	Do.
Zouave, tug	Pilot J. A. Phillips	Do.
Young America, tug	Second Assistant Engineer J. Hamilton	Do.
Rescue, tug	Acting Master's Mate C. A. Blanchard	Do.
Cohasset, tug	Acting Master's Mate Wm. P. Burke	Do.
Brandywine, storeship	Commander B. J. Totten	Hampton Roads.
Charles Phelps, storeship	Acting Master W. F. North	Do.
William Badger, storeship	Acting Master H. P. Carr	Do.
Roman, storeship	Acting Master F. P. Allen	Do.
State of Georgia	Commander J. F. Armstrong	Do.
Underwriter	Lieutenant A. Hopkins	Baltimore (repairing).
Valley City	Acting Volunteer Lieutenant H. K. Furniss	Do.
Daylight	Commander S. Lockwood	New York (for new crew).
Choctaw	Lieutenant T. H. Patterson	York River.
Marblehead	Lieutenant S. Nicholson	Do.
Hetzel	Lieutenant H. K. Davenport	Sounds of North Carolina.
Commodore Perry	Lieutenant C. W. Flusser	Do.
Ellis	Lieutenant C. L. Franklin	Do.
Louisiana	Acting Lieutenant R. T. Renshaw	Do.
Hunchback	Acting Lieutenant E. R. Colhoun	Do.
Philadelphia	Acting Master S. Reynolds	Do.
Shawsheen	Acting Master T. J. Woodward	Do.
Lockwood	Acting Master G. W. Graves	Do.
Ceres	Acting Master J. MacDiarmid	Do.
Putnam	Acting Master W. J. Hotchkiss	Do.
Whitehead	Acting Master Charles A. French	Do.
Brinker	Acting Master J. E. Giddings	Do.
Seymour	Acting Master F. S. Wells	Do.
Granite	Acting Master E. Boomer	Do.
Mount Vernon	Commander O. S. Glasson	Off Wilmington, N. C.
Cambridge	Commander W. A. Parker	Do.
Monticello	Lieutenant D. L. Braine	Do.
Chippewa	Lieutenant A. Bryson	Do.
Penobscot	Lieutenant J. M. B. Ollitz	Do.
Mytic	Lieutenant H. N. T. Arnold	Do.
Stars and Stripes	Lieutenant R. S. McCook	Do.
Victoria	Acting Master J. D. Warren	Do.

William Badger is about to sail for Beaufort, and State of Georgia for Wilmington, N. C.

I am, very respectfully, your obedient servant,

L. M. GOLDSBOROUGH,

Flag-Officer, Comdg. North Atlantic Blockading Squadron.

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

[Telegram.]

WASHINGTON, July 10, 1862—10 p. m.

Request the quartermaster's department to tow the captured gunboat *Teaser* to the Washington navy yard for repairs, and send an inventory of everything found on board. Also send every letter, paper, and book found on board.

GIDEON WELLES,
Secretary Navy.

Commodore CHAS. WILKES,
Commanding James River.

[Telegram.]

FORT MONROE, July 10, 1862.

I have the honor to invite your attention to a dispatch just received, of which the following is a copy.

JOHN A. DIX,
Major-General.

Flag-Officer GOLDSBOROUGH.

WILLIAMSBURG, July 10.

There is at a point on the Chickahominy River, about 15 miles distant from the mouth, a fine lot of prepared ship timber, the property of the Confederate States, which has already been inspected and surveyed by Lieutenant Maury, late of our Navy. There is at least sufficient to supply the heavy timbers, knees, etc., for two or three gunboats. I thought it proper to advise you, so that measures might be taken to remove and secure it.

DAVID CAMPBELL,
Colonel, etc.

Major-General DIX.

Report of Flag-Officer Goldsborough, U. S. Navy, regarding the formation of the James River Flotilla as an independent division of his command.

U. S. FLAGSHIP MINNESOTA,
Norfolk, Va., July 11, 1862.

SIR: I have the honor to acknowledge the receipt of your communications of the 6th and 7th instant, informing me that the James River Flotilla will be temporarily an independent division of my squadron under command of Captain Charles Wilkes, to whom I am to transfer all the vessels intended for that river, and afford such supplies and repairs from time to time as may be needed by him. They furthermore direct me to furnish the Department with a list of the vessels transferred, and when I shall have transferred to that officer the James River Flotilla, to transmit to the Department a list of the remaining vessels of this squadron, their station, and the name of the commanding officer of each. All these instructions have been obeyed. When Captain Wilkes reported to me on the night of the 9th, whilst I was still up James River, he showed me his orders, by which I perceived that among other things he was to report directly to the Department, and to make requisitions for whatever I can supply directly upon me.

The determination of the Department to detail an officer of Captain Wilkes' rank to command the flotilla in James River is, in my humble judgment, well calculated to benefit the public interests; but its further

determination to give to one my junior the independent control of a division of the forces under my authority, to operate not only within the immediate limits of my command, but, as it were, almost before my own eyes, and I, in effect, to occupy toward him no other relation than that of his purveyor, wounds my sensibilities as an officer most sorely, and places me in a most humiliating attitude before the public and Navy. In thus expressing my feelings, it is far from my intention to urge upon the Department anything calculated to produce difficulties or embarrassment. I am but an individual, and the thing in view, beyond doubt, was done under the hope of producing public benefit. In times like these one must be willing to regard himself as of no consequence compared with that benefit, and to submit to anything short of downright dishonor. Although I never heard or read of a case like the one in point, still I am willing to undergo the rebuke it seemingly puts upon me if my country can only derive advantage from it. I am in and at her service, and as long as I remain so, to be disposed of as my superiors may judge best. I sincerely trust that the novel arrangement under consideration may lead to no difficulties. Most certainly none shall be occasioned by me.

I am, very respectfully, your obedient servant,

L. M. GOLDSBOROUGH,

Flag-Officer, Comdg. North Atlantic Blockading Squadron.

Hon. GIDEON WELLES,

Secretary of the Navy, Washington, D. C.

Report of Flag-Officer Goldsborough, U. S. Navy, of number and character of enemy's guns on James River.

U. S. FLAGSHIP MINNESOTA,

- Norfolk, Va., July 11, 1862.

SIR: I beg to inform the Department that besides all the guns of the enemy on James River, at Hardy's [Harden's] Bluff and Day's Point, about which I wrote a few days since, I have had all those on Jamestown Island also effectually destroyed.

I have the honor to submit the following recapitulation of the number and character of the guns at these places:

At Hardy's [Harden's] Bluff:	
VIII-inch rifled columbiad (15,800 lbs.).....	1
IX-inch shell guns	2
VI-inch rifled columbiads	2
32-pounders (heavy)	6
At Day's Point:	
32-pounders (heavy, old pattern).....	8
42-pounders (army)	3
VIII-inch shell guns	2
At Jamestown Island and vicinity:	
VIII-inch columbiads (army).....	9
32-pounders (navy)	4
Total	37

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 Commander Rodgers, U. S. Navy, regarding prize gunboat Teaser.

[U. S. S.] GALENA,
Off Harrison's Bar, July 11, 1862.

SIR: I have the honor to send down to you the prize gunboat *Teaser*, taken by the *Maratanza* in James River, above City Point. She goes in tow of the tug *Dragon*.

Very respectfully, your obedient servant,

JOHN RODGERS,
Commander, U. S. Navy.

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

Report of Lieutenant Braine, U. S. Navy, commanding U. S. S. Monticello, of shots exchanged by that vessel with the Confederate battery at New Inlet.

U. S. S. MONTICELLO,
Off Wilmington, July 12, 1862.

SIR: I have to inform you that on the morning of the 11th instant, whilst lying at anchor in 8 fathoms of water off New Inlet, mouth Cape Fear River, Federal Point light-house bearing W. N. W., distant about 3 miles, the rebels opened upon us with a heavy rifled gun. Their first shot struck about 600 yards beyond us. We proceeded to get underway. Whilst doing so they fired two shots; the first passed beyond us about 200 yards, the next about 100 yards. We returned their fire with three shots from the rifled gun, all of which fell short. The steamer *Cambridge*, lying ahead and outside of us, and the steamer *Stars and Stripes*, lying astern and outside of us, also fired at the fort; their shots fell short. I now steamed in to within 1½ miles of Zeek's Island and fired thirteen rifle shell in and about their works at that point; most of their shot fell short. They had one rifled gun which threw shot close to us, which failed to do us any damage.

I am, very respectfully, your obedient servant,

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

Flag-Officer L. M. GOLDSBOROUGH,
Comdg. North Atlantic Blockading Squadron, Norfolk, Va.

Report of Flag-Officer Goldsborough, U. S. Navy, of sending prize schooners and ordnance stores to Washington navy yard for disposition.

U. S. FLAGSHIP MINNESOTA,
Norfolk, Va., July 12, 1862.

SIR: I send this day to the Washington navy yard, in tow of the *Baltimore*, three schooners, each with copper on board picked up in this yard, and one of them, the *Chalcedony*, with eighteen more guns as a part of her load. The *Chalcedony* is a chartered vessel, but the other two are prizes taken in York River, and concerning which I forward herewith all the papers I have in my possession. These two vessels, I suppose, might be condemned in Washington by our admiralty court, or otherwise disposed of as the Department may direct. They are not wanted here.

The *Baltimore* herself will also, if practicable, take a lot of the copper to Washington.

I am, very respectfully, your obedient servant,

L. M. GOLDSBOROUGH,

Flag-Officer, Comdg. North Atlantic Blockading Squadron.

Hon. GIDEON WELLES,

Secretary of the Navy, Washington, D. C.

P. S.—The U. S. S. *Mount Washington* having arrived from Washington with ordnance stores, I avail of her return to tow there the tug *Teaser*, recently captured from the Confederates up James River.

Very respectfully,

L. M. GOLDSBOROUGH.

Report of Commander Woodhull, U. S. Navy, of having given convoy to army steamer Chancellor Livingston.

U. S. GUNBOAT OIMARRON,

Off Jamestown, Va., July 12, 1862.

SIR: I received the enclosed telegram from General Dix, asking an escort of a gunboat to protect the steamer *Chancellor Livingston*, with four paymasters on board, with funds for the army. Presuming that it is proper that the general's request should be granted, I have ordered Captain McOrea to proceed with his steamer to perform that duty, and then report to you for further orders.

Colonel David Campbell, commanding at Williamsburg, telegraphed to me yesterday that he desired to send to Fortress Monroe fifteen prisoners, of which number seven are officers of rank. I have no orders to direct me, but as it seems to be a case of necessity, I shall have these persons put on board the first transport going down the river, with a guard from my ship for their safe-keeping.

I hope my action in the premises will meet with your approval.

I am, your obedient servant,

MAXWELL WOODHULL,

Commander, U. S. Navy.

Flag-Officer CHARLES WILKES,

Commanding James River Flotilla.

Letter from Flag-Officer Goldsborough, U. S. Navy, to Captain Wilkes, U. S. Navy, regarding coal schooners sent up James River.

U. S. FLAGSHIP MINNESOTA,

Norfolk, Va., July 12, 1862.

SIR: The coal schooner *Clara Merrick*, with 230 tons coal, was sent up the James River by Commander Totten on the 9th instant, and I now send up, in tow of the *Dragon*, the *Sarah Cullen* with 353 tons.

Keep me advised of what coal you will want, and when you will have it sent. The tugs bringing the empty schooners down should take up a full one if wanted.

I am, very respectfully, your obedient servant,

L. M. GOLDSBOROUGH,

Flag-Officer.

Captain CHARLES WILKES,

Commanding James River Flotilla.

Report of Flag-Officer Goldsborough, U. S. Navy, of the preparation of ironclads at Richmond for the Confederate service.

U. S. FLAGSHIP MINNESOTA,
Norfolk, Va., July 13, 1862.

SIR: From all I gather I am convinced that the enemy is very busily engaged at Richmond in preparing at least two ironclad vessels, and that they are now nearly ready for service. The young *Merrimack*, regarded by the enemy as a better and more formidable vessel than the old *Merrimack*, is certainly one of them. Besides these ironclads he is also preparing others, but how many or of what kind I can not as yet ascertain. It would be well, I think, to get the *Ironsides* up James River as early as possible.

I am, very respectfully, your obedient servant,
L. M. GOLDSBOROUGH,
Flag-Officer, Comdg. North Atlantic Blockading Squadron.

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

Letter from Commander Glisson, U. S. Navy, to Flag-Officer Goldsborough, U. S. Navy, enclosing note from General Parke, U. S. Army, asking for a gunboat at Beaufort, N. C.

U. S. S. MOUNT VERNON,
Off Wilmington, N. C., July 13, 1862.

SIR: Enclosed is a note from General Parke requesting one of the gunboats to be at Beaufort all the time. The probability is that there will be one there for the next three weeks, as several are nearly out of coal. As I have no authority to detain a vessel there a moment after she gets her coal and stores in, I would be obliged to the flag-officer if he would send me instructions on the subject. Everything is quiet off Wilmington, and the squadron is in good health.

I am, very respectfully, your obedient servant,
O. S. GLISSON,
Senior Officer.

Flag-Officer L. M. GOLDSBOROUGH,
Comdg. North Atlantic Blockading Squadron, Norfolk, Va.

[Enclosure.]

NEW BERNE, July 5, 1862.

CAPTAIN: Having, by direction of Major-General Burnside, to remove the greater portion of my force from Beaufort and Morehead, and Captain Lockwood having left for New York with the gunboat *Daylight*, I have respectfully to request that if not incompatible with your duties before Wilmington and instructions from the flag-officer, you so arrange the visits of your vessels to Beaufort for stores that there shall be always at least one gunboat in that harbor for the defense of Morehead, and with the guns of the fort keep Beaufort in order.

Very respectfully, your obedient servant,
JNO. G. PARKE,
Brigadier-General, Commanding.

Captain GLISSON, U. S. Navy,
Commanding Blockading Squadron, off Wilmington.

Report of Flag-Officer Goldsborough, U. S. Navy, regarding disposition of U. S. steamers Valley City and Underwriter.

U. S. FLAGSHIP MINNESOTA,
Norfolk, Va., July 13, 1862.

SIR: I beg leave to say that in my judgment the *Valley City*, on being repaired, had better be sent off Wilmington, N. C., on blockading duty, and the *Underwriter* to her former station in the sounds of North Carolina. Both these vessels, as the Department doubtless knows, are now at Baltimore, but I have reason to suppose that both will soon be ready for service.

I am, very respectfully, your obedient servant,

L. M. GOLDSBOROUGH,

Flag-Officer, Comdg. North Atlantic Blockading Squadron.

HON. GIDEON WELLES,

Secretary of the Navy, Washington, D. C.

Report of Captain Wilkes, U. S. Navy, regarding affairs in the James River Flotilla.

[U. S. S.] WACHUSETT, July 13, 1862.

SIR: I acknowledge the receipt of your letter detaching Commander T. A. Jenkins from this vessel. I am apprehensive the Department has misapprehended my letter relative to his service. It was not my intention to have him detached from this steamer. The services for which I wish to employ him will not interfere with his duties here, but rather assist in carrying them out. Having established myself on board this vessel, there would not be accommodations for any more officers, as we find ourselves crowded at present, and I have been obliged to enlarge the poop cabin to have room to prepare the necessary charts, etc., required for this service. I hope the Department will therefore revoke the order of detachment which I have received and which I shall withhold until your further orders are received.

We are very rapidly getting this flotilla in order for the most active service, and I hope to report to you that we are prepared for it in a few days, by which time I trust the scout canoes will have arrived.

The army transports are daily convoyed up and down by the gunboats, besides having others stationed off the principal salient points where the rebels have come down to fire at our vessels passing. They almost daily make some attempts to annoy these unarmed boats, but seldom venture to do anything when accompanied by our steamers. This service has claimed my first attention, and I believe it is in my power to keep the river open effectually.

I wrote to the Department relative to a small and fast tug. I omitted to state that there was one already attached to the flotilla, but every day satisfies me that I shall be more effective with another, as described in my former letter.

My views of the service on this river differ materially from that of the flag-officer in many particulars, and I feel satisfied that with a larger number of gunboats, well equipped, we can do the work expected of us with more speed and certainty. The *Genesee*, the last arrival here, already came under repairs by the breaking of her rock shaft, and the outfit of the *Cimerone* [*Cimarron*] is reported to me as defective. I

have already had to send one vessel to the fortress, the *Satellite*, to undergo the necessary overhauling, but it will not take over a day or two. The *Cœur de Lion* is undergoing repairs, and it is reported that she will not be repaired for three weeks. The *Monitor* is defective, as I was informed at the Department. When I have examined her I will notify the Department when she can be spared. I do not wish to part with her now until I can learn how long the army is to rest in its present position, but I have no idea of remaining inactive after I get the scouts. I found there was a great deal that required regulation, and a necessity of active and prompt measures to bring the flotilla into operation, as the duties on the river require, and the effective protection of the two flanks of the army. The *Teaser* was dispatched before I had assumed the command to Norfolk. I have endeavored to preserve all the papers, etc., which I shall forward to you as soon as a proper opportunity offers, and I have taken the necessary copies of the most important papers among them for use here.

Commander Rodgers has forwarded the shells with other articles on board the *Teaser*. I hope to detain these at Norfolk or get one of the fuzes, which are described as peculiar, for examination, as it will give us a better idea what dependence is to be placed in them.

I would ask the Assistant Secretary's attention to the subject of torpedoes, and also barbed rockets that will enter wood and be the means of firing any bridges or other works of wood. If we had some Congreve rockets, they would prove effective in driving the sharpshooters out of the woods. Captain Hunt, of the Engineers, I presume, by this time has perfected his rocket. I would gladly make the trial of it here.

This letter has grown to an enormous length, but I have so much to say and so little time to spare until I get the fleet in order for service that I have had to combine many things in one letter. I will end by assuring you that the navy and army will act more harmoniously together and that the officers under me will prove effective.

I have the honor to be, very respectfully, yours,

CHARLES WILKES,

Commanding James River Flotilla.

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

Order of Flag-Officer Goldsborough, U. S. Navy, to Lieutenant Davenport, U. S. Navy, to assume command in the sounds of North Carolina until further notice.

U. S. FLAGSHIP MINNESOTA,
Norfolk, Va., July 13, 1862.

SIR: As Commander Rowan has been ordered by the Department to the command of the U. S. S. *Powhatan*, you, at least until further orders from the Department, will be the senior naval officer in the sounds of North Carolina, and will regard yourself accordingly. All naval vessels there will be subject to your control, and the officers on board of them amenable to your legal authority. I wish you, on assuming the position in view, to exercise a sound discretion in distributing and stationing the vessels and in cooperating with the army. Do all in your power to serve the latter, and to assist it in its operations against the enemy. Place yourself in free and frank communication with the commanding general, and do your best within your limits to bring this terrible

rebellion to a conclusion. Exert yourself to maintain good order and discipline throughout the naval force in the sounds of North Carolina, and cultivate harmony with the army. Keep me constantly informed of all movements of importance.

A supply vessel, with an abundant quantity of provisions, stores, and clothing on board, was sent from Hampton Roads to the senior officer in the sounds of North Carolina but a few days ago.

Let your requisition for supplies be sent to me in ample season, and, in approving them, I wish you to exercise a rigid scrutiny and a sound economy.

Keep no chartered vessel on hand a moment longer than is absolutely necessary. Demurrage is a sore account.

Make your requisitions for coal directly upon the navy agent at Philadelphia, James S. Chambers, esq., to whom I have already written to respect your demands.

Be good enough to acknowledge the receipt of this.

I am, very respectfully, your obedient servant,

L. M. GOLDSBOROUGH,
Flag-Officer.

Lieutenant Commanding H. K. DAVENPORT,
Commanding U. S. S. Hetzel, Sounds of North Carolina.

Letter from General McClellan, U. S. Army, to Captain Wilkes, U. S. Navy, requesting a boat to convey dispatches to General Lee.

HEADQUARTERS ARMY OF THE POTOMAC,
Camp near Harrison's Landing, July 13, 1862.

SIR: The general commanding directs me to say to you that he will have some dispatches this morning to send to General Lee, and will be obliged if you will have a boat in readiness to convey them to City Point under a flag of truce.

Very respectfully, your obedient servant,

S. WILLIAMS,
Assistant Adjutant-General.

Captain CHARLES WILKES, U. S. Navy,
Commanding James River Flotilla.

Order of Captain Wilkes, U. S. Navy, regarding a distinguishing pennant for pickets and scouts.

U. S. S. WACHUSETT,
James River, July 14, 1862.

The commanding officers of all vessels attached to this command will observe that hereafter the Union troops, cavalry, picketing or scouting on the banks of the James River, will be distinguished by a lancer's red pennant or flag.

It must be understood that the above information is for commanding officers only.

CHARLES WILKES,
Commanding James River Flotilla.

Report of Captain Wilkes, U. S. Navy, urging the supply of fresh provisions.

U. S. S. WACHUSETT,
James River, July 14, 1862.

SIR: I beg leave to call your attention to the necessity of making arrangements for the supply of fresh provisions for the crews of the vessels attached to this flotilla. The men are suffering now, and we can not rely upon the army for any considerable amount of fresh beef for any length of time. I would suggest that not only fresh beef be furnished, but an abundance of vegetables. We need at this time rations for 1,052 men. I would be glad to be supplied three times a week.

Very respectfully, your obedient servant,

CHARLES WILKES,
Commanding James River Flotilla.

HON. GIDEON WELLES,
Secretary of the Navy.

Order of the Secretary of the Navy to Lieutenant Werden, U. S. Navy, commanding U. S. S. Conemaugh, to proceed to Norfolk, Va.

NAVY DEPARTMENT, *July 14, 1862.*

SIR: As soon as the U. S. S. *Conemaugh*, under your command, is ready for sea, proceed with her to Norfolk and report to Flag-Officer Goldsborough.

I am, respectfully, your obedient servant,

GIDEON WELLES.

Lieutenant REED WERDEN, U. S. Navy,
Commanding U. S. S. Conemaugh, Portsmouth, N. H.

Order of the Secretary of the Navy to Flag-Officer Goldsborough, U. S. Navy, regarding U. S. steamers Sonoma and Conemaugh.

NAVY DEPARTMENT, *July 14, 1862.*

SIR: The U. S. steamers *Sonoma*, Lieutenant Commanding Wyman, and *Conemaugh*, Lieutenant Commanding Reed Werden, at Portsmouth, N. H., have been ordered to report to you. On their arrival send them to Commodore Wilkes, in the James River.

I am, respectfully, your obedient servant,

GIDEON WELLES.

Flag-Officer L. M. GOLDSBOROUGH,
Commanding, etc., Norfolk, Va.

Report of Flag-Officer Goldsborough, U. S. Navy, asking to be relieved from the command of the North Atlantic Blockading Squadron.

U. S. FLAGSHIP MINNESOTA,
Norfolk, Va., July 15, 1862.

SIR: The appointment of Captain Wilkes to the independent command of the flotilla in James River has, as I apprehended it would do, subjected me to the most scurrilous and unmerited attacks on the part

of public prints. I, perhaps, care as little as many others would do for such vile and vulgar writings, but then, say what one may, they doubtless exercise a very prejudicial effect against my character upon the minds of the multitude, if not, too, upon the minds of many, ignorant of facts and circumstances, serving under my command. In this state of things I have arrived at the conclusion that I ought to be relieved from my present position, and I hope, therefore, that you will concur with me in judgment, and dispose of me at once accordingly. Infinite distress has been occasioned to my family by these slanderous articles, and to keep me exposed to them would be to continue, if not increase, their unhappiness.

I may mention that I have now been for three years constantly afloat, and for that period almost as constantly separated from my family. If it should please the Department to assign me any duty whatever in Washington suitable to my rank, where I can be useful, I should be gratified. I merely mention this without any pretense to choose duty for myself.

I am, very respectfully, your obedient servant,

L. M. GOLDSBOROUGH,

Flag-Officer, Comdg. 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, regarding detachment from his command.

NAVY DEPARTMENT, July 21, 1862.

SIR: I have received your letter of the 15th instant stating that the appointment of Captain Wilkes to the independent command of the flotilla in James River has subjected you to the most scurrilous and unmerited attacks on the part of public prints, which are doubtless exercising a very prejudicial effect against your character upon the minds of the multitude, if not, too, upon the minds of many, ignorant of facts and circumstances, serving under your command, and therefore asking to be detached from your present position. The Department will order an officer to relieve you at an early day.

I am, respectfully, etc.,

GIDEON WELLES.

Flag-Officer L. M. GOLDSBOROUGH,

Commanding, etc., Norfolk, Va.

Report of Captain Wilkes, U. S. Navy, regarding affairs in the James River Flotilla.

FLAGSHIP WACHUSETT,

Harrison's Bar, July 15, 1862.

MY DEAR SIR: I am getting along bravely. When I joined this flotilla I found everything in confusion, and no regulations established whatever relative to the order of things, either in the naval department or the quartermaster of the army. The channels were all occupied by the fleet of transports, and no order or instructions as to their going and coming. General McClellan acceded to my views and I have taken the whole under my direction, and we now begin to see the fruits of the arrangements I have adopted. The force under my command requires to be increased; the duties are too much for these vessels to perform, in

maintaining such a force as will secure the transports from annoyance or risk and covering the army flanks. The enemy's sharpshooters are on the alert, whenever they can get a chance to approach the shores near enough to make the fire of their rifles effective. Fort Powhatan is perhaps the most assailable point on the river and susceptible of being fortified. I have requested General McClellan to aid me in an effective exploration of this place, to understand all its capabilities and where batteries can be erected by the rebels. As far as I can understand, no reconnoissance of the river on the opposite side has yet been made from this point (Harrison's Bar) to the mouth of the Chickahominy, but it will soon be made, and the woods destroyed, so as to prevent the erection of masked batteries.

As soon as the transportation on the river is entirely secure, I shall then begin, myself, offensive operations and reconnoissances with the scout canoes, which I hope to see join me by to-morrow or next day, and I would ask, as they are finished, they may be dispatched, if possible, one of the larger size and another of the smallest, to be sent at same time. I shall look for them with anxiety, for I am sure they will prove very effective. None of the boats we now have can pass above City Point without losing life. From information obtained, the enemy have some 3,000 sharpshooters lining both shores of the river as far as Fort Darling; above that the whole is a *terra incognita* at present to us. This the scout canoes will soon explore. I hope and believe I have many officers who are qualified for these duties, but I am not yet sufficiently acquainted with their merits, but will be in a few days. As usual, all the steamers are complaining; it may be considered a chronic distemper to have their boilers and engines out of order and requiring repairs. I find the specific application I apply removes disorders, and I anticipate few reports of inefficiency on the part of commanding officers, as well as engineers, hereafter.

The letter from the Department, of the 12th, requiring me to make an examination into the charges against Acting Master Hamilton came to me last evening. I shall make this as soon as possible, agreeably to your orders; but I beg leave to state that I have no time to make such investigation without neglecting very important duties, and would ask the Department to defer sending me any more to occupy my time. I will see that the duties are performed by all the officers under my command, and you will readily perceive that it must interfere greatly with my duties, as well as call off the attention of officers from theirs, if I have to examine into their moral conduct and which may be delayed until the pressing and all-important subject of the war is closed in this quarter, to which my whole energies are being devoted. I asked in a former letter to the Department, to inform me of the whole force they intended to send me, as it will save me much time to know. I may add that I can not have too many gunboats; any drawing not over 16 feet can be of great use. As the army moves toward Richmond they will require more protection, and this will extend over a much greater distance. I do not wish to be interrupted, when I begin active and offensive operations, for want of force.

The tug I wrote for (small and fast) is absolutely needed. These vessels do the duty which otherwise would fall upon our boats and crews and cause them to be greatly exposed to the sun and sickness.

I am, very respectfully, yours, etc.,

CHARLES WILKES,
Commanding James River Flotilla.

HON. GIDEON WELLES,
Secretary of the Navy.

Report of Captain Wilkes, U. S. Navy, regarding deficiencies of crews in the James River Flotilla.

U. S. S. WACHUSETT,
Harrison's Bar, James River, July 15, 1862.

SIR: I have received your communication of the 14th. The services of the tug are needed and will be acceptable.

The officer whom you have ordered to relieve Commander Jenkins I will dispose of. You probably had not received my letter wherein I pointed out the misapprehension of the Department in relation to Commander Jenkins, and it will be impossible to afford accommodations for another on board this steamer.

I regret exceedingly that the men I wrote for can not be furnished. Contrabands will not be effective for the service I intend to perform, and I still hope that the Department will direct the hundred required to be forwarded to me immediately. The crews of every one of this flotilla are short, and I require many petty officers, which grade can not be dispensed with. Whenever contrabands can be used as firemen they are now employed, but the number is exceedingly limited. Being aware how important it is for this flotilla to be thoroughly efficient, I can not too strongly urge upon the Department to send me these men to fill up deficiencies which the above number will barely cover. If seamen can not be supplied, I will be glad to have men who may not have followed the sea.

The Department is aware that the service in which I am engaged is entirely different from that of Flag-Officer Goldsborough. It requires not only strength of muscle to work the guns, but the intelligence of our countrymen.

I would request the Department, if possible, to forward me some rockets armed with barbs and some effective torpedoes. Also one of the small electrical batteries of Rodgers, which were recommended by the board of which I was a member, accompanied with the lightest wire covered with gutta-percha.

I am, very respectfully, your obedient servant,

CHARLES WILKES,
Commanding James River Flotilla.

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

Report of Commodore Wilkes, U. S. Navy, regarding the trial trip of the U. S. S. Galena.

U. S. S. WACHUSETT,
Harrison's Bar, James River, July 16, 1862.

SIR: I have received your letter in relation to the ironclad steamer at Richmond and its enclosure.

The trial trip ordered by the Bureau of Yards and Docks can not at present be made, as her services are required in the event of the appearance of the Richmond vessel. As soon as circumstances will permit she will be sent down to the bay for the purpose of trial, as it is impossible to test her speed in this river, owing to shoal water and narrow passages.

I am, very respectfully, your obedient servant,

CHARLES WILKES,
Commanding James River Flotilla.

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

Report of Commander Woodhull, U. S. Navy, commanding U. S. S. Cimarron, regarding protection of the right flank of the army.

U. S. GUNBOAT CIMARRON,
Right Wing, Harrison's Landing, July 16, 1862.

SIR: Agreeably to your orders I have the honor to report that I have placed my vessel, as directed, on the extreme right flank of the army; so also the other gunboats under my charge, as will give us full command of the open country beyond the line.

As to what force will be necessary to furnish ample protection to this wing of the army, it will be impossible to say with any certainty; but so far as my judgment is reliable, I think that the four gunboats (including my own) now in this locality will be sufficient for the present. Of course, if an emergency should occur, this point could be easily strengthened from the reserve at the center.

Enclosed I send you my sick report with those of the other gunboats of the squadron.

Respectfully, yours,

MAXWELL WOODHULL,
Commander, U. S. Navy.

Flag-Officer CHARLES WILKES,
[*Commanding James River Flotilla.*]

Report of Commander Woodhull, U. S. Navy, commanding U. S. S. Cimarron, requesting the presence of an army signal officer on that vessel.

U. S. GUNBOAT CIMARRON,
Right Wing, James River, July 16, 1862.

SIR: I have the honor to request that you will be pleased to have placed on board this vessel an army signal officer. The presence of one of that corps is almost absolutely necessary should an attack be made on this wing of the army; in fact, our fire would be dangerous to our own people without the means of communicating with the shore and ascertaining accurately the position of the enemy.

Respectfully, etc.,

MAXWELL WOODHULL,
Commander, U. S. Navy.

Flag-Officer CHARLES WILKES,
Commanding James River Flotilla.

Order of Flag-Officer Goldsborough, U. S. Navy, to Commander Totten, U. S. Navy, to send U. S. steamers Sonoma and Conemaugh to the James River Flotilla.

U. S. FLAGSHIP MINNESOTA,
Norfolk, Va., July 16, 1862.

SIR: The U. S. steamers *Sonoma*, Lieutenant Commanding R. H. Wyman, and *Conemaugh*, Lieutenant Commanding Reed Werden, are expected to arrive at Hampton Roads from Portsmouth, N. H. Direct them both, from me, as soon as they do arrive, to proceed forthwith up

James River and report to Captain Charles Wilkes, commanding the flotilla in that river, for service.

I will thank you to have pilots procured and in readiness for them—one for each vessel—who are to receive \$100 per month and have their mess bills paid besides.

I am, very respectfully, your obedient servant,

L. M. GOLDSBOROUGH,
Flag-Officer.

Commander B. J. TOTTEN, U. S. Navy,
Comdg. U. S. S[hip] Brandywine, Hampton Roads, Virginia.

Report of Commodore Wilkes, U. S. Navy, objecting to the removal from his command of the U. S. S. Wachusett.

U. S. S. WACHUSETT.

Harrison's Bar, James River, July 17, 1862.

SIR: The *Wachusett* headed the list* of the vessels turned over to me by Flag-Officer Goldsborough as composing the James River fleet, which I herewith enclose. I accordingly made her my flagship and she has been organized as such. It would be a great detriment now to this important service to make any change in the organization I have effected, and, in fact, derange the whole. I make these observations in consequence of having had enclosed to me the orders of Commander Hazard, to take command of this ship, and for him to proceed with her and report to Commodore Du Pont at Port Royal, [S. C.], thus reducing the fleet and depriving me of the most efficient ship I have, besides disarranging all the plans I have made for the coming work. I trust, therefore, the Department will not think of making any change, and especially one which would overturn all my arrangements.

I am, very respectfully, your obedient servant,

CHARLES WILKES,
Commanding James River Flotilla.

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

Letter from the Secretary of the Navy to flag-officers commanding blockading squadrons, transmitting extracts of dispatches from U. S. consuls at London and Bermuda regarding suspicious vessels.

NAVY DEPARTMENT, *July 17, 1862.*

SIR: I transmit herewith extracts from a dispatch of the consul at London, dated the 27th ultimo, relative to the steamer *Phebe*; also extracts from a dispatch of the consul at Liverpool, same date, relative to the steamer building by the Lairds for the rebels, steamers *Julia Usher* and *Alabama* (formerly *Rangoon*), and bark *Ellen*.

The consul at Bermuda, under date of the 3d instant, reports the arrival there of the steamer *Lodona*, purporting to be bound for Beaufort, under a U. S. consul's license. It is said she has six screw plugs

* See p. 563.

in her bottom, which, when taken out, will sink her in twenty minutes, and that her master has orders to sink her rather than let her fall into the hands of the United States. She draws 11 feet of water and is full bark-rigged.

I am, respectfully, etc.,

GIDEON WELLES.

Flag-Officer S. F. DU PONT,
Commanding, etc., Port Royal.

Flag-Officer D. G. FARRAGUT,
Commanding Western Gulf, etc.

Flag-Officer JAS. L. LARDNER,
Commanding Eastern Gulf, etc., Key West.

Flag-Officer L. M. GOLDSBOROUGH,
Commanding North Atlantic, etc., Norfolk, Va.

[Enclosure.]

From dispatch of consul at London, dated June 27, 1862:

In one of my dispatches of last week, No. 44, I spoke of the steamer *Phebe* as having gone down the river to take in powder. She had been gone some twenty-four hours when a telegraphic dispatch was sent her to return to this city. She returned and took from one Government storehouse 16 casks of tobacco, and from one other 100 packages of slops, consisting of serges for clothing for soldiers, sailors, and marines, soap, etc. These articles, the persons having charge of the Government storehouses from which they were taken say, are going to Bermuda for the Government. After taking these articles on board she left the River Thames and went to the island of Harty, where the *Merrimac* took in her powder, and at 7 o'clock this morning she had taken in 1,500 barrels and has probably taken in more to-day.

As there is no Government storehouse at Harty, or within 40 miles of there, for powder, and as that is the place where the *Merrimac* and other Confederate steamers took in powder, I think the conclusion that she is there taking in powder for the rebels a fair one, especially as she is in their employ and has 10,000 Enfield rifles on board intended for them. It is not to be presumed that the character of the vessel is known to the British Government. The probability is that those who control her here, and their friends, have sought and obtained this small quantity of freight, thinking it may aid in shielding the vessel from seizure until she can land her cargo at Bermuda or Nassau. She draws about 15 feet of water, and, I am informed, can run 15 or 16 knots an hour. * * *

From dispatch of the consul at Liverpool, dated June 27, 1862:

This vessel (gunboat building by the Lairds) is ready for sea, and if not prevented will sail before the end of next week. Captain Bulloch will command her. She will enter upon the business as a privateer at once and not attempt to run into a Southern port. It is said that her armament will consist of eleven guns, all of heavy caliber. * * *

The *Julia Usher* is still in the dock.

The steamer *Rangoon*, a description of which was sent in a dispatch some months ago, has changed her name to the *Alabama*. She has entered to load for Havre. Fernie Brothers & Co. are her consignors.

She is one of the steamers purchased to run the blockade, and will take on a cargo for that purpose either at this or some other European port.

The bark *Ellen* has cleared for Nassau via Cardiff. I understand that she will take a load of coal to Nassau to supply the steamers at that port. It has become necessary to establish a coal depot at that place for the steamers purchased by the rebels. Her consignee is M. J. Wilson. * * *

Order of the Secretary of the Navy to Flag-Officer Goldsborough, U. S. Navy, regarding movements of vessels.

NAVY DEPARTMENT, July 18, 1862.

SIR: Direct Commander McKinstry to proceed with the *Dacotah* to James River and report to Commodore Wilkes as a part of his flotilla.

The *Underwriter* will be ordered to the sounds of North Carolina as you suggest. The *Valley City* will not be ready for some two months, as she requires a new boiler.

I am, respectfully, your obedient servant,

GIDEON WELLES.

Flag-Officer L. M. GOLDSBOROUGH,
Commanding, etc., Norfolk, Va.

Order of the Secretary of the Navy to flag-officers commanding blockading squadrons to name candidates from the enlisted boys of the Navy for appointment as midshipmen.

NAVY DEPARTMENT, July 18, 1862.

SIR: The bill approved July 16, 1862, authorized the President to appoint annually three midshipmen, who shall be selected from the enlisted boys of the Navy. They must be of good moral character, able to read and write well, writing from dictation and spelling with correctness, and to perform with accuracy the various operations of the primary rules of arithmetic, viz, numeration, and the addition, subtraction, multiplication, and division of whole numbers.

They must be not over 18 years of age at the time of their admission into the Academy, which the present year will be between the 20th and 30th of September next, and have been at least one year in the service, six months of which shall have been sea service.

You will be pleased to select one of the boys of the fleet under your command, whose age and service conform to the law, whose physical and mental qualifications will, in your opinion, enable him to pass the examination for admission into the Academy, and whose conduct in the face of the enemy and general deportment have brought him most favorably to your notice.

In transmitting his name to the Department you will state his age, place of birth, and residence when enlisted.

I am, respectfully, your obedient servant,

GIDEON WELLES.

Flag-Officer S. F. DU PONT,
Commanding, etc.

Flag-Officer L. M. GOLDSBOROUGH,
Commanding, etc., Norfolk, Va.

Order of the Secretary of the Navy to Flag-Officer Goldsborough, U. S. Navy, to transmit drawings for new boilers needed.

NAVY DEPARTMENT, July 19, 1862.

SIR: If any of the steamers in the sounds of North Carolina need new boilers, or will need them soon, please have proper drawings transmitted to the Department, so that new boilers may be constructed before the steamers are ordered north to receive them.

I am, respectfully, your obedient servant,

GIDEON WELLES.

Flag-Officer L. M. GOLDSBOROUGH,
Commanding, etc., Norfolk, Va.

Order of the Secretary of the Navy to Flag-Officer Goldsborough, U. S. Navy, to dispatch the U. S. S. Marblehead to the South Atlantic Blockading Squadron.

NAVY DEPARTMENT, July 19, 1862.

SIR: Direct Lieutenant Commanding Somerville Nicholson to proceed with all possible dispatch with the U. S. S. *Marblehead* to Port Royal, S. C., and report to Flag-Officer Du Pont.

I am, respectfully, your obedient servant,

GIDEON WELLES.

Flag-Officer L. M. GOLDSBOROUGH,
Commanding, etc., Norfolk, Va.

Order of the Secretary of the Navy to Commodore Wilkes, U. S. Navy, designating vessels for the James River Flotilla.

NAVY DEPARTMENT, July 19, 1862.

SIR: The following vessels will constitute the James River Flotilla under your command:

Vessel.	Commanding officer.	Vessel.	Commanding officer.
Dacotah	Commander McKinstry.	Genesee	Lieut. Commanding Macomb.
Wachusett	Commander Jenkins.	Port Royal	Lieut. Commanding Morris.
Galena	Commander John Rodgers.	Jacob Bell	Lieut. Commanding McCrea.
Cimarron	Commander Woodhull.	Commodore Barney.	Lieut. Commanding Chaplin.
Maratanza	Lieut. Commanding Stevens.	Southfield	Acting Vol. Lieut. Belm.
Tioga	Lieut. Commanding G. W. Rodgers.	Morse	Acting Master Hays.
Sonoma	Lieut. Commanding Wyman.	Currituck	Acting Master Shankland.
Mahaska	Lieut. Commanding Harrison.	Satellite	Acting Master Foster.
Monitor	Lieut. Commanding Jeffers.	Cœur de Lion	Acting Master Hamilton.
Delaware	Lieut. Commanding Quackenbush.	Dragon	Acting Master Watson.
Aroostook	Lieut. Commanding Franklin.	A. C. Powell	Acting Master Foster.
Yankee	Lieut. Commanding Gibson.	Stepping Stones	Acting Master Frank.

The *Sonoma* sailed from Portsmouth, N. H., on the 17th instant, and Flag-Officer Goldsborough has been directed to send the *Dacotah* to you.

I am, respectfully, your obedient servant,

GIDEON WELLES.

Commodore CHARLES WILKES,
Commanding James River Flotilla, Old Point Comfort.

Letter from the Secretary of the Navy to Commodore Wilkes, U. S. Navy, transmitting information regarding a plan for the destruction of the U. S. gunboats in James River.

NAVY DEPARTMENT, July 19, 1862.

SIR: I enclose herewith an extract from a private letter received by the Secretary of State from an intelligent gentleman in New York, relative to a secret plan that someone is said to be concocting for the destruction of the gunboats in James River. The extract having been transmitted to this Department, it is deemed proper to communicate it to you for what it is worth.

I am, respectfully, your obedient servant,

GIDEON WELLES.

Commodore CHARLES WILKES,
Commanding James River Flotilla.

[Enclosure.]

NEW YORK, July 15, 1862.

MY DEAR SIR: * * * Baltimore is sanguine of seeing Mc. bagged or starved and compelled to capitulate before the 1st August.

When Walker was in Nicaragua two steamers were blown up on the river very mysteriously by an Englishman to whom President Mora paid \$10,000 for the job. He was miles away when it occurred. It was said to have been a "chemical mechanical contrivance," by which they sucked into their boilers the means of their destruction.

The same party has offered J. Davis to destroy all the Federal gunboats on James River for \$100 a ton, no cure no pay, and to take drafts on London, where the Confederate States have from ten to twelve million sterling at their credit. He boasts that no steamer in motion can escape this suicide. It must be used, however, in a river, and would be impracticable in a seaway.

I can get no other clue. Perhaps it involves some philosophic principle known to Professor King. "There is no torpedo, no electricity, but the steamer's boiler is sure to explode." * * *

Yours, very faithfully,

S. W.

Order of Flag-Officer Goldsborough, U. S. Navy, to Commander Glisson, U. S. Navy, regarding vessels off Wilmington, N. C.

U. S. FLAGSHIP MINNESOTA,
Norfolk, Va., July 20, 1862.

SIR: Your letter* of the 13th instant, enclosing a communication from Brigadier-General Parke, has been received.

The vessels detailed to blockade Wilmington are not to be diverted from their purpose for any other object whatever.

I particularly desire you so to manage affairs as never to allow more than one vessel at a time to be absent from Wilmington to procure stores and coal.

The *Daylight* is expected to return to Beaufort at the earliest moment practicable.

I am, very respectfully, your obedient servant,

L. M. GOLDSBOROUGH,
Flag-Officer, etc.

Commander O. S. GLISSON,
U. S. S. Mount Vernon, off Wilmington, N. C.

Letter from General McClellan, U. S. Army, to Commodore Wilkes, U. S. Navy, giving information of a second Merrimack under construction at Richmond.

HEADQUARTERS ARMY OF THE POTOMAC,
Camp near Harrison's Landing, July 20, 1862.

SIR: The general commanding directs me to inform you that he learns from many of our returned prisoners that the rebels are certainly constructing a second *Merrimack* at Richmond. It is thought that her engines are not yet in and her sides not yet plated, but the officers distinctly saw the vessel, and the fact that she is being built admits no doubt. The general commanding communicates this information for such consideration as you may think the subject demands.

Very respectfully, your obedient servant,

S. WILLIAMS,
Assistant Adjutant-General.

Commodore CHARLES WILKES, U. S. Navy,
Commanding James River Flotilla.

Report of Flag-Officer Goldsborough, U. S. Navy, of the execution of the Department's orders regarding the U. S. steamers Sonoma, Marblehead, and Dacotah.

U. S. FLAGSHIP MINNESOTA,
Norfolk, Va., July 21, 1862.

SIR: I respectfully inform the Department that the U. S. S. *Sonoma* arrived here yesterday morning, and that I sent her up James River at once. The orders for the U. S. S. *Marblehead* reached me yesterday, and in accordance therewith I immediately directed her to proceed to Port Royal with all speed.

I have the honor to acknowledge the receipt of your communication of July 18, relative to the selection of a boy for appointment as midshipman; also, that of the 19th, relative to the preparation of the proper drawings for the Department, in order that new boilers may be constructed for any steamers in the sounds of North Carolina which may need them.

I have the honor to state that I have this moment received the dispatch of the 18th instant, directing me to send the *Dacotah* up James River. She will leave to-morrow morning.

I am, very respectfully, your obedient servant,

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

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

Order of the Secretary of the Navy to flag-officers commanding blockading squadrons, regarding the abolishment of the spirit ration in the U. S. Navy.

NAVY DEPARTMENT, July 21, 1862.

SIR: Transmitted herewith are 175 copies of a general order of the Department, dated the 17th instant, promulgating the recent act of

Congress abolishing the spirit ration and prohibiting the admission of distilled spirituous liquors on board of vessels of war from and after the 1st day of September next.

You will be careful to have several copies of the order distributed to each vessel in your squadron.

Very respectfully,

GIDEON WELLES.

Commodore CHARLES WILKES,

Commanding James River Flotilla, Old Point Comfort.

Flag-Officer J. L. LARDNER (200 copies),

Commanding, etc., Key West, Fla.

Flag-Officer D. G. FARRAGUT (500 copies),

Commanding, etc., near Vicksburg.

Flag-Officer C. H. DAVIS (100 copies),

Commanding Western Flotilla, off Vicksburg.

Flag-Officer S. F. DU PONT (400 copies),

Commanding, etc., Port Royal, [S. C.]

Flag-Officer C. H. BELL (60 copies),

Comdg. Pacific Squadron, Mare Island Navy Yard, San Francisco.

Flag-Officer L. M. GOLDSBOROUGH (200 copies),

Commanding, etc., Norfolk, Va.

[Enclosure.]

GENERAL ORDER.]

NAVY DEPARTMENT, July 17, 1862.

The attention of officers and others in the naval service is called to the following section of an act of Congress, approved July 14, 1862, viz:

SEC. 4. *And be it further enacted, That from and after this first day of September, eighteen hundred and sixty-two, the spirit ration in the Navy of the United States shall forever cease, and thereafter no distilled spirituous liquors shall be admitted on board vessels of war, except as medical stores, and upon the order and under the control of the medical officers of such vessels, and to be used only for medical purposes. From and after the said first day of September next, there shall be allowed and paid to each person in the Navy now entitled to the spirit ration, five cents per day in commutation and lieu thereof, which shall be in addition to their present pay.*

The provisions of this section will be rigidly enforced on board all vessels of the United States Navy from and after the 1st day of September, 1862, and all officers and other persons in the naval service are hereby directed to make due report of all violations thereof coming to their knowledge.

GIDEON WELLES,
Secretary of Navy.

Orders of Flag-Officer Goldsborough, U. S. Navy, to captains of tug-boats in Elizabeth River, not to allow boats to pass up or down the river at night.

U. S. FLAGSHIP MINNESOTA,
Norfolk, Va., July 21, 1862.

SIR: You will, when on guard duty at night in the river below the navy yard, observe the following, viz:

No vessel or boat, excepting those belonging to the Army or Navy, is to be permitted to pass either up or down the river, and all attempting to do so must be taken possession of, with all the property and persons on board, and sent alongside the flagship in the morning.

A bright lookout is to be kept for wood scows, or rafts, which may possibly be arranged for incendiary purposes; if any are discovered,

they must be seized and safely secured at the navy yard for examination, and all persons found on board must be sent to the flagship.

During the day all vessels and boats are to be allowed to pass down the river, but none up without a pass, signed by the captain of the fleet, Captain Van Brunt, or myself. Any vessels or boats attempting to do so must be seized and disposed of as above directed.

A daily report of the occurrences of the preceding twenty-four hours must be made to the captain of the fleet at 9 a. m.

Very respectfully, your obedient servant,

L. M. GOLDSBOROUGH,
Flag-Officer.

Orders of Flag-Officer Goldsborough, U. S. Navy, to captains of tugboats, to be observed when on guard duty off the mouth of Elizabeth River, Virginia.

U. S. FLAGSHIP MINNESOTA,
Norfolk, Va., July 21, 1862.

SIR: When on guard duty off the mouth of the Western Branch below Fort Norfolk, you will observe the following directions, viz:

During the daytime all vessels and boats are to be permitted to pass in toward Norfolk, but none out, except those in the employ of the Army or Navy, without a written permission signed by the captain of the fleet, Captain Van Brunt, or myself.

At night nothing is to be allowed to pass either way, excepting the Government steamers, and any attempting to do so must be seized and sent, with all the property and persons found on board, to the flagship in the morning.

A bright lookout is to be kept on all wood boats, rafts, etc., and none are to be permitted to pass either way until they have been thoroughly examined, in order to ascertain if they have been fitted for incendiary purposes; if any, so fitted, are discovered, they are to be seized and safely secured, and all persons found on board of them must be sent to the flagship.

Signals have been made at night from shore to shore in the neighborhood of Pinner's Point, and boats have held communication with each other immediately afterwards. It is necessary to keep a bright lookout for such signals, and to capture the persons making them or holding communication as above stated, if possible.

A daily report of the occurrences of the preceding twenty-four hours must be made to the captain of the fleet at 9 a. m.

Very respectfully, your obedient servant,

L. M. GOLDSBOROUGH,
Flag-Officer.

(These two orders sent to the different captains of tugboats.)

Report of Commodore Wilkes, U. S. Navy, regarding affairs in the James River.

[U. S. S.] WACHUSETT,
Harrison's Bar, July 21, 1862.

DEAR SIR: I have your letter of the 19th, enclosing one relative to the ironclad and the blowing up [of] our steamers in this river service.

I am much obliged for the information. There is no philosophy in it, but it will serve a good purpose in keeping our engineers on the alert to find out the characters of those that are under them.

I have no apprehension of this blowing up by torpedoes, or other missiles, unless applied by those who may be false and traitorous to our cause on board. -Vigilance will only keep us safe from their efforts, and this will be used and be ever watchful.

I frankly tell you that the Department, in ordering vessels away from the flotilla, throws a more serious bomb or torpedo than any other that I can mention. I have now reference to the order of the Department to send the *Sebago* to Port Royal, and this blows up a part of my arrangements for protecting the army and the safe navigation of the river, and I regret it exceedingly, as the service of this class of gun-boats is particularly required here, and she is well commanded. Reports reach us that Commander French has been ordered to supersede Lieutenant Henry. If it is the one who was at the mouth of the Mississippi, I would prefer not having him. The *Sebago* is efficient and well commanded now. Her engine is undergoing some few repairs and she is coaling, and it will [be] two or three days before she is ready. I pray she may be allowed to remain with me.

I have the full dimensions of the ironclad preparing at Richmond. There is a great deal of exaggeration about her. When I get prepared, I will give you the particulars, which the scout canoes will furnish me with.

We cleared the Powhatan Hill fort of a large wood pile; set the whole on fire, as it was a cover to the enemy, and prevented us seeing what he was about from the vessel. Lieutenant Commanding Stevens, of the *Maratanza*, performed this service.

I am greatly in want of the tug the Department informed me they would send me. She is greatly needed for service here in our nightly explorations.

I wrote you yesterday afternoon from Fortress Monroe. I returned here at 3 o'clock this morning. It is essential for me to see with my own eyes everything, and I am not surprised that difficulties took place on the river. The robbing and plundering is now brought to a close. I would add another word about some secret service fund. I can procure information by this means which will be reliable and all-important for our operations. I hope to begin active movements in a few days, as soon as the flags of truce cease passing for the return of prisoners and wounded.

I am, very respectfully, yours, etc.,

CHARLES WILKES,
Commanding.

Hon. GIDEON WELLES.

Letter from Major-General McClellan, U. S. Army, to Commodore Wilkes, U. S. Navy, regarding the buoying of the channel of a portion of James River.

HEADQUARTERS ARMY OF THE POTOMAC,
Camp near Harrison's Landing, Va., July 21, 1862.

SIR: Although I am aware your attention has been already directed to the occupation of Coggins Point, I beg leave to enclose a communication from Brigadier-General Woodbury, commanding engineer brigade, relative to the importance of marking out the channel from that point to Jordan's Point. I concur in his views on this subject, and also

consider it important that the channel between Coggins Point and the landing at Westover should be marked with as little delay as practicable.

Very respectfully, your obedient servant,

GEO. B. McCLELLAN,
Major-General, Commanding.

Commodore CHARLES WILKES, U. S. Navy,
Commanding James River Flotilla.

[Enclosure.]

HARRISON'S LANDING, VA., July 21, 1862.

GENERAL: Preparatory to the occupation of Coggins Point, I suggest that the south channel, beginning at that point and ending at Jordan's point above, should be buoyed or staked out at night as soon as practicable. An inspection of the chart will show the importance of this suggestion.

Respectfully,

D. P. WOODBURY,
Brigadier-General Volunteers.

General S. WILLIAMS,
Adjutant-General Army [of the] Potomac.

Order of the Secretary of the Navy to Flag-Officer Goldsborough, U. S. Navy, to state the reason of the restrictions on communication with Bremen vessels arriving off Chesapeake Bay.

NAVY DEPARTMENT, July 21, 1862.

SIR: The chargé d'affaires of Bremen has communicated to the Secretary of State a transcript of a letter to him from the consul-general of his Government at Baltimore, complaining that the pilots of that port refuse to take out instructions to vessels arriving off the Chesapeake Bay, under the pretext that they are prevented from doing so by the commander of the U. S. naval station at Hampton Roads.

The Department would enquire if any orders have been given by you, or at present exist, to prevent the pilots from carrying out instructions to vessels arriving off the Chesapeake? If so, they should be rescinded, unless you are aware of reasons unknown to the Department why they should not be, as no objection is perceived to granting the privilege.

Many Bremen vessels are directed to await off the Chesapeake instructions as to their port of entry in the United States, and no difficulty should be interposed to prevent their reaching them.

I am, respectfully, etc.,

GIDEON WELLES.

Flag-Officer L. M. GOLDSBOROUGH,
Commanding, etc., Norfolk, Va.

Report of Flag-Officer Goldsborough, U. S. Navy, responding to the Department's enquiry regarding restriction of communication with vessels arriving off Chesapeake Bay.

U. S. FLAGSHIP MINNESOTA,
Norfolk, Va., July 22, 1862.

SIR: Many of the Baltimore pilots, to whom your communication of yesterday refers, are, or were, regarded as of doubtful loyalty, and at one time they were suspected of conveying letters to vessels appearing

off Cape Henry, which really led some of them to very improper acts with regard to the blockade. In consequence of this state of things my predecessor ordered these pilots not to convey to delivery, either to or from vessels appearing off Cape Henry, any letters whatever without first bringing them to him for inspection. They could receive from either the merchants of Baltimore or vessels in the offing any letters they pleased, and the ~~only~~ restraint was as to their delivery unless inspected. This rule has obtained ever since I took command of this squadron, and under it the merchants of Baltimore have frequently sent to me, always unsealed, their letters of instructions to vessels they expected to arrive off the Chesapeake, and I, on finding them to contain nothing improper, have invariably caused them to be promptly given to the pilot boats for delivery.

It is well, I think, in times like these, and with regard to a place like Baltimore, where many of its prominent merchants, both natives and foreigners, are known to entertain a deadly hostility to our Government, to hold a check over communications like those in view, even if it should occasion some inconvenience or some small trouble to parties concerned; but if, after the receipt of this explanation, the Department should differ with me in opinion and still wish the rule rescinded, I will, on being so informed, give directions accordingly without a moment's delay. On the other hand, if it should not wish it to be rescinded, then I would respectfully suggest that the Bremeners at Baltimore be told that, by sending their letters of instructions unsealed to the commander of the U. S. S[hip] *Brandywine* at Fort Monroe, he, on finding them to contain nothing detrimental to the interest of the Government, will have them put on board the pilot boats for delivery without delay, one of which boats, as a general thing, is at Old Point at least as often perhaps as every other day.

I am, very respectfully, your obedient servant,

L. M. GOLDSBOROUGH,

Flag-Officer, Comdg. North Atlantic Blockading Squadron.

Hon. GIDEON WELLES,

Secretary of the Navy, Washington, D. C.

[Endorsement.]

This restriction imposed upon the pilots can be removed, subject to renewal, however, if abuse shall be found to exist.

[W.]

Report of Commander Glisson, U. S. Navy, giving information derived from contrabands regarding Fort Caswell and the steamer Modern Greece.

U. S. S. MOUNT VERNON,

Off Wilmington, N. C., July 22, 1862.

SIR: I have to report to you that two contrabands came on board this morning at 3 a. m. Peter Smith, belonging to Henry Leonard, of Smithville, N. C., who is a major in the Confederate Army; also Jack Rutledge, who belongs to Smithville, N. C., and is owned by Philip Prelor, who is clerk of the county court of that place, a secessionist. These contrabands have been shipped and placed on board the U. S. S. *Victoria*, she being short of hands. These contrabands gave me the following information: On the 26th of June, while Fort Caswell was

firing on our boats and vessels, one of the rifled cannon on Fort Caswell, a 32-pounder, burst, killing four men. They say there is no doubt about this statement, as they saw the dead bodies, which were dreadfully mangled. This accident occurred on the day the schooner *Emily* attempted to run the blockade and was burned by us on the bar. They inform me that there are about 2,000 men on the forts. They also state that the steamer *Modern Greece*, that was sunk off New Inlet by the U. S. steamers *Cambridge* and *Stars and Stripes*, was principally loaded with gunpowder, all of which was destroyed when she went down. She had on board several rifled cannon, which will also be lost. They report that some clothing and liquors were saved from the steamer.

I am, very respectfully, your obedient servant,
O. S. GLISSON,
Senior Officer.

Flag-Officer L. M. GOLDSBOROUGH,
Comdg. North Atlantic Blockading Squadron, Norfolk, Va.

Order of Flag-Officer Goldsborough, U. S. Navy, to Commander Totten, U. S. Navy, to inspect unsealed letters of instructions for masters of vessels arriving at Cape Henry, Va.

U. S. FLAGSHIP MINNESOTA,
Norfolk, Va., July 22, 1862.

SIR: Merchants of Baltimore; both natives and foreigners, may perhaps send to you unsealed letters of instructions for the masters of vessels they expect to arrive off Cape Henry. Should this be the case, I desire that you will inspect them carefully, and then have them put on board of the first cape pilot boat that may appear at hand for delivery, provided the letters are found to contain nothing detrimental to the interest of our Government. Otherwise you will submit them to me. As a very general thing, it is not likely that such letters will be found at all exceptionable, but still it is proper to hold a check upon all communications of the sort so long as we are at war.

I am, very respectfully, your obedient servant,
L. M. GOLDSBOROUGH,
Flag-Officer.

Commander B. J. TOTTEN,
U. S. S[hip] Brandywine, Hampton Roads, Virginia.

Letter from Mr. C. B. Davids to Commodore Wilkes, U. S. Navy, giving information and rough sketches of Confederate ironclad battery building at Richmond, Va.

NAVY SHOPS, *Fortress Monroe, July 22, 1862.*

SIR: Please find such information and rough sketches describing the rebel ironclad battery and ram lately towed from Norfolk, and now about completed at Richmond, Va., as I have been able to collect from persons visiting Old Point at my invitation.

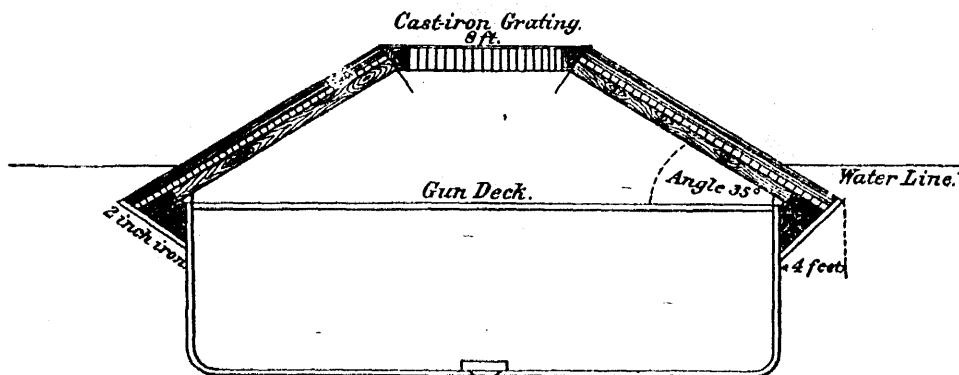
Most of the information here given is from a mechanic lately employed on this steamer at the Norfolk navy yard. This same man was a long time in my employ, and is an honest Union or loyal man.

Dimensions of hull of rebel steam battery and ram now about completed at Richmond, Va., viz.:

Length of keel, 160 feet; breadth of beam, out to out, 41 feet; depth of hold, 11 feet; draft of water, $12\frac{1}{2}$ feet. (This vessel was originally designed to draw 10 feet of water, and to be used as a gunboat, but the success of the *Merrimack* induced them to change her into a battery and ram, consequently her draft of water was increased.)

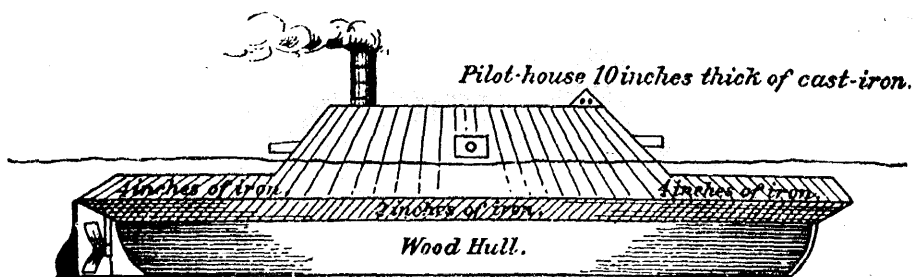
At present I can say nothing about the time at which she will be completed.

Sketch.—Midship section.



Thickness of roofing, 22 inches.	Wood, 18 inches.	Timber, 12 inches.	} 22 inches.
		Plank, 3 inches.	
	Iron, 4 inches.	Plank, 3 inches.	
		Iron, 2 inches.	
		Iron, 2 inches.	

Sketch.—Side elevation.



Deck, forward and aft, 18 inches under water. Armament, four $7\frac{1}{2}$ -inch diameter rifled guns, viz: One forward, one aft, and one on each side; cast and bored at Richmond; same as used on the *Merrimack*.

A vessel coming in contact with the stern of this steamer must injure her propeller and rudder.

Very respectfully, your obedient servant,

G. B. DAVIDS,
Master Machinist to Squadron.

Flag-Officer CHARLES WILKES, U. S. Navy,
Commanding James River Flotilla, James River.

Report of Commodore Wilkes, U. S. Navy, of defects in double-enders, and requesting carpenters to be sent to repair them.

[U. S. S.] WACHUSETT, July 22, 1862.

DEAR SIR: The new gunboats—double-enders, as the sailors call them—are all defective in their rudders and steering gear. I find there is no carpenter in the flotilla, or carpenter's mate, capable of directing the necessary alterations. I therefore request that one or two carpenters might be attached to the flotilla to direct and oversee these indispensable changes in the outfit of these gunboats. I want a most active man, whom I can direct to superintend. As the vessels are now separated along the river nearly 50 miles, it will be impossible to carry on these repairs as speedily as I wish to meet the service I am upon. In a few days the space will be increased some 10 miles. This renders the tug you informed me would be sent absolutely essential. I am looking daily for the scout canoes. I have a full knowledge of the young *Merrimack*; she will draw 12 feet of water instead of 6½ or 7, as reported. They have also the *Yorktown* and four small tugs. I trust we shall take care of them. I have now the channels of the whole river staked out wherever a stake can be driven. One side is generally a hard sand, the other mud; for the former spar buoys are necessary. They will be ready by Thursday, and all the channels where they are placed will be made clear to the transports. I have instituted great activity in the flotilla. The enemy gave us credit for one hundred, to which I have no objection. I wrote in my note of yesterday to the honorable Secretary to have the *Sebago* retained (she is under necessary repairs), and I hope to have a favorable answer by telegraph.

The *Jacob Bell* is very slow, and I find it impossible to use her as a convoy. Although formerly a fast boat, since she has had her new boiler in she makes scarcely 5 knots. I have no time to add more.

Very respectfully, your obedient servant,

CHARLES WILKES,
Commanding James River Flotilla.

GUS. V. FOX, Esq.,
Assistant Secretary of the Navy.

Order of the Secretary of the Navy to Commodore Wilkes, U. S. Navy, regarding the sick and wounded of the James River Flotilla.

NAVY DEPARTMENT, July 23, 1862.

SIR: The Department directs that the sick and wounded of the flotilla, for whom no proper accommodations can be provided on ship-board, will be sent to Norfolk for admission to the temporary hospital near Fort Norfolk, or in the naval hospital at Portsmouth, Va., as soon as naval patients can be admitted there.

Steamers plying on the river may be used for this purpose till the Department has completed its arrangements for regular service.

I am, respectfully, your obedient servant,

GIDEON WELLES.

Captain CHARLES WILKES,
Commanding James River Flotilla.

Order of the Secretary of the Navy to flag-officers commanding blockading squadrons, regarding the admission of volunteer line officers into the Navy for temporary service.

NAVY DEPARTMENT, July 24, 1862.

SIR: Enclosed are the regulations published by the Department for the admission of the volunteer line officers into the Navy on temporary service. In appointing acting master's mates, subject to the approval of the Department, you will be guided by the regulation applicable to those officers.

As vacancies in the complement of lieutenants occur in vessels of your squadron you will appoint the most worthy acting master's mates as acting ensigns, subject to the approval of the Department. Acting masters and acting lieutenants will only be appointed directly by the Department, according to the within regulations.

A vessel of the Navy whose complement of lieutenants is six, so far as the exigencies of the service will permit, will have one lieutenant-commander as executive, one lieutenant, who will perform the duties heretofore assigned to masters, to be styled navigator, and two masters and two ensigns as watch officers.

Transmitted herewith are a number of copies of the laws passed at the recent session of Congress relating to the Navy. You will have five or six copies furnished to each vessel in your squadron.

I am, respectfully, your obedient servant,

GIDEON WELLES.

Commodore CHARLES WILKES, etc.
 Flag-Officer L. M. GOLDSBOROUGH, etc.
 Flag-Officer D. G. FARRAGUT, etc.
 Flag-Officer S. F. DU PONT, etc.
 Flag-Officer CHAS. H. BELL, etc.

[Enclosure.]

Regulations for the admission of volunteer line officers in the United States Navy.

Acting lieutenants must have served at least six months in the United States Navy as acting master or acting ensign, and been mentioned in official dispatches for highly meritorious conduct in battle.

Acting masters must have served at least three months as acting ensign or acting master's mate, and been favorably recommended by their immediate commanding officer, which recommendation must be approved by the flag-officer of the squadron in which they are serving.

Acting ensigns must be between the ages of twenty-five and thirty-five, and have seen at least twelve years' sea service before the mast, or as an officer. Those who have served as chief mates of merchant vessels are invited to apply for the position of ensign.

Acting master's mates should be between the ages of twenty and thirty and have been at sea before the mast or as an officer five years.

Before entering the Navy, acting ensigns and acting master's mates will be required to furnish to the Department proof of their age, sea service, sobriety, and professional knowledge. Letters of recommendation should come from captains with whom they have sailed, owners for whom they have sailed, and insurance officers acquainted with their professional character and sobriety.

The pay of volunteer officers of the line at sea since July 16, 1862, is as follows:

Acting lieutenant	\$1, 875 per year and one ration.
Acting masters	1, 500 per year and one ration.
Acting ensigns	1, 200 per year and one ration.
Acting master's mates	480 per year and one ration.

Statement of the vessels attached to the North Atlantic Blockading Squadron, together with their present disposition and the names of their commanding officers, July 24, 1862.

Vessel.	Commanding Officer.	Station.
Minnesota, flagship	Captain G. J. Van Brunt	Norfolk, Va.
State of Georgia <i>a</i>	Commander J. F. Armstrong	Do.
Ben Morgan, storeship	Acting Master William Shankland	Do.
Zouave <i>b</i>	Pilot J. A. Phillips	Do.
Young America <i>b</i>	Second Assistant Engineer J. Hamilton	Do.
Cohasset <i>b</i>	Acting Master's Mate Burk	Do.
Rescue <i>b</i>	Acting Master's Mate C. A. Blanchard	Do.
Dacotah	Commander J. P. McKinstry	James River, forming an independent division of the North Atlantic Blockading Squadron.
Wachusett	Commander T. A. Jenkins	Do.
Galena	Commander John Rodgers	Do.
Cimarron	Commander Maxwell Woodhull	Do.
Genesee	Commander W. H. Macomb	Do.
Maratanza	Commander T. H. Stevens	Do.
Tioga	Commander G. W. Rodgers	Do.
Sonoma	Commander R. H. Wymau	Do.
Mahaska	Commander N. B. Harrison	Do.
Monitor	Lieutenant-Commander W. N. Jeffers	Do.
Delaware	Lieut. Commander S. P. Quackenbush	Do.
Arostook	Lieutenant-Commander S. R. Franklin	Do.
Yankee	Lieutenant-Commander Wm. Gibson	Do.
Sebago	Lieutenant-Commander E. W. Henry	Do.
Port Royal	Lieutenant-Commander Geo. U. Morris	Do.
Jacob Bell	Lieutenant-Commander E. P. McCrea	Do.
Commodore Barney	Lieutenant J. C. Chaplin	Do.
Southfield	Acting Volunteer Lieut. C. F. W. Behm	Do.
Morse	Acting Master P. Hays	Do.
Currituck	Acting Master W. F. Shankland	Do.
Satellite	Acting Master Foster	Do.
Cour de Lion	Acting Master Hamilton	Do.
Stepping Stones	Acting Master Frank	Do.
Dragon, tug	Acting Master W. Watson	Do.
[A. C.] Powell, tug	Acting Master Foster	Do.
Mount Washington, steamer	Acting Master Charles Germain	Do.
Choctaw	Commander T. H. Patterson	York River.
Brandywine, storeship	Commander B. J. Totten	Hampton Roads.
William Badger, storeship <i>c</i>	Acting Master H. P. Carr	Do.
Roman, storeship	Acting Master E. P. Allen	Do.
Charles Phelps, storeship	Acting Master Wm. F. North	Do.
Underwriter <i>d</i>	Lieutenant-Commander A. Hopkins	Baltimore, Md. (repairing).
Valley City <i>e</i>	Acting Volunteer Lieutenant-Commander H. K. Furniss	Do.
Daylight	Commander S. Lockwood	New York (repairing).
Hetzel	Commander H. K. Davenport (senior officer).	Sounds of North Carolina.
Commodore Perry	Lieutenant-Commander C. W. Flusser	Do.
Ellis	Lieutenant C. L. Franklin	Do.
Louisiana	Acting Lieutenant R. T. Renshaw	Do.
Hunchback	Acting Lieutenant E. R. Colhoun	Do.
Ceres	Acting Master J. MacDiarmid	Do.
Shawheen	Acting Master T. J. Woodward	Do.
Lockwood	Acting Master G. W. Graves	Do.
Seymour	Acting Master F. S. Wells	Do.
Putnam	Acting Master W. J. Hotchkiss	Do.
Whitehead	Acting Master C. A. French	Do.
Brinker	Acting Master J. E. Giddings	Do.
Granite	Acting Master E. Boomer	Do.
Philadelphia <i>f</i>	Acting Master S. Reynolds	Do.
Mount Vernon	Commander O. S. Glisson	Off Wilmington, N. C. (obtaining coal and stores at Beaufort, N. C.).
Cambridge	Commander W. A. Parker	Do.
Penobscot	Commander J. M. B. Clitz	Do.
Chippewa	Commander A. Bryson	Do.
Mystic	Lieutenant-Commander H. N. T. Arnold	Do.
Victoria	Lieutenant-Commander G. A. Stevens	Do.
Monticello	Lieutenant-Commander D. L. Braine	Do.
Stars and Stripes <i>g</i>	Lieutenant R. S. McCook	Do.
Octorara	Lieutenant-Commander George Brown	Do.
Daylight	Lieutenant-Commander W. C. West	Do.

a About to proceed off Wilmington, N. C.

b Armed tugs engaged in guard duty, etc.

c About to proceed to Beaufort, N. C., in tow of *State of Georgia*.

d Under orders for the sounds of North Carolina.

e Reported ready to leave for sounds about August 20.

f To be ordered to proceed to Baltimore for repairs when *Underwriter* returns to the sounds.

g Ordered to Norfolk.

[Telegram.]

JULY 24, 1862.

SIR: The amount required for the purpose indicated in my note* will not exceed \$1,000, and this will be used very economically, and not at all if it can be avoided. Please send me a message about the *Sebago*. I hope to retain her; her repairs are completed. The 100 men are very much wanted, and the tugboat.

CHARLES WILKES.

Hon. SECRETARY OF THE NAVY.

[Telegram.]

NAVY DEPARTMENT, July 24, 1862.

You can use \$1,000. A tug is being prepared. Fifty men will be sent from New York. The *Sebago* must go under the command of Lieutenant Henry. The scout boats leave New York in the *Magnolia*. Send the *Maratanza* to Baltimore.

GIDEON WELLES,
*Secretary of the Navy.*Commodore CHAS. WILKES,
Commanding James River Flotilla.

Letter from the Secretary of the Navy to Flag-Officer Goldsborough, U. S. Navy, regarding additions to the James River Flotilla.

NAVY DEPARTMENT, July 25, 1862.

SIR: Commander D. D. Porter, with the *Octorara* and twelve mortar vessels, has been ordered to Hampton Roads to join the James River Flotilla.

I am, respectfully, your obedient servant,

GIDEON WELLES.

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

Order of Commodore Wilkes, U. S. Navy, to Acting Master Foster, U. S. Navy, commanding U. S. S. Satellite, regarding the station of that vessel.

U. S. S. WACHUSETT,
Harrison's Bar, James River, July 26, 1862.

SIR: You will proceed down the river with the vessel under your command and anchor near the *Yankee*, which occupies the position near Claremont, or Sandy Point plantation, where you will remain until further orders.

Respectfully, etc.,

CHARLES WILKES,
*Commanding James River Flotilla.*Acting Master A. P. FOSTER,
Commanding Steamer Satellite, James River Flotilla.

[Telegram.]

SUFFOLK, *July 26, 1862.*

I have reason to believe the rebels many miles above this place are erecting batteries on the south bank of the James River, under cover of woods and bushes, and when completed they will unmask and open on your supply steamers.

[J. K. F.] MANSFIELD,
Brigadier-General.

Major-General McCLELLAN.

Report of Flag-Officer Goldsborough, U. S. Navy, of arrival of U. S. S. Massachusetts, at Norfolk, Va.

U. S. FLAGSHIP MINNESOTA,
Norfolk, Va., July 27, 1862.

SIR: I have the honor to inform the Department that the U. S. S. *Massachusetts*, arrived here yesterday afternoon and will leave to-day for New York, having received on board thirty-one of the sick of this squadron.

The information from the consuls at Liverpool and Bermuda, forwarded under date of the 24th instant, has been received and printed for distribution. The dispatch of the 25th instant, informing me that Commander Porter, with the *Octorara* and twelve mortar vessels, has been ordered to join the flotilla in James River, has also been received.

I am, very respectfully, your obedient servant,

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

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

Letter from Flag-Officer Goldsborough, U. S. Navy, to Commodore Wilkes, U. S. Navy, regarding affairs on the James River.

U. S. FLAGSHIP MINNESOTA,
Norfolk, Va., July 27, 1862.

MY DEAR SIR: I wrote you two days ago urging that a lookout be kept off the mouth of the Nansemond to prevent intercourse between Richmond and this place. The Chuckatuck Creek, which I mentioned in my letter, joins the Nansemond at its mouth, and has a channel of 5 feet leading into it. Up this small craft go to deliver and receive persons and letters, and also to smuggle salt, shoes, etc.

Since then I have ascertained that Pagan River or Creek is used in a similar way. The mouth of it lies 7 miles above that of the Nansemond, on the same side of the James River, and it has a channel of 8 feet to Smithfield, the principal town of Isle of Wight County.

One small vessel, I think, properly stationed and managed, for instance, the *Currituck*, commanded by Shankland, would be sufficient to guard both the Nansemond and Pagan rivers.

In Norfolk they say that the tug *Dragon* has been destroyed. That the rebels made a dash at her, and that she had to be burned to prevent

her from falling into their hands. I of course received this intelligence *cum grano salis*, and earnestly hope it is not true. Let me know, if you please, if there is the slightest ground for the report, in order that I may at once contradict it if false.

I have given orders to Davids, the master machinist at Fort Monroe, to repair the rudder of the *King Philip* forthwith, so that you can avail of her to convey fresh grub to your men. I regard it as a matter of great importance to their health that they should receive frequently a supply of the sort. Every soul should be prohibited from drinking river water. At one time, in the sounds of North Carolina, the men indulged in drinking it, and as a consequence many soon became sick—very ill.

On compelling all to drink none but distilled water, health was speedily restored. This is experience, and you can receive it on your own terms.

We have no navy news from Washington. I can well imagine, after reading over the late laws enacted, that there must be a great muss of difficulties to encounter at the Department. For my own part, I keep low, and say nothing. But before long I mean to say a great many things, and that, too, in a very caudid way. *Nous verrons*.

Very truly and faithfully, yours,

L. M. GOLDSBOROUGH,
[Flag-Officer.]

Captain C. WILKES,
Commanding Flotilla, James River.

Order of Commodore Wilkes, U. S. Navy, to Acting Master Chase, U. S. Navy, commanding U. S. S. *Dragon*, to proceed to Old Point, Va., with that vessel for repairs to her boilers.

U. S. S. WACHUSETT,
Harrison's Bar, James River, July 27, 1862.

SIR: You will proceed to Old Point with the *Dragon* as early to-morrow morning as you can get off, and deliver the enclosed letter to Mr. [G. B.] Davids, who is requested to put the necessary repairs on your boilers.

Take the schooner *Sarah Cullen* in tow, tow her to Newport News, and proceed to the point. Return to this place as soon as possible and report to me.

Respectfully, etc.,

CHARLES WILKES,
Commanding James River Flotilla.

Acting Master LUKE B. CHASE,
Commanding Tug *Dragon*, James River Flotilla.

Letter from Major-General McClellan, U. S. Army, to Commodore Wilkes, U. S. Navy, giving information of a schooner burned in the river by Confederates.

HQRS. ARMY OF THE POTOMAC, July 27, 1862.

COMMODORE: I am directed by the commanding general to say that he has reliable information that the schooner burned in the river a few

nights ago was burned by the rebels, that the captain was made a prisoner, and that various articles of naval stores were taken from her.

I am, very respectfully, your obedient servant,

S. WILLIAMS,
Assistant Adjutant-General.

Commodore CHARLES WILKES, U. S. Navy,
Commanding James River Flotilla.

Report of Commodore Wilkes, U. S. Navy, of the capture of two vessels up Chippoak Creek, Virginia.

U. S. S. WACHUSETT,
Harrison's Bar, James River, July 28, 1862.

SIR: Information having reached [me] that there were two vessels belonging to parties affiliating with the enemy at anchor up the Chip-pok Creek, near Claremont, I ordered Lieutenant Commanding William Gibson, commanding the *Yankee*, to capture the vessels and secure them under his guns. I have to report that the expedition was entirely successful. Last night Lieutenant Commanding Gibson, commanding the *Yankee*, Acting Master Amos P. Foster, commanding the *Satellite*, Acting Master Ely and Assistant Surgeon Longshaw, of the *Yankee*, with a boat from each vessel and a boat borrowed from the brig *Naumeog*, in which a howitzer was mounted, went up the Chip-pok Creek about 5 miles, to the head of navigation, where they discovered and took possession of the schooner *J. W. Sturges*, owned by a person by the name of William Allen, of Claremont, and a schooner-rigged lighter, loaded with wood, master and owner George Myers, and brought them out of the creek by 6 o'clock this morning, without molestation. Lieutenant Commanding Gibson reports having seen at the place where the above-mentioned vessels were found two other schooners and a steamer, all scuttled. The schooners were entirely sunk; the steamer had no machinery in her. Her hull might have been burned, but, from prudential motives, Lieutenant Commanding Gibson did not do so, being in possession of credible information that a force of rebel cavalry were at Cabin Point, only three-quarters of a mile distant. The captain of the wooded lighter, who I have on board, piloted the two vessels out of the creek in a handsome manner.

The two vessels are now anchored near me, and I have to ask what disposition I shall make of them and any others that I may capture, which I have reason to believe will not be a few.

I am, very respectfully, your obedient servant,

CHARLES WILKES,
Commanding James River Flotilla.

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

[Endorsement.]

Prizes are to be sent to the courts for adjudication in all cases when practicable and the public interest will permit. Send to Washington, Baltimore, Philadelphia, etc.

[G. W.]

Letter from Commodore Wilkes, U. S. Navy, to Lieutenant Gibson, U. S. Navy, tendering thanks to officers and men of U. S. steamers Satellite and Yankee for capture of two schooners.

U. S. S. WACHUSETT,
Harrison's Bar, James River, July 29, 1862.

SIR: I desire to thank you and the officers and men of the *Yankee* and *Satellite*, under your direction, in taking the two schooners, and beg that you will express to them my thanks for the services performed on that occasion. I have reported your conduct to the Navy Department. You will show this to Mr. Foster.

Very respectfully, etc.,

CHARLES WILKES,
Commanding James River Flotilla.

Lieutenant Commanding W. GIBSON,
Commanding Steamer *Yankee*, James River Flotilla.

Letter from Commodore Wilkes, U. S. Navy, to the Assistant Secretary of the Navy, regarding affairs in the James River Flotilla.

U. S. S. WACHUSETT,
Harrison's Bar, James River, July 28, 1862.

SIR: I have received yours of the 26th. I informed the Secretary that the *Sebago* had sailed; she left the same day of your dispatch. I was very sorry to lose her. The *Dacotah* has been put in station off Jordan's Point with the *Galena*, *Monitor*, and *Mahaska*. Every steamer of the squadron is ready to get underway in five minutes, and although I have no belief in the *Virginia No. 2* being ready soon, we keep all prepared for action, and trust we will give her a handsome reception. I am glad to hear the tug is nearly ready. She is much wanted, and should the scout canoes not answer my expectations for vedettes or pickets we may want more for that purpose, but of less speed than the one that is coming. The duty of the tugs is very heavy. They save the men much exposure to the sun. I find it will be necessary for me to guard Nansmond River closely. The rebels have a mail which passes by that route to Richmond, and I hope to intercept it before long. Small vessels, of the tug size, would be effective.

The *Cœur de Lion* will not finish her repairs before ten days. Flag-Officer Goldsborough has given me the *King Philip* to transport the fresh beef, etc., for this squadron. I discovered that her machinery and rudder are out of order, but do not yet know whether she can be repaired; if not, I shall send her, by your leave, to Washington. The *Mount Washington* would answer my purpose much better. She is smaller and faster, and constant employment would be given her, and relieve my mind from that precariousness of supplies on this service. I am obliged to send the tug *Dragon* to Fortress Monroe for repairs; she is all but broken down. I dislike very much to report this state of these steamers.

The *Maratanza* having been sent to Baltimore, the Department will be able to be informed of the defects in her rudder and steering apparatus. All the commanders of the double-enders complain of something connected with their vessels in this respect.

Thanking you for your kind wishes of success in the encounter, if it should come off, I can but assure you that no stone will be left unturned to secure it.

I am, very respectfully, yours, etc.,

CHARLES WILKES,
Commanding James River Flotilla.

Hon. G. V. FOX,
Assistant Secretary Navy.

P. S.—We need the fresh provisions very much. The scurvy has shown itself on board the *Monitor*.

Respectfully,

C. W.

Letter from Flag-Officer Goldsborough, U. S. Navy, to Commodore Wilkes, U. S. Navy, giving reason for stationing a vessel off the mouth of Nansemond River.

U. S. FLAGSHIP MINNESOTA,
Norfolk, Va., July 28, 1862.

MY DEAR SIR: As an additional reason to those I have already given you* for stationing a vessel immediately off the mouth of the Nansemond, General Viele has just informed me that he has received intelligence of the intention of the enemy to cross a force over at the mouth of the Nansemond for the purpose of destroying a bridge over a creek on the line of railway between this place and Suffolk. He is anxious that this should be prevented if possible.

I am, very respectfully, your obedient servant,

[L. M. GOLDSBOROUGH],
Flag-Officer, Comdg. North Atlantic Blockading Squadron.

Captain CHARLES WILKES, U. S. Navy,
Commanding Flotilla in James River, Virginia.

The intention of the enemy may be even more than is anticipated. It may be to continue crossing the Nansemond for several days and thus get force enough over to make a descent upon Portsmouth and Norfolk.

L. M. G.

Order from Flag-Officer Goldsborough, U. S. Navy, to Lieutenant Hopkins, U. S. Navy, commanding U. S. S. Underwriter, to proceed to duty at New Berne, N. C.

U. S. FLAGSHIP MINNESOTA,
Norfolk, Va., July 28, 1862.

SIR: Proceed to New Berne, N. C., via Hatteras Inlet, with the *Underwriter* under your command, and, on your arrival there, report yourself to Lieutenant Commanding Davenport, senior officer in the sounds of North Carolina, for duty.

Should you ascertain that Lieutenant Commanding Davenport is not at New Berne, then you will go to wherever in the sounds of North Carolina he may be and report yourself as directed.

I am, very respectfully, your obedient servant,

L. M. GOLDSBOROUGH,
Flag-Officer.

Lieutenant Commanding A. HOPKINS,
U. S. S. Underwriter, Norfolk, Va.

* See p. 595.

Report of Lieutenant Hopkins, U. S. Navy, regarding the sailing of the U. S. S. Underwriter.

U. S. S. UNDERWRITER,
Hampton Roads, July 28, 1862.

SIR: I have the honor to inform you that in obedience to your order of this date I shall sail this evening at 6 o'clock.

Very respectfully, your most obedient servant,

ALFRED HOPKINS,
Lieutenant, Commanding, U. S. Navy.

Flag-Officer L. M. GOLDSBOROUGH,
Comdg. North Atlantic Blockading Squadron, Norfolk, Va.

Order of Flag-Officer Goldsborough, U. S. Navy, to Commander Totten, U. S. Navy, for the removal of restrictions imposed on Cape Henry pilots.

U. S. FLAGSHIP MINNESOTA,
Norfolk, Va., July 28, 1862.

SIR: I will thank you to inform the Cape Henry pilots from me that the restriction heretofore imposed upon them about receiving letters from the merchants of Baltimore to be put on board of vessels expected to arrive off Cape Henry is removed, subject to renewal, however, if abuse should be found to exist.

Those pilots are now at full liberty to receive from the merchants of Baltimore any letters they please for vessels arriving off Cape Henry, and to deliver the same agreeably to their direction without referring them for inspection to me or to any naval officer whatever; and those pilots are also to be allowed to receive letters from a vessel appearing off Cape Henry and deliver them at Baltimore without any further reference to me or to any other naval officer.

I am, very respectfully, your obedient servant,

L. M. GOLDSBOROUGH,
Flag-Officer.

Commander B. J. TOTTEN,
U. S. S[hip] Brandywine.

Order of Flag-Officer Goldsborough, U. S. Navy, to Lieutenant Davenport, U. S. Navy, to send U. S. S. Philadelphia to Norfolk, Va.

U. S. FLAGSHIP MINNESOTA,
Norfolk, Va., July 28, 1862.

SIR: On the arrival of the *Underwriter* in the sounds of North Carolina, you will immediately order Acting Master Reynolds to proceed, with the *Philadelphia* under his command, to this place and report himself to me.

I am, very respectfully, your obedient servant,

L. M. GOLDSBOROUGH,
Flag-Officer.

Lieutenant Commanding H. K. DAVENPORT,
Commanding U. S. S. *Hetzel* and
Senior Naval Officer in Sounds of North Carolina.

Order of Flag-Officer Goldsborough, U. S. Navy, to Commander Totten, U. S. Navy, to send U. S. S. Octorara to New York for repairs.

U. S. FLAGSHIP MINNESOTA,
Norfolk, Va., July 28, 1862.

SIR: If the *Octorara* is still at Hampton Roads direct her commanding officer, from me, to proceed forthwith to New York for repairs. This the Department directs by a telegraphic dispatch just received.

I am, very respectfully, your obedient servant,

L. M. GOLDSBOROUGH,
Flag-Officer.

Commander B. J. TOTTEN,
U. S. S[hip] Brandywine, Norfolk, Va.

Report of Commander Totten, U. S. Navy, of the departure of the U. S. S. Octorara.

[U. S. SHIP] BRANDYWINE, July 28, 1862.

SIR: The *Octorara* left this anchorage last evening near sunset and passed out seaward.

I am, respectfully, etc.,

B. J. TOTTEN,
Commander.

Flag-Officer L. M. GOLDSBOROUGH.

Letter from Lieutenant Braine, U. S. Navy, commanding U. S. S. Monticello, to Brigadier-General Foster, U. S. Army, regarding the sailing of his ship for Wilmington, N. C.

U. S. S. MONTICELLO,
Beaufort, N. C., July 28, 1862.

SIR: Being the only armed naval cruiser in port and hearing various rumors of anticipated attacks, I address you to state that I anticipate sailing for the blockading station off Wilmington on August 2, and another cruiser will probably come here by the 5th or 7th. Should you, however, desire me to remain until she arrives, I am ready to comply with your request if you deem the presence of the vessel necessary here.

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

D. L. BRAINE,
Lieutenant, Commanding.

Brigadier-General FOSTER.

Report of Commander Glisson, U. S. Navy, of capture of the brig Napier off Wilmington, N. C.

U. S. S. MOUNT VERNON,
Off Wilmington, N. C., July 29, 1862.

SIR: I have to report to you that we discovered at daylight this morning a brig to the westward standing in about 3 miles from the land and 5 miles from the light-house. As soon as she discovered the blockading squadron she hauled offshore, and soon after the squadron was in chase. One or two guns from the U. S. S. *Mystic* soon brought her

to, and we found her to be the English brig *Napier*, from Turk's Islands, loaded with salt and bound for Beaufort, N. C., and Beaufort, S. C., as her papers show. She was evidently intending to run the blockade at this place.

It is reported that the brigs *Bruce* and *Napier* ran out of Wilmington N. C., loaded with cotton, on the 1st of December, 1861. I have sent her to Philadelphia for adjudication, in command of W. N. Griswold, acting master, with a prize crew of eight men whose term of service has expired.

Very respectfully, yours, etc.,

O. S. GLISSON,
Senior Officer.

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

Report of Commander Glisson, U. S. Navy, of picking up four contrabands in a boat off Lockwood's Folly Inlet, North Carolina.

U. S. S. MOUNT VERNON,
Off Wilmington, N. C., July 29, 1862.

SIR: I have to report to you that we picked up off Lockwood's Folly Inlet this morning a small boat containing four contrabands, viz, Alfred Gauss, William J. McRithire, Fernie Rumiky, belonging to George Swain, a secessionist of Brunswick County, N. C., and also James P. Henderson, belonging to Griffin Sellers, a secessionist of the same county.

The above contrabands have been shipped on board of the U. S. S. *Stars and Stripes*, that vessel being short of men. These contrabands have no news.

I am, very respectfully, your obedient servant,

O. S. GLISSON,
Senior Officer.

Flag-Officer L. M. GOLDSBOROUGH,
Comdg. North Atlantic Blockading Squadron, Norfolk, Va.

Report of Commander Totten, U. S. Navy, of arrival of vessels in Hampton Roads, Virginia.

[U. S. SHIP] BRANDYWINE,
Hampton Roads, July 29, 1862.

SIR: The steamer *Magnolia*, from New York, Lieutenant Commanding [Wm.] Budd, arrived to-day, having on board three boats (iron covered) and 50 men for the James River Flotilla, and mail bags for the North Atlantic Blockading Squadron. The latter I sent up to you by the *Morse*; the former I have now on board.

Three of the mortar boats from the Mississippi came in to-day, their commanders having orders to report to the honorable the Secretary of the Navy. I am told by them that twelve of them are ordered to assemble here.

I am, very respectfully, your obedient servant,

B. J. TOTTEN,
Commander.

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

Letter from Commodore Wilkes, U. S. Navy, to Commander Jenkins, U. S. Navy, regarding a balloon reconnoissance of Fort Powhatan.

U. S. S. WACHUSETT,
Harrison's Bar, James River, July 29, 1862.

SIR: It is desirable to make a balloon reconnoissance in the neighborhood of Fort Powhatan; arrangements have been made with the officers in charge of it. I desire you to superintend and take charge of the party. The *Stepping Stones* will be ordered to tow the balloon lighter down to-morrow morning, and leave at 4 o'clock. Near the fort at Powhatan station you will find the *Delaware*, *Tioga*, and *Port Royal*—the former off Windmill Point—which vessels you will use as guards, and, should the balloonists report any works in progress, you will shell them effectually and destroy the works, if, in your opinion, you have sufficient force to overcome any opposition that may be expected. Gather all the information from the balloonists you can, and return by the convoy in the afternoon.

When you can spare the *Stepping Stones* direct her to take the man Myers (who will be on board) down to the *Yankee* and deliver him over to Lieutenant Commanding Gibson, of that vessel, with the note herewith enclosed.

Should it be desirable to make another ascension the next day, you will order one to be made and the balloon to remain. Should the report from above give you reason to believe there is any considerable force operating on shore, you will not make any attack until reenforced. The *Stepping Stones*, *Port Royal*, *Tioga*, and *Delaware* are placed under your orders for this duty.

Respectfully, etc.,

CHARLES WILKES,
Commanding James River Flotilla.

Commander T. A. JENKINS, U. S. Navy,
Wachusett.

[Enclosure.]

U. S. S. WACHUSETT,
Harrison's Bar, James River, July 29, 1862.

SIR: The man Myers, whom you captured the other night, is returned to you. You will send him on shore, or rather permit him to leave your vessel in his boat, after dark. You will give him all the protection you can, and should he wish to pay you a visit at a future time at night, receive what he has to communicate, and send it to me by first opportunity coming up.

Respectfully, etc.,

CHARLES WILKES,
Commanding James River Flotilla.

Lieutenant Commanding WM. GIBSON,
Commanding Steamer Yankee, James River Flotilla.

Report of Flag-Officer Goldsborough, U. S. Navy, requesting authority to have sunken vessels in Elizabeth River removed.

U. S. FLAGSHIP MINNESOTA,
Norfolk, Va., July 30, 1862.

SIR: Yesterday it was ascertained that one of the sunken vessels at the barrier had drifted and got immediately in the narrow passageway

left to permit vessels to pass and repass. She lies obliquely across it and prevents any vessel drawing over 14 feet from coming here or getting away. This morning I tried to have her removed by means of a stout tug and other appliances, but found that it could not be done. I thereupon immediately engaged a large steam wrecking craft, which happened to be here on her way to the sounds of North Carolina, to undertake the job, and to-morrow morning at an early hour, and when the tide is suitable, she is to go to work upon it, at a charge such as I myself may deem reasonable and fair. I have no doubt but that the obstacle in question will be speedily removed.

It would be well, in my judgment, to have a number of others of the sunken vessels at the barrier removed at once, and before more of them get adrift and stop up the channel way. This steam wrecking craft, which is a most admirable and powerful contrivance, can be employed to do the work at once, and before she goes to the sounds of North Carolina, at \$150 per day. I beg, therefore, to ask the authority of the Department to have those sunken vessels so removed.

Mr. Wells has not yet commenced his operations, nor is he or his party hereabouts. His contract, I take it, does not embrace the sunken vessels in view, but even if it does there surely should be no delay in getting them away.

I am, very respectfully, your obedient servant,

L. M. GOLDSBOROUGH,

Flag-Officer, Comdg. North Atlantic Blockading Squadron.

Hon. GIDEON WELLES,

Secretary of the Navy, Washington, D. C.

Order of the Secretary of the Navy to Flag-Officer Goldsborough, U. S. Navy, granting authority to remove sunken vessels.

NAVY DEPARTMENT, August 2, 1862.

SIR: I have received your communication, No. 346, of the 30th ultimo. You are authorized to have the sunken vessels of the barrier removed, and for that purpose to employ the steam wrecking craft at the price mentioned, viz, \$150 per day.

Mr. Wells has not yet signed the contract for the raising of these vessels. It is thought that this necessary work will be no infringement of it.

Very respectfully, etc.,

GIDEON WELLES.

Rear-Admiral L. M. GOLDSBOROUGH,

Comdg. North Atlantic Blockading Squadron, Norfolk, Va.

Order of Commodore Wilkes, U. S. Navy, to Commander McKinstry, U. S. Navy, to inform commanding officers of proposed army expedition.

Confidential.] [U. S. S.] WACHUSETT, July 30, [1862]—10 p. m.

SIR: I send you a copy of a note just received from General Porter. Inform the officers in command immediately, particularly the commander of the *Southfield*, of its contents. The *Galena* also, as she is the outlying vessel.

Respectfully,

CHARLES WILKES.

Commander MCKINSTRY, U. S. Navy,

Dacotah.

[Enclosure.]

HEADQUARTERS FIFTH CORPS,
Westover House, July 30, 1862.

SIR: I purpose this evening sending over a party of about twenty men, in two boats, to the other bank of the river, hoping to obtain reliable information of the presence (or otherwise) of the enemy in the locality immediately in front of our camps.

Please give such instructions as you may deem necessary to inform the boats of your fleet of the facts, so that my party may be allowed to pass out and return, and also that they may know (if any musketry should be heard) that our men are there, and also be on the alert to give them such assistance (if any) as may be needed, or may be possible under the circumstances.

The countersign for the night is "Brooklyn," and will be given to the officers in command of the reconnoitering party. The command may not return before daybreak, and I wish all necessary precautions should be taken to prevent them being fired at as enemies.

I am, very respectfully, your obedient servant,

F. J. PORTER,
Major-General, Commanding.

Commodore CHARLES WILKES,
Commanding, etc.

Report of Flag-Officer Goldsborough, U. S. Navy, of the forwarding of supplies for the blockading vessels off Wilmington, N. C.

U. S. FLAGSHIP MINNESOTA,
Norfolk, Va., July 31, 1862.

SIR: I have the honor to inform the Department that I have sent the U. S. storeship *William Badger* to Beaufort, N. C., in tow of the *State of Georgia*, with a goodly supply of provisions, clothing, and stores on board for the use of the vessels blockading off Wilmington, N. C. The *William Badger* is to remain at Beaufort as a supply vessel, and, on her arrival there, all the provisions and stores on board of a chartered vessel now at that place are to be transferred to her, and that chartered vessel is to be discharged from the public service.

The *State of Georgia*, after dropping the *William Badger* at Beaufort, is to proceed without delay and resume her station off Wilmington, N. C.

I am, very respectfully, your obedient servant,

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

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

Report of Commander Woodhull, U. S. Navy, of hearing heavy musketry firing in the upper part of the fleet in James River.

U. S. GUNBOAT CIMARRON, July 31, 1862.

SIR: About 10 o'clock last night, hearing heavy musket firing in the upper part of the fleet, I sent the *Stepping Stones* to reconnoiter and if necessary render assistance, supposing some of our transport fleet had again been attacked by rebels. The *Stepping Stones* was absent about one hour, and after a diligent cruise about discovered nothing alarming.

Your note was handed me about 11:20 p. m. I immediately dispatched the steamer *Commodore Barney* to the locality mentioned. I

presume, as everything remained quiet during the rest of the night, that the expedition was successful.

As I have no orders to the contrary, I shall give convoy to the mail steamer and others at the usual time this morning.

Respectfully, etc.,

MAXWELL WOODHULL,
[Commander, U. S. Navy.]

Commodore CHARLES WILKES,
Commanding James River Flotilla.

Letter from Major-General Porter, U. S. Army, to Brigadier-General Williams, U. S. Army, regarding the C. S. naval force at Richmond, Va.

HEADQUARTERS FIFTH ARMY CORPS,
Harrison's Landing, July 31, 1862.

GENERAL: I extract the following from a report of one of the medical officers lately from Richmond:

Three small schooners, one little black steamboat, and two hulks fitting up for some purpose comprised the entire navy on the river within view.

Very respectfully,

F. J. PORTER,
Major-General, Commanding.

Brigadier-General S. WILLIAMS,
Assistant Adjutant-General, Hdqrs. Army [of the] Potomac.

[Endorsement.]

Copy for the information of Commodore Wilkes, commanding James River Flotilla.

Order from the Secretary of the Navy to Commodore Wilkes, U. S. Navy, to send U. S. S. King Philip to Washington navy yard.

NAVY DEPARTMENT, July 31, 1862.

SIR: On the arrival of the *Mount Washington*, ordered to James River to relieve the *King Philip*, send the latter to Washington navy yard.

I am, respectfully, your obedient servant,

GIDEON WELLES.

Commodore CHARLES WILKES,
Comdg. James River Flotilla, Harrison's Bend [Bar].

Order of the Secretary of the Navy to Commodore Wilkes, U. S. Navy, regarding shipping men from the Army for the Navy.

NAVY DEPARTMENT, July 31, 1862.

SIR: If General McClellan has any good men in his army whom he is willing to transfer to the Navy, you can receive and ship them. The Department would, however, state that the Navy has not been particularly fortunate in receiving men from the Army. They are generally not of very good character and of little benefit to the service. This is why the Department has delayed replying to your letter on the subject and granting the authority asked.

I am, respectfully, your obedient servant,

GIDEON WELLES.

Commodore CHARLES WILKES,
Commanding James River Flotilla.

Report of Commander Woodhull, U. S. Navy, of engagement with Confederates at Harrison's Landing.

U. S. GUNBOAT CIMARRON,
Right Wing, Harrison's Landing, August 1, 1862.

SIR: I have the honor to report to you that at 12:50 this morning the rebels commenced a heavy fire of rifle and smooth-bore guns from the opposite shore, on the right flank of the army and the transport fleet. Their fire was rapid and apparently effective. We of course opened on them immediately with our battery, and so soon as the range could be obtained by us it became strikingly evident that the fire of the enemy was less continuous and confident.

We appeared during the greater part of the cannonade to be the especial mark aimed at by their gunners, judging from the constant explosion of shell around us. Their shot passed over us in every direction, but I am happy to say that we are spared from all casualties. The only injury sustained was the destruction of the gig by the explosion of a rebel shell.

The officers and men behaved splendidly and did their work effectively and intelligently. To give you an idea of the affair, which lasted one hour, our 9-inch gun, in charge of Acting Master E. D. March, was fired with shell and shrapnel 30 times; the 100-Parrott was discharged 17 times, and our howitzers 45. We could have done even better than this, but our primers did not perfectly perform their parts.

When it is taken into consideration that two-thirds of this crew are landsmen, and the majority of them unusually young for that rating, it affords me great satisfaction to bear testimony to their coolness, courage, and quiet conduct while working the guns. I would be doing great injustice to my executive officer, Lieutenant Bush. B. Taylor, if I did not make this statement, as this good discipline is owing to his energy and untiring diligence.

Messrs. Thurston and Waterbury, acting masters, efficiently commanded and fought the rifle gun and howitzer battery, and all the other officers, without exception, performed nobly their parts.

The engines were in readiness for use at a moment's notice, the hot-water hose led along, and everything in readiness under the supervision of Chief Engineer Du Plaine, who, with his whole corps, zealously aided me in the fight.

All of which I have the honor to submit for your consideration.

Respectfully, etc.,

M. WOODHULL,
Commander, U. S. Navy.

Commodore WILKES,
Commanding James River Flotilla.

Letter from Commander Woodhull, U. S. Navy, to Commodore Wilkes, U. S. Navy, commending Gunner's Mate John Merrett for devotion to duty in engagement at Harrison's Landing.

U. S. GUNBOAT CIMARRON,
Right Wing, Harrison's Landing, August 1, 1862.

SIR: I have the honor to bring to your notice a circumstance during the fight Friday morning which I think deserves the consideration of the Navy Department.

Gunner's Mate John Merrett, who has been extremely sick for some time and just about (by your approval) to be sent to the hospital for better treatment of his case, was lying in his hammock, so weak and debilitated as to be scarcely able to stand, did, nevertheless, rouse himself when the call was made to quarters and proceeded to his station in the main magazine and continued there during the fight, in the full and active execution of his duty. After we had ceased firing, the enemy having been repulsed, he was so overcome with his exertions that he had to be conveyed bodily from the magazine and stimulants were found necessary to preserve his life. Merrett is an old man-of-warsman; his discipline, courage, and patriotism would not brook inaction when his ship was in actual battle. His conduct, I humbly think, was a great example to all lovers of the country and its cause. I make this statement, as it is the act of a fine specimen of the old navy tar.

Respectfully, your obedient servant,

M. WOODHULL,
Commander, U. S. Navy.

Commodore CHARLES WILKES,
Commanding James River Flotilla.

Report of Flag-Officer Goldsborough, U. S. Navy, giving the stations of vessels of the North Atlantic Blockading Squadron.

U. S. FLAGSHIP MINNESOTA,
Norfolk, Va., August 1, 1862.

SIR: I have the honor to submit the accompanying statement of the present disposition of the vessels belonging to this immediate squadron:

Vessel.	Station.	Vessel.	Station.
Minnesota, flagship	Norfolk, Va.	Ceres	Sounds of North Carolina.
Zouave*	Do.	Putnam	Do.
Young America*	Do.	Whitehead	Do.
Rescue*	Do.	Brinker	Do.
Cohasset*	Do.	Granite, sailing sloop	Do.
Brandywine, storeship	Hampton Roads.	Philadelphia	In transit between sounds of North Carolina and this place for repairs.
Charles Phelps, coal vessel	Do.	William Badger, store vessel	Beaufort, N. C.
Ben Morgan, ordnance vessel	Do.	Mount Vernon, vessel of senior officer	Off Wilmington, N. C.
Roman, ordnance vessel	Do.	State of Georgia	Do.
Valley City	Baltimore (repairing).	Cambridge	Do.
Daylight	New York (repairing, etc.).	Chippewa	Do.
Hetzel, vessel of senior officer	Sounds of North Carolina.	Penobscot	Do.
Underwriter	Do.	Monticello	Do.
Commodore Perry	Do.	Victoria	Do.
Louisiana	Do.	Stars and Stripes	Do.
Ellis	Do.	Mystic	Do.
Hunchback	Do.		
Shawaboon	Do.		
Lockwood	Do.		
Seymour	Do.		

*Tugs employed principally in guard duty in these waters as guard vessels.

I am, very respectfully, your obedient servant,

L. M. GOLDSBOROUGH,

Flag-Officer, Comdg. North Atlantic Blockading Squadron.

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

[Telegram.]

NORFOLK, August 1, 1862—10:45 a. m.

(Received at Washington 11:15.)

SIR: Twelve mortar vessels have arrived at Hampton Roads from the Mississippi. Sickness, I regret to say, prevails on board of them to a considerable extent, the disease being of a bilious remittent character. I have directed the fleet surgeon to have all the hospital cases, amounting to about seventy-five, brought up here at once. Are these vessels to be sent up the James River in their present condition? If so, I would respectfully suggest that Commander Porter be directed to proceed to Hampton Roads forthwith and take the general charge of them.

L. M. GOLDSBOROUGH,
Flag-Officer.

Hon. GIDEON WELLES,
Secretary Navy.

[Telegram.]

NAVY DEPARTMENT, August 1, 1862.

If any of the mortar vessels require important repairs or calking send them to Baltimore. Retain the others at Hampton Roads until further orders, unless an emergency should arise requiring them on James River. An endeavor will be made to supply places of the sick. It would, perhaps, be well to allow the crews a run on shore. Commander Porter is too unwell to go down.

GIDEON WELLES,
Secretary of the Navy.

Rear-Admiral L. M. GOLDSBOROUGH,
Commanding North Atlantic Blockading Squadron.

Report of Commander Totten, U. S. Navy, regarding boats received for James River Flotilla.

U. S. S[HIP] BRANDYWINE, August 1, 1862.

SIR: The three iron-covered boats which I received from the *Magnolia* for the James River Flotilla were launched overboard this morning by order of Commodore Wilkes, after which he refused to have anything further to do with them. One of them turned over in the water soon afterwards. I have, with the consent of the captain of the port, determined to have them landed and hauled up on the beach, as I can not have them here.

I send up to-day two of the coal schooners to the James River, by order of Captain Wilkes.

I am, respectfully,

B. J. TOTTEN,
Commander.

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

[Telegram.]

FORT MONROE, *August 1, 1862—1:55 p. m.*

(Received at Washington 2 p. m.)

SIR: I am woefully disappointed in the reception of boats with iron-cladding on them, riveted as a boiler, instead of a light metallic canoe covered with thin iron. Nothing could be more different. These are old clinker-built seal boats, to be propelled by oars instead of paddles, and of twice the dimensions in width of those I gave, and as unlike a swift ladrone canoe of the South Seas as it is possible to be.

I have no manner of use for such as these, and having heard from Commodore Paulding of others about being sent, I have telegraphed him to retain them. How such a mistake could have been made I can not conceive. I proposed in my first note relative to them to forward a sketch and working drawing.

The answer I received was that the Department had ordered them to be constructed. There is nothing about them which corresponds to my ideas, and the person to whom the Department intrusted their preparation can have little brains or the knowledge of the difference between a boat and canoe.

If it had been the intention to vitiate all my plans for their use, no more effectual mode could have been used than to have sent me such outlandish concerns.

I am deeply concerned about this failure. Francis, the galvanized-iron boat builder, would have put up the six in a week at less expense than one of these cost.

I am just ready for their active use, and have no doubt of the services they would have performed.

Respectfully,

CHARLES WILKES.

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

[Telegram.]

NAVY DEPARTMENT, *August 1, 1862—4 p. m.*

The boats were constructed by Commodore Paulding and Naval Constructor Delano upon the dimensions and description given by you. You are authorized to send an officer to Mr. Francis to procure such boats as you desire.

GIDEON WELLES,
Secretary of the Navy.

Commodore CHARLES WILKES,
Commanding James River Flotilla, Fort Monroe.

[Telegram.]

HEADQUARTERS DEPARTMENT,
Fortress Monroe, August 1, 1862.

Pray do not send me any more of those outlandish boats of which I have had a sight this morning. They are totally different from anything I ever saw or dreamed of. I wanted canoes of 33, 26, and 22

feet in length; in width, 36, 24, and 18 inches, to be propelled by paddles. You have sent me old seal boats, to be propelled by oars, and from 4 to 5½ feet in width, covered with a roof of boiler iron riveted together. I need say no more, but according to the old saying, "I asked for a loaf of bread and have received a stone." These boats can be of no manner of use to me, and I can not receive them.

Yours, respectfully,

O. WILKES.

Commodore Paulding, U. S. Navy,
Navy Yard, New York.

Letter from Commodore Wilkes, U. S. Navy, to the Secretary of the Navy, regarding the scout canoes.

FORTRESS MONROE, August 1, 1862.

SIR: On my way down the river I encountered the mail boat, and with the mail Mr. Henry Rogers joined me. I think he understands my views relative to the manipulation of the electric current, and asserts that he can effect the objects I have in view (in the explosion of torpedoes), of which I have requested him to inform you, and to state how much I have been disappointed in the scout canoes. They are no manner of use to me; as so far from being useful would be a great detriment to the service, and result in the capture and loss of the boats' crews. They are large, heavy, old seal boats, propelled by oars. I wanted light canoes, propelled by paddles. Mr. Rogers will tell you of the interview I had with him.

Very respectfully, yours,

CHARLES WILKES,
Commanding James River Flotilla.

Hon. GIDEON WELLES,
Secretary of the Navy.

Letter from Major-General McClellan, U. S. Army, to Commodore Wilkes, U. S. Navy, regarding the return of ten men sent aboard the U. S. S. Wachusett.

HEADQUARTERS ARMY OF THE POTOMAC,
Camp near Harrison's Landing, Va., August 1, 1862.

MY DEAR COMMODORE: I regret to learn from your note of yesterday evening that you found it necessary to return the ten men sent on board the *Wachusett* as a part of the detail for which you asked. It was certainly intended to give you good men, and we thought it had been done, but from the fact that you considered these ten, who have served with credit through the battles of the peninsula, as "not even food for gunpowder," I fear that the standard of the Navy is, perhaps, higher than the land service will be able to meet.

I am, my dear Commodore, very respectfully, your most obedient servant,

GEO. B. MCCLELLAN,
Major-General, Commanding.

Commodore CHARLES WILKES, U. S. Navy.
Commanding James River Flotilla, Wachusett.

*Letter from the Secretary of the Navy to Flag-Officer Goldsborough, U. S. Navy, enclosing resolution of Congress, thanking officers and men for services at Roanoke Island.**

NAVY-DEPARTMENT, August 1, 1862.

SIR: I have the pleasure to enclose herewith a certified copy of a resolution of Congress, approved July 11, 1862, tendering its thanks to yourself, officers, petty officers, seamen, and marines attached to the squadron under your command, for the victory at Roanoke Island.

I am, respectfully, your obedient servant,

GIDEON WELLES.

Rear-Admiral LOUIS M. GOLDSBOROUGH,
Comdg. North Atlantic Blockading Squadron, Norfolk, Va.

[Enclosure.]

A resolution tendering the thanks of Congress to Captain Louis M. Goldsborough and officers, petty officers, seamen, and marines under his command, for the victory at Roanoke Island.

Resolved by the Senate and House of Representatives of the United States of America in Congress assembled, That the thanks of Congress be, and they are hereby, tendered to Captain Louis M. Goldsborough, and through him to the officers, petty officers, seamen, and marines attached to the squadron under his command, for the brilliant and decisive victory achieved at Roanoke Island on the 7th, 8th, and 10th days of February last.

Approved July 11, 1862.

Report of Flag-Officer Goldsborough, U. S. Navy, transmitting reports of capture of sloop Lizzie, off Wilmington, N. C., August 1, 1862.

U. S. FLAGSHIP MINNESOTA,
Norfolk, Va., August 16, 1862.

SIR: The Department is respectfully notified that I enclose herewith the papers relating to the sloop *Lizzie*, captured off Wilmington by the U. S. S. *Penobscot* and destroyed, being unseaworthy, after the securing of her crew and a portion of her cargo, according to the detailed report of Commander W. A. Parker, also herewith enclosed.

I have the honor to state that I have to-day instructed Commander Parker to send the crew and cargo of this vessel to Philadelphia or New York, the former as witnesses, the latter for adjudication, consigning it to the prize commissioners or U. S. marshal, and informing them that the papers-relating to the case are in the possession of the Navy Department.

I am, very respectfully, your obedient servant,

L. M. GOLDSBOROUGH,

Rear-Admiral, Comdg. North Atlantic Blockading Squadron.

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

[Enclosures.]

U. S. S. CAMBRIDGE,
Off New Inlet, North Carolina, August 2, 1862.

SIR: I have to report that the U. S. steam gunboat *Penobscot*, Lieutenant Commanding J. M. B. Olitz, captured a small sloop, of about 41

* For account of battle of Roanoke Island, see Vol. 6, pp. 549-600.

tons burden, under English colors, on the evening of the 1st instant, about 4 miles from shore, evidently endeavoring to evade the blockade; and her master admitted that he intended to land his cargo near this place. It was composed of salt in bags, a bale of blankets, boxes of sheet tin, boxes of arrowroot, soda ash, and caustic soda.

She was from Nassau, New Providence, and bound to Baltimore, ostensibly.

Her master reported that she was leaking badly, and unseaworthy. This opinion was confirmed by a survey of three officers of the squadron appointed by me to examine her, who reported that she was "unseaworthy and unfit to send to a port of adjudication, as being leaky and with untrustworthy sails and spars." Accordingly I ordered her to be destroyed, having previously saved the most valuable parts of her cargo, which will be retained on board this ship, together with her crew of five men, including the master, and I shall await your order as to the disposition to be made of the same.

The master of the sloop (Green) claims to be a native of New Brunswick, but he has every appearance of being a native of North Carolina, and he begs that he and his crew may be allowed to go on shore at New Inlet. I respectfully recommend that this may be done unless there may be reasons to prevent it.

I enclose herewith all the papers found on board the vessel, with report of survey, deposition of captain and crew, register of vessel, etc.

I am, sir, respectfully, your obedient servant,

WM. A. PARKER,

Commander and Senior Officer Present.

Flag-Officer L. M. GOLDSBOROUGH,

Comdy. North Atlantic Blockading Squadron, Norfolk, Va.

P. S.—The present name of the sloop is the *Lizzie*, of Nassau, New Providence. Her former name was the *Spray*, of New York and Wilmington, N. C.

W. A. P.

U. S. GUNBOAT PENOBSCOT,
Off New Inlet, North Carolina, August 2, 1862.

SIR: I have to report that on yesterday, August 1, I captured the sloop *Lizzie*, of Nassau, New Providence, about 12 or 15 miles to the northward and eastward of this place.

The said *Lizzie* was under English colors and standing in for the coast, about 4 miles distant.

She is loaded, according to the bill of lading, with 220 sacks of salt, 1 bale of blankets, 5 boxes of tin, 2 cases of caustic soda, 2 tierces of soda ash, 1 case of enameled cloth, and 2 boxes of arrowroot.

The crew is composed of the following persons, viz: W. R. Green, master; Harrison Thompson, mate; Jack Joans, cook; Henry Baker, seaman, and Thomas Kugren, seaman. Their places of birth and where from are not mentioned in the crew list.

I enclose all the papers found on board.

Agreeable to your order of this date, I shall proceed as soon as possible to save everything valuable, and then destroy her.

I am, sir, respectfully, your obedient servant,

J. M. B. CLITZ,

Lieutenant, Commanding.

Commander W. A. PARKER,

Senior Officer Present.

Letter from Major-General McClellan, U. S. Army, to Commodore Wilkes, U. S. Navy, regarding an expedition to Malvern Hill.

HDQRS. ARMY OF THE POTOMAC, August 2, 1862.

MY DEAR COMMODORE: Please accept my thanks for your favor of this morning.

I learn from the officer in command of my pickets that he discovered two smokes this morning around the point above Haxall's, which he feels confident were from steamers. He also says he distinctly heard the sound of the chain cable as it was let off into the water.

The movement I spoke to you about will take place to-night, and the troops will probably be at Malvern Hill soon after daylight to-morrow morning. The officer in charge will have a signal officer with him, and will be able to communicate with your boats, if they reach there an hour or two afterwards. I think two hours after daylight will be soon enough for the boats to arrive there.

General Hooker will command the expedition.

I am, very truly, yours, GEO. B. MCCLELLAN,
Major-General, Commanding.

Commodore C. WILKES,
Commanding Flotilla.

Order from Commodore Wilkes, U. S. Navy, to Lieutenant Morris, U. S. Navy, commanding U. S. S. Port Royal, to proceed up the James River.

U. S. S. WACHUSETT,
Off Jordan's Point, James River, August 2, 1862.

SIR: You will proceed in the vessel under your command an hour before daylight, or time enough to reach the first wharf above Haxall's, near Malvern Hill, two hours, at furthest, after daylight.

The signal officer on board the *Galena* will be ordered to accompany you, through whom you may obtain communication with the army.

Respectfully, etc.,

CHARLES WILKES,
Commanding James River Flotilla.

Lieutenant Commanding GEO. U. MORRIS,
Commanding Steamer Port Royal, James River Flotilla.

The *Satellite* is ordered to cooperate with you.

Order from Commodore Wilkes, U. S. Navy, to Acting Master Foster, U. S. Navy, commanding U. S. S. Satellite, to cooperate with Lieutenant Morris, U. S. Navy, up the James River.

U. S. S. WACHUSETT,
Off Jordan's Point, James River, August 2, 1862.

SIR: You will cooperate with Lieutenant Commanding Morris, who is ordered to proceed with the vessel under his command an hour before daylight, or time enough to reach the first wharf above Haxall's, near Malvern Hill, two hours, at furthest, after daylight.

Respectfully, etc.,

CHARLES WILKES,
Commanding James River Flotilla.

Acting Master A. P. FOSTER,
Commanding Steamer *Satellite*, James River Flotilla.

Letter from Major-General McClellan, U. S. Army, to Commodore Wilkes, U. S. Navy, regarding affairs within his command.

HEADQUARTERS ARMY OF THE POTOMAC,
Berkeley, August 2, 1862—Evening.

MY DEAR COMMODORE: Your note is just received. I am glad that the parties who fired on Franklin were not on the north side of the James. My parties crossed the Chickahominy day before yesterday and communicated with the Williamsburg cavalry pickets, who report all quiet up to New Kent Court-House.

I shall have occasion to communicate with General Lee to-morrow or next day, and, if you have no objection, I will ask him whether this practice of using a white flag to entice boats under fire meets with his approval. Please allow me to retain Franklin's letter until to-morrow, to have a copy made of it. Much obliged for the two gunboats. My party moves to-night, and will reach its destination, should no accident occur, a couple of hours after daylight.

There will be divine service here to-morrow at 11 a. m., should you wish to attend. I may not be here myself at the time, as it is possible that I may be called over the river or up toward Haxall's. If I am not here, you will find General Marcy.

I have not a word from Washington to-night, and you gave me the first and only information I have received as to Burnside's destination.

Very truly, your friend,

GEO. B. MCCLELLAN,
Major-General.

Commodore CHARLES WILKES,
Commanding Squadron.

Letter from Brigadier-General Marcy, U. S. Army, to Commodore Wilkes, U. S. Navy, regarding the abandonment of expedition to Malvern Hill.

HDQRS. ARMY OF THE POTOMAC, August 2, 1862.

COMMODORE: In consequence of a failure in guides, the party that was started for Malvern Hill has returned. It will not be necessary, therefore, for you to send the gunboats to-morrow morning, as was suggested.

Very respectfully, your obedient servant,

R. B. MARCY,
Chief of Staff.

Commodore C. WILKES,
Commanding Flotilla.

Order of Commodore Wilkes, U. S. Navy, to Lieutenant Rodgers, U. S. Navy, to cover landing of troops at Coggins Point.

U. S. S. WACHUSETT,
Off Jordan's Point, August 2, 1862.

SIR: You will, with the *Tioga* and other vessels of the flotilla in your immediate vicinity, cover the landing of our troops, which is about to take place on Coggins point immediately.

Respectfully, etc.,

CHARLES WILKES,
Commanding James River Flotilla.

Lieutenant Commanding G. W. RODGERS,
Commanding Steamer *Tioga*, James River Flotilla.

Order of Commodore Wilkes, U. S. Navy, to Lieutenant Rodgers, U. S. Navy, regarding position of vessels in James River Flotilla.

U. S. S. WACHUSETT,
Off Jordan's Point, James River, August 2, 1862.

SIR: You will keep the vessels of the James River Flotilla in the positions they have occupied during the day.

Respectfully, etc.,

CHARLES WILKES,
Commanding James River Flotilla.

Lieutenant Commanding G. W. RODGERS,
Commanding Steamer Tioga, James River Flotilla.

Letter from Commodore Wilkes, U. S. Navy, to the Secretary of the Navy regarding scout canoes.

U. S. S. WACHUSETT,
Off Jordan's Point, James River, August 2, 1862.

SIR: The boats were not constructed on the dimensions named by me, and are, as I reported by telegraph, inadequate for any service, and particularly that for which I desire them.

I am, very respectfully, your obedient servant,

CHARLES WILKES,
Commanding James River Flotilla.

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

Order from Lieutenant Davenport, U. S. Navy, to Acting Master Reynolds, U. S. Navy, commanding U. S. S. Philadelphia, to proceed to Norfolk, Va.

U. S. S. HETZEL,
Off New Berne, N. C., August 2, 1862.

SIR: You will proceed forthwith with the steamer *Philadelphia* under your command to Norfolk, Va., and on your arrival there you will report to Flag-Officer L. M. Goldsborough.

I am, very respectfully, your obedient servant,

H. K. DAVENPORT,
*Lieutenant, Commanding, and Senior Naval Officer
in the Sounds of North Carolina.*

Acting Master SILAS REYNOLDS,
Commanding U. S. S. Philadelphia.

Report of Fleet Surgeon Wood, U. S. Navy, on the sanitary condition of the James River Flotilla.

U. S. FLAGSHIP MINNESOTA,
Off Norfolk, Va., August 2, 1862.

SIR: I have the honor to report that in obedience to your order of the 23d ultimo, directing me to make a medical and sanitary inspection of the James River Flotilla, I ascended that river on the 28th ultimo, and upon reporting to Commodore Wilkes he promptly placed at my

disposal the steamer *Satellite*, in which I visited most of the principal vessels of the flotilla and conferred with the commanding and medical officers upon the subject of the duty intrusted to me.

I have the gratification to report that the health of the flotilla was much better than I expected to find it, the sick list of the day being generally small, and in two instances there were none sick to report; all the most sick had been sent the day before to the hospital at this place.

The prevailing acute diseases, and those against which precautions are most necessary, were diarrhea, dysentery, typhoid fever, and scurvy. The first three of these diseases may be expected to be much more prevalent during the current and next months.

There are in reality no suitable accommodations for sick on board these vessels, and both on account of the sick and from the embarrassment they cause the vessel in which they accumulate they should be promptly removed to the hospital accommodations of which we have command.

There are frequent and abundant opportunities of making these transfers by means of the daily army and mail steamers leaving Harrison's Landing (the central depot and point of communication with the squadron) for Old Point; there being also at least twice a day communication between Old Point and this place. But it is necessary that there be some systematic arrangement by which these means of communication should be made available for the sick, otherwise they will accumulate in the squadron.

It would be still better if a tug or small steamer could be sent once or twice a week, as occasion requires, with the sick, directly to this place; the run would be about the same as to Old Point, and the annoyance of a double transfer avoided. Commodore Wilkes suggested the expediency of having a separate hospital for his flotilla at Newport News, at the mouth of the James River. Although there would be some advantages in it, I doubted whether they would compensate for the labor and expense of organizing a new hospital establishment, especially as the necessity will be terminated by a few weeks' time.

One of the great complaints of the commanding and medical officers was the want of fresh provisions and vegetables. Those vessels which have been in the river longest have had this kind of diet but once in nearly three months, and in them scurvy is beginning to make its appearance. The facility for supplying the flotilla with such articles is all that can be desired, and I would earnestly recommend that they be furnished at least twice a week. Even though the material effect of this change of ration might not be certain, the moral effect upon men engaged in this depressing service of having the food they prefer would be of a sanitary character. If this arrangement is sanctioned, the tug which would come twice a week to Old Point for the provision could bring the sick to the hospital here.

The river water is turbid and objectionable, tending to produce diarrhea. There is no reason for its use being continued. I am informed by Chief Engineer Loring that any of the steam vessels can condense 1,000 gallons a day of pure water, and that if condensers are wanting to any of the vessels they are now on hand here and ready to be supplied. Any one vessel would make largely more than her own wants. I noticed during my inspection that the steamers with small crews chartered by the Government get all the water they need simply by a drip pipe from the safety valve.

I think it would tend to the health of the flotilla to make arrangements for an abundant supply of this water as a drink.

Experience has shown that those malarious diseases which are most influential in the autumnal months are much diminished by the use [of] a prophylactic tonic. I would therefore advise that until the appearance of frost there be served to the ship's companies every morning before breakfast, quinine in wine or whisky, under the apportionment and direction of the medical officer of each vessel.

Every real purpose would be met by the quinine alone, but the medium would render it less objectionable to the seamen. Upon my return to Hampton Roads, I found there twelve vessels of the mortar fleet, which had recently arrived from the Mississippi, and upon visiting the fleet I ascertained it to be in a most deplorable condition. In some of the vessels nearly half the ship's complement was prostrated by disease; two men had just died. In one vessel the officers, with a considerate humanity, had relinquished the ward room to the sick, who were lying over the floor of the apartment. There were but two medical officers in the whole fleet, and they, unfortunately, were on board the same vessel, the remainder being in charge of ignorant stewards, and were generally destitute of remedies. Upon reporting these facts to Admiral Goldsborough he procured a special steamer for the purpose and directed the sick, 103 cases, to be brought immediately up to the naval hospital at Portsmouth, now in charge of the Army.

They were all received by the officers in charge with the assurance that they would do the best for them they could, although they had no accommodation at their immediate disposal for such a number. It is much to be feared that the wants of this squadron will exceed the full capacity of the naval hospital. Cases coming to us singly or in small numbers are still sent to the temporary hospital at Fort Norfolk.

Enclosed is a copy of a letter from Assistant Surgeon Spear, which relates to the matter of this report.

Very respectfully, your obedient servant,

WM. MAXWELL WOOD,
Fleet Surgeon.

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

[Enclosure.]

About three weeks ago remittent fever made its appearance. Since that time I have had seven cases, all of which were speedily cured by quinine. We have had also two cases of typhoid fever, one of which has recovered; the other is convalescent.

Several mild cases of scurvy have recently appeared. The persons attacked are contrabands and convalescent patients. The crew has not been regularly supplied with fresh provisions, and it is to this fact that I attribute the present scorbutic tendency of the ship's company. The crew is served with rations of fresh canned beef, but it is not generally eaten. The men also dislike the mixed desiccated vegetables and but a small part of the ration is used for food. The canned tomatoes are specially good, and, I think, one of our very best convenient anti-scorbutics. This vegetable, as furnished in the paymaster's stores, seems to retain its freshness in a marked degree. It is my opinion if the crew were more plentifully supplied with it, when it is impossible to obtain fresh vegetables, that it would [be] beneficial. I have recommended on two different occasions that the ship's company be regularly supplied with vegetables and fresh beef, but as yet we have not received a sufficient quantity to have any good effect.

J. C. SPEAR,
Assistant Surgeon.

Report of Lieutenant Rodgers, U. S. Navy, of a reconnoissance up a creek, between Cole's and Coggins Points, and enclosing sketch of same.

U. S. S. TIOPA,

Off Coggins Point, James River, August 3, 1862.

Sir, The force landed by the army yesterday, not finding either bridge or ford across the creek between Cole's and Coggins points for a mile and a half along the bank, I sent two armed boats with the marines, under the charge of Lieutenant Stanton, up the creek to-day to see if there was any means of crossing, and to destroy any boats they might find. The boats returned this evening, having gone to the head of the creek, some 4 miles, without finding either bridge or ford. The banks are generally high and thickly wooded; there are three wharves, one with a railroad track upon it. There are about 7 or 8 feet of water at the mouth of the creek, and 10 to 12 all the way up. They found and destroyed one boat. I enclose a sketch of the creek.

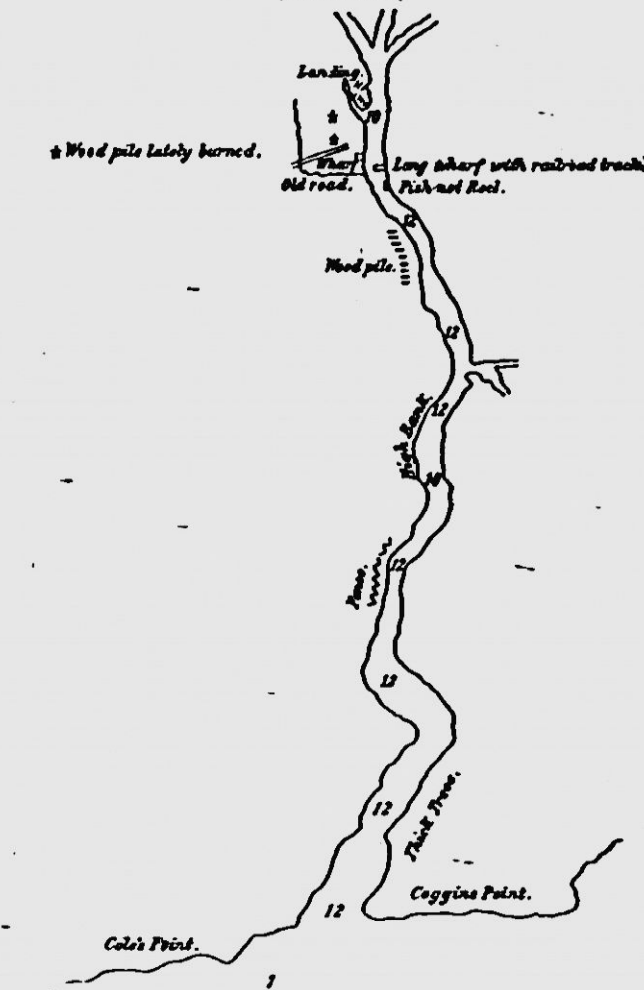
I am, very respectfully, your obedient servant,

G. W. RODGERS,

Lieutenant, Commanding U. S. S. Tioga.

Commodore CHARLES WILKES,
Commanding James River Flotilla.

[Enclosure.]



About four miles from the mouth to the upper branches.

[Telegram.]

HEADQUARTERS DEPARTMENT,
Suffolk, August 3, 1862.

On Wednesday last a large body of troops and about 100 cannon of all kinds left Petersburg for City Point and down the James River, under the command of General Hill. Three of these cannon were drawn by eight horses, with furnaces for heating shot. The *Merrimack No. 2* will not be ready for service for several weeks, say six. The boilers were put into her on 26th July, and they are now working on the machinery, etc.; no guns in her yet.

[J. K. F.] MANSFIELD,
Brigadier-General, Commanding.

Commodore CHARLES WILKES,
Commanding James River.

Letter from Brigadier-General Mansfield, U. S. Army, to Commodore Wilkes, U. S. Navy, regarding information received of U. S. S. Merrimack No. 2, and enclosing sketch.

SUFFOLK, VA., August 3, 1862.

DEAR SIR: Three persons have just passed through this place with their wives and children from Richmond. They gave me the information you will find on the next leaf. They also informed me that on Wednesday last a large force with about 100 guns, under General Hill, passed toward City Point and down the James River. Among the guns were three very large ones drawn by eight horses, with furnaces for heating shot. You, of course, will understand their object. I telegraphed you to the same effect to-day.

I believe the information I now give you. One of the men had worked on the *Merrimack No. 2*, and all had seen her.

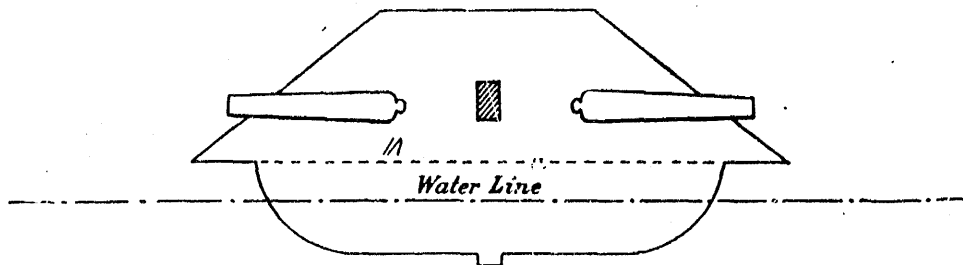
Very respectfully,

JOS. K. F. MANSFIELD,
Brigadier-General, U. S. Army.

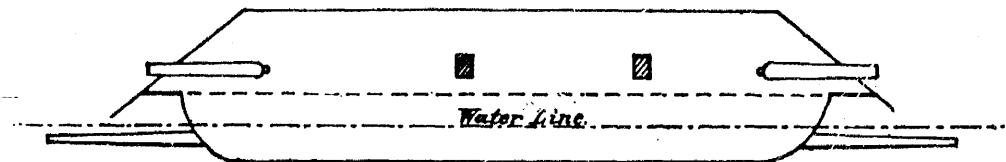
Commodore CHAS. WILKES,
Commanding, U. S. Navy, James River.

[Enclosure.]

Cross section of *Merrimack No. 2*.



Side elevation of *Merrimack No. 2*.



Six guns, 2 engines, 2 boilers, 2 furnaces.

The boilers, it is thought, will not afford sufficient steam. It is expected she will be in readiness for service in six weeks. The boilers were put in on the 26th July, and they are now putting up the engine. I have not drawn the smokestack, as it was not up. Her guns are not yet in. She has a proboscis at either end, just under water.

They are laying the blocks to build four more, for which the boilers are already made. I could not obtain her draft of water.

[J. K. F.] MANSFIELD,
Brigadier-General, Commanding.

SUFFOLK, VA., August 3, 1862.

Letter from Flag-Officer Goldsborough, U. S. Navy, to Major-General Dix, U. S. Army, in relation to vessels engaged in illegal trading.

U. S. FLAGSHIP MINNESOTA,
Norfolk, Va., August 3, 1862.

SIR: I beg leave, most respectfully, to forward to you herewith a copy of instructions received by me from the Navy Department in relation to vessels trading with the Army and Navy. Their evident intention is to prevent all such trading except in cases where permission to do so has been granted by either the Treasury, War, or Navy Department. May I suggest, therefore, that no passes should be given to trading vessels by the officers under your authority to go to any part of either the James or York Rivers unless those vessels be provided with the permission just mentioned, and that I should be glad if the captains of ports, provost-marshals, and others, if necessary, were duly required to aid me within their respective fields of action in carrying out these instructions.

I have reason to believe that vessels under our own flag, and perhaps even some of those to which due permission has been given to trade with the Army and Navy, have traded with the enemy at different points along the rivers, and furnished his individuals, by means of boats either coming off from the shore or sent there by arrangement, with salt, shoes, quinine, liquors, etc., and this, I am sure you will agree with me, should be prevented by every means in our power. A rigid examination of all merchant vessels on starting from Old Point, and also on their arrival up the river before breaking bulk, would perhaps go far toward accomplishing the object, and it occurs to me that if the Treasury Department would detail suitable custom-house officers for the purpose, the public good would be subserved. If this idea should strike you favorably, a mere request from you to the proper quarter would, I am satisfied, be all-sufficient in the matter.

With every sentiment of respect, I am, sir, your very obedient servant,

L. M. GOLDSBOROUGH,
Rear-Admiral.

Major-General JOHN A. DIX,
Commanding Army Corps, etc., Fortress Monroe, Va.

Letter from Flag-Officer Goldsborough, U. S. Navy, to the Secretary of the Navy, regarding torpedoes for defense against the enemy's ironclads.

U. S. FLAGSHIP MINNESOTA,
Norfolk, Va., August 4, 1862.

SIR: If Mr. Calvin Brown, civil engineer in the Navy, or some other person equally familiar with galvanic batteries, could be sent here with a few of them, including an abundance of prepared wires, it is possible that by constructing torpedoes out of powder tanks, placing them at the opening of the barriers, and firing them by means of the galvanic process, serious injury might be inflicted upon an ironclad vessel of the enemy escaping from the James River and attempting to visit this place. I know Mr. Brown well, and should have great confidence in his opinion as to the feasibility of such a scheme, but I am not aware of his present station. He is not only more familiar with the use of the galvanic battery than any person of my acquaintance, but he is also well acquainted with the waters, etc., of this place.

I am well aware that experiments against an enemy with torpedoes have not as yet afforded any very decided favorable results, but still they may perhaps be contrived to do so; and, in my belief, Mr. Brown is the man to bring the thing about if anyone can.

I am, very respectfully, your obedient servant,

L. M. GOLDSBOROUGH,

Rear-Admiral, Comdg. North Atlantic Blockading Squadron.

Hon. GIDEON WELLES,

Secretary of the Navy, Washington, D. C.

Report of Lieutenant Flusser, U. S. Navy, of movements of vessels in the sounds of North Carolina, and affairs in that vicinity.

U. S. S. COMMODORE PERRY,
Plymouth, N. C., August 4, 1862.

MY DEAR DAVENPORT: I am waiting for the *Ceres* to tow back the *Minnehaha*.

I have no boat here now, but mine. The *Lockwood* leaves to-day for Roanoke Island, to take down some prisoners and to get our mail.

I sent yesterday the *Putnam*, *Shawsheen*, and *Brinker* up the Chowan to frighten the rebels and to pick up any conscripts who might wish to enlist in the Army or ship in the Navy.

I went up to Williamston again two or three days since with the *Lockwood* and *Shawsheen* in company. We shelled the rebels from about Jamestown [Jamesville] and threw some shells over Williamston, where we were informed they were encamped. I think no further harm was done than to scare them.

At Williamston I landed with about one hundred men, whom I placed under the command of Lieutenant Lyon, of the Fourth Rhode Island Volunteers, ordnance officer at Roanoke Island, who was with us as a volunteer. We saw some few of the rebel cavalry, but had no fight, as they skedaddled on our approach.

I am informed that the rebels are building at Wilmington two formidable ironclad gunboats.

I send you with this the resignation of Acting Master Frederick J. Thomas. His loss will be the Navy's gain. Pray forward his paper as soon as possible; I am anxious to be rid of him.

There is some cotton in the vicinity of this place which I designed to seize, but it has been bought up by Union men, who write by this opportunity to Governor Stanly for a permit to ship.

I seized some days since, in accordance with the wish of the Governor, 1,100 bushels of corn and 240 bushels of wheat on the farm of Josiah Collins, a wealthy secessionist absentee. I turned over the grain to the superintendent of the poor at Plymouth for distribution.

At the request of Captain Hammell, who commands here ashore, I sent the *Shavosheen* to Scuppernong River, where Captain Woodward seized twelve horses for the use of a mounted picket from the farms of Josiah Collins and Charles Pettigrew. The horses and grain were both seized before we had seen the President's proclamation concerning the confiscation act.

We had a visit from our cavalry at Washington some days since. I was outside the pickets when they arrived and was pretty badly scared.

Colonel Howard was kind enough to send me up a horse, which I ride nearly every day to the improvement of my health. Remember me to Dr. C. and others.

Yours, sincerely,

C. W. FLUSSER.

Lieutenant H. K. DAVENPORT,

Senior Officer in Sounds of North Carolina.

Letter from General McClellan, U. S. Army, to Commodore Wilkes, U. S. Navy, regarding withdrawal of gunboats from Malvern Hill.

HEADQUARTERS ARMY OF THE POTOMAC,
August 4, 1862—12:30 a. m.

COMMODORE: General McClellan desires me to say, in answer to your note of this evening, that the services of the gunboats in cooperation with the army will not be immediately required at Malvern Hill. They can therefore be withdrawn. The general will inform you when they will be again required. Copies of the papers accompanying your note will be taken for future reference. The originals will be returned to you to-morrow.

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

S. WILLIAMS,
Assistant Adjutant-General.

Commodore CHARLES WILKES,

Commanding James River Flotilla.

Order of Lieutenant Davenport, U. S. Navy, to Lieutenant Hopkins, U. S. Navy, to intercept a mail boat.

U. S. S. HETZEL,
Off New Berne, August 4, 1862.

SIR: I have received information that an attempt will be made to-night to land a rebel mail and passengers on the opposite shore of the Neuse River. You will forthwith detail a boat and crew (armed), with orders to move up and down the opposite shore all night, relieved at regular intervals, and stop every boat they may meet. Should you

make any arrest, you will detain them at all hazards and send them to me in the morning.

I am, very respectfully, your obedient servant,
 H. K. DAVENPORT,
Lieutenant, Commanding, and Senior Naval Officer.

Lieutenant Commanding HOPKINS,
U. S. S. Underwriter.

(A copy of the above delivered to Acting Master Wells, Acting Lieutenant Colhoun, and Acting Master B. H. Porter.)

Letter from the Secretary of the Navy to Commodore Wilkes, U. S. Navy, regarding proposed plan for the capture of the C. S. S. Richmond.

NAVY DEPARTMENT, August 4, 1862.

SIR: I transmit herewith for your information a copy of a communication received by the Secretary of State from a James River correspondent proposing a plan for the capture of the rebel gunboat *Richmond No. 2*.

Very respectfully, etc.,

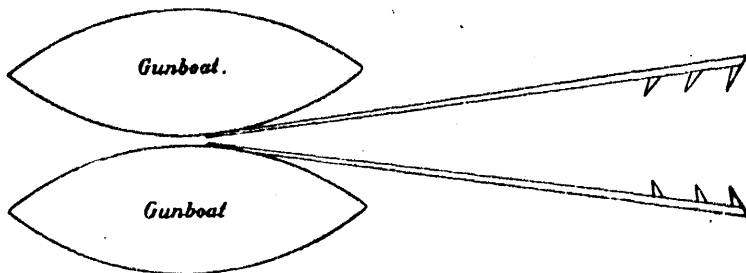
GIDEON WELLES.

Commodore CHARLES WILKES,
Comdg. James River Flotilla, Old Point Comfort, Va.

[Enclosure.]

HEADQUARTERS ARMY OF THE POTOMAC,
In camp at Harrison's Landing, James River, July 29, 1862.

DEAR SIR: I do not apprehend that there is any immediate danger from the *Merrimack No. 2*, or *Richmond*, but of course we ought to be prepared for her reception at the earliest possible moment, as there are, no doubt, peculiar inducements for the rebel Government to get her out as soon as practicable. The *Teaser* may have been sent out the other day merely as her precursor—that is, to feel the way and see what could be done in that line. It is said that the *Richmond* is a very material improvement on the old *Merrimack*, and that she is likely to prove equal, if not superior, to our gunboats in speed, armament, and invulnerability. I have a plan to propose by which she can be easily run ashore, captured, and converted, on making her appearance outside of the range of Fort Darling. It is simply to have two of our gunboats lashed together (so as to have plenty of motive power), with a heavy, springy, timber fork, or snare, attached to them thus:



Let a single gunboat engage the *Merrimack* as soon as she comes out of the range of Fort Darling, and then let the two lashed boats come out of ambush, or otherwise, and run upon her, bringing her, either

end foremost, into this heavy, elastic timber fork, or clamp, and pushing her ashore. In this position she would be perfectly harmless. The end shot dealt to her antagonist would pass longitudinally between them, while the lateral and other end shots would be without any effect whatever, and the prize could be disposed of at leisure. The heavy timber snare or clamp should, of course, be elaborated upon in reference to all the circumstances of the case. This plan addresses itself to me as the simplest, easiest, speediest, most economical, and most profitable, if not the only practicable way, of disposing of this monster when she comes out. The poorest of our gunboats might engage her, while the next two poorest as to armament and invulnerability might be lashed together to run her ashore, leaving our best boats free for other operations. * * *

Ever truly, your friend and obedient servant,

T. S. S. [T. S. SEYBOLT].

Hon. WM. H. SEWARD.

Secretary of State, Washington, D. C.

Letter from T. S. Seybolt, esq., to the Secretary of State, regarding Confederate vessels in James River.

HEADQUARTERS ARMY OF THE POTOMAC,

In camp at Harrison's Landing, Sunday, August 3, 1862.

DEAR SIR: Important additional information has just been received here in regard to the rebel gunboat fleet that is soon expected to commence operations on James River. This information is obtained from an intelligent young seaman named Daniel Merrill, of Long Island, N. Y., who has just deserted from one of the gunboats (the *Rolla* [*Raleigh*]) now plying as a dispatch boat between Richmond and Fort Darling, and is, I consider, perfectly reliable.

He states that there is now a fleet of six rebel gunboats above the obstructions in James River, as follows, all of them having been brought up from Norfolk:

The Richmond, formidable ironclad, not quite completed, 4 guns.

Patrick Henry, partially ironclad, 4 guns.

Hampton, wooden, 2 guns.

Nansemond, wooden, 2 guns.

Beaufort, wooden, 1 gun; laid up, repairing.

Rolla [*Raleigh*], wooden, 1 gun; running as dispatch boat in place of the *Beaufort* between Richmond and Fort Darling daily.

He says that when he was last aboard of the *Richmond*, about the 16th or 17th of July, they were putting up her machinery and had just commenced to ironplate her, expecting to have her ready for action in about three weeks from that time. That it was the intention then for the entire fleet to come through the obstructions and endeavor to clear James River of Federal craft, having Fort Darling for a retreat. That to this end they were hurrying up the completion of the *Richmond* with all possible dispatch, ample materials being at hand for that purpose. He says that the sides of the *Richmond* are 5 feet thick, of solid oak, which were being ironclad with three layers of 2 inch wrought-iron plates, making an iron armor of 6 inches; that she has eight portholes, but is intended to have only four guns, the fore and aft guns commanding three portholes each, the one at the end and one on each side, while the other two guns command the two middle portholes on the sides;

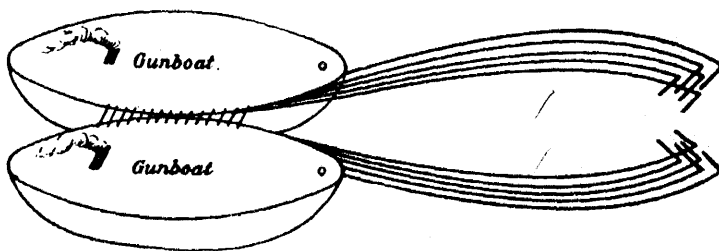
that she is provided with a most formidable iron prow or ram; that a narrow channel is already opened through the obstructions for the passage of small tugboats; and that it is intended to widen this, at the proper time, for the passage of the fleet.

I have no doubt but that the construction of this formidable craft is being hurried to completion with all possible dispatch, and that the above mentioned fleet will come out as soon as practicable, under the protection of Fort Darling as their retreat, for a foray against our shipping.

It will no doubt be their policy not to fool away their time exchanging shots with our gunboats, but to make immediately for our transports and exposed land forces, and do all the damage they can and then return to the retreat of Fort Darling for further observations. The aim will no doubt be to make the foray sudden and terrific, and there is no question but that such a policy, well carried out, would be extremely disastrous to our army here, especially if, as is not unlikely, the rebel land forces should simultaneously crowd down upon us on both sides of the river, principally with artillery on the south side. May this not be the rebel plan for the destruction of our army on James River, as soon as the *Richmond* is completed? If it is practicable, they are desperate enough to adopt it, and what is there to hinder it from being practicable? At least, what is there to risk in attempting it? If they are unsuccessful, their army has only to fall back to Richmond and their gunboats to the retreat of Fort Darling, while it must be confessed that the prospects of an entire success would be very flattering.

I beg leave to again urge upon the Administration the plan for the quiet, easy, and immediate capture of these rebel gunboats, as soon as they come out, that I have already suggested in the case of the *Richmond*. Considering this the only safe and entirely practicable plan for the prevention of all mischief, I will repeat it, as modified by the change of circumstances.

It is, then, simply to select at least a dozen of our fleetest gunboats and lash them together in pairs. To each pair let there be attached, projecting forward, a heavy, elastic timber clamp, or snare, thus:



(Please excuse roughness and disproportion, and supply deficiencies by imagination.)

Let these pairs of gunboats, thus lashed and equipped, lie in wait along the banks of the river, as near Fort Darling as practicable, and when these rebel crafts make their appearance dash out at them, and run upon them, bringing either end foremost into this elastic timber clamp, or snare, and then pushing them ashore and holding them there to be disposed of at leisure, either by boarding them or in any other way that the circumstances of the case may suggest. In this position it is easy to see that their shots must be entirely harmless, and it is only necessary to have enough spars or shafts in the projecting clamp, or

snare, to ensure their not all being shot away by the lateral fire of the captured vessel. My idea of what this clamp or snare should be, is that one side of it, for instance, should be something on the principle of a section of three or four fingers of a common grain cradle, with an enlargement and elaboration commensurate with the circumstances of the case. I flatter myself that if I could be associated a little while with a good ship carpenter at the Norfolk or Washington navy yard, we could very soon get up something that would answer the purpose to perfection. In fact, impromptu clamps or snares that would no doubt answer every requisite purpose could be made by the crews of the boats on the spot at the nearest shore, by lashing small trimmed trees to their boats, in the shape of a fork or snare, as above indicated. Under the urgent circumstances of the case, this would no doubt be the best way for at least an immediate outfit of the kind, while a more elaborate and finished one might be preparing at some navy yard, if thought necessary.

I think that this simple precaution is the only thing that can save the army on James River from an early disastrous onslaught, unless we immediately force a connection with Pope, on the Fredericksburg base, according to the plan that I have heretofore submitted. Just as sure as we undertake to cross James River here, the rebel fleet and land forces will be upon us, if not before, and create a consternation that can hardly fail to be disastrous. If we undertake to evacuate James River, we will have to run the gantlet of a thousand impromptu batteries, planted on both shores. The moral effect of the "hue and cry" thus raised would, of itself, be in a great measure disastrous. The only safe course left for us, then, that I can see, is either to immediately force a connection with Pope, on the Fredericksburg base, in the manner I have proposed, or prepare for the capture of the rebel gunboats in the simple and easy manner that I have suggested, so that we can safely remain where we are until some other programme is inaugurated.

Ever truly, your friend and obedient servant,

T. S. S. [T. S. SEYBOLT],

Secret Service Corps, Army of the Potomac.

Hon. WM. H. SEWARD,

Secretary of State, Washington, D. C.

Letter from the Secretary of the Navy to flag-officers commanding blockading squadrons, enclosing extracts from dispatches from U. S. consuls abroad.

NAVY DEPARTMENT, August 4, 1862.

SIR: Extracts from the following-mentioned dispatches relative to suspicious vessels loading and fitting out in Europe are herewith transmitted, viz:

Dispatch of July 14, consul at Cardiff, concerning the *Marathon*.
Dispatches of July 12 and 14, consul at Hamburg, concerning steamer *Sylph*, with description of that vessel.

Dispatch of July 18, consul at London, concerning steamer *Alice* and bark *Agrippina*.

Dispatch of July 18, consul at Liverpool, concerning steamers *Gladiator*, *Bittern*, *Ajax*, ships *Stamboul* and *Sola*, and a small vessel named

Minnie; also relative to the Laird's gunboat, and to two ironclad rams said to be in the course of construction by the Lairds for the rebels.

I am, respectfully, your obedient servant,

GIDEON WELLES.

Flag-Officer JAMES L. LARDNER, etc.

Rear-Admiral L. M. GOLDSBOROUGH, etc.

Rear-Admiral D. G. FARRAGUT, etc.

Rear-Admiral SAML. F. DU PONT, etc.

[Enclosures.]

From dispatch of consul at Cardiff, dated July 14, 1862:

A ship has just left this port for Nassau under very suspicious circumstances, the *Marathon*, Captain Patten. A few days after she arrived I sent a note to the captain for his papers, but got no reply. His broker was S. A. Jenkins, formerly U. S. consular agent here, but he has proved an unprincipled man, and I could get nothing from him. But I learn the ship is owned by one Godfrey, of Mobile, and that she has been transferred in some way to British owners, and will go under British colors till it may suit her convenience to change them. I hope she will be looked after and remembered.

From dispatch of consul at Hamburg, dated July 12, 1862:

The steamer *Sylph*, mentioned in my dispatches Nos. 111 and 112, is still loading here.

The following contraband articles have been put aboard of her: 400 boxes of unfilled bombshells; 4 heavy iron batteries complete; 800 boxes of muskets or rifles.

* * * * *

From dispatch of same, dated July 14, 1862:

The *Sylph* is still here loading, and up to this date 1,123 boxes of muskets have been put aboard, and 6 cases Minié rifles (marked and numbered as stated in dispatch 112); also four batteries of brass 6-pounders instead of heavy iron, as was stated in my dispatch 112; also one battery of howitzers.

A very large, fast steamer is expected here in a few days in the interest of the rebels.

* * * * *

From dispatch of consul at London (No. 48), dated July 18, 1862:

* * * I learn that the steamer *Alice* is daily expected at Bremen with very important dispatches from the rebel Government, and to take on board sixty pieces of field artillery. From thence she will go to Rotterdam to complete her cargo, including some passengers, and then proceed to Boca Chica, Mexico.

Rifles in considerable quantities have been sent this week from here to Liverpool. Three hundred cases, with twenty in a case, have gone down within three days. Mr. Dudley is kept informed of these movements. He has also informed me of a number of cases, which he says contain cannon and shells, and which have been sent here from Liverpool. These cases are to go on board, according to present information, the sailing bark *Agrippina*, but on this point I hope to be better informed in a few days. * * *

From dispatch (33) of consul at Liverpool, dated July 18, 1862:

Since my communication (No. 90) the gunboat *290*, Laird's, has been in what is known as the Great Flat [Float] at Birkenhead, and taken in about 500 tons of coal. Her provisions are all on board.

Messrs. Fawcett, Preston & Co., during the present week, have sent by rail to London some fifty boxes of cannon and shells, which I have no doubt are intended for the rebels, and are to be shipped from some port in that vicinity. I have given notice of this shipment to our consul at that place.

M. G. Klingender has shipped 150 cases of rifles on the *Gladiator*, the steamer now taking on the cargo of the *Julia Usher*, referred to in No. 89. This steamer will attempt to run the blockade at Charleston. Her cargo will be a very valuable one.

A sailing vessel called the *Stamboul*, of 130 tons burden, commanded by W. Graham, has entered to load for Nassau. Her consignors are Strong, Reid & Co. Her cargo is no doubt intended for the rebels, but I do not think she will attempt to run the blockade. Will send a description in my next.

A small vessel of 89 tons burden, commanded by H. Thompson, called the *Minnie*, entered yesterday to load for Nassau. Her consignors are William H. Fisher & Co. If she sees a good chance, will attempt run the blockade. Will send a description of this vessel.

The ship *Sola*, a Spanish vessel, which cleared from this port for Havana on the 7th instant, took 10 tons of gunpowder intended for the rebels. It was shipped by J. P. Harding; is in half barrels (400) and marked [G. H.]. Much of her cargo, as of all the other vessels now sailing from here to Havana, is intended for the Southern States. I am not advised of anything which indicates an intention of this vessel to run the blockade.

The Lairds have commenced the construction of two steam vessels at their yard at Birkenhead. I am told they are to be iron, or ironclad, and are in the nature of rams. From the source that the information comes I can have no doubt about its correctness. I have not got any of the particulars further than that they are to be completed with the greatest dispatch.

Two steamers cleared from here to-day, which I think have been taken up by the Southern agents to run the blockade. One is called the *Bittern*, of 451 tons burden, commanded by T. Perry; Laird, Fletcher & Co., consignors; cleared for Rotterdam. The other, the *Ajax*, of 684 tons burden, commanded by L. Hunter; Strong, Reid & Co., consignors; cleared in ballast for Leghorn via Cardiff. I have written to our consuls at these ports about them.

* * * * *

[Telegram.]

FORT MONROE, August 5, 1862—1 a. m.

I have had submitted to me the orders sent to General McClellan, and I must say I never was more astonished than at their contents. The withdrawal of the Army of the Potomac would be the most suicidal act that any administration could commit, and be attended with every disaster that could befall our Army, causing its utter demoralization and total destruction, and the waste of all its vast equipage, and I must say, if anything can, would entirely ruin the Union cause by its entire destruction. I can now speak advisedly upon its position and that of the naval force which I command. My standpoint of view is different from that of any other person in the country, and although I have not ventured, as others, to express the opinions I entertain, I deem it imperative in me now to state what they are.

The naval force has now under its control the supply of the Army, and I indulge in no fears of keeping it entirely free from any serious

impediment. The force I have is not entirely sufficient to begin active operations, but the moment I receive the additional vessels the Department is to supply me I am ready for active, offensive operations; and with the aid of the army on the north bank of the James River I have no doubt that Richmond can be taken. It may require hard knocks, but success, I think, is finally certain. When Fort Darling is taken, the way will be open, and a combined attack from the north shore by the army and naval forces it will be difficult, nay impossible, to resist. My information relative to the difficulties to be encountered is consistent and, I think, trustworthy, and my officers and men are all in spirits and full of energy to undertake their part of the service. An abandonment of the army position would have a great effect to destroy the animus of the whole fleet. The aid I could give General McClellan in a retrograde movement would be comparatively trifling, and I have no transportation to offer.

The situation of the army is secure under any event. Its position now is strong. The several corps are again reestablished, and all are in excellent spirits for the coming campaign and the investment and taking of Richmond. My information is that the enemy are concentrating their forces near and around Petersburg, and there has been a great withdrawal of troops from Richmond. I think the general impression among the rebels is that it is McClellan's intention to throw his force across the river, and while they are under this delusion the true movement may be made on Richmond along the north bank of the James River as soon as the communication by railroad is destroyed, which it is my intention to effect; and had I been furnished with the scout canoes to enable me to reach them by the creeks, the bridges and railroads would have been ere this broken up and destroyed. I expressed to you my woeful disappointment when I saw the character of the boats sent me. I shall say nothing further on this at present, but it will readily be seen on the inspection of the map how completely this would operate to prevent the enemy's forces from returning to support those in Richmond. A combined movement by General Pope with concentrated forces and General McClellan at the same time would effect this much-desired object, I have no doubt, supported, as the latter would be, by the naval force under my command, acting in harmonious cooperation. Thus much for the onward progress. Now let me consider the retreat and abandonment of the position. In the first place, an entire demoralization of the troops and their officers would take place. There is no transportation adequate to the move, and all the splendid equipage, gathered at a vast expense, would necessarily have to be destroyed to prevent falling into the hands of the enemy, and as soon as the rebels discovered this intention the whole rear guard of this army would be sacrificed, if not captured, and an entire disgrace fall upon the Union cause, and well it might be said this great cause had been deserted. As to the time it would take, is another consideration, and this could not be less than five or six weeks, at the least, if it were done by water, and the rebels, apprised of the movement, would rush to the banks of the James River and cause such annoyances as would make even that route very precarious, and a series of attacks on our part necessary to destroy their batteries which would be fully equal to what is to be encountered toward Richmond. Another course is the only one possible, in my view, and that is a retreat by land. The Chickahominy and all its sad details of battle again fought over, and by the time the army reached its transports at Fort Monroe, or higher up, its morale, spirits, and energy would be entirely gone, and instead of being able to reenforce [our] other army in the field by the Rappahannock it would

have wasted itself away. Indeed, it would be a sad beacon for the country and its armies to mourn over and to raise the hopes and strength of the rebels; be the greatest blow that the Union cause has ever felt. I trust in God this direful act will not be carried out. Our noble cause will be ruined if it is; and that we may be left here to wend our way to Richmond, General McClellan is confident as I am in the result, the capture of the rebel capital, and of maintaining the honor, safety, and glory of the Union and its Army. I pray you lay these views before the President, with a hopeful wish on my part that they will be impressed on his mind as forcibly as they are on mine. Truthful and conscientious I know them to be, and a firm conviction on my part, as well as General McClellan's, of the disasters which must follow in the one case and a glorious termination in the other.

Respectfully,

Commodore WILKES.

GIDEON WELLES,
Secretary of the Navy.

[Telegram.]

FORT MONROE, August 5, 1862.
(Received at Washington 12:20 p. m.)

SIR: I am greatly in want of the services of the *Maratanza*, one of the squadron, which vessel the Department directed me to send to Baltimore. Her delay in returning is unaccountable to me. It is now some ten days since she left this, and three days ought to have completed the repairs to her rudder. The tugboat which I was informed would be sent me has not made her appearance, and I am obliged to resort to borrowing one, two, and three at times from the Quartermaster-General. The Department must recollect that I have now the whole charge of the transports on the river, and was necessitated to assume it to establish the proper regulation of their coming and going, as well as their safety while lying at anchor on the river. The plan I have adopted works well, but I need the aid of tugs to carry this service and the aid necessary to the squadron; one or the other of the latter, owing to the ignorance of the pilots, is on shore every day and needs the aid asked for. The *Southfield* took the ground near City Point when their batteries opened upon her, but she soon silenced them. I came down here in the *Delaware*, which vessel was run into and her wheel boxes much damaged. I left the squadron all well yesterday at 3:30 o'clock, and met the fresh provisions on the way up in the *Mount Washington*. It will be a godsend to the fleet and those who are suffering from incipient scurvy.

Very respectfully,

CHARLES WILKES.

Hon. GIDEON WELLES,
Secretary Navy.

Report of Flag-Officer Goldsborough, U. S. Navy, of arrival at Norfolk, Va., of U. S. S. Philadelphia.

U. S. FLAGSHIP MINNESOTA,
Norfolk, Va., August 5, 1862.

SIR: I have the honor to inform the Department that the U. S. S. *Philadelphia* arrived here this morning from the sounds of North Caro-

lina, and will proceed to Baltimore to-morrow morning to receive her new piston rod, etc. * * *

I am, very respectfully, your obedient servant,

L. M. GOLDSBOROUGH,

Rear-Admiral, Comdg. North Atlantic Blockading Squadron.

Hon. GIDEON WELLES,

Secretary of the Navy, Washington, D. C.

Order of Lieutenant Davenport, U. S. Navy, to Acting Master Porter, U. S. Navy, commanding U. S. S. Ellis, to report to General Foster, U. S. Army, for reconnoissance up the Neuse River.

Confidential.]

U. S. S. HETZEL,

Off New Berne, N. C., August 5, 1862.

SIR: General Foster informs me that he intends making a reconnoissance up the Neuse River and requests that one of the gunboats under my command may be allowed to accompany the expedition.

As your vessel draws less water than any other now here, I have concluded to let you go, and you will report as early as practicable to the general for information as to details, etc.

The general will furnish you with a pilot, who is well acquainted with the channel. You will take great care that you do not get aground.

I am, very respectfully, your obedient servant,

H. K. DAVENPORT,

Lieutenant, Commanding, and Senior Naval Officer.

Acting Master B. H. PORTER,

Commanding U. S. S. Ellis.

Order of the Secretary of the Navy to Commodore Wilkes, U. S. Navy, regarding mortar vessels at Hampton Roads and contrabands for crews of vessels.

NAVY DEPARTMENT, August 5, 1862.

SIR: You will retain the mortar vessels in Hampton Roads until they are in efficient condition. Send to Baltimore for repairs only those that absolutely need it.

You will fill up the crews with contrabands obtained from Major-General Dix, as there is not an available sailor North. Commander Porter is too unwell at present, but will join in a few days.

I am, respectfully, your obedient servant,

GIDEON WELLES.

Commodore CHARLES WILKES,

Commanding James River Flotilla.

Report of Acting Master Giddings, U. S. Navy, commanding U. S. S. Henry Brinker, of reconnoissance up the Blackwater River.

U. S. S. HENRY BRINKER,

Chowan River, August 6, 1862.

SIR: In obedience to your orders of yesterday morning, to proceed up the Chowan River on a reconnoissance, through a misunderstanding on my part of your instructions I proceeded up the Blackwater River some distance to a landing, name unknown, where I learned that a body of our cavalry had recently passed, proceeding up the river. Having

been informed that the commander wished to communicate with a gun-boat, and that he had gone to Franklin, I proceeded up the river to that point, but failed to meet him. After setting fire to a steamer partially sunken, I returned down the river, coming to an anchor near Winton at 10 o'clock p. m. I saw no signs of the enemy in force.

Very respectfully, your obedient servant,

JNO. E. GIDDINGS,
Acting Master, Commanding.

Acting Master HOTCHKISS,
Commanding U. S. S. Putnam and Senior Officer.

Letter from Master Machinist Davids to Flag-Officer Goldsborough, U. S. Navy, regarding Confederate steamer Merrimack No. 2 (Richmond).

NAVY SHOPS, *Fortress Monroe, August 6, 1862.*

SIR: Herewith I send you a copy of a letter* which I some days ago addressed to Engineer in Chief B. F. Isherwood, U. S. Navy, for the purpose of hinting to him that I was convinced that the rebel steamer *Merrimack* was a very formidable war vessel, and that I believed our Government could, with its superior facilities for constructing ironclad vessels, greatly improve upon the entire plan or arrangement of the rebel vessel, and thuswise produce a most formidable vessel.

The above, together with the copy of letter referred to, will convince you that I can not abandon the idea that great results may yet result from building vessels on this plan. This fact will, I hope, be a sufficient apology for my troubling you with the following information, which has privately just come under my notice, viz: Mr. Peter Hull, architect and builder at Norfolk, Va., has in his possession complete sets of drawing and paintings of the rebel steamer *Merrimack*, and has not less than one complete working model of the same, and may have the model of the rebel ironclads now at Richmond. On his premises, I think, will now be found a model made for the rebel Government. If found, this vessel or model will show everything in detail. He has made for the rebel Government models for Charleston, S. C., and other ports South, and is now at work on models for the English, Austrian, and other foreign Governments.

Very respectfully, your obedient servant,

G. B. DAVIDS,
Master Machinist to Squadron.

Rear-Admiral L. M. GOLDSBOROUGH, U. S. Navy,
Comdg. North Atlantic Squadron, Norfolk, Va.

Please let the source of this information remain unknown.

Report of Commander Woodhull, U. S. Navy, regarding transport fleet lying near Jamestown, Va.

U. S. S. CIMARRON,
Jamestown, July [August] 7, 1862.

SIR: Accompanying this I send you a complete list† of all the transport fleet lying near this anchorage. I gave to each the order you directed, "to proceed whenever the wind is favorable up the river, and

*Not found. See letter to Wilkes, pp. 589, 590.

†Not found.

not to depend on a tow." The answer invariably was: "We are under the orders of the Commissary Department. Our vessels are uninsured; if we proceed up the river without pilot, tow, or convoy, and if anything should happen whereby our vessels are lost or injured, where will the responsibility lie?"

Under the circumstances I have not enforced the order, preferring to make you acquainted with these facts and await your further orders. There is an officer of Commissary Department of the Army constantly present and has charge of all the transports arriving at this place, and I understand directs what vessels, according to cargo, shall proceed or remain at anchorage.

Will you please let me know your further wishes, as I would most assuredly enforce them to the letter.

Respectfully, etc.,

M. WOODHULL,
Commander, U. S. Navy.

Commodore CHARLES WILKES,
Commanding James River Flotilla.

Order of the Secretary of the Navy to Commodore Wilkes, U. S. Navy, regarding discharge of men from the naval service.

NAVY DEPARTMENT, August 7, 1862.

SIR: Your letter of the 2d instant has been received. The Department alone must discharge men from the naval service, and the regulations with regard to those physically unfit for the service must be observed and conformed to. In the case of masters' mates and others of that class of officers who are incompetent to perform their duties from any cause, you will not dismiss them nor accept their resignations, however aggravated the case may be, but refer the matter to the Department, which will give it its immediate attention.

Your Nos. 12 and 13 have also been received.

I am, respectfully, your obedient servant,

GIDEON WELLES.

Commodore CHARLES WILKES,
Comdg. James River Flotilla, Old Point Comfort, Va.

[Telegram.]

FORT MONROE, August 7, 1862—3 p. m.

(Received at Washington 3:30 p. m.)

Your order* of the 5th August, in relation to the mortar fleet, is received. It is the first I knew of the intention to put them under my command. If I remain with them in Hampton Roads until they are in an efficient state it will be Christmas before they are so, if then. To send them to Baltimore will be worse. The Department can not be aware of the state of the mortar fleet. I therefore give the substance, that most of them require heavy and extensive repairs. Lieutenant Commanding Smith says in his report that it would be necessary to fit metal plates under the eccentrics for the mortar circles to revolve upon. The eccentrics have worn into the wood so far that the mortar can not be trained but with great difficulty. Your orders require me to keep the vessels in Hampton Roads. They will be of no use to the service

* See p. 632.

in which I am engaged if retained there, and very little anywhere. I have made an inspection of some of them, and many of the deficiencies I find as reported. I should employ them only as guard vessels, and they will have little more to do than lying in Hampton Roads. Those that are worth repairing I would overhaul, one or two at a time. General Dix has no contrabands. There is no necessity for Commander Porter's joining the mortar fleet for service in James River. I regret to hear that he is ill. I shall reply to the Department's letter of 5th August. Will the Department inform me of the disposition to be made of these bomb vessels, and if they are to be under my command, as soon as possible?

Respectfully,
HON. GIDEON WELLES,
Secretary of Navy.

CHARLES WILKES.

Letter from Lieutenant Smith, U. S. Navy, to Flag-Officer Goldsborough, U. S. Navy, regarding mortar vessels.

FIRST DIVISION MORTAR FLOTILLA,
Hampton Roads, Va., August 7, 1862.

SIR: Just as I was sending you an account of the repairs needed by the mortar vessels, a list of them and their commanding officers, I was met by Commodore Wilkes, commanding the James River Flotilla, who informed me that they had all been placed under his command.

Subsequently the order from the Department (forwarded by you) to report to him was received, and doubtless accounted to you for your not having heard from me concerning the vessels to-day.

Respectfully, your obedient servant,

WATSON SMITH,
Lieutenant, Commanding.

Rear-Admiral L. M. GOLDSBOROUGH,
Commanding [North] Atlantic Squadron.

Letter from Major-General Dix, U. S. Army, to Flag-Officer Goldsborough, U. S. Navy, regarding the suppression of illegal trade.

HEADQUARTERS SEVENTH ARMY CORPS,
Fort Monroe, Va., August 7, 1862.

ADMIRAL: In reply to your communication* of the 3d instant, I beg to state that no vessel can receive a permit at these headquarters to go to Norfolk or up the James River (no permits are granted on the York River) without an order from the War, Navy, or Treasury Department. A revenue cutter, the *Philip Allen*, is lying off the fort, and every trading vessel arriving here is carefully examined. Attempts to smuggle whisky and other contraband articles are exposed almost every day, and the vessels and cargoes of the transgressors are seized and sent to Baltimore. Two were seized yesterday. No effort has been or will be spared on my part to suppress this illicit traffic.

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

JOHN A. DIX,
Major-General, Commanding.

Rear-Admiral GOLDSBOROUGH,
Commanding North Atlantic Blockading Squadron.

* See p. 621.

Petition of M. P. Morse, esq., for protection by gunboats against attacks of guerrillas at Windmill Point, Milford Haven Bay, Virginia.

AUGUST 7, 1862.

The undersigned, a citizen of Mathews County, Va., would respectfully represent that he, with other of the Union citizens of Mathews, are, at this time, and have for two months past, been greatly harassed by guerrilla parties of Confederate cavalry, compelling us, for our safety, either to leave the country or receive assistance in some way, say a gunboat stationed in our harbor, which we should look upon as sufficient protection. The having a gunboat permanently placed in our harbor would, we think, have the effect to a great extent of stopping the present illegal traffic carried on with the eastern shore of Virginia, and which for a month past has been almost unimpeded. The mode is to pass and repass in canoes when there is no gunboat in our harbor, letters and spies having thus a free course to Richmond. The county of Mathews is largely Union in sentiment. The Sixty-first Virginia Regiment, raised in the county, deserted almost entire and returned home when Yorktown was evacuated. Since West Point has been left by the Union Army, the Confederate cavalry have made repeated raids and captured many of these deserters and Union men, throwing the whole community into a state of terror. The illegal traffic to the eastern shore of Virginia is not confined to the secessionists. We are suffering terribly for many of the necessaries of life; necessity knows no law. I respectfully ask for a legitimate trade under proper restrictions. Being a citizen of the county, familiar with the character of each inhabitant, I could safely promise that no goods introduced by me should find their way to Richmond or the rebel Army, as is now frequently done. For my character and standing as a Union man, I will give satisfactory Baltimore reference.

Respectfully,

M. P. MORSE.

[Endorsement.]

HEADQUARTERS SEVENTH ARMY CORPS,
Fort Monroe, Va., August 7, 1862.

Respectfully referred to Rear-Admiral Goldsborough, with the request that he will put a gunboat on the service referred to if he has one to spare.

By command of Major-General Dix:

CHARLES TEMPLE DIX,
Major and Aid-de-Camp.

[Second endorsement.]

Names of places in Mathews County visited by vessels:

Waters visited.	Depth.	Waters visited.	Depth.
	<i>Fathoms.</i>		<i>Feet.</i>
Moljack Bay	4 and 5	Pepper Crook	6
Ware River	<i>Feet.</i>	Horn Harbor	~ 5
East River	12 to 15	Winter Harbor	4
North River	12 to 15	Old Haven Mouth	5
		Plankatank	6½

Morse resides on Windmill Point, Milford Haven Bay, which is entered either by the way of Plankatank or the bay shore, viz, Old Haven Mouth.

Application of Acting Lieutenant Colhoun, U. S. Navy, to the Secretary of the Navy, for appointment in the Regular Navy.

U. S. S. HUNCHBACK,
Off New Berne, N. C., August 8, 1862.

SIR: I respectfully request that I may be appointed to such a position in the Regular Navy as the Department may think my character and services may entitle me. I would beg leave to refer you to my record at the Department for fourteen years previous to the rebellion, and since that to Rear-Admiral L. M. Goldsborough for my conduct in the battle of Roanoke, and to Commander S. C. Rowan for the manner in which I have performed my duty under his immediate command.

My reason for making this application is that you may be apprised of my desire for such a position, not that I have any doubt of the justice of the Department.

Very respectfully, your obedient servant,

EDMD. R. COLHOUN,
Acting Lieutenant, Commanding.

Hon. GIDEON WELLES,
Secretary of the Navy.

[Endorsement.]

AUGUST 16, 1862.

It affords me very great pleasure to state that, in my judgment, Acting Lieutenant Commanding Edm. R. Colhoun is an admirable officer, exceedingly intelligent, well skilled in his profession, brave, subordinate, industrious, and ever ready and willing to perform any service required of him, regardless of all dangers and difficulties, and I therefore sincerely hope that his request may be granted as early as practicable.

L. M. GOLDSBOROUGH,
Rear-Admiral.

Report of Flag-Officer Goldsborough, U. S. Navy, regarding vessels of his command.

U. S. FLAGSHIP MINNESOTA,
Norfolk, Va., August 9, 1862.

SIR: In consequence of the reports of surveying officers in the cases of the *Chippewa* and *Mount Vernon*, copies of which are herewith enclosed, I have ordered the former, now here, to the navy yard at Washington, and the latter, now at Beaufort, to Baltimore, to have their necessary repairs effected. The *Chippewa* has been a most prolific source of complaint ever since she first joined this squadron; and, beyond all doubt, justice was not done to her machinery originally. In my judgment, what is now required will not be properly done, except at one of our navy yards. Hence, one of the reasons which induce me to send her to Washington.

This withdrawal of two of the vessels of the blockading squadron off Wilmington at once induces me to urge that the *Daylight* should be sent off there without delay, and the *Valley City*, also, the moment she is ready for service.

Some of the remaining vessels at Wilmington will, in all probability, soon have to return to the roads for repairs, and, at this particular time, it is, I think, especially important that that point should be kept thoroughly guarded.

Besides the *Daylight* and *Valley City* there are no vessels belonging to this squadron available to blockade off Wilmington.

Should the Department think proper to order immediately others in their places, at least equally efficient, it would be gratifying to me.

I am, very respectfully, your obedient servant,

L. M. GOLDSBOROUGH,

Rear-Admiral, Comdg. North Atlantic Blockading Squadron.

Hon. GIDEON WELLES,

Secretary of the Navy, Washington, D. C.

Report of Flag-Officer Goldsborough, U. S. Navy, suggesting means for the suppression of illegal trade.

U. S. FLAGSHIP MINNESOTA,
Norfolk, Va., August 9, 1862.

SIR: I beg leave most respectfully to suggest that the Treasury Department be requested to detail a revenue cutter of very light draft to cruise and lie in watch between the Rappahannock and York rivers, looking constantly and carefully into the Piankatank, Old Haven Mouth, Winter Harbor, Horn Harbor, Pepper Creek, North River, East River, Weir [Ware] River, and Mobjack Bay; indeed, the whole of the shore line of Mathews County, Va.

I have reasons to believe that illicit trade is carried on by means of canoes between the eastern shores of Virginia and Maryland and the places above mentioned. I have no suitable vessel at my disposal to detail for the purpose.

I am, very respectfully, your obedient servant,

L. M. GOLDSBOROUGH,

Rear-Admiral, Comdg. North Atlantic Blockading Squadron.

Hon. GIDEON WELLES,

Secretary of the Navy, Washington, D. C.

Order of Flag-Officer Goldsborough, U. S. Navy, to Captain Glisson, U. S. Navy, commanding U. S. S. Mount Vernon, to proceed to Baltimore for repairs.

U. S. FLAGSHIP MINNESOTA,
Norfolk, Va., August 9, 1862.

SIR: In consequence of the report of an inspection held on the U. S. S. *Mount Vernon*, August 4, 1862, you will proceed with that vessel under your command to Baltimore, Md., and report to the commandant at that station for repairs, presenting him with a copy of the above-mentioned report.

Very respectfully, your obedient servant,

L. M. GOLDSBOROUGH,

Rear-Admiral, Comdg. North Atlantic Blockading Squadron.

Captain O. S. GLISSON, U. S. Navy,

Commanding U. S. S. Mount Vernon, off Beaufort, N. C.

Report of Commander Woodhull, U. S. Navy, regarding Confederate operations on Cobham Creek, Virginia.

U. S. S. CIMARRON,
Jamestown, [Va.], August 9, 1862.

SIR: I have the honor to inform you that I have received such information, through the medium of contrabands and others, from James [Jamestown] Island that leads me to believe the rebels are very busy in this neighborhood. I have taken pains to examine carefully all reports, and must say my convictions are favorable to their truthfulness.

It is stated that the enemy are hard at work building three large scow boats at the head of Cobham Creek, about 6 miles from the river; also that there are two large flouring mills in that locality in full operation, and near them are two schooners half loaded with flour. I know myself that the bluff and shore opposite this anchorage is constantly infested by the enemy in numbers too great for picket parties. I have seen at night what I believe to be signaling going on with lights between both banks of the river.

The creek mentioned above has, I understand, at high tide, a little more than 6 feet water. I would respectfully suggest that if the *Southfield*, with her light draft and effective battery, could be sent down to me, I would, with your permission, take charge of an expedition up the said creek and in broad daylight break up all the works at that point, and, if possible, fetch away the schooners and what other matter and produce accumulated there.

I have made every effort to ascertain what the enemy are doing on the bluff, but so far have been unsuccessful, owing to the thick growth of timber and underbrush. That they are occupied with something I think is evident, but what that something is, we have but conjecture for the answer.

Respectfully, etc.,

M. WOODHULL,
Commander, U. S. Navy.

Commodore CHARLES WILKES,
Commanding James River Flotilla.

Instructions from Commodore Wilkes, U. S. Navy, to Commander Woodhull, U. S. Navy, regarding expedition to Cobham Creek, Va.

U. S. S. WACHUSETT,
Off Jordan's Point, James River, August 9, 1862.

SIR: I have received your letter of to-day. I have intended to make an expedition up the Cobham Creek. It will be impossible to get any of our gunboats into the creek. They all draw too much water, except the *Stepping Stones*, and, unfortunately, she is under repairs and not ready. But you may proceed to act on the information you have received, which corresponds with some of mine bearing in the same direction, with the *Cimarron*, *Aroostook*, *Yankee*, *Jacob Bell*, and *Southfield*. The latter is bound down to Fortress Monroe and will proceed, after she has aided you, to her destination. I do not believe there is water enough for that vessel. Her draft is 9 feet, and she has been aground for three days near City Point. I do not wish her to be used in this expedition, but as you will have ample force you will be able to effect this object. Enter the creek on the rising tide, which I suppose is

sufficient where you are, about two hours before daylight. I have given orders for the gunboats to join you, and send you a chart of the river. Report after your duty is finished, and be prudent as regards the exposure of your men. The *Aroostook* is ordered to report here; she will be sent you at once. The *Yankee* is at her station, and the *Jacob Bell* will join you after she has performed some service at the Chickahominy.

Wishing you success, I am, very respectfully, your obedient servant,

CHARLES WILKES,

Commanding James River Flotilla.

Commander M. WOODHULL,

Commanding Steamer Cimarron, James River Flotilla.

P. S.—Two mortar boats will be subject to your orders. You will place them advantageously at or near Jamestown Island for the protection of this transport fleet.

C. W.,

Commanding Flotilla.

Report of Commander Woodhull, U. S. Navy, regarding proposed expedition up Cobham Creek.

U. S. S. CIMARRON,

Jamestown, August 10, 1862.

SIR: Your communication has been received. Soon after the *Aroostook* and *Jacob Bell* arrived at this anchorage, and I at once commenced making my arrangements to carry out your orders. We had nearly completed our plans when Mr. Street, acting master of the *Bell*, came on board and stated he was perfectly acquainted with Cobham Creek, and had been trading at that point some time before the war. He seems to consider it impossible for steamers of the draft now with me to go up the creek, and shows, by a plan of the creek, that to undertake it in boats might be extremely disastrous, as the mills are nearly 1 mile apart inland and but $1\frac{3}{4}$ from Surry Court-House, where I understand there is considerable force. From Surry Court-House there are several roads which diverge from the main one to two or three points on the creek, which points could be reached ahead of our boats retiring, and be cut off from any possible aid the steamers could give them.

Under the circumstances (having held a consultation with the commanding officers present) I considered it best to send the *Bell* up to you with the plan. Mr. Street, being on board, can explain in person all the difficulty.

I can do the work as at first proposed with a steamer of light draft and a good battery; but since seeing the topography of the locality, I think it would be advisable to have a military force in addition to accomplish it safely and successfully. However, I await your further orders.

As the *Southfield* is not in condition to aid me, I have directed her captain to execute his orders from you.

Respectfully, your obedient servant,

M. WOODHULL,

Commander, U. S. Navy.

Commodore CHARLES WILKES,

Commanding James River Flotilla.

Letter from Commander Woodhull, U. S. Navy, to Commander Wise, U. S. Navy, regarding additional armament for U. S. S. Cimarron.

U. S. S. CIMARRON,
James River Flotilla, August 9, 1862.

MY DEAR WISE: Your short but satisfactory note was duly received. Since then Captain Poor has written me that he has received the order as to the two additional 30-pounder rifle guns for this vessel. Commodore Wilkes said he had heard about them informally, but nothing official. Will you see to this, and when the guns are ready have me ordered down to Fortress Monroe to have them fitted? It is a great pity that something more had not been known of this class of gunboat before their battery had been designated, as I am quite sure that a heavier battery would have been given them. We ought to have an 11-inch gun instead of the 9-inch, besides two heavy battering guns in broadside. These vessels are fine specimens of men-of-war for river and coast defense, but they ought to be well and heavily armed.

I do not like to urge a willing mind, but do ask you to see that I have the right material for "knocking the rebels" when they present themselves.

I happened to be the only gunboat in the neighborhood of the attacking party on Thursday night, and I believe the safety of the transport fleet and right wing of the army was owing to the efforts of the *Cimarron*.*

We hove at them some hundred shell and shrapnel. I believe we did the enemy a good deal of harm. They acknowledge 1 man killed and some 10 or 12 wounded. I think that if the loss be multiplied by ten it would be near the number. They did try to do us injury, but in their trying were unfortunate. We only had the gig knocked into a "cocked hat" by the explosion of one of their shells, which, by the way, fell around us fast and thick. We had the whole fight to ourselves for more than three-quarters of an hour before the army essayed cooperation with the *Cimarron*. We have no "organ," so the army claims all, and through their "especials" make the world believe it.

I congratulate you on your appointment. It ought to be satisfactory to all the Navy, as I do not know anyone better suited for the position. Receive, then, my congratulations, as they are sincere and hearty on my part.

Yours, truly and faithfully,

M. WOODHULL,
Commander, U. S. Navy.

Commander H. A. WISE,
Ordnance Bureau, Navy Department.

Letter from the Secretary of the Navy to Commodore Wilkes, U. S. Navy, regarding mortar flotilla.

NAVY DEPARTMENT, *August 12, 1862.*

SIR: Your telegram of the 7th instant, in relation to the mortar flotilla, was received. The vessels of the flotilla at Hampton Roads will be attached to your command until the present emergency passes over. You can repair them as well as you can without interfering with the mortars.

*See p. 607.

One hundred and twenty men for the mortar vessels will be sent to you from Boston by steamer.

I am, respectfully, your obedient servant,

GIDEON WELLES.

Commodore CHARLES WILKES.

[Telegram.]

FORTRESS MONROE, August 12—8.40 a. m.

(Received at Washington 9 a. m.)

Three of my gunboats have broken down. They are here for repairs, and will be patched up as well as they can be. The services of the *Maratanza* are greatly needed. I greatly regret that the Department has thought it necessary to change the commander of the *Monitor* or that any changes should be made just as I am on the move. The dispatch boat I have not yet heard of. Her services are greatly needed.

Yours, etc.,

CHARLES WILKES.

SECRETARY OF THE NAVY.

Order of Commodore Wilkes, U. S. Navy, to Lieutenant-Commander Gibson, U. S. Navy, commanding U. S. S. Yankee, to cooperate with the Army in the Chickahominy River.

U. S. S. WACHUSETT,

Off Jordan's Point, James River, August 12, 1862.

SIR: You will get underway immediately with your vessel, and proceed down the river to Jamestown Island. Report to Commander Woodhull and inform him that you have authority to take the *Jacob Bell*, when you will proceed with that vessel and your own to 1½ miles up the Chickahominy, where you will meet a corps of the Army, whom you will guard and assist. It is necessary that you should reach the point designated by 7 o'clock to-morrow morning. When you shall have completed this service you will return to this anchorage and report to me.

I am, respectfully, etc.,

CHARLES WILKES,

Commanding James River Flotilla.

Lieutenant-Commander W. GIBSON,

Commanding Steamer Yankee, James River Flotilla.

Order of Acting Lieutenant Colhoun, U. S. Navy, to Acting Master Porter, U. S. Navy, commanding U. S. S. Ellis, to cooperate with the army in the destruction of salt works.

U. S. S. HUNCHBACK,

Off New Berne, N. C., August 12, 1862.

SIR: You will proceed this evening with the *Ellis* through Core Sound to Beaufort, N. C. On your arrival there report yourself to Acting Brigadier-General Stevenson. In his presence open the enclosed instructions and show them to him. He is in command of the expedition and will give you all the directions necessary for a hearty cooperation on your part with him in carrying out the designs of Major-General Foster. I wish you to be very careful in going through Core Sound, that you do not get aground. Should you be so unfortunate, the

other boats will render you every assistance, they having orders to that effect. Should you need coal, there is some belonging to the Navy at Beaufort, in a warehouse near the landing. You will apply to the officer in charge of it, and on his furnishing you a supply, give him a receipt for the same. You will supply yourself with provisions for at least ten days.

Very respectfully, your obedient servant,

EDMUND R. COLHOUN,
Acting Lieutenant, Commanding, Senior Officer Present.
Acting Master Commanding BENJAMIN H. PORTER,
Commanding U. S. S. Ellis.

[Enclosure.]

U. S. S. HUNCHBACK,
Off New Berne, N. C., August 12, 1862.

SIR: When Acting Brigadier-General Stevenson is ready to leave Beaufort, you will accompany that part of the expedition which will go outside and proceed with them to Bogue Inlet, through which you will pass into White Oak River, and render him all the assistance in your power toward the destruction of the salt works said to be there.

Having finished in White Oak River, you will then proceed with the other vessels to New River Inlet, to assist in the destruction of the salt works there.

Acting Brigadier-General Stevenson is fully informed as to all the particulars and will give such directions as will enable you to give all needed assistance.

In making the outside passage you will keep close to the steamers, in case of any accident.

After Brigadier-General Stevenson has finished his operations in those two rivers, you will return to this place and report immediately in person, and as soon after as possible by letter, giving a detailed account of your operations.

I rely much upon your good judgment with respect to the safety of your vessel and care of the men.

Wishing you every success in the expedition and a safe return, I am, very respectfully, your obedient servant,

EDMUND R. COLHOUN,
Acting Lieutenant, Commanding, Senior Officer Present.
Acting Master Commanding BENJAMIN H. PORTER,
Commanding U. S. S. Ellis.

Order of the Secretary of the Navy to Commodore Wilkes, U. S. Navy, regarding sanitary precautions.

NAVY DEPARTMENT, *August 12, 1862.*

SIR: Fleet Surgeon Wood, in his report on the sanitary condition of the James River Flotilla, makes sundry suggestions, a synopsis of which is herewith presented:

First. The season is at hand when, from obvious causes, diarrhea, dysentery, and typhoid fever may be expected to assail the ships' companies, and as there is neither space nor accommodation for sick, especially wounded, a regular system of conveyance from the flotilla to the hospital, Portsmouth, should be inaugurated.

Second. The vessels have in many cases been so long without fresh provisions that scurvy has already made its appearance; hence fresh

meats and vegetables should be supplied as often as practicable until this tendency is removed.

Third. The water of the James River, in the opinion of Fleet Surgeon Wood, is turbid and objectionable for drinking. It is the only sewer for an army of 90,000 or 100,000 men encamped upon its banks, as well as the great number of naval and other vessels scattered over its surface. The addition of the drainage of this vast accumulation of men and cattle to the vegetable matter abounding in the river would obviously render the use of its water as a drink productive of diarrhea and other bowel disorders. Fleet Surgeon Wood recommends that the use of its water as a drink be interdicted. He adds, upon the authority of Chief Engineer Loring, that any of the steam vessels can condense 1,000 gallons of pure water per day; that there are condensers on board here (Norfolk) and ready to be supplied to vessels that want them. Any one vessel could condense pure water largely in excess of its wants. He observes that the chartered steamers derive their stock of pure water simply by a drip pipe from the safety valve.

In order to keep up the physical efficiency of the men comprising the flotilla under your command, you are directed to carry out, as far as practicable, the above suggestions.

I am, respectfully, your obedient servant,

GIDEON WELLES.

Commodore CHARLES WILKES,
Comdg. James River Flotilla, Old Point Comfort, Va.

Order of Commodore Wilkes, U. S. Navy, to Commander Woodhull, U. S. Navy, to report remissness on the part of commissary officer in charge of transports.

U. S. S. WACHUSETT,
Off Jordan's Point, James River, August 12, 1862.

SIR: I have received your communication* and a complete list of the transport fleet stationed at Jamestown Island. I was not aware that there was an officer of the commissary department stationed at that place. Of course he has charge of all the transports, and, provided he does his duty promptly, there will be no cause of your interference; but, should he not act promptly, you will inform him that I shall make complaint to headquarters as respects his remissness, any instance of which you will report to me forthwith.

I am, respectfully, etc.,

[CHARLES WILKES,]
Commanding James River Flotilla.

Commander M. WOODHULL,
Commanding Steamer Cimarron, James River Flotilla.

Report of Commander Armstrong, U. S. Navy, of affairs off Wilmington, N. C.

U. S. S. STATE OF GEORGIA,
Off Wilmington, N. C., August 13, 1862.

SIR: I have the honor to enclose several communications from the commanders of vessels off Wilmington, and inspection reports on three

* See p. 633.

of the vessels, for transmission to the Bureau of Ordnance. The rebels are very active in strengthening their fortifications, and have on the New Inlet side, and probably on this, rifle guns of great range; they have a well-established set of signal flags by day and lights by night.

Two of the vessels, the *Mount Vernon* and *Chippewa*, are absent for repairs, and their presence is much needed. The steamer *Magnolia* touched off Wilmington on the 11th instant, bringing a copy of a telegraphic dispatch, informing us of the departure of a rebel gunboat from Queenstown about the 31st of July. Assistant Surgeon Macomber returns to-day in the *Stars and Stripes*, which goes to Beaufort for coal, Acting Assistant Surgeon Hamilton having arrived here on the 8th in the *Cambridge*. The health of the vessels off Wilmington is generally good.

I would respectfully renew my application for a lieutenant as executive officer. It will much promote the discipline and efficiency of the ship.

Very respectfully, your obedient servant,

JAS. F. ARMSTRONG,
Commander, Commanding.

Rear-Admiral L. M. GOLDSBOROUGH,
Comdg. North Atlantic Blockading Squadron, Flagship Minnesota.

Order from Lieutenant Davenport, U. S. Navy, to Lieutenant Hopkins, U. S. Navy, commanding U. S. S. Underwriter, to proceed to New Berne, N. C.

U. S. S. UNDERWRITER,
Off Plymouth, N. C., August 13, 1862.

SIR: You will proceed forthwith with the *Underwriter* under your command to New Berne, taking in tow the schooner *Young Rover*, laden with 4,000 pounds of prize bacon.

On your arrival at New Berne, you will offer the bacon to General Foster at the regular army price. If the offer should be accepted, you will discharge the *Young Rover* and tow her back to this place forthwith. Should the offer not be accepted, you will leave the schooner at New Berne and return to this place with the *Underwriter* under your command.

I am, very respectfully, your obedient servant,

H. K. DAVENPORT,
Lieut., Comdg., and Senior Naval Officer, Sounds of North Carolina.
Lieutenant Commanding A. HOPKINS,
Commanding U. S. S. Underwriter.

Order of the Secretary of the Navy to Flag-Officer Goldsborough, U. S. Navy, to deliver sealed order to Captain Turner, U. S. Navy, commanding U. S. S. New Ironsides.

NAVY DEPARTMENT, *August 13, 1862.*

SIR: Captain Thomas Turner has been directed to proceed with the *New Ironsides* to Hampton Roads and report to you.

On his arrival you will deliver to him the enclosed sealed order and direct him to proceed again to sea unless matters connected with the ship should require her to delay at Hampton Roads. The sealed order he will not open until the *New Ironsides* is at sea.

I am, respectfully, your obedient servant,

GIDEON WELLES.

Rear-Admiral L. M. GOLDSBOROUGH,
Norfolk, Va.

Letter from the Secretary of the Navy to Flag-Officer Goldsborough, U. S. Navy, regarding orders to the U. S. S. Octorara.

NAVY DEPARTMENT, August 13, 1862.

SIR: Owing to the withdrawal of the *Mount Vernon* and *Chippewa* from Wilmington, the Department has directed Lieutenant-Commander George Brown to proceed with the steamer *Octorara*, now at Baltimore, off Wilmington, and report to the senior officer present as a part of the force blockading that place.

I am, respectfully, your obedient servant,

GIDEON WELLES.

Rear-Admiral L. M. GOLDSBOROUGH,
Norfolk, Va.

Letter from General McClellan, U. S. Army, to Commodore Wilkes, U. S. Navy, enclosing a communication from General Lee, C. S. Army, regarding shots fired at a boat.

HEADQUARTERS ARMY OF THE POTOMAC,
Camp near Harrison's Landing, August 13, 1862.

SIR: By direction of the commanding general I have the honor herewith to transmit for your information a copy of a communication which has been received from General R. E. Lee, commanding Department of Northern Virginia, in reference to the firing into a party sent out some time since from one of the gunboats near Johnston's [Jamestown] Island, to meet a flag of truce.

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

S. WILLIAMS,

Assistant Adjutant-General.

Commodore CHARLES WILKES, U. S. Navy,
Commanding James River Flotilla.

[Enclosure.]

HDQRS. DEPARTMENT OF NORTHERN VIRGINIA,
Near Richmond, August 5, 1862.

GENERAL: I have had the honor to receive your letter of yesterday's date, reporting that a boat sent from one of the United States gunboats near Jamestown Island, to ascertain the cause of the display of a white flag on the shore, had been fired into by a party of troops secreted in the bushes.

I regret the circumstance, which, if true, is unauthorized. From the locality mentioned, I am led to believe that the party alluded to were not soldiers of the army.

It may be probable that boats have landed men who, by their acts, have exasperated persons on the river, who took this method to revenge their grievances.

I am, most respectfully, your obedient servant,

R. E. LEE,
General, Commanding.

Major-General G. B. MCLELLAN, U. S. Army,
Commanding Army of the Potomac.

General order of Commodore Wilkes, U. S. Navy, regarding fresh supplies for James River Flotilla.

U. S. S. WACHUSETT,
Off Jordan's Point, James River, August 13, 1862.

The vessel of the James River Flotilla acting as a guard ship may give permission for boats to go ashore every day between the hours of 6 a. m. and 6 p. m., to procure vegetables, etc., but no person connected with this flotilla will be permitted to damage any property or appropriate to his own use any articles, and payment must be made for everything taken when demanded.

A return of the boats visiting the shore will be made to me daily in this form:

Date.	Name of vessel.	Officer.	Town.

CHARLES WILKES,
Commanding James River Flotilla.

Report of Commander Woodhull, U. S. Navy, regarding affairs in vicinity of Jamestown Island.

U. S. S. CIMARRON,
Jamestown Island, August 13, 1862.

SIR: I have the honor to inform you that the telegraph operator on James [Jamestown] Island sent me word late yesterday afternoon that he saw late Monday evening on the right bank of Cobham Creek, near the river, a considerable body of rebel horsemen. He says he counted 159; they rode rapidly up to the river, then, turning, left at full gallop. The timber and underbrush on the bank of the creek hid this display from us, or they might have received a proper reception.

The gunboats *Yankee* and *Jacob Bell* are now at the Chickahominy, agreeably to your orders. The *Stepping Stones* and *Satellite* have not yet joined us.

Everything seems to be quiet in this locality. I will keep you duly informed of all that occurs in this part of the river. Should anything of marked importance occur, I will dispatch such information to you without a moment's delay.

Respectfully, your obedient servant,

M. WOODHULL,
Commander, U. S. Navy.

—Commodore CHARLES WILKES,
Commanding James River Flotilla.

Report of Commodore Wilkes, U. S. Navy, of the arrest, by a boat's crew from the U. S. schooner Sophronia, of citizens of Prince George County, Va., engaged in aiding the enemy.

U. S. S. WACHUSETT,
Off Jordan's Point, James River, August 14, 1862.

SIR: I send by mail to-day for your information a chart* of the James River, from Newport News to City Point. I think it will be gratifying to you to see how the river has been divided into stations; and further, that nearly the whole extent of the river to this point has been buoyed since I assumed the command of the flotilla, making its navigation comparatively easy. Each vessel of the flotilla has been furnished with a copy. I am preparing a chart of the river from City Point to Richmond, which will be a great service to me in our operations against the enemy.

I take this opportunity to say that last night Acting Master Bartholomew, commanding the *Sophronia*, mortar schooner at Fort Powhatan station, having previously received information of the movements of certain citizens of Prince George County, [Va.], who were giving aid and comfort to the enemy, landed with an armed boat's crew and went to the house of a Doctor Osborne, where he learned that ten wagons had been loaded with valuables and slaves and was on its way to Petersburg. He started in pursuit, overtook it, and arrested Charles Leadbeater, of Petersburg, and James Lucas, of Prince George County, who had charge of the train. He then returned to the house and arrested the overseer, L. W. Parsons. This man is said to have been a recruiting officer for the enemy. Two double-barreled shotguns, loaded with balls; 1 six-barreled revolver, and a single-barreled pistol, all loaded and primed, were taken. It being late, and not having a sufficient force, Mr. Bartholomew did not search the house, but returned to his vessel with the persons above named. This morning they were brought to me. Having examined them, I at once turned them over to General McClellan for further examination.

I am, very respectfully, your obedient servant,

CHARLES WILKES,
Commanding James River Flotilla.

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

* Not found.

Report of Commodore Wilkes, U. S. Navy, regarding the distribution of recruits for the James River Flotilla.

U. S. S. WACHUSETT,
Off Jordan's Point, James River, August 14, 1862.

SIR: I have to report the arrival of the 120 men from Boston, and beg leave to state that I find it will not be necessary to attach but few of them at present to the mortar vessels. Several of the other vessels of our flotilla are much more in need of recruits than the schooners (the crews having been reduced by sickness). To make them as efficient as possible I have determined to distribute nearly all of the men who came to-day among the gunboats to the best advantage, in view of the service expected of them.

I shall not put any repairs on the mortar vessels except in case of real necessity, and the work done will be principally about the mortars. I have already stationed nine of them at important points on the river.

I beg leave to inform the Department that I am very much in need of some young officers, ensigns and masters' mates, such as Master's Mate Johns, who has reported and seems to be an active and efficient officer.

I am, very respectfully, your obedient servant,

CHARLES WILKES,
Commanding James River Flotilla.

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

Order of Commodore Wilkes, U. S. Navy, to Lieutenant-Commander Chaplin, U. S. Navy, commanding U. S. S. Commodore Barney to proceed to Hampton Roads.

U. S. S. WACHUSETT,
Off Jordan's Point, James River, August 14, 1862.

SIR: You will proceed with the *Commodore Barney* to Hampton Roads, and, if necessary, to Norfolk. You will take from the *Mahaska* the sick intended for the hospital, which, with the sick men in your vessel, you will convey to Norfolk unless you can send them up from the point.

If the new dispatch boat should have arrived at the fort, let her be dispatched up the river immediately.

Enquire for telegraphic dispatches for me at Milards [?], and should the *Alert* and *Stepping Stones* be down, send them up immediately.

Tow the coal schooner at Hampton Roads up the river as far as Jamestown Island for the fleet there, and inform Commander Woodhull to return to this place as soon as possible and report to me.

Respectfully, etc.,

CHARLES WILKES,
Commanding James River Flotilla.

Lieutenant-Commander J. C. CHAPLIN,
Comdg. Steamer *Commodore Barney*, James River Flotilla.

Report of Flag-Officer Goldsborough, U. S. Navy, giving the stations of vessels of the North Atlantic Blockading Squadron.

U. S. FLAGSHIP MINNESOTA,
Norfolk, Va., August 15, 1862.

SIR: I have the honor to submit the accompanying statement of the present disposition of the vessels belonging to this immediate squadron:

Vessel.	Station.	Vessel.	Station.
Minnesota, flagship.....	Norfolk, Va.	Louisiana	Sounds of North Carolina.
Zouave*	Do.	Ellis	Do.
Young America*	Do.	Hunchback	Do.
Rescue*	Do.	Shawsheen	Do.
Cohaasset*	Do.	Lockwood	Do.
Brandywine, storeship....	Hampton Roads.	Seymour	Do.
Charles Phelps, coal ship..	Do.	Ceres	Do.
Ben Morgan, ordnance vessel.	Do.	Putnam	Do.
Roman, ordnance vessel ..	Do.	Whitehead	Do.
Chippewa	Washington, D. C. (repairing).	Brinker	Do.
Valley City	Baltimore, Md. (repairing).	Granite, sailing sloop....	Do.
Mount Vernon	Do.	Wm. Badger, store vessel	Beaufort, N. C.
Philadelphia	Do.	State of Georgia, vessel of senior officer.	Off Wilmington, N. C.
Daylight	New York (repairing).	Cambridge	Do.
Hetzl, vessel of senior officer.	Sounds of North Carolina.	Octorara †	Do.
Underwriter	Do.	Penobscot	Do.
Commodore Perry	Do.	Monticello	Do.
		Victoria	Do.
		Stars and Stripes	Do.
		Mystic	Do.

* Tug, employed principally in guard duty.

† Ordered to Baltimore from Beaufort.

‡ Ordered to go there recently, by Department, from Baltimore.

I am, very respectfully, your obedient servant,

L. M. GOLDSBOROUGH,

Rear-Admiral, Comdg. North Atlantic Blockading Squadron.

Hon. GIDEON WELLES,

Secretary of Navy, Washington, D. C.

Report of Commander Woodhull, U. S. Navy, of affairs in vicinity of Jamestown Island.

U. S. GUNBOAT CIMARRON,
James [Jamestown] Island, August 15, 1862.

SIR: Your communication of yesterday has been duly received. I thank you very sincerely for the promise of a coal vessel. I most certainly should not have troubled you on the subject, knowing how valuable your time is otherwise employed, did I not feel that the efficiency of the *Cimarron* would be impaired without such supply. I will be ready to meet your call without delay.

Last evening I received from the telegraph station on James [Jamestown] Island dispatches for you and General McClellan; at the same time was informed that they were of great importance. Under the circumstances I at once dispatched the gunboat *Aroostook* to bear them to you. I hope she will be returned to this station, or else some other steamer, to meet a like contingency.

Your order to visit Clarendon and Powhatan stations shall be complied with so soon as I have another steamer to leave at this anchorage

during my absence, as, I think, with all due respect to your better judgment, that a gunboat should always be near this locality to guard it and the transport fleet accumulating.

I understood yesterday that communication was passing from Sandy Point to the shore opposite, said to be carried by negroes. I wrote Captain Gibson, of the *Yankee*, to put him on his guard, and also recommended him to seize all the boats of every description in his neighborhood and hold them.

The contrabands are getting very numerous on James [Jamestown] Island. They are crossing almost every day from the opposite shore. I understand they are rationed by the army. Does General McClellan know of this large colony?

Everything appears to be quiet. I have had a good examination of Swan's Point, and now believe there is nothing doing there.

I ordered (agreeably to your directions) the mortar vessels to practice the range and point. The firing was very excellent, and the range greater than I expected. I should judge their greatest range was over 3 miles, but having no means or data to measure with accuracy, of course this estimate may be under or over the above-named distance. The range of the 57 [cwt.] 32-pounders was very satisfactory, and the guns were well and effectively handled.

I hope you will be able to furnish me with a few men, say three seamen and five ordinary seamen. I am very short of good leading men; more than four-fifths of my crew are landsmen, and the majority of them are unusually young for that rating.

Enclosed you will find my sick report of this day. I have had a good deal of fever of the different types incidental to river service. I fear consequences most disastrous in the coming month if the new order abolishing the liquor ration should be strictly carried out. My surgeon, though a total temperance man, is strongly of the opinion that those who have been in the habit of using stimulants should not be deprived of it so long as our navy is employed on Southern fresh-water rivers.

All of which I have the honor to submit for your consideration.

Very respectfully, your obedient servant,

M. WOODHULL,
Commander, U. S. Navy.

Commodore CHARLES WILKES,
Commanding James River Flotilla.

Report of Commodore Wilkes, U. S. Navy, regarding the sanitary condition of the James River Flotilla.

U. S. S. WACHUSETT,
Off Jordan's Point, James River, August 15, 1862.

SIR: I have the honor to acknowledge the receipt of the letter of the Department of the 12th, relative to the sanitary condition of the vessels.

I have carefully perused the extracts from Fleet Surgeon Wood's report in a copy he sent to me, and upon which I offered some remarks in my letter No. 15. Every precaution will be taken as respects the health of the crews of the squadron. On these depend all my operations, and of course they have my first and fullest attention. I would now draw the attention of the honorable Secretary to the late law of Congress stopping the spirit ration, which goes in force on the 1st of

September. I have spoken of the exposure to the night air on this river and the necessity of the service of keeping up our picket boats. I feel very much concerned lest this stoppage of the whisky ration will have a very disastrous effect upon the crews. Many of them have been in the habit of having this grog for years past, and under its influence they have been [healthy]; but as there is no discretion in the commanding officer it will be obliged to be stopped, and I make no doubt the effect of withholding this small stimulant will greatly damage the general health of the crews. I enclose letters addressed by the crew of the *Dacotah* to Captain McKinstry. If the Department can not authorize its continuance while in this fatiguing and exposed service, I would ask permission to issue, as an extra allowance, tea, coffee, and sugar to the men during the night hours of duty, particularly to those going in boats. The men are all well disposed, but they deem it an infringement of a part of their contract with the Government when they shipped, that they were to receive this daily comfort, which they have for years considered of great value, and that if they had known that part of the ration was to be taken from them they would not have entered.

If the Department is disposed to maintain the efficiency of the flotilla, I am of opinion that the whisky ration ought to be served as a necessity in this service, or until such time as the sickly season has passed by and the men will cease to be exposed to the river fogs and dampness.

Fleet Surgeon Wood has sent me a printed circular directing that quinine, in a small quantity, should be served out with the grog. This I have withheld, as I do not consider there is any authority in a commander to make the whisky ration a nauseating dose to many. If the men are on the list, of course the surgeon has control of them whilst under his treatment; with a well man it is otherwise.

With respect to the water, this has long since been attended to, and it is not used on board of any of the vessels. They use distilled and the juniper water, which is the purest possible.

The arrangement about the fresh provisions and vegetables has gone into operation and works well; the crews are now supplied twice a week with an abundance.

I am, very respectfully, your obedient servant,

CHARLES WILKES,
Commanding James River Flotilla.

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

Order of Commodore Wilkes, U. S. Navy, to Acting Master Foster, U. S. Navy, commanding U. S. S. Satellite, to proceed up the James River.

U. S. S. WACHUSETT,
Off Jordan's Point, James River, August 15, 1862.

SIR: You will proceed immediately with the vessel under your command up the river and join the *Port Royal*, near Haxall's Wharf. Report to Lieutenant-Commander George U. Morris and cooperate with him until further orders.

Respectfully, etc.,

CHARLES WILKES,
Commanding James River Flotilla.

Acting Master A. P. FOSTER,
Commanding Steamer Satellite, James River Flotilla.

Order of Commodore Wilkes, U. S. Navy, to Lieutenant-Commander Morris, U. S. Navy, commanding U. S. S. Port Royal, to rejoin the fleet with that vessel and the U. S. S. Satellite.

U. S. S. WACHUSETT,
Off Jordan's Point, James River, August 15, 1862.

SIR: On the withdrawal of the pickets of our army where you are at Haxall's, you will rejoin the fleet, at this anchorage or elsewhere, with the *Port Royal* and *Satellite*. You will probably be notified when the pickets are withdrawn.

Respectfully, etc.,

CHARLES WILKES,
Commanding James River Flotilla.

Lieutenant-Commander GEO. U. MORRIS,
Commanding Steamer *Port Royal*, James River Flotilla.

Order of Commodore Wilkes, U. S. Navy, to Commander Rodgers, U. S. Navy, commanding U. S. S. Galena, to proceed to Haxall's Wharf.

U. S. S. WACHUSETT,
Off Jordan's Point, James River, August 15, 1862.

SIR: You will, without delay, proceed with the *Galena* up the river and anchor near Haxall's Wharf, where you will remain until the left wing of the army has withdrawn. You will communicate with General Pleasonton, and inform him that you are to cover his cavalry force until such time as the services of the gunboats may no longer be useful to him. You will find the *Port Royal* there, and the *Satellite* is ordered to join company. In case of wishing more force, you can dispatch the *Satellite* to me. I shall endeavor to keep up daily communication with you.

On the withdrawal of the pickets of the army where you are at Haxall's, you will rejoin the fleet, at this place or elsewhere, with the *Port Royal* and *Satellite*.

Respectfully, etc.,

CHARLES WILKES,
Commanding James River Flotilla.

Commander JOHN RODGERS,
Commanding Steamer *Galena*, James River Flotilla.

[Telegram.]

NAVY DEPARTMENT, August 15, 1862.

Instructions for *Adirondack* by mail to-day. Laird gunboat (No. 290) left Liverpool July 29.

GIDEON WELLES,
Secretary of the Navy.

Rear-Admiral L. M. GOLDSBOROUGH,
Norfolk, Va.

[Telegram.]

FORT MONROE, August 16, [1862]—11 a. m.

I have just come down the river. McClellan's army has moved rapidly and successfully, and by this afternoon will be across the Chickahominy. The gunboats cover his bridges at the mouth of it. I will

ask you to give me instructions relative to my force. The *Galena*, *Port Royal*, and *Satellite* cover the rear of the army, near Haxall's. When the pickets of the army leave they will come to an anchorage under Jordan's Point, where I shall await your further orders. I have heretofore expressed my opinion of the practicability of reaching Richmond, if supported by the army on the north shore, and may do it without their aid. I shall have to be furnished with the torpedoes, etc., before moving upward, and hope to receive the views of the Department immediately on the subject. I shall necessarily be detained at this place over to-morrow, and hope to get the answer to this before leaving. The paper which Mr. Fox wished will be sent as soon as I can get possession of it. We are all well.

Commodore WILKES.

GIDEON WELLES,
Secretary of the Navy.

Report of Commander Stevens, U. S. Navy, of having assumed command of U. S. S. Monitor.

FORTRESS MONROE, August 16, 1862.

SIR: In obedience to the orders of the Department of August 9, I have this day reported to Commodore Wilkes for the command of the U. S. ironclad steamer *Monitor*.

Very respectfully, your obedient servant,

T. H. STEVENS,
Commander.

Hon. GIDEON WELLES,
Secretary of the Navy.

[Telegram.]

NAVY DEPARTMENT, August 17, 1862.

Your telegram is received. I have no new instructions to give. Keep your force in position. Let the enemy be menaced without active offensive operations on your part. Will communicate more fully by mail.

GIDEON WELLES.

Commodore CHARLES WILKES,
Commanding James River Flotilla, Fortress Monroe.

Report of Commander Woodhull, U. S. Navy, of affairs at Jamestown Island.

U. S. S. CIMARRON,
James [Jamestown] Island, August 17, 1862.

SIR: I have to inform you that I received a note early yesterday morning from the quartermaster of General McClellan's army requesting me to send all the transport fleet at this anchorage (under sail) to Fortress Monroe, which was duly and speedily executed.

I have had all the boats to be found in this locality destroyed, which will for the time cut off communication from the rebels and their friends on either bank of the river, and make also our situation more secure.

^{W^o} The *Stepping Stones* arrived here this morning. The Captain of her informed me that his last orders from Captain Babcock were to bring me a coal vessel, then proceed up to Harrison's Landing. Under the circumstances I did not feel authorized to detain her, although she was to have been used by me for a particular purpose known to you.

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

M. WOODHULL,

Commander, U. S. Navy.

Commodore CHARLES WILKES,
Commanding James River Flotilla.

[Telegram.]

FORT MONROE, *August 18, 1862--3 p. m.*

(Received at Washington 8:30 p. m.)

I left the bridge across the Chickahominy 7:30 this morning. The last of the rear guard of the army was passing, and the bridge would be removed before noon to-day. No enemy had appeared when I left, and none was expected. After the bridge is removed the gunboats have orders to join the fleet, off Jordan's Point, where I shall await your orders.

CHARLES WILKES,
Commanding.

HON. SECRETARY OF THE NAVY.

Instructions from the Secretary of the Navy to Commodore Wilkes, U. S. Navy, regarding future operations in the James River.

NAVY DEPARTMENT, *August 18, 1862.*

SIR: Your telegram stating that General McClellan had moved his army rapidly and successfully over the Chickahominy, and asking instructions of the Department as to your own course, I received last evening.

The views heretofore entertained of reaching Richmond by the successful cooperation of the army are not to be considered practicable under the altered circumstances that have taken place. It is not proposed, or expected in any quarter, that the Navy should alone capture Richmond while the rebel army is there concentrated.

A great and extraordinary movement is going on, involving vast consequences. For the present, at least, you are not likely to be called upon to make any active demonstration, but will retain possession of the river, keep its navigation unimpeded, repel attacks should any be made, and be prepared for any service required or emergency that may occur. From your own point of observation and your own sources of information you will be likely to know more of the movements and designs of the enemy in and about Richmond that may render action on your part necessary than I can communicate from this point.

Our naval operations in James River have, from the time you were placed in command of the flotilla, depended almost entirely on army movements; and notwithstanding the army has left your vicinity, your future action and the orders you may receive will, for a time at least, and in a great degree, be controlled by developments elsewhere.

If attacked or annoyed, your own judgment will govern your action. For a few days we may be compelled to await events, but I shall, at the earliest moment, advise you as to the course to be pursued by the flotilla. Whether it will be advisable to retain your force in any considerable portion in the vicinity of Richmond or City Point, when the army has entirely disappeared, is left to your own discretion and judgment, though, as I telegraphed to you yesterday, it is desirable the enemy should be menaced, and, in apprehension of your force, to divert their attention and embarrass them, without your attacking them or hazarding your force.

I am, respectfully, your obedient servant,

GIDEON WELLES.

Commodore CHARLES WILKES,
Commanding James River Flotilla, Old Point Comfort, Va.

General instructions from the Secretary of the Navy to flag-officers commanding blockading squadrons, regarding the right of search.

NAVY DEPARTMENT, August 18, 1862.

SIR: Some recent occurrences in the capture of vessels and matters pertaining to the blockade render it necessary that there should be a recapitulation of the instructions heretofore from time to time given, and also of the restrictions and precautions to be preserved by our squadrons and cruisers.

It is essential in the remarkable contest now waging that we should exercise great forbearance with great firmness and manifest to the world that it is the intention of our Government, while asserting and maintaining our own rights, to respect and scrupulously regard the rights of others. It is in this view that the following instructions are explicitly given:

First. That you will exercise constant vigilance to prevent supplies of arms, munitions, and contraband of war from being conveyed to the insurgents, but that under no circumstances will you seize any vessel within the waters of a friendly nation.

Secondly. That, while diligently exercising the rights of visitation on all suspected vessels, you are in no case authorized to chase and fire at a foreign vessel without showing your colors and giving her the customary preliminary notice of a desire to speak and visit her.

Thirdly. That, when that visit is made, the vessel is not then to be seized without a search carefully made so far as to render it reasonable to believe that she is engaged in carrying contraband of war for or to the insurgents and to their ports directly, or indirectly by transshipment, or otherwise violating the blockade, and that if, after visitation and search, it shall appear to your satisfaction that she is in good faith and without contraband, actually bound and passing from one friendly, or so-called neutral, port to another, and not bound or proceeding to or from a port in the possession of the insurgents, then she can not be lawfully seized.

Fourthly. That, to avoid difficulty and error in relation to papers which strictly belong to the captured vessel, and mails that are carried, or parcels under official seals, you will, in the words of the law, "preserve all the papers and writings found on board and transmit the whole of the originals unmutilated to the judge of the district to which

such prize is ordered to proceed;" but official seals, or locks, or fastenings of foreign authorities are, in no case or on any pretext, to be broken, or parcels covered by them read by any naval authorities, but all bags or other things covering such parcels and duly sealed and fastened by foreign authorities will be, in the discretion of the United States officer to whom they may come, delivered to the consul, commanding naval officer, or legation of the foreign government, to be opened upon the understanding that whatever is contraband or important as evidence concerning the character of a captured vessel will be remitted to the prize court, or to the Secretary of State at Washington, or such sealed bag or parcels may be at once forwarded to this Department, to the end that the proper authorities of the foreign government may receive the same without delay.

You are specially informed that the fact that a suspicious vessel has been indicated to you as cruising in any limit which has been prescribed by this Department does not in any way authorize you to depart from the practice of the rules of visitation, search, and capture prescribed by the law of nations.

Very respectfully,

GIDEON WELLES,
Secretary of the Navy.

- Rear-Admiral SAML. F. DU PONT (75 copies),
Comdg. South Atlantic Blockading Squadron, Port Royal, S. C.
- Rear-Admiral D. G. FARRAGUT (75 copies),
Comdg. Western Gulf Blockading Squadron, Ship Island.
- Rear-Admiral L. M. GOLDSBOROUGH (40 copies),
Comdg. North Atlantic Blockading Squadron, Norfolk, Va.
- Commodore JAMES L. LARDNER (40 copies),
Comdg. Eastern Gulf Blockading Squadron, Key West, Fla.

Seventy-five copies of the foregoing instructions are herewith transmitted. After being attested by yourself, one copy will be sent to the commander of each vessel in your squadron cruising or on blockading duty.

Letter from the Secretary of the Navy to flag-officers commanding blockading squadrons, enclosing correspondence relating to certain destructive machines.

NAVY DEPARTMENT, August 18, 1862.

SIR: The consul at London writes to the Secretary of State under the date of the 2d instant that the rebel agents are constructing quite a number of diabolical machines for the destruction of ships and their crews in our harbors.

It is stated that experiments have been made with them and their effect is described as terrible. It is reported that about forty of them will be shipped in three weeks.

I am, respectfully, your obedient servant,

GIDEON WELLES.

- Rear-Admiral SAML. F. DU PONT, etc.
Rear-Admiral D. G. FARRAGUT, etc.
Rear-Admiral L. M. GOLDSBOROUGH, etc.
Commodore JAMES L. LARDNER, etc.

[Enclosure.—Extract.]

Private.]

U. S. CONSULATE, *London, August 2, 1862.*

DEAR SIR: In a previous dispatch or letter I mentioned that I had information that the Confederates were having constructed quite a number of diabolical machines for the destruction of ships and their crews in our harbors. I have but this moment received one sheet of drawings and description of this most destructive of human inventions. One other drawing is to follow, further illustrating its mode of operation. As it is to come from a distance from here I shall not be able to obtain it before next Thursday, when all will be sent directly to you and marked private. I do this because these things can be obtained by promises not to expose those who furnish them even by showing their handwriting, for if they are suspected of furnishing any information they of course lose their places. These things can be bought, but with difficulty, and it is done with fear and trembling. I trust, therefore, you will protect him as far as possible. If it be necessary to send drawings to the different stations, let some faithful draughtsman do the work.

Some of these machines were taken to the Continent and experimented on secretly as possible, and their effect is described to me as "most terrible." I think it very probable that this is much exaggerated, but our vessels on all our coast and rivers must be guarded if they get them in, or set them afloat from boat or small vessels along our coast.

I learn that about forty are now ready, and that a shipment will be made in about three weeks. I think I shall be able to learn how they will be shipped, the name of the vessel, etc.

Your obedient servant,

F. H. MORSE,
Consul.

Hon. WM. H. SEWARD.

Report of Commander Woodhull, U. S. Navy, regarding affairs on the James River.

U. S. S. CIMARRON,
James [Jamestown] Island, August 19, 1862.

SIR: There are now on James [Jamestown] Island upward of 100 contrabands, men, women, and children. They are in a great state of alarm, fearful that they are to be abandoned. Shall I send them to Fortress Monroe in the empty coal schooner?

The army has all passed the river. The enemy, with a large force, have occupied McClellan's old camp at Harrison's Landing; their pickets extend now to the right bank of the Chickahominy.

We shall finish coaling by 4 o'clock this afternoon; all quiet in this locality.

We picked up a man in a boat. He says he belongs to one of the marine regiments; he is either deranged, or is feigning to be so. I directed Lieutenant Gibson to take him to you in the *Yankee*.

The *Aroostook's* boilers are in a very bad state, and leak so badly that it is extremely difficult to keep water in them. The engineer thinks he can make the necessary repairs in twenty-four hours, if he could be permitted to put out the fires and cool down. I do not feel authorized to give permission without referring to you.

We are without our mails for the last four or five days.

Very respectfully, etc.,

M. WOODHULL,
Commander, U. S. Navy.

Commodore CHARLES WILKES,
Commanding James River Flotilla.

[Telegram.]

FORTRESS MONROE, August 19, 1862—6 p. m.

SIR: Your telegram and letters have been received. I would notify the Department that there are a large number of engineers, mechanics (carpenters and blacksmiths), composing the naval brigade, and very many seamen who are very desirous of joining the flotilla. The brigade is about 900 strong, and stationed at Norfolk. It would be very desirable if we could get some of these men transferred to the naval service. Very many of them have volunteered. It would only require the sanction of the War Department. The whole brigade, I understand, have been, with very few exceptions, in the naval service.

The James River is now entirely clear of transports or any other vessels except those belonging to the fleet.

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

CHARLES WILKES.

Report of Commander Armstrong, U. S. Navy, regarding affairs off Wilmington, N. C.

U. S. S. STATE OF GEORGIA,
Off Wilmington, N. C., August 19, 1862.

SIR: Three contrabands came off last night. They report the steamer *Carolina (Kate)*, Lockwood, master, from Nassau, entered this port some thirteen days since. She brought in liquors, clothing, and fruit; had been chased and compelled to throw over her arms to escape. The master stated the *Nashville* was at Nassau when he left, loading, and was coming to this place. The contrabands state a schooner loaded with salt entered Shallotte Inlet a few days since, and that a rebel regiment left Smithville for Kinston, N. C., last Saturday, in consequence of a report of an attack on Swansboro by the Yankees; that there are two gunboats building at Wilmington, and a gunboat, mounting four guns, in the river; the *Carolina* the only vessel of any size in port. The *Modern Greece*, beached at New Inlet, brought in many articles, and much of her cargo was saved; she brought four brass guns. The rifled guns the rebels have in use were brought down from Wilmington; one of them burst at Fort Caswell while firing on our vessels while they were burning a schooner attempting to run in, which killed four men and wounded several others.

Captain Brown, of Smithville, who left one of the inlets in the sloop *Spray*, for Nassau, since destroyed by the *Penobscot*, returned here in the steamer *Carolina*, probably piloting her in, as her master, Lockwood, is a Charleston pilot.

The vessels stationed on this side, where the *Carolina* is said to have entered, have no knowledge of the fact. The three contrabands have been sent on board the *Monticello*. Tugboats, or small steamers, could be employed advantageously here as lookouts. I trust the vessels now away for repairs may soon return to their station.

I enclose inspection reports of the U. S. steamers *Monticello* and *Mystic*, and duplicate reports of a vessel boarded last week.

Very respectfully, your obedient servant,

JAS. F. ARMSTRONG,
Commander, Commanding.

Rear-Admiral L. M. GOLDSBOROUGH,
Commanding North Atlantic Blockading Squadron.

Evasion of the blockade of Wilmington, N. C., by Steamer Carolina and a schooner.

Order of Flag-Officer Goldsborough, U. S. Navy, to Commander Armstrong, U. S. Navy, to appoint a board of enquiry.

U. S. FLAGSHIP MINNESOTA,
Norfolk, Va., September 1, 1862.

SIR: Yours of the 19th ultimo reached me by the mail of to day, and I regret exceedingly to learn that two vessels, one a schooner and the other the steamer *Carolina*, had succeeded, a short time previously, in eluding the blockade and getting into port. This will never answer. More vigilance must be exercised. Why is it that the vessels stationed on the side the *Carolina* entered "have no knowledge of the fact?"

Appoint a board of three impartial and suitable officers to investigate the subject of the entrance of the above vessels and report to me in writing the result of their enquiry; and if there be fault, let them state frankly with what officer or officers of the blockading squadron off Wilmington it lies.

I am, very respectfully, your obedient servant,

L. M. GOLDSBOROUGH,
Rear-Admiral.

Commander ARMSTRONG,
Off Wilmington, N. C.

P. S.—I wish the board to state also what vessels of the blockading force were off the entrances, respectively, by which the schooner and steamer managed to get in.

L. M. G.

Report of board of enquiry.

U. S. S. STATE OF GEORGIA,
Off New Inlet, N. C., September 30, 1862.

SIR: In obedience to your order of September 25, a board, consisting of the following persons, Commander James F. Armstrong, Lieutenant-Commander H. N. T. Arnold, and Lieutenant F. M. Bunce, in place of Charles L. Huntington, acting master, as directed by your order of September 29, convened this day on board the U. S. S. *State of Georgia*, the order for board and Lieutenant Bunce as a member hereunto affixed, and proceeded to investigate the subject as required, and called Acting Master JOHN J. ROGERS, to whom the order convening the board was read, who stated as follows:

The *State of Georgia* was lying off main bar of Cape Fear River on the 19th of August. Three contrabands came off during the night who reported that twelve days previous, or about the 6th, the steamer *Kate* ran the blockade at that place, viz, the main bar; also that a schooner had run into Shallotte Inlet about the same time. At the time of the entrance of the steamer *Kate*, or *Carolina*, and the schooner at Shallotte Inlet, the *State of Georgia* was off New Inlet in company with *Penobscot* and *Victoria*. I am not certain what vessels were on the other side at that time, but I think the *Mystic*, *Monticello*, and *Stars and Stripes*.

Acting Master A. D. LITTLEFIELD was next called, to whom the order convening the board was read, who stated as follows:

I heard from a contraband that the steamer and schooner had got in about the 6th of August. I know nothing of my own knowledge.

Question by Board. What vessels comprised the force off Wilmington, and where were they at the time the steamer and schooner ran in?

Answer. The *State of Georgia* was off New Inlet on the 6th. I do not recollect what vessels were here or where they were stationed. The *Monticello* was at Cape Fear entrance, and the *Victoria*, with this ship, off this entrance.

Acting First Assistant Engineer JAMES WILKINSON was next called, to whom the order convening the board was read, who stated as follows:

I have no knowledge of the subject.

THOMAS R. WILSON, gunner, was next called, to whom the order convening the board was read, who stated as follows:

I know nothing of the subject.

Lieutenant-Commander H. N. T. ARNOLD was next called, to whom the order convening the board was read, who stated as follows:

I know nothing of the steamer *Carolina*, or *Kate*, getting into Wilmington, but I do know that a schooner ran in to Shallotte Inlet on the 6th of August, to which I gave chase, but failed to overhaul. She had got into the inlet before I could reach her, and disappeared entirely. Every effort on my part was made to cut her off, but she was a long distance off when first seen. At the time the *Carolina* was said to have run in, the *Mystic*, under my command, was off Western Channel Bar, and stationed, to the best of my judgment. The *Monticello* and the *Stars and Stripes* were assisting my vessel in the blockade of that entrance.

Acting Master SAMUEL B. MEADER, of the *Mystic*, was next called, to whom the order convening the board was read, who stated as follows:

I have no knowledge of the entrance of the steamer. About the 6th a schooner was chased by this ship; she was distant, when seen, about 12 miles from the anchorage. She had entered Shallotte Inlet before we reached there and had disappeared behind the point. Every effort was made to catch her. There were on the western side at that time the *Mystic*, *Monticello*, and *Stars and Stripes*. I know of no want of vigilance on the part of any vessel of the blockade to prevent the entrance or exit of vessels.

Acting Master R. F. COFFIN, of the *Mystic*, was next called, to whom the order convening the board was read, who stated as follows:

I know nothing of the steamer. I have never seen a steamer running in but once, and she was captured. On the morning of the 6th of August I had the morning watch. At daybreak we made a sail, chased her into Shallotte Inlet, 13 miles distant. She was a schooner, and got in some time before we reached the inlet, where we lost sight of her. The *Monticello*, *Stars and Stripes*, and *Mystic* were off the Western Bar. Every exertion was made to intercept the schooner, cable slipped, and the order given to steam as fast as possible. I have never seen any want of vigilance on the part of any of the blockading squadron to prevent the entrance or exit of any vessels.

Acting Master's Mate J. M. C. REVILLE, of the *Mystic*, was next called, to whom the order convening the board was read, who stated as follows:

I have no knowledge of the entrance of the steamer *Carolina*, or *Kate*. I do not know that she did run in. On the morning of the 6th of August a schooner was chased into Shallotte Inlet. When I came on deck the schooner was inside the inlet. I know of no want of vigilance or effort on the part of the blockading force to intercept all vessels. The *Monticello*, *Stars and Stripes*, and *Mystic* were on the western side of Cape Fear River. The *Chippewa* left the day previous.

Mr. CHARLES M. LANE, pilot of the *Mystic*, was next called, to whom the order convening the board was read, who stated as follows:

I joined the *Mystic* on the 4th of August. I know nothing of the entrance of any steamer into the port of Wilmington. I saw, on the morning of the 6th of August, a schooner in Shallotte Inlet, which we had chased. She was a long distance off when first seen; could only be seen by a glass from the masthead. She got in before we could get up to her. Every exertion was made to come up with the schooner. I

know of no want of vigilance on the part of any of the blockading force to intercept all vessels. I know there is none on the part of the *Mystic*, Captain Arnold being up nearly all the time, day and night.

Acting Second Engineer JOHN B. LOWELL, of the *Mystic*, was next called, to whom the order convening the board was read, who stated as follows:

I am in charge of the engines of the *Mystic*. I know nothing of the entrance of any steamer into the port of Wilmington. On the morning of the 6th of August, at daylight, a sail was seen, and the steamer *Mystic* slipped her cable and chased, the engine running at full speed. The sail, a schooner, had entered Shallotte Inlet before we got up there, where we lost sight of her. I know of no want of effort or vigilance on the part of any officer or officers to prevent the entrance or exit of any vessel.

Acting Third Assistant Engineer G. W. SHANK, of the *Mystic*, was next called, to whom the order convening the board was read, who stated as follows:

I know nothing of the entrance of any steamer beyond the report of contrabands that one had entered. I know nothing of the entrance of any schooner into the port of Wilmington. I know of the chasing of a schooner into Shallotte Inlet on the morning of the 6th of August. I was in the engine room, it being my watch. We were running full speed, but the vessel got into the inlet before we could reach her, and was out of sight. I know nothing more of the subject. I know of no want of vigilance or effort on the part of anyone to prevent vessels eluding the blockade.

We report as the result of our enquiry that from the examination of the watch and other officers of the steamers *State of Georgia* and *Mystic*, the only two vessels present for examination, nothing is known by them of the entrance of any steamer into the port of Wilmington beyond the statement made by contrabands that she so entered the Western Bar Channel on the 6th of August, at which time and place the steamers *Mystic*, *Monticello*, and *Stars and Stripes* were present.

A schooner was chased by the *Mystic* into Shallotte Inlet, 13 miles distant from the Western Bar, on the morning of the 6th of August, the same steamers, *Mystic*, *Monticello*, and *Stars and Stripes*, being off the Western Bar at that time. The statements of the officers show that there has been no want of vigilance on the part of the blockading force, and in the case of the schooner, the only vessel seen, every effort appears to have been made to prevent her entrance.

We have completed our enquiry as far as it extends to these two vessels, the *State of Georgia* and *Mystic*, and submit our report.

Very respectfully, your obedient servants,

JAS. F. ARMSTRONG,
Commander.

H. N. T. ARNOLD,
Lieutenant-Commander.

F. M. BUNCE,
Lieutenant.

Captain G. H. SCOTT,
Comdg. U. S. S. *Maratanza*, Senior Officer off Wilmington.

Letter from Commander Davenport, U. S. Navy, to Flag-Officer Goldsborough, U. S. Navy, enclosing report of Acting Master Porter, U. S. Navy, commanding U. S. S. *Ellis*, of his operations near Swansboro, N. C., August 15-19, 1862.

U. S. S. HETZEL,
Off New Berne, N. C., August 29, 1862.

SIR: I enclose herewith copy of a report of Acting Master Commanding B. H. Porter of his operations near Swansboro, N. C.

I am assured by General Foster that the work was performed to his complete satisfaction. I commend to your favorable consideration the energy and good judgment displayed by this young officer wherever his services have been brought into requisition.

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

H. K. DAVENPORT,

Commander and Senior Naval Officer, Sounds of North Carolina.

Rear-Admiral L. M. GOLDSBOROUGH,

Comdg. North Atlantic Blockading Squadron, Norfolk, Va.

[Enclosure.]

U. S. S. ELLIS,

Off New Berne, N. C., August 26, 1862.

SIR: I have the honor to report that, in obedience to your order* of the 12th instant, I got the *Ellis* underway the same evening and proceeded via Core Sound to Beaufort, N. C., where I anchored at 3:30 p. m. on the 13th and reported to Captain Glisson (senior naval officer present), and afterwards to Acting Brigadier-General Stevenson.

After waiting for the army boats until the 15th we got underway together and proceeded outside to Bogue Inlet, through which we passed and anchored in White Oak River below the swash. At 2 a. m. August 16 the fleet got underway and stood up across the swash, and at 3:30 a. m. anchored off the town of Swansboro.

On the morning of the 17th I landed, by the order of General Stevenson, and destroyed the salt works at the lower edge of the town, belonging to C. H. Barnum. The works consisted of one large copper boiler and eleven iron vats; also two large buildings. General Stevenson proceeded down the sound and destroyed the salt works there. On the morning of the 19th went ashore on Dudley's Island and blew up a rebel battery. The battery was intended to mount thirteen guns, but as yet only six have ever been mounted, and they were removed to New Berne, where we captured them.

After blowing up the battery and burning the barracks I returned on board, and, as the object of the expedition was accomplished, I returned to this place.

Very respectfully, your obedient servant,

BENJ. H. PORTER,

Acting Master, Commanding.

Commander H. K. DAVENPORT, U. S. NAVY,

Senior Naval Officer and Commanding Naval Forces,

Sounds of North Carolina.

Report of Lieutenant McCook, U. S. Navy, commanding U. S. S. Stars and Stripes, regarding the condition of that vessel.

U. S. S. STARS AND STRIPES,

Beaufort, N. C., August 19, 1862.

SIR: In obedience to your order of the 20th July I have to-day discharged nineteen one-year men and placed them aboard the U. S. transport *Guide* for passage to New York. These, in addition to six sent to Philadelphia in the prize brig *Napier*, make twenty-five one-

* See pp. 642, 643.

year men who have been sent from the ship. I have not sailors enough left to man my boats, though I have men enough to work my battery.

The vent of our 20-pounder Parrott gun has cut away to such an extent that I fear the gun will be seriously damaged if used much more. If we can get a new bouching with the vent already drilled we may be able to remove the old one and enter the new one.

I have also to report that the copper on the ship is badly cut away on the starboard side. From the slow manner in which the vessel moves through the water I think the copper on the bottom must be considerably torn, also. This I attribute to the rough usage of the vessel in crossing the swash at Hatteras Inlet and to the number of times she has been ashore and on wrecks while in the sound. I am inclined to think that the worms have already commenced eating into the hull.

I am sorry to be again compelled to call your attention to defects in our machinery. I forward you a report made by the senior engineer. By it you will see that the heavy working of the vessel in a seaway has caused her to droop both forward and aft. The result of this is that the principal strain of the shaft has been brought upon the "thrust" bearing. There can be no doubt but that the vessel is gradually straightening. As all our heavy weights are in a manner stowed at the extremities of the vessel, this straightening is probably the result of such stowage, combined with her heavy working in a sea way. I see no way in which we can remedy this. If we take the weight out aft the wheel will be out of water and the vessel be rendered useless.

At the risk of being deemed officious, I would respectfully suggest that this vessel had better be recalled from this station as soon as possible. I feel perfectly confident that if we are caught in any of the heavy gales that may soon be expected on our coast we will never live through them. We can not make headway against a heavy sea and wind.

With a fresh northeast wind and the usual head sea we made but 3 miles an hour when coming up here. The engines were making 70 revolutions per minute at the time. Had the sea been heavier, we would not have been able to turn the engines so rapidly; we would have had less power to overcome a greater resistance. How we are to keep the vessel head to sea in a gale of wind is more than I can tell.

The vessel has been nearly a year in commission. During this time she has had steam up, with the exception of a few days. We have never had her overhauled, nor has she in any way been repaired. The senior engineer says she needs a thorough overhauling badly.

I do not consider her a safe vessel for this duty. I have said but little about her, thinking that when the one-year men left we would be sent North, but I now deem it my duty to state exactly our condition. In making this statement I have no desire to escape the unpleasant duty of blockading. A sense of the duty I owe the Government, whose property I am in charge of, compels me to say that, in my opinion, this vessel will never live through the month of September if kept on our coast.

I have the honor to be, sir, very respectfully, your obedient servant,
R. S. McCook,
Lieutenant, Commanding Stars and Stripes.

Rear-Admiral L. M. GOLDSBOROUGH,
Commanding North Atlantic Blockading Squadron.

Letter from Lieutenant Braine, U. S. Navy, to C. P. Patterson, esq., regarding surveys of the entrances to New Inlet and Western Bar, North Carolina.

U. S. S. MONTICELLO,
Off Wilmington, N. C., August 20, 1862.

DEAR SIR: I received your letter of July 29 this day; also box containing books, etc. If you will refer to my letter of July 7 you will find I offered to make a survey of the vicinity of New Inlet and the vicinity of Western Bar entrance. To survey the bar of either of these entrances would, at this present time, be a risky business, as at New Inlet the boats undertaking this business would be within 800 yards of thirty guns, which the enemy, I know, would use with good effect. At the Western Bar they would be distant $1\frac{1}{2}$ miles under a like number of guns. As desirous as I am of complying with the request of surveying these entrances, I do not think it practicable at this time. My proposition was and is to run lines of soundings off and on shore, up and down the coast, even up [to] the enemy's batteries, not a mile distant, as nearer I do not consider it prudent to go in these days of rifled guns. If you will look at a preliminary chart of Frying Pan Shoals and entrance to Cape Fear River, North Carolina, made by hydrographic party under the command of Lieutenants T. A. Jenkins and J. N. Maffitt, U. S. Navy, scale $\frac{1}{30000}$, 1857, you will readily understand to what I allude. At Federal Point light-house there are batteries mounted with heavy guns, and all along Federal Point, nearly to abreast Zeek's Island. On Oak Island, western entrance, there is a battery where the two light-houses, known as Bug light-houses, formerly stood. You may assure Assistant Secretary Fox for me that on the Western Bar entrance, at mean high water, $12\frac{1}{2}$ to 13 feet can be carried over, and on the Rip, at the same entrance, 12 feet can be carried over. The New Inlet entrance, at mean high water, 12 feet can be carried over and past Zeek's Island into Cape Fear River. This information is based upon my own personal knowledge, together with the information received from contrabands who have run away from this place within the last four months and who have acted as pilots. When the *Nashville* ran in at New Inlet I am told that she carried over 13 feet actual draft. On the occasion on which I went into New Inlet under a flag of truce with this vessel I ran in to within 1,200 yards of the battery and steamed in an ellipse in front of the works for an hour, keeping the lead going all the time, and the least water was $5\frac{1}{2}$ fathoms. I am positive that I can pilot our heaviest ships in to attack the batteries at Federal Point of not more than 1,200 yards, and the least water they will have will be 5 fathoms. In executing this work which I am about to undertake I should like to have some discretionary order from the Department upon which I could proceed from point to point, as I desire to work and to move about during the day with the steamer as may be necessary. I would be obliged to you if you would send me a metal protractor, as they are so much handier to work with than paper. I do not really know how I can observe the tides, as there is no point on the coast on which we can land in this vicinity. Be pleased to make my respects to Secretary Fox and to Professor A. D. Bache.

I am, very truly, your obedient servant,

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

C. P. PATTERSON, Esq., or
Professor A. D. BACHE,

Coast Survey Office, Washington, D. C.

Order of the Secretary of the Navy to Flag-Officer Goldsborough, U. S. Navy, to cooperate with the army in the embarkation of troops.

NAVY DEPARTMENT, August 22, 1862.

SIR: I transmit herewith a copy of a communication bearing an endorsement of Major-General Halleck and addressed to that officer by the Quartermaster-General, under date of the 21st instant.

You will assist the army, as far as you may be able, in embarking the troops at Fortress Monroe and Newport News, as desired by Major-General Halleck.

I am, respectfully, etc.,

GIDEON WELLES.

Rear-Admiral L. M. GOLDSBOROUGH,
Comdg. North Atlantic Blockading Squadron, Norfolk, Va.

(Similar letter to Commodore Charles Wilkes, commanding James River Flotilla.)

[Enclosure.]

QUARTERMASTER-GENERAL'S OFFICE,
Washington City, August 21, 1862.

GENERAL: I do not know whether the Navy is assisting in the embarkation of troops at Fortress Monroe and Yorktown.

As there is little wharf room at those places and at Newport News, the navy could, by sending their boats to assist, much expedite the transfer of the men from the land to the transports.

As speed in this transfer is of such great importance to the country, I respectfully suggest for your consideration the submission to the Secretary of the Navy of a request that the commanding officer of the fleet send all boats which can be spared to cooperate with the officers of the army in this embarkation.

I have seen how much can be done in such way by a zealous naval commander and would not hesitate to ask such assistance.

I am, respectfully, your obedient servant,

M. C. MEIGS,
Quartermaster-General.

Major-General H. W. HALLECK,
Commanding U. S. Army.

[Endorsement.]

AUGUST 22, 1862.

Respectfully referred to the Secretary of the Navy, with a request that the order suggested may be given. No doubt every assistance is already being rendered.

H. W. HALLECK,
General in Chief, U. S. Army.

Letter from Lieutenant Flusser, U. S. Navy, to Commodore Rowan, U. S. Navy, regarding promotions.

U. S. S. COMMODORE PERRY,
Plymouth, N. C., August 22, 1862.

MY DEAR COMMODORE: I did not receive your long, interesting, and very kind letter of the 1st instant until yesterday, so pray do not think me remiss in replying.

Please accept my warmest thanks for the good opinion you express of me to the Department. I shall always strive to deserve the same.

I knew, so soon as I saw announced in the papers the promotion of MacDiarmid and Woodward, that you had been the cause, and so stated to Woodward. He was very agreeably surprised, and is very grateful to you.

It was kind in you, commodore, to remember the volunteers, and very unkind in the admiral to overlook them. However, in this respect I think the regulars can scarcely flatter themselves that he exhibited any partiality.*

* * * * *

I should greatly like the command either of an ironclad or a wooden gunboat, if we are to have any more use for them soon, but if we are to be as idle as I am here I might as well remain in the *Perry*.

I very rarely make applications to the Department, but take my orders quietly as they come, and I have not vanity enough to suppose that they would give me a command on application. It was pure good luck which gave me this vessel, and I am not sure that my position on the register authorizes me to expect another.

We all expected you back with new gunboats and a separate command, and were disappointed when we learned you were not coming.

I am no advocate, as I once was, for promotion by seniority. Promotion by merit, though liable to great abuse, is still, I think, the only way to stimulate men to action and keep them from stagnating in the slough of routine. The French have an excellent system, which encourages subordination and daring at the same time. Two-thirds of their navy officers are promoted by seniority, the other third by merit. A record is kept at the admiralty of all officers. Good marks are given to such officers as receive commendatory letters from their commanders, and a certain number of good marks entitles one to promotion. This system has the advantage of encouraging good feeling between the commander and his officers, without the existence of which duty is rarely well done or discipline maintained.

I regret exceedingly that you did not get your promotion to rear-admiral, and hope it will only be deferred until the next session of Congress. No commander in the Navy has done more to deserve it than yourself. I should also like very much to see Case promoted. I deem him a fine officer and a clever gentleman. Woodward is, in my opinion, a much better man to bring into the regular service than MacDiarmid. I should much like to see Hotchkiss promoted to an acting volunteer lieutenantancy, and shall try to afford him an opportunity shortly to distinguish himself. He is a very worthy man and careful in the execution of orders.

We have a great deal of fever here now, and should have more physicians. I have established a hospital in the best house in town. It is pretty well filled always. No deaths have yet awhile occurred. We need more doctors and a more liberal supply of medicines. I fear that my whole crew will be sick when the grog is stopped on the 1st of September. Davenport has been aboard with me for some days past, on a visit. Potter, from Washington, visited us some time since with thirty cavalry. I have at last got rid of Mr. Thomas. I permitted him to resign the other day to avoid exposure. He was an unprincipled fellow.

It is now 4 o'clock in the morning, and quite time that all prudent men were abed.

* Matter omitted was of a personal nature.

Again thanking you, commodore, for your flattering report of me at the Department and your kind advice for my health, with the best wishes for your success and happiness in life,

I am, very sincerely, yours,

U. W. FLUSSER.

[Commodore ROWAN, U. S. Navy.]

Davenport and Woodward wish to be kindly remembered.

[Telegram.]

NORFOLK, August 23, 1862.

(Received 7:10 p. m.)

I am not advised of the intentions of the army on the peninsula about Yorktown and vicinity, but if the object be to retain force thereabouts the naval service now in York River, which consists of only one gunboat, the *Chocura*, should, I think, be increased by at least two more vessels like her in class and armament. The Department is aware that I have none at my disposal to order there.

L. M. GOLDSBOROUGH,
Rear-Admiral.

Hon. GIDEON WELLES,
Secretary of Navy.

Order of Flag-Officer Goldsborough, U. S. Navy, to Commander Patterson, U. S. Navy, to afford assistance to the army at Yorktown.

U. S. FLAGSHIP MINNESOTA,
Norfolk, Va., August 23, 1862.

SIR: You will afford every assistance in your power to the army at Yorktown in embarking the troops. If your assistance has not been asked offer it, and if it is required use every means you have at command to render it as effectual as possible.

I am, very respectfully, your obedient servant,

L. M. GOLDSBOROUGH,
Rear-Admiral.

Commander T. H. PATTERSON,
Commanding U. S. S. Chocura, York River, Va.

Order of Captain McKinstry, U. S. Navy, to Acting Master Shankland, U. S. Navy, commanding U. S. S. Currituck, to proceed to Jamestown Island.

U. S. S. DACOTA,
Off Jordan's Point, August 23, 1862.

SIR: Proceed with the steamer under your command to Jamestown Island and report to Commander Woodhull, or the senior naval officer there.

On your way down the river examine the shores (from your vessel) for rebel batteries or works. Should you discover any, shell them out, and report the facts to the senior officer at Jamestown.

Very respectfully, your obedient servant,

J. P. MCKINSTRY,
Senior Captain.

COMMANDING OFFICER OF THE U. S. S. CURRITUCK.

Report of Commander Armstrong, U. S. Navy, regarding the inefficiency of the blockade of Wilmington, N. C.

U. S. S. STATE OF GEORGIA,
Off Wilmington, N. C., August 23, 1862.

ADMIRAL: I have the honor to forward the enclosed letters from Lieutenant Commanding Stevens and Second Assistant Engineer T. D. Webster, of the U. S. S. *Victoria*. I have directed Commander Parker, the senior officer present off New Inlet, to hold a survey on the machinery of that vessel, being governed by the circular from the Navy Department of January 29, 1862, and to transmit the report herewith in duplicate to you for your decision. If Commander Parker should deem it necessary he will send the *Victoria* to Beaufort to line her shaft, which seems the most important defect for immediate repair. Requisitions have already been sent for anchors for her.

Lieutenant Commanding McCook informs me he has reported to you the condition of the *Stars and Stripes*, and expects to be ordered north for repairs.

Our present force here is small; one vessel is of necessity constantly away for coal, and as the vessels do not carry the same amount of coal, or for the same number of days, it is almost impossible to have only one absent at a time. There should be a force sufficient to allow one vessel to be absent from each side without reference to vessels on the other. This will require a force of at least ten vessels, and that number is believed to be requisite to maintain the blockade efficiently of this port alone. The utmost vigilance is required from the vessels blockading, as the steamer *Kate* will endeavor to escape and other vessels may be expected to try to run in.

Very respectfully, your obedient servant,

JAS. F. ARMSTRONG,
Commander, Commanding.

Rear-Admiral L. M. GOLDSBOROUGH,
Commanding North Atlantic Blockading Squadron.

Report of Flag-Officer Goldsborough, U. S. Navy, regarding the strengthening of the Confederate fortifications at New Inlet.

U. S. FLAGSHIP MINNESOTA,
Norfolk, Va., August 21, 1862.

SIR: I have the honor to state that in a report of Commander Armstrong of the *State of Georgia*, dated off Wilmington, August 13, the following paragraph occurs:

The rebels are very active in strengthening their fortifications, and have, on the New Inlet side, and probably on this, rifle guns of great range; they have a well-established set of signal flags by day and lights by night.

The dispatch informing the vessels off Wilmington that a rebel gunboat had left Queenstown about July 31 was received there on the 11th instant, per the *Magnolia*.

The health of the vessels on that station is reported as generally good.

I am, very respectfully, your obedient servant,

L. M. GOLDSBOROUGH,
Rear-Admiral, Comdg. North Atlantic Blockading Squadron.

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

Letter from Commodore Wilkes, U. S. Navy, to the Secretary of the Navy, regarding the cooperation of the Navy with the Army.

FLAG-STEAMER DESPATCH,
Hampton Roads, August 24, 1862.

SIR: Your letter,* enclosing the copy of one from General Meigs, Quartermaster-General, to General Halleck has been received. I candidly confess to great surprise at its contents. After the signal cooperation of the Navy, no officer of rank in the Army has any right to doubt the aid from our branch of the service being given on every occasion in which it could essentially promote its operation. I beg leave to say that Quartermaster General Meigs can have but little knowledge of the embarkation of the troops now in operation by the Army of the Potomac in embarking at this point, or he never would have indulged in the suggestion to General Halleck relative to the cooperation of the Navy.

I am happy to inform the Department that the acknowledgments of General McClellan for the aid rendered his army by the naval force under my command were expressed to me ere his departure from the Peninsula in warm and grateful terms.

I am, respectfully, your obedient servant,

CHARLES WILKES,
Commanding James River Flotilla.

Hon. GIDEON WELLES,
Secretary of the Navy.

Report of Commander Armstrong, U. S. Navy, of capture of Schooner Mary Elizabeth, off Wilmington, N. C.

U. S. S. STATE OF GEORGIA,
Off Wilmington, N. C., August 24, 1862.

SIR: I have the honor to report the capture of the British schooner *Mary Elizabeth*, of Nassau, while attempting to run the blockade. She was captured while running in for the Wilmington Bar, so near that her master, supercargo, and mate made their escape in the schooner's boat to the shore, taking with them a small black boy, leaving on board a crew of four black men. She was first seen by the *Stars and Stripes* at 3:45 a. m., and the seizure was made by her. Her cargo, as per manifest, consisted of salt and fruit, but a portion of the latter had rotted and been thrown overboard. She left Nassau on the 13th of August, and her crew report she has been four days off this port. They state the *Oreto* had been cleared and was, with crew on board, at anchor outside the port of Nassau, and that many steamers were in port. The schooner's papers had been endorsed by the U. S. S. *Huntsville* on the 16th of August; position of schooner not mentioned. The blacks state the master endeavored to scuttle the schooner before leaving, but was prevented by them.

I send home in charge of the prize Acting Master's Mate John T. Hughes, of this ship; Acting Master's Mate William F. Gragg, of the *Stars and Stripes*, and one seaman from her and the *Mystic*. I am compelled to send a master's mate from this vessel to navigate her to the port of Philadelphia, where I have directed the prize to proceed. I have forwarded all papers found on board, with an account of the capture, to the Hon. John Cadwalader, judge of the U. S. district court for the eastern district of Pennsylvania.

* See p. 666.

I enclose muster rolls of the U. S. steamers *State of Georgia*, *Mystic*, and *Stars and Stripes*, vessels present at the time of capture.

Very respectfully, your obedient servant,

JAS. F. ARMSTRONG,
Commander, Commanding, and Senior Officer.

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

Report of Captain Glisson, U. S. Navy, commanding U. S. S. Mount Vernon, of arrival at Baltimore, Md.

U. S. S. MOUNT VERNON,
Baltimore, August 24, 1862.

SIR: I have the honor to report the safe arrival of the *Mount Vernon* at this port. This being Sunday, I can not report to the commanding officer until the morning, and I shall use every exertion to have her repairs completed as soon as possible.

I am, very respectfully, your obedient servant,

O. S. GLISSON,
Captain, U. S. Navy.

Rear-Admiral L. M. GOLDSBOROUGH,
Comdg. North Atlantic Blockading Squadron, Norfolk, Va.

Report of Acting Master Wells, U. S. Navy, commanding U. S. S. Isauo N. Seymour, of the sinking of that vessel August 24, 1862.

U. S. S. ELLIS,
Neuse River, near New Berne, N. C., September 4, 1862.

SIR: I regret the necessity which compels me to report the sinking of the U. S. S. *I. N. Seymour* during the afternoon of August 24 ultimo. The details are as follows:

In obedience to the orders of Lieutenant E. R. Colhoun, commanding U. S. S. *Hunchback*, and senior naval officer present, I proceeded with steamer *Seymour* under my command up the Neuse River, for the purpose of covering the landing of troops at a point some 10 miles above New Berne.

When about 3 miles above New Berne, the vessel moving as slow as possible, she struck the edge of a bank, projecting nearly midway across the river, the shock so gentle as to scarcely be perceptible. The engine was immediately reversed but would not back off; run out a kedge on the quarter and hauled her stern around into deep water, but she still remained fast, with 5 feet of water forward and 19 feet aft. Then tried the usual method of rolling, by running all hands from side to side. She had now been aground two hours, and up to this time had made no more water than usual; after running the men back and forth a number of times, working the engine back strong and hauling on the line to kedge at the same time, she started off. No sooner was she afloat than the engineer on watch reported her filling with water very fast. The pumps were immediately set agoing and men stationed at the hatchways with buckets to bail; found the water gaining at the rate of 1½ inches per minute, with everything working well. Ran her on the bank as far as possible to prevent sinking in deep water. When

no longer a possibility existed to keep the vessel afloat, the men were ordered to stop bailing and save everything possible; succeeded in saving all the ammunition on board and a few stores, but no provisions. The vessel was about one hour in sinking, during which time everything was conducted in an orderly manner, without a single instance of misunderstanding or backwardness by officers or men.

Since the vessel sank I have been constantly employed endeavoring to raise her, but without success, as the material hitherto used has been too light; it is now being replaced by something more substantial and better fitted than before, and I hope soon to have the honor to report her afloat.

The vessel when grounded was in charge of a negro pilot, put on board by Colonel [Horace A.] Manchester, of the marine artillery.

The nature of the damage done to the vessel has not yet been ascertained.

Confident of soon having her up and in running trim, I have the honor to be, sir, very respectfully, your obedient servant,

F. S. WELLS,

Acting Master, Commanding U. S. S. Seymour.

Commander H. K. DAVENPORT,

Commanding Naval Forces in the Waters of North Carolina.

[Telegram.]

NAVY DEPARTMENT, August 24, [1862].

Send immediately, if not already done, one of the double-end gun boats and four lighter draft boats to Aquia Creek to cooperate with the army. Let them report by letter to the Department.

GIDEON WELLES.

Commodore CHAS. WILKES,

Commanding James River Flotilla, Fortress Monroe.

Order of Flag-Officer Goldsborough, U. S. Navy, to Commander Davenport, U. S. Navy, regarding the disposition of whisky on the abolishment of the spirit ration.

U. S. FLAGSHIP MINNESOTA,
Norfolk, Va., August 21, 1862.

SIR: As by law the spirit ration in the Navy is to cease from and after the 1st day of September next, you will direct the pay officers of the vessels in the sounds to transfer to the medical officers whatever quantity of whisky they may require for medical purposes. All that may remain in the vessels under your authority after such transfer you will cause to be shipped by the first opportunity in a public vessel to Hampton Roads, there to be transferred to the charge of Commander B. J. Totten, commanding U. S. storeship *Brandywine*.

I am, very respectfully, your obedient servant,

L. M. GOLDSBOROUGH,

Rear-Admiral, Comdg. North Atlantic Blockading Squadron.

Commander H. K. DAVENPORT, U. S. Navy,

Commanding U. S. S. Hetzel, and Senior Officer in the Sounds of North Carolina, New Berne, N. C.

Report of Captain Glisson, U. S. Navy, regarding U. S. S. Stars and Stripes.

U. S. S. MOUNT VERNON,
Baltimore, August 21, 1862.

SIR: While at Beaufort I forwarded to you a report from Lieutenant Commanding McCook in relation to his vessel, the *Stars and Stripes*. I would most respectfully state that she is entirely too frail to encounter the heavy gales on our coast in the month of September. She could render good service in some of the rivers, and let a more substantial one take her place. Nine vessels off Wilmington are barely sufficient to retain a strict blockade. The vessels would be then employed, viz, four on each side of the Frying Pan Shoals and one away coaling.

I am, very respectfully, your obedient servant;

O. S. GLISSON,
Captain, U. S. Navy.

Rear-Admiral L. M. GOLDSBOROUGH,
Comdg. North Atlantic Blockading Squadron, Norfolk, Va.

Order from Commodore Wilkes, U. S. Navy, to Commander Scott, U. S. Navy, commanding U. S. S. Maratanza, to proceed to Jamestown Island.

U. S. S. WAHUSSETT,
Off Jordan's Point, James River, August 25, 1862.

SIR: You will get underway with the *Maratanza* tomorrow morning at 9 o'clock and proceed down the river as far as Jamestown Island. The object of your trip is to ascertain whether the enemy are making or have made any fortifications or works on either shore. You will, therefore, make a careful reconnoissance of the river and its shores, and return to your anchorage in the evening.

Respectfully, etc.,

CHARLES WILKES,
Commanding James River Flotilla.

Commander G. H. SCOTT,
Commanding Steamer *Maratanza*, James River Flotilla.

Order of the Secretary of the Navy to Commodore Wilkes, U. S. Navy, regarding cooperation of the Navy with the Army at Aquia Creek.

NAVY DEPARTMENT, August 25, 1862.

SIR: I sent you a telegram yesterday directing that five gunboats be sent immediately to Aquia Creek to cooperate with the army. This order was in a verbal requisition to the Department for five or six light-draft gunboats at that point. I did not specify which boats, for I knew not which could be spared with least detriment to you. They will doubtless have been dispatched before this reaches you.

The change that has taken place in the army movements, and the withdrawal of the troops from the peninsula, will render necessary a corresponding change in the flotilla which was organized to cooperate with and aid the army in its then contemplated demonstration upon Richmond.

Until the military forces shall have become consolidated under the new order, the flotilla will continue to menace Richmond, but the Department is not prepared to advise offensive operations, nor do I know that it is expected. In a few days the flotilla will, in all probability, be relieved, and as soon as it can be a considerable portion of its gunboats will be detached and ordered to other duty.

I am, respectfully, your obedient servant,

GIDEON WELLES.

Commodore CHARLES WILKES,
Commanding James River Flotilla.

[Telegram.]

FORT MONROE, August 25, [1862].

(Received at Washington August 26, 11 a. m.)

SIR: The vessels, one double-ender and four smaller steamers of light draft, have been dispatched agreeably to your order by telegram. They will report to you on arrival at Aquia Creek by letter.

Respectfully, yours,

CHARLES WILKES,
Commanding James River.

Hon. SECRETARY OF THE NAVY,
Washington.

-Report of Flag-Officer Goldsborough, U. S. Navy, regarding loss of U. S. S. Henry Andrew.

U. S. FLAGSHIP MINNESOTA,
Norfolk, Va., August 26, 1862.

SIR: I regret to inform the Department that the U. S. S. *Henry Andrew*, while on her way from Port Royal to New York to be repaired, was wrecked 15 miles south of Cape Henry. She went on shore last Sunday afternoon, the 24th instant, and at the time it was blowing a heavy gale of wind from northeast. From what I gather she is bilged and can not be recovered. There is no loss of life. I have sent a tug to bring the officers and crew to Hampton Roads, and also her guns, etc.

I am, very respectfully, your obedient servant,

L. M. GOLDSBOROUGH,
Rear-Admiral, [Comdg.] North Atlantic Blockading Squadron.

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

Report of Lieutenant Gardner, U. S. Navy, of loss of U. S. S. Henry Andrew.

HAMPTON ROADS, VIRGINIA, August 27, 1862.

SIR: I have the honor to report to you that, in obedience to the orders of Rear-Admiral S. F. Du Pont, I left Port Royal, S. C., on the morning of the 21st instant bound to New York, wind light from the

northward and eastward. At 4 p. m., weather looking doubtful, ran into Stono Inlet for a harbor.

At early daylight on the 22d up anchor and stood out to sea. At 11:15 p. m. of the 23d passed Cape Hatteras in 20 fathoms of water, and stood N. by E. 28 miles, then steered north; weather calm and cloudy, with a long swell from the N. E. At 5 a. m. of the 24th the wind came out strong in a squall from the N. E., with an increase of the swell, which had been growing throughout the night. At 6 a. m. Cape Hatteras bore S. by W. $\frac{3}{4}$ W., distant 48 miles. The wind and sea increasing, steered N. W. by N. for Hampton Roads. From this time to meridian the wind continued to increase, blowing violently in squalls and the vessel laboring and straining in a most frightful manner, leaking badly. At 1 p. m. made the land on the port beam, 12 miles distant; endeavored to haul up N. E. to gain an offing, but owing to her light draft (4 feet 3 inches forward and 6 feet 4 inches aft), she continued to lay in the trough of the sea and drift bodily toward the land, without steerage way and with her decks flooded with water. At 4 p. m., wind and sea increasing and the pumps barely able to keep her afloat, I called a council of all the officers, and, it being their unanimous opinion that she could not be kept clear of the land through the night (being then within $1\frac{1}{2}$ miles of the breakers), I reluctantly put up the helm and ran her on the beach, when I immediately commenced to save the armament and stores, which I am happy to say was accomplished without accident and with but little damage.

Early on the morning of the 25th I dispatched Acting Master's Mate Birtwistle to Norfolk (30 miles distant) to report to the admiral of the station. On the 26th, at 2 p. m., the U. S. S. *Young America*, acting first-assistant engineer commanding, came down and anchored outside the breakers and commenced to take on board the stores and ammunition. On the 27th still taking on board what can be saved from the wreck, including ordnance stores, paymaster's stores, small arms and ammunition, and the 20-pounder Parrott gun. As the vessel bilged in a few hours after she struck, the powder and rifle shell were lost. The breakers running heavily on the beach, it was with difficulty this much was saved, and at 5:30 p. m. I finally abandoned the vessel, and with all the officers and crew went on board the *Young America* and arrived here at 10:45 the same night.

I beg leave to speak in high terms of the good conduct of the officers and crew, and particularly of Acting Master W. G. Wright, executive officer, in carrying out my orders and preserving the discipline of the ship under very trying circumstances; as well likewise Acting Assistant Engineer Pimblitt, for his unremitting attention to the engine throughout.

Very respectfully, your obedient servant,

A. S. GARDNER,
Late Commanding U. S. S. *Henry Andrew*.

Rear-Admiral L. M. GOLDSBOROUGH.

[Telegram.]

NAVY DEPARTMENT, August 28, 1862.

Have the loss of the *Andrew* investigated by a court of enquiry.

GIDEON WELLES,

Rear-Admiral GOLDSBOROUGH,

Comdg. North Atlantic Blockading Squadron, Norfolk, Va.

Order of Flag-Officer Goldsborough, U. S. Navy, to Lieutenant McCook, U. S. Navy, commanding U. S. S. Stars and Stripes, to proceed to Norfolk, Va.

U. S. FLAGSHIP MINNESOTA,
Norfolk, Va., August 26, 1862.

SIR: Proceed to Norfolk, Va., with the *U. S. S. Stars and Stripes*, under your command, and report to me.

I am, very respectfully, your obedient servant,

L. M. GOLDSBOROUGH,
Rear-Admiral.

Lieutenant Commanding RODERICK S. MCCOOK, U. S. Navy,
Commanding *U. S. S. Stars and Stripes*, Beaufort, N. C.

Report of Lieutenant Flussler, U. S. Navy, enclosing reports of operations in the Chowan River, North Carolina, August 3-23, 1862.

U. S. S. COMMODORE PERRY,
Plymouth, N. C., August 26, 1862.

SIR: I send this by the *Putnam* to Roanoke Island, where she goes to obtain coal, but I fear she will find none there, as, when the *Brinker* came from there, there were but 30 tons left, and the steamer *Hussar* was hauling alongside the schooner. Later.—I have concluded to send the *Putnam* to New Berne to tow up the provision schooner. We shall be nearly entirely out of provisions by the time she arrives here.

I send you Acting Master Hotchkiss's report of his work up Chowan River; he did it well. Acting Master Giddings' report was made subsequently to the report of Hotchkiss, and was therefore not referred to in that of the latter.

We have a great many sick here. If Dr. Bradley can be spared, I should much like to have him, if only for a short time. There were 83 sick at the hospital on yesterday, 29 are inmates of the institution, and there are others who ought to be there. I fear there may be many more sick on vessels after the 1st of September, at which date the spirit ration is abolished by law.

Captain Graves is sick at the hospital; an officer (engineer) of mine is there, and a master's mate of the *Putnam*; also a master's mate of mine.

This place is very unhealthy, and so soon as I can leave with safety to the troops on shore I shall scatter the vessels about the sound.

We have pretty reliable reports of a large force coming to attack us from Tarboro; we shall whip them.

There are also rumors of an ironclad boat up this river; if she does not come down before the *Hunchback* arrives, we will then go to look her up. I think she is not there.

The bacon and pork seized by the *Putnam* I gave to the army here.

On the 8th I went up the Chowan and seized from Reddick's, where Hotchkiss had been before, some 4,000 pounds of bacon and 8½ bales of cotton. These were disposed of in accordance with your verbal order. The *Putnam* accompanied me. I also had on board Captain Hammell and 25 of his company, F, of the Ninth New York Volunteers; he went up for a fight, but found no enemy.

Hotchkiss has, I think, pretty well done up Chowan River. He always executes orders well, and I should be greatly pleased to see him made an acting volunteer lieutenant; he deserves it.

You will see by his report that he saw our cavalry on the east bank of the Chowan.

I send herewith a report of Dr. Mann on Mr. Sanborn, of the *Brinker*; I fear his fits are produced by another cause.

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

C. W. FLUSSER,
Lieutenant, Commanding.

Commander H. K. DAVENPORT,
*Senior Naval Officer in the Inner Waters of
North Carolina, New Berne, N. C.*

[Endorsement.]

SEPTEMBER 7, 1862.

Memorandum.—Regular receipts should be taken for captured provisions transferred the Army, with the view of transmitting them to the Commissary-General of the Army.

S. P. LEE,
Acting Rear-Admiral.

[Enclosure.]

U. S. S. GENERAL PUTNAM,
Off Plymouth, N. C., August 11, 1862.

SIR: In obedience to your order of the 3d instant, I proceeded with the steamers *Henry Brinker* and *Shawsheen* in company to the Chowan River. At Winton I fired three shells at some rebel pickets who were stationed at the ferry; they went off in a hurry, leaving their knapsacks, a gun, and one sword. I destroyed their ferryboat and went on up the river. At Reddick's Landing, I fired two shells at some pickets, who left immediately. Destroyed another ferryboat, which was being used by Mr. Reddick to transport bacon for the rebel Army. I received reliable information that Mr. Reddick was furnishing bacon, etc., for the rebel Army; I therefore landed a howitzer and a company of men from the *Shawsheen*, *Brinker*, and this vessel; marched up to Mr. Reddick's house and seized about 2,000 pounds bacon and a small quantity of salt. Fired several rounds from the howitzer to disperse the enemy, who appeared to be gathering in some force. Returned down the river destroying boats, etc., along the banks. On the 5th instant received information that 1,000 cavalry were to attack us at Winton. Steamed up past Winton with *Shawsheen* and *Brinker*; ordered the *Brinker* to fire a few shells along the bank, but received no reply. Sent the *Brinker* up the river. She went up to Franklin and ascertained that the report about a bridge being built across the river was false. I returned down the river in company with the *Shawsheen*.

On the 7th instant, sent the *Shawsheen* to Plymouth with the bacon and four conscripts. On the 8th steamed up to Winton, landed a company of men on the east shore to search for some bacon belonging to the rebel Army, but it had been carried away.

I have destroyed a great many boats of different kinds, yet there may be some left yet, secreted up the small creeks, but I have destroyed their principal means of crossing the river.

Very respectfully, your obedient servant,

W. J. HOTCHKISS,
Acting Master, Commanding.

Lieutenant Commanding C. W. FLUSSER,
Senior Naval Officer, Albemarle Sound, North Carolina.

U. S. S. GENERAL PUTNAM,
Off Plymouth, N. C., August 25, 1862.

SIR: In obedience to your orders of the 13th instant I proceeded to the Chowan River to relieve the *Lockwood*. At 6 o'clock a. m. saw a boat crossing the river which landed before I could reach her, but left a small box of clothing and a soldier's overcoat, which I took possession of, and destroyed their boats. At 9 o'clock a. m. saw a flag of truce at Holly Landing; sent a boat ashore; found it was for permission to cross the river for letters; did not grant it. Met the steamer *Lockwood* and *Brinker*; delivered your orders to steamer *Lockwood* and anchored in company with the *Brinker*. At 10 o'clock got underway and steamed up Dingaderry Creek to communicate with Union cavalry. Lieutenant [Dewitt C.] Ellis, of the New York First Mounted Rifles, came on board. At 5 o'clock p. m. anchored off Cannon's Ferry.

August 14.—At 8 o'clock a. m. saw a flag of truce on the west shore. A lady wished to cross with her baggage and children over to the Union lines; I permitted her to do so. At 1 o'clock got underway and steamed up the river, leaving the steamer *Brinker*, as she was nearly out of coal. At 6 o'clock p. m. anchored off Zoar's Landing.

August 15.—At 4 o'clock a. m. got underway and steamed up the river as far as the junction of the Nottoway and Blackwater rivers; sent an armed boat up the Nottoway about 2 miles and seized a ferryboat, which 400 rebel cavalry had crossed over on the previous night; destroyed the ferryboat and returned down the river. Destroyed four boats at Reddick's Ferry. At 6 o'clock p. m. anchored off Zoar's Landing.

August 16.—At 5 o'clock a. m. sent a boat on shore to bring off the family of Mrs. Burroughs to take them to Plymouth, they having been threatened imprisonment by the rebels; they applied to us for protection. At 9 o'clock a. m. got underway and steamed down the river and anchored below Cannon's Ferry. At 5 o'clock got underway and ran nearer the east shore for the better protection of our cavalry who are stationed there, and ordered the *Brinker* to do the same, as an attack was expected by the enemy's cavalry.

August 18.—Received William Clark on board, as he wishes to join the service. At 8 o'clock a. m. got underway and steamed down the river about 20 miles and anchored near the west shore.

August 19.—At 5 o'clock a. m. sent a boat to seize a flatboat containing a transportation wagon for the rebel army, which crossed the river in the night; 9 o'clock got underway, ran across the river, and sent a boat up the Rockahock Creek to destroy some boats. Destroyed four boats and one scow, seized about 500 pounds bacon, then steamed up the river again and anchored off our cavalry station.

August 21.—At 8:30 o'clock a. m. got underway, steamed up the river, went on shore at Gates' Ferry and seized 2 bales wool, 10 sacks pork, 2 sacks corn, 1 bale homespun cloth, which had just crossed the river, belonging to Mills Roberts, who had escaped with three horses and several negroes. Destroyed three boats and proceeded on up the river, destroying many boats along the banks. Sent a boat on shore to search the premises of Albert Cross, where they were building a large raft, which we destroyed, and one boat. Proceeded on up as far as the Blackwater River and returned and anchored off Zoar's Landing.

August 22.—At 8 o'clock a. m. got underway, steamed down the river; stopped at Seems Creek; went with armed boat up the creek to

destroy boats. Found three and cut them up; returned on board and proceeded on down the river and anchored off our cavalry station.

August 23.—At 10 o'clock p. m. steamer *Shawsheen* came up with orders for me to return to Plymouth.

Very respectfully, your obedient servant,

W. J. HOTCHKISS,
Acting Master, Commanding.

Lieutenant Commanding C. W. FLUSSER,
Senior Naval Officer, Albemarle Sound, North Carolina.

P. S.—SIR: I seized the pork, etc., because it was being transported from Union to rebel lines without permission, knowing that the river was blockaded and no one there to claim it.

It is my opinion that the means of transportation across the river is completely broken up, as I have destroyed all the boats of every description that I could find. I seized the 500 pounds of bacon, as I had reliable information that it was going to the rebel army.

W. J. HOTCHKISS.

Order of Commodore Wilkes, U. S. Navy, to Lieutenant-Commander Smith, U. S. Navy, to assume command of the U. S. S. Stepping Stones and render assistance to the army.

U. S. S. WACHUSETT,
Off Jordan's Point, James River, August 26, 1862.

SIR: You are detached from the command of the *Norfolk Packet*, mortar schooner No. 1, and will immediately take command of the steamer *Stepping Stones*. Acting Master A. J. Frank will put you in possession of all orders given to that vessel. Besides having command of the *Stepping Stones*, you will attend to the supplies of the mortar schooners of the James River Flotilla. The facilities afforded you in the *Stepping Stones* will enable you to perform this extra duty.

You will designate to Commander Woodhull the vessels of lightest draft. Immediately on assuming the command of the *Stepping Stones* you will report to General Dix, and inform him that you have been directed by me to render such assistance as may be needed to the Army in transporting troops from and to such points as he (General Dix) may designate. When you have rendered General Dix the assistance he may require, you will repair to this anchorage and report to me.

Respectfully, etc.,

CHARLES WILKES,
Commanding James River Flotilla.

Lieutenant-Commander W. SMITH,
Norfolk Packet.

Letter from the Secretary of the Navy to flag-officers commanding blockading squadrons, enclosing extracts from consular dispatches regarding explosive machines being manufactured for the Confederates, and other operations abroad.

NAVY DEPARTMENT, August 26, 1862.

SIR: I transmit herewith for your information extracts from dispatches received by the Secretary of State from the U. S. consul at

London, dated August 8 and 9, relative to the *Harriet Pinckney* and her cargo, the cargo of the *Agrippina*, infernal machines or torpedoes, now being constructed, and the plan of the rebels for a general strike in September. Also extract from dispatch of the U. S. consul at Liverpool relative to the *Gladiator* and *Sunbeam*.

Very respectfully,

GIDEON WELLES.

Rear-Admiral D. G. FARRAGUT,
Comdg. Western Gulf Blockading Squadron, New Orleans.

Rear-Admiral L. M. GOLDSBOROUGH,
Comdg. North Atlantic Blockading Squadron, Norfolk, Va.

Commodore J. S. LARDNER,
Comdg. Eastern Gulf Blockading Squadron, Key West, Fla.

[Enclosure No. 1.]

U. S. CONSULATE,
London, August 8, 1862.

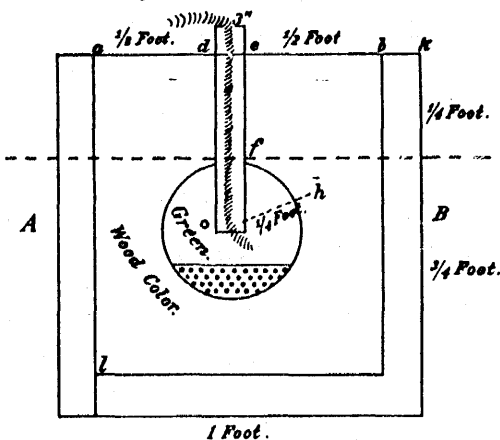
SIR: In a private letter sent to you last week I mentioned that I had obtained drawings of an invention for destroying ships in harbor. I herewith forward the first sheet; a full description with a second sheet will be sent next week, perhaps by mail to-morrow. They will not all be ready before two or three weeks. I am promised one of the machines, or a model on a small scale, with a bottle of the fluid which fills the globe or shell. You will see where, by the green color which fills the globe in figure 1. This fluid is very poisonous and inflammable, and will destroy life and everything consumable it comes in contact with. The balls in the bottom of the globe are also filled with poisonous, inflammable matter, and are intended for the destruction of life as well as of the ship, so far as I have been able to get an explanation of the matter. I hope to learn by what vessel they are shipped, but in this may fail; if so, it shall not be my fault. * * *

F. H. MORSE,
Consul.

[W. H. SEWARD,
Secretary of State.]

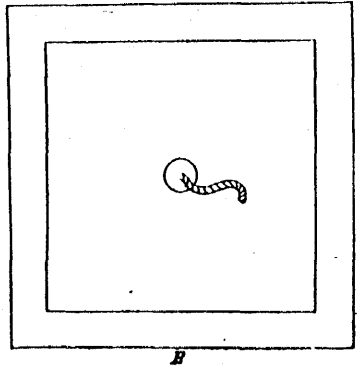
[Subenclosure.]

Fig. 1. Section A. B.



a-b, 1 foot.	c-f, 1/4 foot.
d-e, 3 inches.	g-h, 1/4 foot.
b-k, 4 inches.	

Fig. 2.
A



B

[Enclosure No. 2.]

U. S. CONSULATE,
London, August 9, 1862.

SIR: I herewith forward the second sheet of drawings referred to in dispatch 55. You now have the whole plan as plainly as I have been able to obtain it.

I consider an early notice of this mode of naval warfare so important that I felt justified in giving it much attention and at considerable expense. This, however, will be moderate in comparison with its importance.

The Confederate agents here have, with their allies, become very cautious and suspicious and keen, and resort to tricks to throw us off their tracks. These infernal machines may be shipped from Liverpool, as that port is much nearer than this to the place where they are manufactured, and they will not be very likely to risk them all in one vessel, but divide them and ship by different vessels. * * *

F. H. MORSE,
Consul.[W. H. SEWARD,
Secretary of State.]

[Enclosure No. 3.]

LONDON, August 9, 1862.

SIR: The following is the explanation which came with the sheet of drawings herewith sent:

Figure A is a top view of a float or boat containing three cases or machines set in ready for use, and the design is to put them afloat under the most favorable circumstances that can be selected, and send among our ships, and if the explosion takes place at the right distance the consequences will be most horrible.

Figure B shows the boat and cases cut through lengthwise, and how deep the boat will set in the water with the cases or machines in readiness to be sent on its mission.

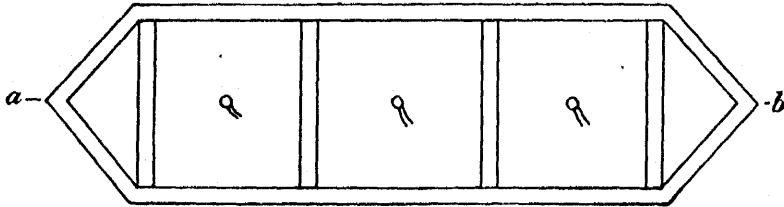
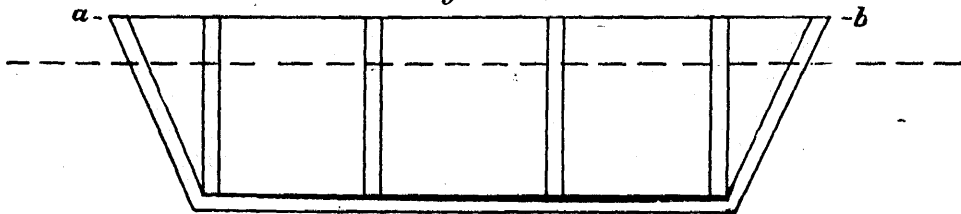
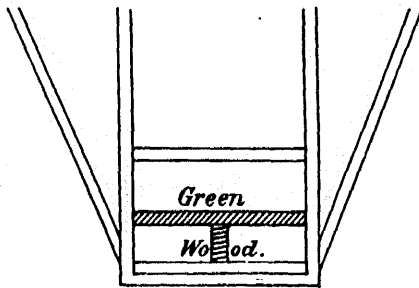
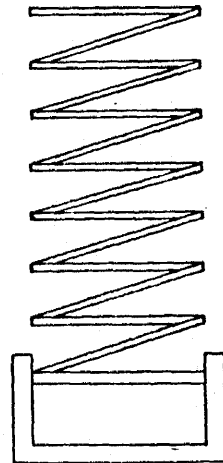
Figure C shows a view of a boat and case cut through the middle chopways.

Figure D shows the machine at the moment when the part containing the poisonous fluid and explosive balls filled with poisonous matter has been thrown out. This is a capital idea, but carrying it out is rather difficult, and unless well managed may expose the persons managing them, if put afloat from boats, and they do not get away far enough before the explosion takes place. The spring is made of steel and is very powerful.

Next week I will send a model of one of the machines and a bottle of the fluid, but be very careful with it, as handling it is dangerous. * * *

[F. H. MORSE,
Consul.][W. H. SEWARD,
Secretary of State.]

[Subenclosure.]

Fig. A.*Fig. B.**Fig. C.**Fig. D.*

Memorandum.—The fluid is composed of materials of the most dangerous description, invariably burning wherever a drop falls. Therefore, in packing, the greatest attention is necessary. The iron around the glass bomb is one-fourth inch thick. The fuze has 6 minutes by 1 inch, and can not [be] extinguished by getting wet. The cases must be broken before the execution. The iron plate around the box is half an inch thick. All throw about three-fourths foot water. The kautshuk [caoutchouc?] must be of best quality. The balls are of different sizes; thrown at a distance of about 20 or 30 yards will be sufficient to protect their own people from danger. * * * The wood is sponge wood, soft, elastic, and of a burning nature.

[Enclosure No. 4.]

U. S. CONSULATE,
London, August 9, 1862.

SIR: * * * In the councils of the Confederates here there is still talk of a great and decisive blow to be struck at the Union Army and Navy in September, when they say their preparations will be made to

carry out their plans. May not the collection of gunboats, infernal machines, large stores of war material at Nassau and vicinity, and even the cry of the British press, which has commenced here against what they call "Yankee blockade" of a British port, Nassau, be preparatory steps in this plan of theirs for one great, and, as they say, final successful struggle?

I am, etc.,

F. H. MORSE,
U. S. Consul.

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

[Enclosure No. 5.]

U. S. CONSULATE,
Liverpool, August 8, 1862.

SIR: Referring to dispatch No. 101 and the sailing of the steamer *Gladiator*, I have now to state that on the 5th instant the official publication of the clearance of this vessel was made. You will recollect she sailed on the 30th July. On the 4th August, six days after she sailed, she was entered to load for Bermuda, and on the same day cleared for this last-named port. At this time, when she was entered to load for Bermuda, she was probably 1,000 miles from Liverpool on her journey. The official publication was made on the day after August 5. The first publication of her cargo was made to-day. I have obtained a copy of her manifest so far as the cargo has been entered at the custom-house. You will see that her cargo is of a nature that fully justified me in saying that she ought to be captured wherever found. There are already entered 675,000 cartridges, 2,940,000 percussion caps, 106,000 pounds gunpowder, 11,570 rifles, 9,840 muskets, 18 brass cannon, and 6 steel rifled cannon, 86 tons saltpeter, with swords, pistols, etc.

In dispatch of August 6 reference is made to the sailing of the screw steamer *Sunbeam*. This vessel is intended to run the blockade. Her cargo consists of gunpowder, muskets, etc. They are all intended for the rebel Government.

Large quantities of arms, gunpowder, and military stores of all kinds are now being shipped by the merchants at this place to Havana in the packets that sail weekly for that place. They expect to run these into the South on the steamers which have been purchased and sent to Nassau, Bermuda, and Havana for that purpose.

* * * * *

Very respectfully, etc.,

THOS. H. DUDLEY,
U. S. Consul.

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

Report of Captain Turner, U. S. Navy, commanding U. S. S. New Ironsides, of arrival at Hampton Roads, Virginia.

U. S. S. NEW IRONSIDES,
Hampton Roads, August 27, 1862.

SIR: I have to report my arrival here last evening at 11 o'clock from the Delaware Breakwater. Enclosed are my orders, which, directing me to report to you at Hampton Roads, I do not feel myself at liberty

to proceed to Norfolk, where I understand you are, until I know your pleasure on that subject.

There is a good deal of work to be done to the ship before she can possibly leave here. The contractors and mechanics, several of them are now on board, others are coming from the North, perhaps now on their way, to assist in completing it. I am under the impression that there are greater facilities here than at Norfolk for accomplishing it; and if so, that it would be better for me to remain here than go up; of this you will be the judge. I shall send off by the mail of this evening my official report of the condition and performance of this ship, that I may not lose a mail, as I know how anxious the Department will be to hear from me at the earliest moment.

I have the honor to be, sir, very respectfully, your obedient servant,
T. TURNER,
Captain.

Rear-Admiral L. M. GOLDSBOROUGH,
Commanding North Atlantic [Blockading] Squadron.

Report of Flag-Officer Goldsborough, U. S. Navy, of movements of vessels at Hampton Roads, Virginia.

U. S. FLAGSHIP MINNESOTA,
Norfolk, Va., August 27, 1862.

SIR: I have the honor to report the arrival at Hampton Roads yesterday evening of the U. S. S. *New Ironsides*. Captain Turner informs me that he will send by this mail to the Department an official report of her condition and performance.

The U. S. S. *Octorara* left Hampton Roads yesterday for blockading duty off Wilmington, N. C.

I am, very respectfully, your obedient servant,
L. M. GOLDSBOROUGH,
Rear-Admiral, Comdg. North Atlantic Blockading Squadron.

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

Report of Flag-Officer Goldsborough, U. S. Navy, regarding the U. S. steamers Stars and Stripes and Valley City.

U. S. FLAGSHIP MINNESOTA,
Norfolk, Va., August 27, 1862.

SIR: The *Stars and Stripes* is reported to me as being in such a condition, as regards both her hull and machinery, that I have been compelled to order her from blockading service off Wilmington to this place for repairs.

I am informed that the *Valley City*, now at Baltimore, will be ready by the 2d proximo for service, and my intention is to send her off Wilmington. It would also be well, in my judgment, if the *Daylight*, now at New York, could also be sent there at the earliest practicable moment.

I am, very respectfully, your obedient servant,
L. M. GOLDSBOROUGH,
Rear-Admiral, Comdg. North Atlantic Blockading Squadron.

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

Report of Commander Davenport, U. S. Navy, regarding the raising of the U. S. S. I. N. Seymour.

U. S. S. HETZEL,
Off New Berne, N. C., August 27, 1862.

SIR: On my return yesterday from a visit to Albemarle Sound I learned that the gunboat *Seymour* was sunk some 4 or 5 miles up the Neuse River, where she had been ordered by request of Major-General Foster to cover the landing of some troops.

I have two schooners alongside of the *Seymour*, and am using all the available means within my reach to get her up. Mr. Stanford, the agent of the company that raised her when sunk before at Hatteras Inlet, says that it will cost \$5,000 to raise her and put her in good order again.

Should the means at my command not be sufficient for the purpose, shall I employ Mr. Stanford to raise the *Seymour*?

Acting Master Commanding Wells has not yet rendered me an official report.

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

H. K. DAVENPORT,

Commander and Senior Naval Officer, Sounds of North Carolina.

Rear-Admiral L. M. GOLDSBOROUGH,

Comdy. North Atlantic Blockading Squadron, Norfolk, Va.

Report of Commander Armstrong, U. S. Navy, of affairs off Wilmington, N. C.

U. S. S. STATE OF GEORGIA,
Off Wilmington, N. C., August 27, 1862.

SIR: I have had the honor to forward reports to you, dated August 13, 19, 23, and 24. You will see that of the 24th mentions the capture of a small schooner from Nassau while attempting to run the blockade of this port. That of the 23d mentions that a survey had been ordered on the machinery of the *Victoria*, reported by her engineer and commander as requiring extensive repairs. Our present force here is small for the proper maintenance of the blockade. As one vessel has constantly to be away for coal, it leaves the entrances of these channels guarded at most by three, and of necessity often by only two, vessels.

The *Penobscot* returned to-day from Beaufort, and the *Mystic* will proceed there for supplies. Both the *Penobscot* and *Mystic* had asked for time there to make repairs, but had been restricted to five days, the necessity of keeping up our force here being apparent, in view of the large number of vessels prepared to run the blockade and the presence of the rebel steamer *Carolina*, or *Kate*, at this port.

Small steamers to be stationed as lookouts would be of great service, the larger ships ready to run to their assistance or in the direction pointed out by signal.

The *Monticello* requires an assistant engineer. I have one assistant engineer above my complement, and would like authority to make the transfer.

Very respectfully, your obedient servant,

JAS. F. ARMSTRONG,

Commander and Senior Officer.

Rear-Admiral L. M. GOLDSBOROUGH,

Commanding North Atlantic Blockading Squadron.

Order of Flag-Officer Goldsborough, U. S. Navy, to Captain Turner, U. S. Navy, commanding U. S. S. New Ironsides, to proceed to sea under sealed orders.

U. S. FLAGSHIP MINNESOTA,
Norfolk, Va., August 28, 1862.

SIR: The moment matters connected with getting the *New Ironsides* prepared for service will permit you will proceed with her to sea, and there open the sealed order from the Department which I sent you yesterday by Lieutenant George M. Bache. If any of the work required for the *New Ironsides* can be better or more readily done in smooth water than where she now lies, you can come to this anchorage with her. The workshop at Norfolk affords greater facilities for work in many respects than the one at Fort Monroe, and it is under Government control.

I am, very respectfully, your obedient servant,

L. M. GOLDSBOROUGH,
Rear-Admiral.

Captain THOS. TURNER, U. S. Navy,
Commanding U. S. S. *New Ironsides*, Hampton Roads, Va.

Order of the Secretary of the Navy to Captain Turner, U. S. Navy, commanding U. S. S. New Ironsides, to proceed to Philadelphia.

NAVY DEPARTMENT, August 28, 1862.

SIR: Proceed with the *New Ironsides* to Philadelphia without delay and report to Commodore Pendergrast.

Very respectfully, your obedient servant,

GIDEON WELLES.

Captain THOMAS TURNER,
Commanding U. S. Ironclad Steamer *New Ironsides*,
Hampton Roads, Virginia.

[Telegram.]

FORT MONROE, August 28, 1862.
(Received 6 p. m.)

SIR: I have received your note* advising me relative to the withdrawal of the flotilla from the waters of James River. Ever since the army crossed the Chickahominy I have kept the four [force] under my command in activity to menace the rebels. It was my intention to have done something more to-day with Appomattox, which I believed feasible, but after the receipt of your note of 25th August last night I have acted on it and come down the river again with the fleet. After making further arrangements to-day I shall drop down the river as far as Jamestown Island, and thence to the mouth of the river at Newport News, which I shall probably reach by to-morrow evening, as I do not wish to risk the large steamers getting on shore by running at night.

Respectfully,

CHARLES WILKES.

Hon. GIDEON WELLES.

* See p. 673.

Report of Commander Woodhull, U. S. Navy, of affairs in vicinity of Jamestown Island.

U. S. S. OIMARRON,
James [Jamestown] Island, August 28, 1862.

SIR: Yesterday I received a message from Colonel Campbell, requesting me to land on the right bank of the river, opposite this anchorage, a white woman, infant child, and black female servant. I was not informed of the circumstances attending this transaction. I, however, obtained from the army captain who brought the message his orders from headquarters, directing him to make the request, and guard the party to my ship, having no instructions as to refusing compliance, I had the woman and her suite put on shore at the place above-mentioned. Enclosed you will find the above-mentioned letter.

Last evening the *Yankee* left under my charge a small pleasure sloop called the *Day Book*, with some nine or ten contrabands on board. Captain Gibson informed me he had picked her up somewhere below this point, and left without any further explanation. I sent the contrabands for the night to James [Jamestown] Island, and retained the boat at anchor near me. This morning I received a note from Colonel Campbell to the effect that he had loaned the *Day Book* to one of the contrabands, named Mason, for the purpose of taking the party to Fortress Monroe. Under the circumstances I permitted the boat to proceed, directing the man Mason to deliver the boat to Captain Totten, commanding U. S. frigate *Brandywine*, for safe-keeping, should she be called for hereafter. The said boat belongs to the quartermaster department attached to Colonel Campbell's command; of this fact I think there is no reason to doubt.

The mortar boats Nos. 8 and 12 have not arrived. So soon as they do, your order directing three of the four of the lightest draft be sent to you shall be executed without any unnecessary delay on my part. Do I understand your orders right, that you wish but one mortar boat retained at this part of the river and the three lightest draft of the four sent to you? I really hope I have construed your orders right, as I am extremely anxious to execute all orders to the letter and with all the dispatch possible.

With the men lately sent me there was no account, descriptive list, or other papers by law required. I would most respectfully request that the documents may be furnished me by those having the matter in charge at their earliest convenience.

Everything in this vicinity remains quiet. The cavalry force under General Averell is still in the neighborhood of Williamsburg; how long to remain is uncertain.

The *Aroostook* has not yet arrived. All of which I have the honor to submit for your consideration.

Respectfully, your obedient servant,

M. WOODHULL,
Commander, U. S. Navy.

Commodore CHARLES WILKES,
Commanding James River Flotilla.

[Telegram.]

WASHINGTON, August 29, 1862—1 p. m.

Turn over the command of the James River Flotilla to Rear-Admiral L. M. Goldsborough and proceed without delay to Washington with

the *Wachusett*, *Maratanza*, *Sonoma*, *Tioga*, *Aroostook*, and six mortar boats, and assume command of the Potomac Flotilla. Send the other six mortar boats to Baltimore. Let the mortar boats come up under sail. Acknowledge receipt.

GIDEON WELLES,
Secretary of the Navy.

Commodore CHAS. WILKES,
Commanding James River Flotilla.

[Telegram.]

FORTRESS MONROE, *August 29, 1862.*
(Received 12 m[idnight].)

SIR: I received your dispatch at Newport News about sunset, where I arrived with the *Wachusett* and *Dacotah*, and the rest of the fleet close at hand. I shall make all haste in transferring the vessels of the squadron not designated in your dispatch over to Rear-Admiral Goldsborough, and proceed at once to the Potomac and Washington, agreeably to your instructions. I would state that for active operations on the Potomac I would like to bring with me the *Jacob Bell* and *Yankee* and the tug *Alert*. The rear-admiral has four tugs here, and the *Dragon*, which is under repairs at this place. You may be assured I shall lose no time in the movement. Please to let me hear early to-morrow about the above smaller vessels. The mortar boats will leave as directed to-morrow morning.

Respectfully,

CHARLES WILKES.

HON. SECRETARY OF NAVY.

[Telegram.]

NAVY DEPARTMENT, *August 29, 1862.*

Commodore Wilkes is ordered to Washington with the *Wachusett*, *Maratanza*, *Sonoma*, *Tioga*, *Aroostook*, and six mortar boats. The other six mortar boats go to Baltimore. He is directed to turn over the remainder of the flotilla to you, and you will make such disposition of the vessels as your best judgment dictates, closing the coast south of the Rappahannock. Acknowledge receipt.

GIDEON WELLES,
Secretary of the Navy.

Rear-Admiral L. M. GOLDSBOROUGH,
Comdg. North Atlantic Blockading Squadron, Norfolk, Va.

[Telegram.]

NORFOLK, *August 29, 1862—3 p. m.*
(Received 3:40 p. m.)

The dispatch of the Department by telegraph of to-day with regard to certain vessels under Commodore Wilkes being ordered to Washington, and the rest of the James River Flotilla to be turned over to

me again, has been received. May I venture to ask if it would not be better to retain the *New Ironsides* here for the present instead of sending her to Philadelphia? Before letting her go I shall await a reply to this question.

L. M. GOLDSBOROUGH,
Rear-Admiral.

HON. GIDEON WELLES,
Secretary of Navy.

[Telegram.]

NAVY DEPARTMENT, *August 29, 1862.*

The Department would consent to allow the *Ironsides* to remain but for positive information about the Richmond vessels. Her defects can be remedied only at Philadelphia, and in a few days. Let her proceed.

GIDEON WELLES,
Secretary Navy.

Rear-Admiral L. M. GOLDSBOROUGH,
Comdg. North Atlantic Squadron, Norfolk, Va.

Letter from the Secretary of the Navy to Flag-Officer Goldsborough, U. S. Navy, regarding orders to the U. S. S. Daylight.

NAVY DEPARTMENT, *August 29, 1862.*

SIR: The steamer *Daylight*, Lieutenant-Commander West temporarily commanding, has this day been ordered to proceed off Wilmington, N. C., to form a portion of the blockading force off that port.

I am, respectfully, your obedient servant,

GIDEON WELLES.

Rear-Admiral L. M. GOLDSBOROUGH,
Comdg. North Atlantic Blockading Squadron, Norfolk, Va.

Letter from the Secretary of the Navy to the Secretary of War, suggesting that Parrott guns be mounted at Newport News.

NAVY DEPARTMENT, *August 29, 1862.*

SIR: The large naval force in the James River being no longer required there, directions are about being given to send the vessels to other points where their presence is most essential.

If Newport News is to be held by the army, I respectfully suggest that half a dozen 200-pound[er] rifled Parrott guns be mounted there as a means to assist in keeping blockaded the ironclad vessels now building at Richmond.

I am, respectfully, your obedient servant,

GIDEON WELLES.

HON. E. M. STANTON,
Secretary of War.

Letter from Commander Patterson, U. S. Navy, to Major-General Keyes, U. S. Army, regarding cooperation with the Army.

U. S. STEAM GUNBOAT CHOCORA,
Off Yorktown, Va., August 29, 1862.

SIR: To enable this vessel or other gunboats that may be here to cooperate effectually with the army either in the defense of Yorktown or Gloucester Point, and prevent improper intercourse, it is absolutely necessary that all transports not discharging or loading should be anchored between the lower wharves, abreast of the flagstaff, at Yorktown and the vicinity of Wormley's Creek, and in the South Yorktown side of the channel, thus leaving the channel, Gloucester shore, and Yorktown shore above the wharf referred to unobstructed.

I remain, with respect, your obedient servant,

T. H. PATTERSON,
Commander and Senior Officer in York River.

Major-General E. D. KEYES,
Commanding Fourth Corps, U. S. Army, Yorktown, Va.

Letter from the Secretary of the Navy to flag-officers commanding blockading squadrons, enclosing extract from dispatch from U. S. consul at Bermuda, regarding vessels preparing to run the blockade.

NAVY DEPARTMENT, August 29, 1862.

SIR: I transmit herewith for your information a copy of a dispatch received by the Secretary of State from the U. S. consul at Bermuda, respecting the *Phebe*, *Peterhoff*, and *Merrimac*.

Very respectfully,

GIDEON WELLES.

Commodore JAMES L. LARDNER,
Comdg. Eastern Gulf Blockading Squadron, Key West, Fla.
Rear-Admiral L. M. GOLDSBOROUGH,
Comdg. North Atlantic Blockading Squadron, Norfolk, Va.
Rear-Admiral D. G. FARRAGUT,
Comdg. Western Gulf Blockading Squadron, New Orleans, La.
Rear-Admiral S. F. DU PONT,
Comdg. South Atlantic Blockading Squadron, Port Royal, S. C.

[Enclosure.]

U. S. CONSULATE,
Bermuda, August 19, 1862.

SIR: The steamer *Phebe* is discharging her cargo here. Her powder has gone into a whale house on a distant part of the island.

The *Peterhoff* is still in port. I learn they have been waiting for the steamer *Memphis*, which vessel was bound here when captured. A Mr. Colton, said to be one of the firm of Z. C. Pearson & Co., has been here for some time past, and, from all I gather, I think it is their intention to send their merchandise direct from here to the Southern States, instead of going to Nassau, as heretofore. A steamer called the *Merrimac*, with a Southern cargo, is hourly expected here from England; also, some vessels from the Southern States. * * *

I am, etc.,

C. M. ALLEN,
Consul.

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

[Telegram.]

WASHINGTON, August 30, 1862—10 a. m.

Let the Department know when you leave the roads. Most of your vessels should have departed last evening.

GIDEON WELLES,
Secretary of Navy.

Commodore CHAS. WILKES,
Commanding James River Flotilla.

[Telegram.]

NAVY DEPARTMENT, August 30, 1862—10 a. m.

You can bring with you the *Jacob Bell*, *Yankee*, and the tug *Alert*.

GIDEON WELLES.

Commodore CHARLES WILKES,
U. S. Navy, Old Point Comfort, Va.

[Telegram.]

NAVY DEPARTMENT, August 30, 1862.

The *Jacob Bell*, the *Yankee*, and tug *Alert* have been transferred to the Potomac Flotilla.

GIDEON WELLES.

Rear-Admiral L. M. GOLDSBOROUGH,
Norfolk, Va.

Report of Commander Parker, U. S. Navy, regarding the inefficiency of the blockade off Wilmington, N. C., and the erection of new shore batteries by the Confederates.

U. S. S. CAMBRIDGE,
Off Wilmington, N. C., August 30, 1862.

SIR: I have the honor to enclose the report in triplicate of a survey on the machinery and anchors of the U. S. S. *Victoria*, and she will leave this station to-day for Beaufort, N. C., for repairs.

I consider this vessel entirely unfit for the blockade in rough weather off this port, and she will probably founder at her anchors, or be shipwrecked, if kept here during the gales of the next winter.

I would respectfully and earnestly call your attention to the fact that there is not a sufficient force here to maintain the blockade efficiently at the present time, some of the steamers being slow and in want of repairs.

I have also to report that the rebels have been busily employed for the last three months in strengthening and erecting new batteries on shore; the sand hills in the vicinity of the forts have been leveled, so that an attacking force will find it difficult to approach, and it will require a strong force to capture the place. I understand that some of the new large guns have been recently received from Charleston, S. C.

The *Cambridge* and *Monticello* are the only vessels left here on the northern or New Inlet side, and the *Mystic* will be due on the 2d September from Beaufort. It would save much time to have a coal vessel on each side of the Frying Pan Shoals.

I am, sir, respectfully, your obedient servant,

WM. A. PARKER,
Commander and Senior Officer.

Rear-Admiral L. M. GOLDSBOROUGH,
Comdg. North Atlantic Blockading Squadron, Norfolk, Va.

Letter from Commodore Wilkes, U. S. Navy, to Flag-Officer Goldsborough, U. S. Navy, transferring vessels recently forming a part of the James River Flotilla.

U. S. S. WACHUSETT,
Off Newport News, James River, August 31, 1862.

SIR: Agreeably to orders from the Navy Department, I hereby transfer to you the following vessels, recently composing a part of the James River Flotilla:

Dacotah, Captain J. P. McKinstry.

Galena, Captain John Rodgers.

Cimarron, Commander M. Woodhull.

Genesee, Commander William H. Macomb.

Monitor, Commander T. H. Stevens.

Commodore Barney, Lieutenant-Commander J. C. Chaplin.

Morse, Lieutenant-Commander C. A. Babcock.

Stepping Stones, Lieutenant-Commander Watson Smith.

Mahaska, Lieutenant N. H. Farquhar.

Southfield, Acting Volunteer Lieutenant Commanding C. F. W. Behm.

Mount Washington, Acting Master Charles Germain.

Alert, Acting Master H. H. Foster.

I am, very respectfully, your obedient servant,

CHARLES WILKES,
Commanding Potomac [James] River Flotilla.

Rear-Admiral L. M. GOLDSBOROUGH,
Comdg. North Atlantic Blockading Squadron, Norfolk, Va.

Letter from Commodore Wilkes, U. S. Navy, to Flag-Officer Goldsborough, U. S. Navy, giving information regarding the vessels transferred from the James River Flotilla.

U. S. S. WACHUSETT,
Hampton Roads, August 31, 1862.

SIR: I have to inform you that all the vessels of the James River Flotilla turned over to you are at Newport News, except the *Mahaska* and *Commodore Barney*, which are at Hampton Roads undergoing some slight repairs, which will be completed in a day or two. The *Stepping Stones* is engaged transporting troops, subject to the directions of General Dix. The *Mount Washington* is at Hampton Roads, and will carry the provisions to the squadron as heretofore. I leave at Newport News the wood scow *Pendleton*, captured up the James River. It was my intention (having orders to that effect) to send her to Washington as

soon as the wood (about 50 cords) is used. The schooner *J. C. L. Sturgis*, also captured, now at Newport News, will be towed to Washington by the *Yankee*.

I am, very respectfully, your obedient servant,
 CHARLES WILKES,
Commanding James River Flotilla.

Rear-Admiral L. M. GOLDSBOROUGH,
Comdg. North Atlantic Blockading Squadron, Norfolk, Va.

Letter from Commodore Wilkes, U. S. Navy, to Flag-Officer Goldsborough, U. S. Navy, expressing thanks for assistance rendered him while commanding the James River Flotilla.

[U. S. S.] WACHUSETT, August 31, 1862.

MY DEAR GOLDSBOROUGH: I intended coming up to see you to-day, show you my official transfer of part of the James River Flotilla, as ordered by the Department, but am unable to do so owing to the pressing telegram I have to get to the Potomac, where I am ordered to assume the command with the part of the force that I have retained by orders of the Department.

I can not leave these waters without expressing to you the agreeable intercourse and assistance rendered me in my duties on the James River, and to offer you my thanks, as well as to express to you the pleasure the intercourse I have had with you has given me, and believe me,

Very truly and sincerely, your attached friend,
 CHARLES WILKES.

Rear-Admiral L. M. GOLDSBOROUGH,
Commanding North Atlantic Blockading Squadron, Norfolk.

P. S.—I perhaps ought to add that there are no orders left to execute. Two of the vessels are under repairs of the list sent. The flotilla was desired to be brought to the lower waters of the James River. There are none above, and no kind of forts active on the banks below City Point.

Yours,

C. W.

Report of Flag-Officer Goldsborough, U. S. Navy, giving list of vessels transferred from the James River Flotilla.

U. S. FLAGSHIP MINNESOTA,
 Norfolk, Va., September 1, 1862.

SIR: I have this moment received from Commodore Wilkes a communication, dated yesterday, transferring to me the following vessels: *Dacotah, Cimarron, Monitor, Morse, Mahaska, Mount Washington, Galena, Genesee, Commodore Barney, Stepping Stones, Southfield, Alert.*

Besides the vessels mentioned in your two telegrams to me as those he was authorized to take to the Potomac, he has also taken, I find, the *Satellite, Dragon, Currituck, Despatch, Port Royal, and Delaware*, or, at least, he has not transferred them to me.

The *Alert*, one of the vessels indicated by your telegram to go to the Potomac, has been transferred by Commodore Wilkes to me.

The *Southfield* and *Morse* both require extensive repairs to their boilers, and the *Commodore Barney* is scarcely in a better condition.

I am, very respectfully, your obedient servant,

L. M. GOLDSBOROUGH,

Rear-Admiral, Commanding North Atlantic Blockading Squadron.

Hon. GIDEON WELLES,

Secretary of the Navy, Washington, D. C.

Order of the Secretary of the Navy to Flag-Officer Goldsborough, U. S. Navy, regarding a survey of the bars off Wilmington, N. C.

NAVY DEPARTMENT, *September 1, 1862.*

SIR: The Department wishes to obtain information of the depth of water on the bars off Wilmington, N. C.

Lieutenant-Commander Braine, of the *Monticello*, has been in communication with the Coast Survey Office in reference to a survey of them. If you have a sufficient number of vessels for blockade duty to admit of the *Monticello* being spared, you will direct Lieutenant-Commander Braine to make a running survey of these bars at the time you may consider most prudent.

Very respectfully,

GIDEON WELLES.

Rear-Admiral L. M. GOLDSBOROUGH,

Commanding North Atlantic Blockading Squadron, Norfolk, Va.

Report of Commander Armstrong, U. S. Navy, regarding the blockade of Wilmington, N. C.

U. S. S. STATE OF GEORGIA,
Off Wilmington, N. C., September 1, 1862.

SIR: I have the honor to forward herewith a report of a board of inspection on the U. S. S. *Stars and Stripes*, a monthly return of contrabands on board, and the bimensal returns of this ship, for transmission to the honorable Secretary of the Navy.

The U. S. S. *Octorara*, Lieutenant-Commander Brown, arrived here on the 29th of August. The U. S. S. *Victoria*, Lieutenant-Commander Stevens, left New Inlet for Beaufort on the 30th to coal and line her shaft. The *Mystic*, Lieutenant-Commander Arnold, is expected from there to-morrow. The *Cambridge*, *Penobscot*, and *Monticello* are now off New Inlet. The *State of Georgia*, *Octorara*, and *Stars and Stripes* are off this entrance of Cape Fear River.

I have no news to communicate.

Very respectfully, your obedient servant,

JAS. F. ARMSTRONG,

Commander, Commanding.

Rear-Admiral L. M. GOLDSBOROUGH,

Commanding North Atlantic Blockading Squadron.

Order of the Secretary of the Navy to Flag-Officer Goldsborough, U. S. Navy, regarding limits of the Potomac Flotilla.

NAVY DEPARTMENT, *September 2, 1862.*

SIR: The limits of the Potomac Flotilla will include the Plankatank River, and your command will include all entrances south of that river.

I am, respectfully, your obedient servant,

GIDEON WELLES.

Rear-Admiral L. M. GOLDSBOROUGH,
Commanding North Atlantic Blockading Squadron, Norfolk, Va.

Order of the Secretary of the Navy to Acting Master Andrews, U. S. Navy, commanding U. S. S. Crusader, to proceed to Norfolk, Va.

NAVY DEPARTMENT, *September 2, 1862.*

SIR: You will proceed with the U. S. S. *Crusader* to Norfolk, Va., and report to Rear-Admiral Goldsborough for duty in the squadron under his command.

I am, respectfully, your obedient servant,

GIDEON WELLES.

Acting Master THOMAS ANDREWS,
Commanding U. S. S. Crusader, New York.

Order of the Secretary of the Navy to Flag-Officer Goldsborough, U. S. Navy, to transfer the command of the North Atlantic Blockading Squadron to Acting Rear-Admiral Lee, U. S. Navy.

NAVY DEPARTMENT, *September 2, 1862.*

SIR: Upon the reporting of your relief, Acting Rear-Admiral Samuel Phillips Lee, you will transfer to that officer all papers, instructions, unexecuted orders, etc., pertaining to your command, and regard yourself as detached from the command of the North Atlantic Blockading Squadron, agreeably to your request of the 15th of July last, and waiting orders.

I am, respectfully,

GIDEON WELLES,
- [Secretary of the Navy.]

Rear-Admiral L. M. GOLDSBOROUGH,
Commanding North Atlantic Blockading Squadron, Norfolk, Va.

Order of the Secretary of the Navy to Captain Lee, U. S. Navy, to assume command of the North Atlantic Blockading Squadron, as an acting rear-admiral.

NAVY DEPARTMENT, *September 2, 1862.*

SIR: You are hereby appointed an acting rear-admiral in the Navy of the United States and you will proceed without delay to Norfolk, Va., and report to Rear-Admiral L. M. Goldsborough for the command of the North Atlantic Blockading Squadron.

I am, respectfully,

GIDEON WELLES,
[Secretary of the Navy.]

Acting Rear-Admiral SAML. PHILLIPS LEE, U. S. Navy,
Washington, D. C.

Letter from Acting Rear-Admiral Lee, U. S. Navy, to the Secretary of the Navy, acknowledging the appointment to the command of the North Atlantic Blockading Squadron.

WASHINGTON, September 3, 1862.

SIR: I acknowledge the receipt of your order of the 2d instant, appointing me an acting rear-admiral in the United States Navy.

I accept the appointment with a grateful sense of the honor conferred on me by such evidence of your good opinion.

I have the honor to be, sir, with the highest respect, your most obedient servant.

SAMUEL PHILLIPS LEE,
Acting Rear-Admiral, U. S. Navy.

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

Report of Commander Woodhull, U. S. Navy, commanding U. S. S. Cimarron, requesting permission to proceed with that vessel to Norfolk for repairs.

U. S. S. CIMARRON,
Off Newport News, September 3, 1862.

ADMIRAL: I have just received the enclosed letter from the engineer in chief of this vessel, which I send to you for your consideration. I think myself it is important that we should be permitted to make the repairs therein mentioned. I would respectfully add that this steamer was taken without any inspection, trial trip, or other experiments, directly from the hands of the contractors, and hurriedly sent to the James River; consequently, there are many defects and deficiencies which should be noticed before the builders are fully paid for their work. We have had our fires going ever since she was brought from Bordentown (nearly two months and a half), and have not since had a proper examination of the boilers. If compatible with your views, I have the honor to request permission to proceed to Fortress Monroe or Norfolk, and make the repairs and examination asked for.

Very respectfully, your obedient servant,

M. WOODHULL,
Commander, U. S. Navy.

Rear-Admiral L. M. GOLDSBOROUGH,
Commanding North Atlantic Blockading Squadron.

[Telegram.]

NAVY DEPARTMENT, September 3, 1862.

The *Cimarron* is ordered by mail to Key West. Direct her to proceed direct to Nassau in pursuit of privateers *290* and *Oreto*. Send off also another double-ender, or the *Dacotah*, with the same orders. Afterward let them report to Commodore Lardner. Let there be no delay. Answer by telegraph.

GIDEON WELLES.

Rear-Admiral L. M. GOLDSBOROUGH,
Commanding U. S. Blockading Squadron, Norfolk, Va.

[Telegram.]

NORFOLK, *September 4, 1862.*

(Received 12:15 p. m.)

Your telegram of to-day has been received. The *Cimarron* and *Dacotah* will both be ordered off in pursuit of the privateer and afterwards to go to Key West and report to Commodore Lardner for duty in the squadron under his command.

L. M. GOLDSBOROUGH,
Rear-Admiral.

Hon. GIDEON WELLES,
Secretary Navy.

[Telegram.]

NAVY DEPARTMENT, *September 4, 1862.*

Commodore Wilkes will be sent into the West Indies with a flying squadron. He will leave in about one week. The *Dacotah* and *Cimarron* can leave at once as directed yesterday, but they will form part of his squadron and therefore need not report to Commodore Lardner, but leave a letter with the American consul at Nassau reporting their movements to Commodore Wilkes.

GIDEON WELLES,
Secretary of the Navy.

Rear-Admiral L. M. GOLDSBOROUGH,
Comdg. North Atlantic Blockading Squadron, Norfolk, Va.

*Report of Commander Armstrong, U. S. Navy, regarding the blockade of
Wilmington, N. C.*

U. S. S. STATE OF GEORGIA,
Off Wilmington, N. C., September 4, 1862.

SIR: Lieutenant Commanding McCook received your orders this day, directing him to proceed with the *Stars and Stripes* to Norfolk and leaves this evening in obedience to them. Acting Assistant Surgeon Hamilton has handed me the enclosed letter for the honorable Secretary of the Navy, withdrawing his resignation, which I forward without approval. I enclose requisitions for arms and for a topsail and foresail. The sails are so worn as to be useless. The arms sent home in prize vessels have not been returned to this ship and I have not sufficient on board to arm properly the boarders. The sword bayonets were not furnished with the rifles; they are needed, and necessary for arming the boats and crew. I trust the arms and sails may be sent to me soon, via Beaufort or by the *Massachusetts*.

There has nothing of importance transpired since my letter of September 1.

The *Victoria* returned to New Inlet from Beaufort to day. The *Mystic* is detained there repairing machinery. The departure of the *Stars and Stripes* leaves but seven vessels on this station to guard both entrances of Cape Fear River, and one is necessarily always absent for coal.

Very respectfully, your obedient servant,

JAS. F. ARMSTRONG,
Commander and Senior Officer.

Rear-Admiral L. M. GOLDSBOROUGH,
Commanding North Atlantic Blockading Squadron.

[Telegram.]

NAVY DEPARTMENT, *September 5, 1862.*

Probably the *Cimarron* and *Dacotah* may not be allowed to coal at Nassau.

They should take enough to touch there and thence to Key West, and, if necessary, they can touch at Port Royal and fill up.

GIDEON WELLES.

Rear-Admiral L. M. GOLDSBOROUGH,
Comdg. North Atlantic Blockading Squadron, Norfolk, Va.

Report of Rear-Admiral Goldsborough, U. S. Navy, of the transfer of his command to Acting Rear-Admiral Lee, U. S. Navy.

WASHINGTON CITY, *September 6, 1862.*

SIR: I beg to inform the Department that, agreeably to its instructions of the 2d instant, I have turned over the command of the North Atlantic Blockading Squadron to Acting Rear-Admiral S. P. Lee, and that my present residence is this city.

Very respectfully, your most obedient servant,

L. M. GOLDSBOROUGH,
Rear-Admiral.

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

Abstracts of log books of United States vessels which served in the North Atlantic Blockading Squadron during the period from March 8 to September 4, 1862.*

Abstract log of the U. S. S. *Aroostook*.

May 8, 1862.—At 4 a. m. stood up James River in company with U. S. S. *Galena* and gunboat *Port Royal*. At 6 passed Newport News battery. At 8:15 prepared to shell Bay Point [Day's Point?] battery. At 10:45 flag-officer made general signal. Ceased firing and stood up the river again. At 10:50 arrived at Point of Shoals battery. At 11 commenced shelling battery. Until 2 p. m. engaged in shelling Point of Shoals battery. Slightly damaged by shot, which cut port hammock cloth, carried away port maintopmast staysail, and stranded starboard staysail and passed through starboard side port.

May 14.—From 8 a. m. to meridian: Standing up the [James] River. At 1 p. m. fired one shell and two shrapnel from the howitzer gun at a party of men in the woods on shore.

May 15.—At 7:15 a. m. discovered a heavy battery on the left side of the river on a high bluff, distant about 1 mile, when flagship commenced firing. At 7:30 commenced firing shell from our 11-inch shell gun, the remaining part of the crew engaged in defending the gun's crew from the enemy's musketry from the woods on the bank of the river. From 8 a. m. to meridian: Engaging enemy; part of crew employed in checking the musketry of enemy's sharpshooters; dragged anchor, and batteries discovered our range; shifted berth. At 10:55

* 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.

withdrew from action on signal from flagship. During engagement received two shot from batteries, one an 8-inch solid shot about a foot above starboard hawse pipe, which passed through the side and lodged in the harness cask. The other shot struck under after part of starboard fore chain and glanced off. There were also the marks of several rifle balls. We withdrew without loss of life or wounded in the crew.

May 30.—Proceeded down the river from Acres [Aiken's?] Reach, and at 5:30 p. m. received numerous rifle shots from the enemy.

June 10.—At anchor off Jamestown Island. From 6 to 8 p. m.: A party ashore destroying ordnance stores and rendering useless the defenses of the island and its approaches.

June 11.—Party returned from shore, having destroyed magazines [and] carriages, and disabled guns.

June 12.—Sent first cutter's crew to finish burning quarters and other outhouses of magazine.

June 14.—From 4 to 8 a. m., off Jamestown Island. A party on shore endeavoring to burst guns in batteries by exploding 8 [inch] shell in them. Attempt unsuccessful. At 1 p. m. cutter came alongside, after burning soldiers' barracks and destroying the batteries on Hog Island.

June 17.—At 9:30 a. m. heard heavy firing on shore; prepared for action and fired XI-inch five times and rifle gun 7 times, 2 10-second shrapnel, 1 5-second shrapnel, 1 5-second Birney, 1 10-second shell.

June 30.—[James River]. At 3 p. m. heavy firing was heard on shore. Went to general quarters and commenced to shell woods, in obedience to orders from General McClellan. From 4 to 6 p. m. engaged in shelling woods where enemy were in sight. At 6 p. m. opened fire again with XI-inch shell. Considerable difficulty experienced from want of long range fuzes.

Abstract log of the U. S. S. *Chocura*.

May 4, 1862.—At 7 a. m. saw the Union flag hoisted on the principal battery at Yorktown. At 8:30 stood up the river under steam. At 2 p. m. spoke the gunboat *Corwin*, who turned and stood up the river with us. At 2:45 the *Corwin* made signal that there were a number of rebel cavalry ashore. Stopped the engines and fired one round from the XI-inch and one from the rifle, when, a flag of truce being shown, ceased firing and stood farther up the river. At 3:45, off West Point, fired the rifle twice at a small battery on shore. A white flag being shown, ceased firing.

May 6.—At 10:30 p. m. captured a boat with three men. Sent them on board the *Wachusett*.

May 8.—At 12:05 p. m. saw a number of rebel cavalry on the left shore. Fired a shell from the rifle, and two shell and one shrapnel from the pivot gun at the place where the rebels were seen. At 2:30 came to anchor off West Point.

May 10.—At 4 p. m. a pilot for the Pamunkey River came on board. Steamed up the river in charge of the pilot, *Sebago*, *Marblehead*, and tugboat *Boardman* in company, astern. When up off Smoker's Hole fired a shell from the rifle and a shrapnel from the pivot into the northern shore in the direction of the railroad track. At 5:30 sent the third cutter inshore in charge of Mr. Carver, and brought off a white man for the purpose of obtaining information. At 6:30 reached Cooke's Island, and, finding that vessels had been sunk in both channels, anchored. The captain left the vessel to sound about the sunken vessels and search for a passage through them. Found a passage in the

western channel, got underway, and passed the obstructions without difficulty, followed by the *Sebago* and *Marblehead*. At 7:20 anchored. At this time the tug *Boardman* reported having been fired into with small arms, just ahead of us. Fired several shell, grape, and shrapnel in the direction pointed out by the *Boardman*, but could not discover any indication of the presence of the enemy.

May 11.—From meridian to 4 p. m.: Saw a number of our cavalry on the left bank of the river. Came to anchor a little below White House. Fired pivot and rifle gun in the direction of a camp of rebels, said to be about 1½ miles distant. Continued firing till 4, at intervals of fifteen minutes.

July 23.—At 11 a. m. saw two men on the fort at Gloucester Point, apparently making reconnoissance. Fired three musket shots and a 10-second shell from the rifle gun and they disappeared.

July 24.—At 10 p. m. a canoe with three men came off, bringing information that rebels were on the Gloucester shore in large numbers, with artillery. At 11, saw rebels setting fire to some old wooden buildings on the Gloucester shore. Fired the rifle and pivot guns a number of times, when they disappeared. At 11:45 a contraband came on board and reported 200 rebels with artillery at Gloucester Point and planting their guns in the deserted battery in a position to fire on us.

July 25.—At 12:30 a. m. steamed up and down the river, firing at the battery and fort on the Gloucester shore. At 1:45 a. m. ceased firing and steamed up above former anchorage.

July 31.—At 6 a. m. steamer *Mystic* went over to Gloucester Point with troops on board, for the purpose of setting fire to the old buildings on the point. At 9 the troops returned to Yorktown, having fired all the buildings.

August 1.—At 2 p. m. sent the first cutter, with an armed crew in charge of Mr. Leonard, to destroy a portion of the water battery on Gloucester Point. Sent the second cutter ashore to assist in destroying the battery.

August 2.—At 3:30 p. m. sent second cutter ashore to bring alongside a canoe that was beyond musket range. At 4 saw several men on the Gloucester shore, near the ruins of the hospital. Sent Acting Master's Mate Rappell, in charge of armed first cutter, to see who they were. At 5:10 he returned, not having been able to overtake them.

September 2.—At 2:10 p. m. came to anchor off the mouth of the Mattapony River. Sent Acting Master Borden on shore on the Gloucester side, in charge of first and second cutters, with armed crews, to bring off a large barge. At 3:30 returned with the barge and a skiff in tow. Fired a 10-second shell at a man on horseback near the place from whence the barge was taken. He disappeared behind a house near by. Stove the barge and skiff to render them useless to the rebels and proceeded down the river.

Abstract log of the U. S. S. Commodore Perry.

March 10, 1862.—At 1:30 p. m. proceeded up the river close to Elizabeth City to reconnoiter. Fired two shots at the sunken rebel steamer *Fanny*. Disabled all her machinery.

March 14.—At 8:15 a. m. got underway with the fleet and commenced firing at the enemy's batteries at New Berne, N. C. At 12:15 p. m. Acting Master Thomas took possession of the schooner *Napoleon*, rebel.

April 11.—At the mouth of Newbegun Creek [Pasquotank River]. Sent launch and second cutter, armed, under command of Acting Master Hotchkiss, up the creek. At 9:45 they returned, bringing two schooners in tow. At 10 a. m. manned and armed the launch and sent her, in charge of Lieutenant Flusser, the gunboat *Putnam* taking the launch in tow, and proceeded down the river.

May 2.—Cobb's Point. At 2:45 p. m. Lieutenant Flusser fired three shell from IX-inch gun.

May 20.—Off Plymouth, N. C. At 3:30 p. m. stood down the river and took the prize steamer *Fly* in tow and proceeded to the city.

June 9.—Set fire to the schooner *Scuppernon*, partly loaded with white-oak timber belonging to the Confederate Government, off North River.

July 9.—Off Plymouth, N. C. Called all hands to quarters. Saw some rebel cavalry on the banks of the river. They firing on us heavy volleys of musketry, we commenced shelling the bank of the river and woods at 2:50 p. m. One man slightly wounded in the leg and one mortally wounded. At 4 landed a detachment of Hawkins' Zouaves and one field howitzer, all under the command of Lieutenant Flusser and Captain Hammer. They proceeded to the town of Hamilton, N. C. Ammunition expended: 15 5-second shell, 7 10-second shell, 8 shrapnel, 3 canister, 7 grape.

July 11.—At 11 p. m. dispatched two boats, armed and equipped, up the Roanoke in search of a rebel officer.

July 12.—Boats returned at 2:30 a. m., having the rebel officer in charge.

July 14.—At 6:45 a. m. landed a detachment of Hawkins' Zouaves and one field howitzer, under command of Lieutenant Flusser, at Williamston, N. C. At 8 men and soldiers returned on board. Proceeded to Jamestown [Jamesville], N. C.; landed a detachment of zouaves and sailors, under command of Lieutenant Flusser, on shore. Returned at 7:15 p. m., having captured one small 6-pound field howitzer.

July 31.—Off Plymouth, N. C. Got underway; proceeded up the river; hove some shell into the woods where the rebel cavalry has been hovering around. At 8:15 passed the town of Jamestown [Jamesville]; hove some shell on the outskirts of the town and proceeded along up the river. At 11:15, abreast of Williamston, saw some cavalry on the beach and shelled them. At 11:30 landed all our soldiers and sailors on shore under command of Lieutenant Flusser, they proceeding up to the town of Williamston. At 6:30 came to anchor abreast of Plymouth. Ammunition expended: 7 5-second shell, 2 10-second shell, 5 15-second shell, 8 shell, 10-pound charges.

August 8.—At noon landed a detachment of zouaves and sailors at Riddick's [Reddick's] Landing and brought off 9 bales of cotton and a quantity of bacon.

Abstract log of the U. S. S. *Dacotah*.

June 28, 1862.—Steamed up James River.

July 2.—At 7 a. m. sent first, second, and third cutters ashore, with their crews and marines. At 5:30 armed boats returned, having destroyed the battery at Hardy's [Harden's] Bluff. Guns destroyed at Hardy's [Harden's] Bluff: One 8-inch rifle, 2 7-inch rifles, 2 7-inch smooth, 6 32-pounders.

July 3.—At 6:15 a. m. sent armed boats, first, second, and third cutters, in charge of Lieutenant Selfridge and Master S. D. Ames, to Day's Point battery to destroy the guns. At 1:30 p. m. boats returned. Guns destroyed at Day's Point: Three 42-pounders, 8 32-pounders, 2 8-inch shell guns, 2 32-pounder carronades.

Abstract log of the U. S. S. Daylight.

April 25, 1862.—At 8:08 a. m. made [signal] No. 1228; answered by the fleet. Fleet got underway and took their positions in line and steamed in toward Fort Macon. At 8:40 opened a heavy fire on the fort from all vessels, steaming in an elliptical course past the fort and up again, firing as soon as our guns would bear. At 9:05 the fort opened a hot fire on us with very heavy guns. At 9:20 a shot struck us on the starboard quarter, going through the chief engineer's room, the cabin, the pantry, and the floor of the captain's stateroom and into the side of the ship, from whence it dropped down under the engine. Acting Third Assistant Wade had his arm broken by the splinters. At 9:54 stopped firing and hauled off, as our shot did not reach the fort, after an action of one hour and fifteen minutes. During the action forty-four shots were fired. At 10:40 came to anchor and communicated with the army by signals; 12 to 4 p. m., our army still bombarding the fort.

April 26.—At 9:30 a. m. signalized the army on shore. At 10:10 got underway and steamed up toward the fort. At 10:20 the rebel flag was hauled down and the stars and stripes were set. At 10:30 steamer *State of Georgia* fired a salute.

April 28.—At 1:20 p. m. Fort Macon fired a salute of thirty-four guns.

 Abstract log of the U. S. S. Delaware.

March 13, 1862.—At 5:30 a. m. called all hands and cleared ship for action. At 7 ran alongside of the flagship. Made general tour through the fleet. Received on board Captain Rowan and his aids; ran in close to enemy's shore and covered the landing of troops by shelling the woods. At 1 p. m. ran alongside of schooner ——— and brought off troops of Eleventh Connecticut Regiment and, running close inshore, placed them on board tender. Fired from IX-inch gun into the woods to protect our army whilst landing and marching. Engaged a battery on Johnson's Point, [N. C.], at 4 p. m. At 4:20 the enemy's battery opened fire and the *Underwriter*, *Perry*, and *Lockwood* engaged it. At 5 p. m. we steamed toward the *Alice Price*, conveying orders to Burnside.

March 14.—At 6:30 a. m. got underway and stood up the river and beat to quarters. Heard heavy firing on shore between the hours of 7 and 8. Stood on up the river toward New Berne. Engaged the enemy's batteries on shore above Johnson's Point and other places where they were located. Received no returning fire, and, passing rapidly along, gave chase to two steamers off New Berne. Ran into Jenkins' Wharf and sent armed boats to the steamers; made them prize. Their names, *Old North State* and *Albemarle*. At 2 p. m. Generals Burnside, Foster, and Reno came on board and reported the success of the army.

March 21.—At 7 a. m. *Louisiana* made signals. Captain proceeded to her and kept on up the river; met obstructions. After finding a channel through them, returned down the river to transport steamer *Admiral* and received from her 200 soldiers of Twenty-fourth Massachusetts Regiment, and with them proceeded toward the town of Washington, [N. C.] At 1:30 p. m. disembarked soldiers. At 3:30 reembarked troops, proceeded down river to steamer *Admiral*, placed the troops on her, kept on down river, and at 8 passed Indian River, and at 9 came to anchor off Pamlico.

March 26.—At 5:30 a. m. ran in close to Wade's Point; landed pilot; returning, entered the mouth of the Pungo River at 7. At 7:30 laid to and sent boat up Juaran [Jordan] Creek to reconnoiter. Boats returned and we proceeded on up the river to the mouth of the Pantego Creek. At 11 discovered two strange schooners moored inshore. At 11:30 lowered boats and with armed crews proceeded toward them; captured them and towed them alongside. Came to at the mouth of Pantego Creek at 6:30 p. m. Were visited by citizens residing around where we were lying who desired to be placed under the protection of our flag. Permitted several to take their families on board the prize schooners.

March 31.—At 2 p. m. ran down the river toward the obstructions. Discovered steamers *Albemarle* and *Hussar*. *Albemarle* was sunk, having run foul of the obstructions. Took from her officers, crew, prisoners, sick, wounded, and well, and with them returned to Washington, [N. C.] Also took off of *Albemarle* all stores, provisions, etc. Ran alongside of wharf at Washington; disembarked all prisoners. At 12 midnight anchored abreast of the town.

April 4.—At 4:30 p. m. steamer *Albemarle* fired by boats' crews from *Louisiana* and gig's crew of this vessel. Weighed anchor, in company with *Louisiana*, and, running close inshore, sent boat's crew on shore and fired fort and magazine on embankment. Got underway again and kept down the river.

April 5.—At 9:45 a. m. entered the mouth of the Neuse River.

April 20.—At 1:30 p. m. ran up to Elizabeth City; passing it at 2, entered swamp, and running a distance of 5 miles hove to and fired from IX-inch gun. Expended one 5-second shell and one shrapnel. Returned down the river.

April 23.—At 11 a. m., by order of the flag-officer, went to meet a flag of truce ashore. Took an officer and six men of the rebel Army, having in charge the body of the adjutant of the Ninth New York Zouaves, and brought them on board, thence proceeded to the flagship. Transferred the body of the adjutant to the *Picket*.

June 11.—At 9:20 a. m. signaled the flagship. At 10:20 weighed anchor and ran to the mouth of the Appomattox River and opened fire on the west bank. Ceased firing at 12:30 p. m. and ran up to anchoring ground off Bermuda Hundred, [James River, Virginia], and came to.

June 17.—At 9:30 a. m. a masked battery at City Point opened fire on our fleet lying in the river; weighed anchor, and running down to the mouth of the Appomattox returned the enemy's fire. At 11, the battery silenced, returned to anchorage ground.

June 22.—At 5 p. m. weighed anchor and ran up river. Off Colonel Carter's place received on board a lieutenant of U. S. cavalry having dispatches for the commodore of the river squadron. Took him to the *Galena*, and at 8:30 up river again.

June 26.—At 7:10 p. m., in company with the squadron, ran slowly up the Appomattox; opened fire at 8 upon the enemy on the banks of the river; ceased firing at 11:30.

June 28.—At 2 p. m. Commander Rodgers came alongside and ordered us up the Chickahominy River; entered it at 5:30.

June 30.—Heard heavy firing up the Chickahominy.

July 1.—From 8 to 12 heard heavy firing up the Chickahominy above us. At 2:30 p. m. took on board officers of the Army, having dispatches for General McClellan; ran down river, entered James River, and came to anchor on Harrison's Bar at 10:15 and sent army officers on shore.

July 2.—At 5 a. m. ran up river; took off from shore part of our army sick and wounded (247 in all). At 3:15 p. m. ran down river and placed the sick and wounded of the Army on board the steamer *State of Maine*.

July 6.—At 4:45 p. m. ran up James River to the upper fleet.

July 7.—Heard heavy firing at 2 a. m. in direction of Charles City Court-House; came to anchor at Westover at 3 p. m. At 4 ran down to flagship and were ordered to open fire on enemy's batteries located at ———; opened fire at 4:45 and discontinued at 5:30; returned to wharf at Westover.

July 8.—At 4:20 p. m. ran along the south shore, keeping batteries of enemy clear.

July 12.—At 11:45 a. m. rebel flag of truce boat came alongside and wished to communicate with General McClellan. Sent two of her officers down to the flagship in the *Port Royal's* cutter. At 3:45 p. m., officers of rebel boat having returned, she proceeded up the river.

August 2.—At 8 p. m. made Chuckatuck and anchored. The third cutter, in charge of Acting Master's Mate Sprigman, with armed crew, went on shore to the mouth of the creek. The gig, in charge of cockswain, went along with boat squadron up Smithfield Creek.

August 3.—At 3 a. m. boat squadron from Smithfield Creek returned. At 5 the cutter returned from Chuckatuck Creek; weighed anchor and ran up to steamer *Yankee*, aground off Smithfield Creek. At 1 p. m. Acting Master's Mate Kerens, in charge of cutter, went ashore to burn a sloop lying at mouth of Smithfield Creek; performed his duty and returned at 2:20.

August 4.—At 2:25 received Commodore Wilkes on board; started down the river; came to anchor in Hampton Roads at 11:30 p. m.

Abstract log of the U. S. bark *Fernandina*.

March 31, 1862.—At 9 p. m. beat to quarters, cast loose the guns, and prepared for a midnight surprise, as we saw three steamers with steam up exchanging night signals under Fort Caswell, [N. C.]

April 2.—At 5:10 a. m. observed a schooner close in under the shore with all sail set. The U. S. S. *Mount Vernon* saw her at the same time and got underway immediately. The schooner then ran aground, the crew setting fire to her in the cabin and leaving in their boat. By this time the steamer had approached to within a few hundred yards and opened fire with shell to drive back the rebels who had collected on the beach. At 9 a. m., in company with the *Cambridge*, went to the assistance of the *Mount Vernon*. At 9:15 the executive officer, with the third cutter's crew, fully armed, left the ship and repaired to Captain Glisson, of the *Mount Vernon*, for duty. Off Lockwood's Folly Inlet. At 9:45, observing a great number of armed men approaching the prize schooner, beat to quarters, cast loose the port battery, and fired five rounds of shell, completely dispersing the rebels, who dropped their guns as they ran, seeking shelter behind the numerous sand hills in their vicinity. At 10:25 the executive officer returned with instructions to Captain Browne to send first cutter with the longest hawser; also third cutter, with crew fully armed with pistols and muskets. At 10:40 the boats shoved off, in command of the executive officer and Mr. Hempstead. At 11, in compliance with signal from flagship, the fourth cutter, with an armed boat's crew and seven musketeers, in

charge of Master's Mate Robinson, proceeded to the flagship. At 2:30 p. m., observing the rebels to be armed and gathering in great numbers on the beach to the northward, apparently determined to drive off our boats' crew, opened fire from our port battery with shell, firing five rounds. The rebels fled in every direction simultaneously with our opening fire. The *Mount Vernon* and *Cambridge*, seeing the rebels, also opened fire upon them, which they kept up for some time. At 3:30 boats returned to the ship. The name of the schooner above mentioned was the *Kate*, but she had sailed under the names of the *Leonora* and the *Lucy C. Holmes*. We found that the cabin had been fired, but it was soon put out, and we found all her papers and a secession flag on board. Hoisted half the salt on deck, cut the bags, and started it overboard. At 2:30 p. m. the schooner was almost dry; received orders to burn her and cut holes in her side. The rebels opened fire upon us from the houses and behind the sand hills. Sent word to Commander Glisson that they were firing and that the balls struck the schooner's side and some passed over us. The vessels opened fire with shell, our vessel commencing, and one of her shot struck a house from which the rebels had been firing, setting it on fire. While the vessels had been shelling the rebels we had effectually set fire to the schooner fore and aft.

April 13.—At 12:04 p. m. came to abreast of the *Minnesota*, Hampton Roads.

April 14.—Received on board a rifled gun and its equipments. Got underway and proceeded up the Chesapeake.

April 16.—At anchor in Baltimore, repairing.

Abstract log of the U. S. S. *Galena*.

April 21, 1862.—At 1:30 p. m. ship put in commission, navy yard, New York.

April 22.—At 12:45 p. m. hove up anchor and was taken in tow by the *Baltic*.

April 24.—At 3 p. m. came to anchor off Fortress Monroe. Commander John Rodgers came on board and took command, relieving Commander Taylor.

May 4.—At 1:15 p. m. *Merrimack* rounded Sewell's Point, steamed a quarter of the distance across to Newport News and lay there. Beat to quarters and loaded small arms and got everything ready for immediate action, but she made no attempt to attack us, and at 3:45 p. m. she steamed up toward Norfolk out of sight.

May 6.—At 10:30 a. m. captain came on board with dispatches from Newport News that the *Merrimack*, *Jamestown*, and *Yorktown* were in sight coming down from Norfolk. Got ready for action, but up to 12 she has not made her appearance.

May 7.—At 1:30 p. m. the *Merrimack* made her appearance off Sewell's Point, where she remained apparently at anchor during the watch. Cleared ship for action and was prepared for her reception. At 5 p. m. the *Merrimack* went out of sight around Sewell's Point.

May 8.—At 6:15 a. m. got underway for James River in company with the *Port Royal* and *Aroostook*. At 8:30 opened fire on a battery at Rock Wharf; passed up in front of it four times and silenced the guns, eleven in number, and set the battery on fire. Saw the *Jamestown* and *Yorktown* above the battery. They got up steam and went

up the river. At 1 p. m. a rebel battery opened fire on ours. Engaged it; found to be a 12-gun battery on Mother Tynes' Bluff. Proceeded up in front with the gunboat *Aroostook* and bark; ordered gunboat to lay out of range while we silenced them. Passed up in front four times and down three times and silenced all but one gun; for that we expended a good many shot. Ordered the *Aroostook* and *Port Royal* to run past the battery while we engaged it, which they did, the *Port Royal* with [out] injury. The *Aroostook* received one shot in her bulwarks, injuring no one. We received one shot on our port quarter, doing very little injury. The *Aroostook* fired inflammable shells, setting fire to the rebel works. At 12 m. sailing up the river. At 3 p. m. struck on Lyons [Lawn's] Shoals; *Port Royal* tried to tow us off and got us afloat; found our engines would not work. *Aroostook* took our hawser and towed us on Hog Island. Shell expended: First battery, rifle, 29; Dahlgren, 19; Second battery, rifle shell, 58; Dahlgren, 65.

May 10.—At 8 a. m. afloat fore and aft.

May 11.—At 5 a. m. signaled *Aroostook* and *Port Royal* to get underway; hove up anchor and steamed up river. At 6 a. m. stopped opposite Jamestown and sent first cutter on shore with two officers to reconnoiter. Found five batteries evacuated; examined one of them; found four guns, 8-inch columbiads, spiked, and carriages burned; found no white people; brought off five contrabands, but obtained no information.

May 13.—At 4:30 a. m. signaled for the fleet to get underway; steamed up river. At 5:30 signaled to fleet to prepare for action; beat to quarters and passed Fort Pocahontas; it made no demonstration, being evacuated. At 10:30 crossed Harrison's Bar; saw a large fire at City Point. Saw the Union stars and stripes flying on shore. At 11:30 a small boat came on board with a young lady and an old man, requesting us not to shell the town, as the soldiers had all left. Came to anchor off City Point; all the houses flying white flags. Fire from tobacco factory still burning slowly. Captain went ashore and returned with three deserters from the rebel Army. Boarded two schooners; found no papers, flags, or contraband goods; let them pass with a warning not to carry anything for the rebels.

May 14.—At 9:30 a. m. saw rebel soldiers on shore. At 3:30 p. m. first division went to quarters and fired two 10-second shells at some rebel soldiers in ambush and scattered them.

May 15.—At 6 a. m. weighed anchor. At 7:30 sighted batteries on port bow. At 8:15 swung so as to bring our broadside guns to bear on the battery. The battery opened fire, the first shot striking our port bow and going quite through and slightly wounding two men. Shortly received another shot in the port bow, going entirely through the ship, killing Michael Manney and wounding three others from the first division. Paid out chain and swung broadside to the battery and opened fire with shell. The bank of the river was filled with rifle pits. Thomas Reddy was killed by a rifle shot. Kept up a brisk fire with shell, and had nearly silenced the battery when we found our shells all expended, and commenced firing solid shot with but little effect, and the battery soon opened upon us with terrible effect, every shot taking effect, going through the iron armor. At 11:05 received a shell which exploded on the gun deck, setting fire to a cartridge and filled the ship with smoke, killing three men and wounding several. Mr. Boorum received a piece of shell, tearing away most of his foot. At 11:30 found our ammunition nearly all expended. Slipped chain and retired to Kingsland Creek and came to anchor. Mustered the hands and

found 12 men killed and 15 wounded, two of the men dangerously. Killed in the action: Thomas Ready, Michael Manney, James H. Webber, Martin Millberry, John Smith (fourth), Robert Boyd, Richard A. Adams, John Quigg, John Russell, David Patterson, William H. Houghton, Joseph Johnson. Wounded in action: John O'Connor, William Stevens, Thomas Finnegan, Henry Watson, William H. Harrison, Diedrich Visser, Thomas B. Clark, Andrew McCleary, George McDonnell, Frederick Johnson, William Ourey, Matthew Shard, William H. Curtis, William Riley, Thomas McCarthy, William Cato, Charles Kenyun, Amos W. Sampson, Jared D. Boorum, Owen Dougherty.

May 16.—At 4:30 a. m. all hands up anchor, got underway, and steamed down the river to City Point and anchored in 4 fathoms water. At 7:50 Mr. Boorum, gunner of the *Galena*, died from a wound received in yesterday's fight. Thomas Dougherty died from wounds received on the 15th instant.

May 19.—At 4:45 p. m. a boat from the *Wachusett* was fired into by two rebels at the wharf at City Point, killing two men and wounding three, and making prisoners of three of the wardroom officers and seven of the boat's crew. The *Maratanza* and *Monitor* got underway and steamed up to the city and fired several shells into the town. Sent an armed boat with six marines to cooperate with them. Could not get the *Galena* underway, as her engines were not in working order. At 10 p. m. observed the enemy signaling with lights on the left shore.

May 20.—From 4 to 6 p. m. got underway and ran up and anchored in the mouth of the Appomattox River. At 5:30 first and third divisions went to quarters and fired four shells at a squad of rebel cavalry.

May 21.—At 9 a. m. fired a shot from the forward rifle gun at a squad of rebel cavalry about 2 miles off, which made a retrograde movement advisable. At 1:30 third division went to quarters and fired a shell at a squad of rebels a little to the right of City Point. At 5 p. m. rebel troops in sight back of City Point.

May 22.—Rebel cavalry in sight during the day back of City Point. At 5 p. m. a flag of truce came down to the wharf at City Point and was answered by a boat from the flagship.

May 23.—At 11:30 p. m. saw something moving near the shore at City Point. Appeared to be a number of boats or a raft, moving toward the ship; went to general quarters and fired a volley of musketry at them and saw no more of them.

May 24.—From 6 to 8 p. m. the first division went to quarters and fired a shell at some rebel soldiers on the left bank of the Appomattox River. Steamer *Dragon* fired several shots at some rebels at City Point.

May 25.—At 7:30 a. m. a train of cars came into City Point with a flag of truce. It was answered by a boat from flagship.

May 27.—At 10 a. m. the steamer *Stepping Stones* and a tugboat started up the Appomattox River. At 12 returned, having been fired into by the rebels.

May 29.—At 11:30 a. m. saw rebel soldiers at City Point, but could not bring a gun to bear upon them. At 3 p. m. saw rebels on shore at City Point occupying a small frame house and a brick house. The first division went to quarters and put a shell through the center of one of the houses and into the roof of the other. Fired four shots in all, and they have had a good moral effect.

June 1.—At 11 a. m. saw rebels at City Point; fired five shells at them. From meridian to 4 p. m. Fired two rifled shells at a house at City Point having rebel soldiers in it.

June 2.—From 4 to 6 p. m.: Proceeded down river. The shores appeared to be filled with riflemen, who fired upon us. Fired a 100-pounder shell and struck a house near where the shots came from.

June 6.—At 2 p. m. changed our position to avoid the enemy's sharpshooters.

June 15.—At 5:45, while passing a high bluff on the starboard hand, the rebels fired a volley of about 100 rifle shots at us but did no damage. We returned their fire with a 100-pounder rifle and one 9-inch shell.

June 16.—At 10:15 a. m. received a volley of rifle shots from the enemy from the port bank of the river. Returned their fire with small arms and broadside guns. Expended 12 Parrott charges and 14 9-inch Dahlgren. Proceeded up the river and came to anchor near Sturgeon-town. At 6:30 p. m. the U. S. S. *Mahaska* opened fire on some rebels on shore who were firing on the ship with small arms. -

June 17.—At 5:30 a. m. got underway and proceeded down the river prepared to shell the woods, but saw no signs of the enemy. At 9 the enemy opened fire from City Point with small arms and a number of rifled pieces. At 9:05 Commander Rodgers returned aboard. He had a narrow escape, as a rifle shell struck within about 2 feet of the gig. At 9:15 weighed anchor and prepared to shell City Point. The enemy keeping up a brisk fire upon City Point with four big guns loaded with shell. At 11 let go anchor, with spring at the mouth of the Appomattox River, and brought port side guns to bear and continued the fire. No reply from the enemy. Expended 29 Parrott charges and 20 9-inch. No one injured on board the *Galena*. Our smokestack was struck three times by shell.

June 19.—A steamer with a flag of truce came up the river and anchored near the flagship. Fired a rifle shell at some rebel pickets at City Point.

June 20.—At 1 p. m. fired two 9-inch shell at some rebel soldiers opposite City Point. At 2 p. m. fired one shell in the same direction. At 4:30 the U. S. S. *Aroostook* passed down, reported that the *Jacob Bell* had been fired into by the rebels some 7 miles above City Point. At 5 received orders to go up river. At 7:45 came to anchor opposite Turkey Island.

June 23.—At 10:30 a. m. called all hands to quarters and manned the starboard battery; kept at quarters an hour and a half. When the ship had passed the Watson Bluff the enemy fired four rifle shots at us, which we returned with rifles; no one injured.

June 26.—At 7 p. m. the expedition set out; all the fleet hove up anchor and steamed up the Appomattox River. The U. S. S. *Stepping Stones* buoyed the channel out and the *Port Royal* took the lead as flagship, with Commander Rodgers on board, and our launch and gig equipped for the expedition. From 8 to 12: The fleet kept up a constant fire, shelling the wood on all sides. At 10 got aground; soon got off. Firing continued and no response from the enemy. Names of the vessels going up the Appomattox: *Port Royal*, flagship; *Maratanza*, *Mahaska*, *Southfield*, *Satellite*, *Jacob Bell*, *Island Belle*, *Stepping Stones*, and *Monitor*.

June 27.—The firing ceased a little from the fleet up the Appomattox. At 2 a. m. steamed close abreast of City Point and commenced shelling the houses. At 2:20 sent two boats ashore and set fire to the depots, and kept shelling the town. One incendiary shell struck the hotel and exploded, set the building on fire. At 3:50 steamed down and threw a few shells into the woods, but they did not ignite. At 5 came to anchor

at the mouth of the Appomattox and ceased firing. Saw a heavy smoke raise up in the direction of Petersburg. All the vessels ceased firing. Our fleet up the Appomattox not in sight yet, and no signs of the enemy. At 11 fired two shots at some rebels that were seen on the top of a hill. At 12:30 got underway and ran down below City Point and anchored. Fired a shot at a house as we passed City Point. At 4:30 a large brick building caught fire at City Point and was burned, with all the adjoining wharf.

June 30.—At 4:45 p. m. steamed up the river with General McClellan and staff on board. Heard heavy cannonading up river. At 5 steamed up river and commenced shelling the enemy. From 6 to 8, ship in action, throwing shell in the enemy's columns. At 8:30 ceased firing, only firing at intervals when the enemy was to be seen. Dropped down river and anchored; everything quiet at 10. Fired 61 rifle shell and 89 9-inch shell.

July 1.—At 2 p. m. passed City Point; saw no signs of the enemy. Anchored opposite Carter's Wharf. At 4:15 hove up anchor and steamed up the river. At 4:50 came to anchor and commenced firing; ceased at 5:40. At 6:50 shifted position and commenced firing; ceased at 7:45; proceeded down river and anchored opposite Carter's Wharf.

August 3.—At 5:30 p. m. the *Southfield* made signal from above City Point for immediate assistance; signalized to the flagship and sent first cutter to tell the commodore that the *Southfield* was aground and wanted assistance. At 6:10 two tugboats passed to the assistance of the *Southfield*. At 6:45 received orders to go to the assistance of the *Southfield*. At 7 steamed up the river. At 7:30 opened fire on City Point. At 7:50 passed the *Southfield*, firing occasionally, but the enemy ceased firing. At 8 ceased firing and anchored above the *Southfield*. Fired five rifle shell and six 9-inch shell.

August 6.—Saw several men in a field near Bermuda Hundred and brought No. 3 gun to bear on them and fired a shrapnel shell.

August 18.—At 10:30 a. m. the *Satellite* went down the river opposite Harrison's Landing and opened fire on the south shore. From meridian to 4 p. m.: The *Satellite* continued to fire shell into the woods opposite Harrison's Landing. Gunboat *Maratanza* went down and commenced shelling the woods; the *Cimarron* also went down.

Abstract log of the U. S. S. Hunchback.

March 13, 1862.—At 8:30 a. m. the *Louisiana* opened fire on the port bank of the river Neuse to cover the landing of the troops, followed by the *Valley City, Delaware,* and *Stars and Stripes*. At 8:45 six launches left the vessel to land the howitzers. At 9 the transport steamers *Pilot Boy, Patuxent, Alice Price,* the tugs *Champion, Alert,* and *Union,* with launches and boats in tow, made for the shore. At 9:40 the *Alice Price* entered the creek, followed by the tug *Union* with the launches, and landed the troops. At 10 the commodore transferred his flag from the *Philadelphia* to the *Delaware*. At 4:35 the batteries opened fire on the gunboats.

March 11.—At 9:10 received orders to proceed up the river to support the troops, who are reported as engaged with the enemy. At 9:40 joined the gunboats that were engaged with the batteries. Prepared for action and opened fire on the battery from our rifle gun, distance 1,700 yards. The batteries answered the fire of the boats at 9:55. The *Delaware* signaled the fleet. We advanced in close order and engaged

the battery on the point. The stars and stripes flying in the first battery. At 10:08 the second battery was silenced and blown up. The *Barney* and *Morse* were ordered to advance and engage the battery closer, we being the headmost gunboat. At 10:30 the batteries appear to be deserted, they not replying to the fire of the gunboats. At 10:45 the *Delaware* telegraphed the fleet; at the same time we passed the lower battery, followed by the fleet, we being the fifth in line. At 10:55 the *Delaware* passed the battery on the point, followed by the fleet, and opened fire on the rebels (who are firing the bridge and city), we being the sixth in line when the fleet passed through the obstructions of sunken vessels. At 11:20 passed in front of the city, it being on fire in several places and the bridge being almost destroyed. At 11:45 came to anchor in front of the city. At 12:08 p. m. the fort on the point was blown up. At 12:20 our troops reached the bridge. The rebel steamer *Albemarle* captured. At 4 the army transports moving up the river. Expended during the day, 10 rifled shell.

May 13.—At 4:35 a. m. got underway and proceeded up the Chowan River. At 6:30 went to quarters and prepared for action. Made a breastwork of sails on port and starboard bow to protect the crew from musketry. Passed the town of Winton and returned down river.

May 14.—At 5:30 p. m. proceeded up the Chowan River in company with the gunboat *Whitehead*. At the third reach from Reddick's Landing, and in the bend of the river came in sight of the rebel battery, bearing, as we rounded the point, N. W. $\frac{1}{2}$ N., distant 500 yards. The battery was abandoned and the guns removed. It contained embrasures for four guns. In front of the battery and across the river was stretched a chain and barricade of trees. The river is very narrow, not allowing the boat to turn around; water very bold, 344 [3 to 4?] fathoms close in to the banks. Battery distant about — miles from the mouth of the river, at the mouth of the Blackwater River, and 2 miles from Virginia, Southampton County. Steamed down the river and came to anchor at 5:30 p. m. below Barfield's Landing.

May 15.—Got underway and proceeded down the river. Came to anchor abreast of a creek on port side of river; sent a boat ashore to the schooner *Dora Aloma*, ashore in the creek, filled with water; took her in tow and proceeded down the river. At 12:30 p. m. took in tow the ferry flat at New Landing, or Gates' Ferry, breaking up the ferry. At 2, let go the flat, first destroying it for ferry purposes.

May 18.—At 9 a. m. entered the Meherrin River. At 9:15 called all hands to quarters and prepared ship for action. At 12 m. came in sight of a battery on a bluff on the port side of the river. Battery abandoned and no guns mounted in it. Embrasures for four guns. There were vessels sunk in the river and a barricade of trees across the river in front of the battery. At 1:50 p. m. sent an armed boat in charge of Acting Master Richard Pasquell. At 2 the boat returned, having in tow the schooner *G. H. Smoot*, of Edenton, N. C., as a prize; no cargo on board of her. At 2:33 passed into the Chowan River and came to anchor.

May 19.—At 6 proceeded up the Chowan River. At 11 landed at the residence of Major Dougherty; landed a party of the coast guard, searched the house but could not find him. Came on board, Gilbert G. Saunders, private, of the Nineteenth North Carolina Volunteers, now disbanded, stationed at Cedar Creek during the battle of New Berne. He took the oath of allegiance and was allowed to leave. At 11:55 came to Battery Magruder. From meridian to 4 p. m.: Towed obstructions of trees to the port side of the river, the *Whitehead* assisting. We passed up above the battery and through the second obstruction,

landed a party of the crew and prepared material for burning the battery; then proceeded up the river about 1 mile above the battery. At 4:20 proceeded down the river; came to off the battery. At 5:05 the *Whitehead* came down with boat in tow. Sent a boat ashore and fired the battery, blowing up the magazine. Proceeded down the river and came to anchor.

May 20.—From 8 to meridian: Proceeded up the Chowan River in company with the *Whitehead*. At 9 entered Bennett's Creek. At 11:25 Captain Colhoun went on board the *Whitehead*; also 18 men of the Union Coast Guard and 10 men of the crew, in charge of an officer. The *Whitehead* proceeded up the creek. At 11:35 steamed down the river; steamer in charge of the executive officer. At 8:30 p. m. steamer *Whitehead* came alongside with the schooner *Eugenia*, of Edenton, captured by the boat's crew of the *Hunchback*, in charge of Master's Mate C. H. Weaver, up the creek about 18 miles from the mouth of the creek; no cargo on board the vessel.

May 21.—In Bennett's Creek. At 2:20 p. m. Acting Master's Mate R. Pasquell and Master's Mate C. H. Weaver, with 16 men in first and second cutters, left the vessel and were taken in tow by the *Whitehead* and proceeded up the river. The *Whitehead* made signal at 6:30. Sent a boat with the pilot to bring out the schooner a prize to our boats. At 9 schooner at anchor near us; officers and men returned on board. The prize is the schooner *Winter Shrub*, of Edenton, loaded with salt fish. She was captured by our boats up Keel Creek, about 2 miles from the river.

May 21.—At 11:50 a. m. entered the Blackwater River, Virginia, and at 12 came to obstructions in the river, consisting of three schooners sunk athwart the stream, and about 2 miles from the mouth of the river. At 12:30 made fast a hawser to the schooner on side of the river and attempted to haul her round. Shifted the hawser to the schooner in the center of the river. At 3:30 succeeded in towing the schooner around and carried away her foremast, making a passage for us through the obstructions. At 4 passed through and up the river a short distance and made fast alongside the port bank. The Nottaway River in sight and obstructions of sunken vessels in it also. Proceeded down river and anchored in the Chowan River.

May 26.—At 5:55 came to anchor off the battery at the mouth of the Wyanoke Ferry. At 6:50 got the end of the chain across the river on board and commenced taking it in, clearing away the logs, etc. From 8 to meridian all hands engaged in taking in the chains from the barricade. At 3:20 sent a party on shore and burned a deserted camp of the enemy about 2 miles back of the battery.

May 29.—In the Blackwater River. At 5 a. m. proceeded up the river in company with the *Whitehead*; reached Franklin depot at 7:55. Found there the steamer *Stag* and two schooners sunk in the river, about one-fourth of a mile from the railroad bridge. Captain Colhoun, with a party of the Union Coast Guard, went on shore. The bridge across the river destroyed.

Abstract log of the U. S. S. *Mahaska*.

May 5, 1862.—Ship put in commission.

May 20.—At 10 a. m. Lieutenant N. B. Harrison arrived on board and took command, Hampton Roads.

May 30.—At 7:50 a. m., abreast of Fort Powhatan, Lieutenant Farquhar in charge of first cutter, armed and manned with seven marines,

proceeded on shore to reconnoiter. At 8:20 cutter returned, reporting the enemy (cavalry) in force in rear of fort, distant about 500 yards.

June 1.—Proceeding up the [James] river in company with gunboats *Aroostook* and *Jacob Bell*. At 2 p. m., abreast of Devil's Reach, was fired into several times from hillside by riflemen. Returned fire with shot and shrapnel. At 2:15, abreast of Howlett's plantation, 12 miles below Richmond, wended ship and began descending the river. At 3:30 was again fired into from Devil's Reach. Returned fire with small arms.

June 11.—At 5:30 a. m. discovered four white men in a scow about one-half mile up the river, endeavoring to reach the fleet; lowered dingey and picked them up. They proved to be four of the crew of the rebel steamer *Jamestown*, and reported as follows: Fort Darling defended by 11 guns, and a newly erected battery; 1 mile below, defended by 3 guns, all of heavy caliber. The forts manned by the crew of the late ships *Merrimack* and *Jamestown*. Reported having deserted last night at 11 p. m. in company with 18 others, who had dispersed in small parties so as to elude the pickets; all would endeavor to reach the gunboats. The four men were soon after sent to the *Galena*.

June 12.—At 2:40 p. m. Lieutenant Farquhar, with Acting Master Moses, proceeded on shore in the dingey in answer to a hail from a man on horseback. Soon returned on board, bringing Mr. Aiken, a wealthy planter, who came to communicate his desire for permission to cultivate his farm, in return promising to harbor no rebel troops about his mansion. Request granted, he returned on shore. His sympathies were with Virginia.

June 16.—At 6 p. m. the enemy's pickets on left bank of river fired numbers of rifle shots, striking the ship in every direction. Returned fire with fifteen rounds of shell, shrapnel, also small arms, driving the enemy from the woods.

June 18.—At 10:20 a. m., abreast of Heath's Reach, was fired into by riflemen from the hillside. Returned fire with one round from pivots and howitzers; also a few side arms.

June 25.—At 10:30 a. m. discovered numbers of pickets and a field officer on upper end of City Point. Opened fire upon them with pivots and howitzers. At first shot officer took from a soldier a rebel flag and waved it. Then proceeded to a house on the point, which was fired at and partially destroyed, the enemy retreating back in the woods.

June 28.—A large fire visible in the direction of Petersburg. At 10:30 a. m. one shot fired from up the river. A boat from flagship reported the enemy cutting away trees on river bank and endeavoring to get a battery into play upon the gunboat *Island Belle*, ashore.

June 29.—At 10 a. m., while passing the bluff at the lower end of Heath's Reach, was fired upon by a number of rebel sharpshooters concealed in a rifle pit, from the effect of which the second loader of pivot No. 2 was severely wounded in the hand and groin. Returned the fire with No. 2 pivot and starboard howitzer.

June 30.—At 8 steamed down river, in company with the *Galena* and *Monitor*. At 8:30, off Harding's [Haxall's] Point, saw a part of our army. Were hailed from shore. Sent Lieutenant Farquhar. Brought off General Keyes and two of his staff. Sent the general on board the *Galena*. Proceeded down the river. At 10:30 came to off the [Bermuda] Hundred. Rebel cavalry reconnoitering on left bank of river. From 4 to 6 heavy and continuous firing of artillery heard up the river.

July 1.—At 5:40 a. m. occasional firing and loud cheering in the rear guard of the army on right bank of the river. At 9 heavy and

continuous firing heard in a northerly direction. At 11:25 received Lieutenant Beckett, of the Army Signal Corps, on board, for the purpose of communicating with the army. Took station on fore-topmast cross-trees, directing the fire of rifle pivot with Acting Master O. Lee Moses. From 12 to 4 p. m. heavy and continuous firing in a northwesterly direction. Firing continuously and at intervals from the ship's heavy batteries. From 4 to 6 p. m.: Heavy and continuous firing in a northerly direction. Shells from rifle pivot gun thrown occasionally in direction of enemy's camp. At 6:30 the *Galena* came up the river and anchored astern of us. Firing continued at intervals from the fleet. At 7:30 very brisk musketry, with occasional heavy guns, heard in direction of U. S. Army. During the day 56 shell fired.

July 7.—At 6:30 a. m. heavy and frequent firing heard up the river; made instant preparations to get underway. At 6:45 proceeded up the river, in company with gunboat *Sebago*. At 7 transport *Juniata* came down the river, reporting that in attempting to pass a bluff about 3 miles above us was fired into by a battery of four pieces, striking her many times. Several shots below water line. Had wounded two men and caused the *Juniata* to leak badly. Proceeded up river for the scene of action, convoying the *Juniata* and tugboat *Red Rover*. Abreast of bluff fired three shells in direction of enemy. Received no reply, the battery having been removed. Received ammunition. Made all preparation for the approaching battle.

July 9.—At 1 p. m. enemy reported from masthead as felling trees. At 2, opened fire with after pivot gun, expending 2 5-second shell and 2 10-second shell.

July 10.—At 9 a. m. transport *Daniel Webster*, in passing up the river abreast of Fort Powhatan, was fired into by artillery. Succeeded in running by the fort under a storm of shot, shell, and grape. Gunboat *Sebago*, lying below the fort, immediately opened fire with shell. At 9:05 hove up anchor and steamed down to the scene of action. At 9:20 opened fire with rifle and howitzer. Expended four shell. Received no response, the artillery having been removed. Ran by the fort and rounded to below the *Sebago*. Steamed up river. The *Sebago* was struck twice on her quarter abreast of Fort Powhatan. At 11:40 the *Tioga* came up and anchored off Fort Powhatan, firing several shell into the woods in rear of the fort.

July 12.—At 9:30 gunboats *Tioga* and *Sebago*, lying off Fort Powhatan, opened fire upon fort and adjacent woods. Gunboats *Genesee* and *Southfield*, in passing the fort, fired several shot. Alternating firing upon the fort by the *Tioga* and *Sebago*. At 3 p. m. a transport steamer, with three schooners and a bark in tow, in passing Fort Powhatan, bound up the river, was fired into by artillery. Gunboats *Sebago* and *Tioga* returned fire with shell. From 4 to 6 p. m. alternate shots fired by *Tioga* and *Sebago* at Fort Powhatan.

July 31.—The fleet still lying at anchor in line of battle. At 1 p. m. sent dispatches to flagship.

August 1.—At 12:45 a. m. the enemy opened fire with artillery upon our transports off Harrison's Landing. The gunboats *Jacob Bell* and *Morse*, being in the vicinity, soon got range and returned the fire, silencing the enemy in thirty minutes. Flagship *Wachusett* fired several shot in direction of enemy. At 2 ceased firing; all hands at quarters. At 6:30 p. m. a detachment of soldiers landed on the premises of Hon. E. Ruffin under cover of our guns. Set fire to and destroyed the residence and outbuildings; also cut down the trees on river bank, exposing valley in rear to view of the gunboats. At 7:45 the troops returned to Harrison's Landing.

August 2.—At 8:20 a. m. heavy firing heard in the direction of Fort Powhatan. At 10 a party of soldiers landed at Ruffin's Landing and proceeded to finish clearing away the foliage on the river bank. At 7:30 the party of soldiers on enemy's shore proceeded back to the army. At 10 p. m. three steamers, with troops and artillery, crossed the river from Harrison's Landing.

August 3.—From 4 to 8 a. m.: Several transports landing cavalry and infantry at Ruffin's Landing. From 6 to 8 p. m.: Heavy firing from gunboats up the river, apparently on a shore battery. At 7 most of the troops returned to the Federal camp.

September 2.—Commander Foxhall A. Parker came on board and took command.

Abstract log of the U. S. S. *Maratanza*.

April 12, 1862.—Ship put in commission, navy yard, Boston.

April 17.—At 3:45 p. m. stood down the bay.

April 23.—At 9 p. m. came to anchor, Cape Henry light-house bearing W. by S., Cape Charles light-house N. by W.

April 25.—Stood up the bay. At 2:20 commenced firing the rifle guns—fired four shells at the Gloucester Point fort and five shells at the Yorktown water battery.

April 26.—At 7:20 a. m. received orders from Captain Missroon to get underway and shell the enemy's battery, they firing upon our barges and boats at Wormley's Creek. At 7:45 got underway and steamed up the river. Position as per bearings: Tall tree to left of water battery near Yorktown, W. S. W.; large tree on Gloucester Point, W. N. W., and house to right of point, N. W. Commenced shelling the enemy's position—fired seven Parrott shell, with percussion plungers, six at Gloucester, and one at Yorktown battery—elevations from 23 to 28 degrees; no reply to our shots. Rebels ceased firing at 8:15. Ceased firing and resumed our anchorage, Gloucester Point.

April 27.—At 2 a. m. sent the launch and first cutter, with the crews armed, to assist in landing troops. At 6 a. m. boats returned, after accomplishing their object. At 9:20, in obedience to signals, steamed up the river and took our position and commenced shelling the enemy's batteries with Parrott gun with percussion shell. After firing seven shell the enemy returned our fire, the shot falling short about 150 yards. After the ninth and tenth shot they again replied, their shot falling short one-fourth mile. Fired fourteen shells. At 10:40, the enemy not returning our fire, ceased firing.

April 28.—At 10:30 p. m. hove up anchor and steamed up river and commenced shelling the enemy's batteries at Yorktown with short shell, using percussion plungers. After firing twelve rounds we resumed our former position.

April 29.—At 9 a. m. weighed anchor and steamed up the bay and commenced shelling the enemy at Gloucester Point. Fired eight rounds and then steamed back again to our anchorage. Stood up the river toward Yorktown within proper distance. Fired four shots at a steamer off Gloucester Point; one hit the steamer. Fired two more at Yorktown. Steamed back and came to anchor.

May 1.—At 11 a. m. the squadron lying between Gloucester Point and Yorktown manned the rigging and gave three cheers for the occupation of Yorktown by our forces. A number of boats from the squadron occupied Gloucester Point batteries, the Army of the Potomac moving through Yorktown, the rebels having evacuated their positions on both sides of the river.

May 7.—Commander T. H. Stevens took command of this vessel. From meridian to 4 p. m.: Steamed up river [York] to West Point, shelling the rebels. Fired two time fuze and seven percussion shell; ceased firing and came to anchor.

May 8.—At 10:15 a. m. weighed anchor and proceeded up the Pamunkey River on a reconnoissance, in company with the gunboat *Chocura*. Having proceeded up the river about 6 miles we discovered a company of rebel cavalry. The gunboat *Chocura* opened fire upon them. We fired one 24-pounder howitzer shell at them.

May 17.—At 1 p. m. took our position off Harding's [Harden's] Bluff, [James River], abreast of the rebel battery, where there was a rebel flag flying. We fired one percussion shell, which exploded in the bank, also one IX-inch shell, which exploded short of the battery.

May 19.—At 4:20 p. m., having discovered the rebels at City Point firing at one of the *Wachusett's* boats, we immediately weighed anchor and proceeded to their relief. At 4:45 passed *Wachusett's* boats; the officer in charge reported 2 killed and 3 wounded. At 5 p. m. opened fire at the place where the rebels were supposed to be secreted. Fired rifled gun eight times, the IX-inch three times, the howitzer nine times, using shrapnel. At 7:20 steamed down the river and came to anchor in former position.

May 23.—At 1:20 p. m. weighed anchor and steamed up river in company with the gunboat *Port Royal* as far as Tillman's [Tilghman's?] Wharf. At 3:35 p. m. a company of riflemen opened fire on us on the east side of the river. Both ships immediately responded by firing their heavy guns loaded with grape and canister; also fired several rounds from the small arms. At 3:45 the rebels ceased firing and abandoned their positions; we continued on up the river about 1 mile. At 4 p. m. discovered a body of rebel cavalry about 1 mile inland; we immediately trained on them and fired two shells from the Parrott rifle, which put them to flight. At 5:30 started on our return down the river. When opposite Curles Creek we were fired upon for the second time by a body of infantry from the west side of the river. We at once returned the fire and kept on our way down the river. At 7:30 came to anchor in our former position.

May 25.—At 2:50 p. m. got underway and steamed up the river opposite Watkin's Wharf. Fired several rounds where the rebels were reported to have been encamped. At 7 steamed down the river and came to anchor abreast of Carter's Wharf.

May 30.—At 12:20 p. m. steamed up the river in company with the gunboat *Aroostook*. At 2:10, lying off Batten's Point, received on board a contraband who reported the rebels having two pieces of artillery at Aiken's plantation. At 4 p. m. arrived at Aiken's plantation; not finding the above report to be true, we immediately started on our return down the river. When opposite Curles Neck we were fired upon by a party of rebels. We immediately returned the fire with the howitzers and small arms. When about 1 mile below the neck we opened fire with the Parrott rifle. Fired four shells and then proceeded down the river. At 6:15 arrived at our former anchorage.

June 1.—At 9 p. m. saw a light on shore, supposed to be rebel signal lights. Fired one gun in the direction of the lights.

June 2.—At 5:30 p. m. *Wachusett* made general signals 1218. We immediately got underway. At 5:45 commenced firing at house supposed to be occupied by rebel pickets, where they had previously fired from at us. At 6 p. m. ceased firing and steamed down the river and came to anchor.

July 2.—At 7 p. m. weighed anchor and steamed up the river and came to anchor opposite Harrison's house. Commenced shelling the woods where the rebels were supposed to be. Fired nine Parrott shells.

July 4.—At 2 p. m. steamed up river. Saw three red flags flying on Hill Carter's plantation. From 4 to 6 p. m.: The Confederate gunboat *Teaser*, with the Confederate flag flying aft and an all blue flag flying forward; commenced firing the forward pivot gun. Fired twice. Said steamer hauled down her colors and all hands deserted her. The last shell, which struck her amidships, caused the boilers to explode. Ran a hawser and hauled her off; also took on board five wounded men of our Army. At 5 steamed down the river, having the Confederate steamer *Teaser* in tow. Came to abreast of Harrison's plantation at 7 p. m.

July 8.—At 3 p. m. anchored off Harrison's Landing. At 5 received on board two Confederate surgeons. Made arrangements with them to take on board the sick and wounded at that place. Received on board 36, all told.

July 15.—At 11:45 a. m. passed Fort Powhatan. The *Sebago* steamed up and commenced shelling Fort Powhatan and the neighboring woods.

July 18.—At 8:20 p. m. steamed up river opposite Fort Powhatan; came to anchor. Armed first cutter and launch's crews; also marine guard. At 9:15 the marines embarked on shore, Captain Stevens in command of the expedition. At 11 boats returned, having set on fire a large quantity of wood which concealed the rebels from our view. At 11:30 weighed anchor and proceeded to our former anchorage.

July 25.—At 4:30 entered the harbor of Baltimore and came to anchor.

August 14.—Commander G. H. Scott took command. At 7 p. m. proceeded down the bay.

August 15.—At 6:45 p. m. came to anchor in Hampton Roads.

August 18.—At 12:30 p. m. steamed down the river and came to anchor 1½ miles below Harrison's Bar. Called all hands to quarters and commenced shelling the woods on the south bank of the river, supposed to contain rebel cavalry. After firing nineteen rounds ceased firing, no enemy in sight. At 7 discovered the enemy on the south bank of the river. Fired three shots from the Parrott rifle.

August 28.—At anchor off Westover plantation. At 10:30 a. m. steamers *Southfield*, *Morse*, and tugboat *Alert* steamed up the river. At 11 heard heavy firing from them opposite City Point.

Abstract log of the U. S. S. *Marblehead*.

March 8, 1862.—At 2:30 p. m. commissioned the vessel, navy yard, Boston.

March 18.—At 4 p. m. proceeded to sea.

March 22.—Anchored off Old Point Comfort.

April 1.—At 3 p. m. a rebel steamer came around Sewell's Point

April 2.—A rebel steamer rounded Sewell's Point with a flag of truce and communicated.

April 5.—Standing in and out of Yorktown. At 11:30 steamers *Wachusett* and *Penobscot* and one other steamer arrived from Hampton Roads. Schooner still cruising inshore and heavy canonading still going on. At 12:30 p. m. cleared battery for action; fired several rounds at what was supposed to be a telegraph station with 6 5-second and 2 10-second XI-inch shell; 2 Hotchkiss, 3 Parrott shell from rifle

gun; also 2 5-second shrapnel, and 1 5-second shell from Dahlgren gun. Steamed within about 5 miles of Yorktown; came back and stood down. At 6:15 cannonading ceased.

April 6.—At 11 a. m. weighed anchor and started up the river in company with the *Wachusett* and *Penobscot*. At 12:30 opened fire on a rebel battery with 2 XI-inch shell, 20-second, from pivot gun, 1 20-second Parrott, 1 Parrott percussion, 1 Hotchkiss percussion from rifle gun. At 12:35 rebel battery opened fire on us, shot passing over and striking the water about 200 yards off. At 2:40 Captain Nicholson went on shore and burned the telegraph station.

April 11.—Ran toward Yorktown about 1 mile and came to anchor, Wormley's Creek, house bearing S. W. by W. At 11:30 house near the masked battery was set on fire and burned. At 3:15 p. m. observed a large body of rebel troops advancing toward Union camps; signaled to the flag-officer. Heavy firing heard in the direction of rebel forces. At 4:35 observed the rebels marching back.

April 12.—At 2:30 p. m. U. S. S. *Penobscot* fired two shells at rebel schooner under north shore. Flagship made signal to cease firing.

April 14.—At 1:45 rebel batteries at Gloucester Point opened fire. Weighed anchor and went to quarters. At 2 p. m. opened fire in company with the *Penobscot* and *Yankee*. At 3:30 *Wachusett* engaged. Fired from rifle gun, 2 Parrott plungers, 2 Hotchkiss, 3 Parrott 6-second, 1 Hotchkiss 6-second. From pivot gun, 1 XI-inch shell, 20-second; 2 XI-inch shell, 5-second; 2 XI-inch Birney, 5-second, and from howitzer, 1 shell, 5-second. Got ashore; the *Penobscot* towed us off into deeper water at 6:10 p. m. At same time rebel batteries at Yorktown opened fire on us, which we returned with 3 Parrott plungers and 2 Hotchkiss.

April 15.—At 6 a. m. the *Anacostia* stood off to the north shore and fired six shot at Gloucester Point. At 1:15 p. m. fired 2 Parrott shell at Gloucester Point, the *Sebago* firing on Yorktown. At 10 a. m. the *Anacostia* went up the river and opened fire on Gloucester Point.

April 16.—At 10:15 a. m. got underway and steamed up river toward Yorktown. Fired five shots at rebel batteries, they returning the fire. At 10:50 flagship made signal to cease firing.

April 17.—At 1 a. m. the *Sebago* fired a shell into the rebel batteries at Gloucester Point. At intervals the *Sebago* fired shot into the batteries on Gloucester Point. Several rounds fired by the rebel batteries toward the Union camp. At 1:45 p. m. two shot fell about 400 yards from the ship. Shifted berth out of range, by order of Captain Misson.

April 18.—At 1:45 a. m. the *Penobscot* steamed up toward Yorktown and fired one shell and returned. At 10:30 p. m. steamed up river within $1\frac{1}{2}$ miles of the batteries at Yorktown, fired three shell into the batteries and then returned.

April 22.—The *Penobscot* went up river, firing several shot at rebel batteries on Yorktown. At 8:30 p. m. got underway and stood up river, firing 6 20-second XI-inch shell, 1 Birney, 1 15-second XI-inch at rebel batteries on Yorktown and Gloucester Point.

April 29.—Steamed up off Yorktown and fired 7 20-second XI-inch shell and 2 rifle-shell Parrott percussion and then retired. Rebels returned the fire, shot passing over.

April 30.—At 10:45 a. m. steamed up toward Yorktown. At 11:30 opened fire on the rebel batteries and fired 7 incendiary shell, XI-inch, 3 rifle shell; which were returned by the enemy with 3 shell; 2 passed over, and 1 exploded about 30 yards short, in range of the vessel.

May 3.—From 12 to 4 a. m.: Received orders from Flag-officer Smith to shell Yorktown. At 3 got underway and steamed up river. At 3:40 opened fire on rebel batteries at Yorktown, firing 4 Birney and 1 20-second XI-inch shell and 3 Hotchkiss shell from Parrott gun. At 4:10 returned from Yorktown and anchored.

May 4.—At daylight discovered the American ensign planted on the rebel batteries at Yorktown.

June 28.—Meridian to 4 p. m.: Transports all passing up and down river. At 1:30 p. m. *Chocura* made signal No. 5, "Prepare for action." All hands at quarters. At 1:55 fired rifled gun into west bank of river. At 3:45 received on board, by order of Captain Patterson, three companies of Seventeenth New York Volunteers, 150 men. At 4:15 all the commissary stores on shore were set on fire, with the adjoining buildings. Several explosions occurred at different times. At 4:30 White House, with its adjoining buildings, was fired.

June 29.—At 8:10 a. m. fired 1 5-second shell from XI-inch gun at a body of rebel cavalry seen on shore about 1,000 yards. At 10:15 the first cutter returned and brought one rebel prisoner found in a tent. At 10:25 discovered a body of rebel cavalry and infantry forming; fired one shot from pivot gun. At 10:35 rebels forming in large numbers. We opened fire with 5 Hotchkiss percussion and 1 Parrott from rifle gun, and from IX [XI] inch pivot 3 shrapnel, 2 10-second Birney fuze, 1 20-second and 2 Birney shell, and from howitzer 3 shell. During the time the rebel sharpshooters got within range behind some huts, their shots striking us in a number of places and wounding Garrett G. Majorey, a soldier (flesh wound, hip). Sent two boats ashore with soldiers, who were deployed as skirmishers. At 11:30 boats with soldiers returned on board. At 11:45 got underway and steamed down the river, the rebel artillery firing at us after we were underway, their shot going over us and some falling short. In hauling the boats alongside the second cutter capsized, losing all the oars, cushions, etc.

July 3-4.—Men ashore, engaged in bursting guns and burning barracks on Gloucester Point.

July 17.—By request of General Van Alen, exercised at general quarters, firing 5 Hotchkiss and 2 Parrott percussion shell from rifle, and from XI-inch pivot 2 5-second Birney, 1 grape, 2 canister, 2 5-second shrapnel, and 2 solid shot, and from howitzer 4 5-second shrapnel at the water batteries on Gloucester Point.

Abstract log of the U. S. S. *Monticello*.

April 26, 1862.—Off Western Bar, Cape Fear River. At 5:30 a. m. discovered a sailboat off Bald Head. Got underway and stood for her which proved to be a cutter in charge of an officer from the U. S. sloop of war *Jamestown*, bringing news of a rebel steamer being ashore on the bar at New Inlet, and orders from Commander Green for us and the U. S. S. *Victoria* to get underway and proceed around the shoals to New Inlet. Continued on our course around the shoals. Ordered *Victoria* to follow. Stood in for New Inlet, and at 3:15 p. m. saw a large side-wheel steamer showing English colors lying in the river below Zeek's Island, and apparently aground. Depth of water would not permit our going near enough to give her a shot. At 4 stood out.

April 27.—Off Western Bar, Cape Fear River. At 10 p. m. two deserters from the Confederate Army came off in a small rowboat. They state that Fort Caswell is garrisoned by 550 men, mounts 6 carronades to rake the moat, which has 5 feet of water in it. On the S. W. side

of fort there are 6 rifle guns, 1 large 64-pounder, and 5 32-pounders; near there are 4 8-inch columbiads. The balance of the guns are 30, 32, and 24 pounders. The refugees state that the steamer *Nashville* ran in through New Inlet on the 26th instant. They say she struck on the bar at New Inlet on the night of the 24th of this month, and lay there discharging her cargo into tugs until 10 a. m. on the 26th, when she got off and went inside.

May 8.—Off Cape Fear River. At 7:15 a. m. saw a schooner lying inside Shallotte Inlet. At 9:30 commenced firing at the schooner. Expended 2 10-second 10-inch shell and 2 Parrott rifle shell. The schooner then hoisted the English colors and we ceased firing. At 1 p. m. received permission from senior officer to return to Shallotte Inlet for the purpose of destroying the strange schooner. At 2:15 arrived off Shallotte Inlet; found the schooner had removed from the position she had occupied during the forenoon and gone farther up the inlet. Could have cut her out but received positive orders from the senior officer not to attempt it. At 3:30 opened fire at a long range with Parrott 30-pounder rifle, 10-inch, and 32-pounders. Did not succeed in doing the schooner any damage.

May 21.—At 1:30 p. m. proceeded to sea. At 11:15 rebel battery on Federal Point opened fire upon us with rifle guns; fired four shots, none of which hit us.

May 29.—[Off New Inlet.] At 9 a. m. got underway, called all hands to quarters, and prepared for action. At 9:30 spoke the U. S. S. *Mount Vernon*. Stood in for Federal Point, followed by the U. S. steamers *Mount Vernon* and *Chippewa*. At 9:55 opened fire with our pivot gun upon the rebel bombproof battery on Federal Point, distant 1,800 yards. Continued firing with all the port battery, advanced to 1,650 yards, and in 5½ fathoms of water. Our fire was returned by the enemy from the battery to the right of bombproof and from a small battery to the left near the point. Some of their shots struck near us, but most of them fell short. Most of our shells burst close in and around the batteries. At 10:45 opened fire upon a camp and two small batteries situated about 3 or 3½ miles from Federal Point batteries. The two batteries appeared to be deserted, as they did not return the fire. Received orders from the *Mount Vernon* to proceed to our anchorage. At 11:30 came to anchor. Expended the following ammunition: 13 10-pound, 1 12½-pound, 20 3¼-pound, 7 4½-pound, and 7 6-pound charges of powder; 2 solid 32-pounder shot, 1 5-second and 6 15-second and 7 10-second 32-pounder shell; 7 10-second and 7 15-second 10-inch shell; 19 percussion rifle shell, 1 15-second rifle shell, 19 percussion caps, 65 cannon primers.

June 22.—[Beaufort, N. C.] At 5 a. m. Mrs. Norton and child came on board to take passage for Wilmington, N. C. Got underway and stood out. At 3 p. m. stood in for New Inlet under flag of truce. At 3:30, Federal Point light-house, distant three-fourths of a mile, sent in first cutter to communicate with the rebels and transfer Mrs. Norton and child. At 5:30 boat returned, having communicated with the rebels.

June 23.—At 9:30 a. m. stood in for Shallotte Inlet and fired one 32-pounder shrapnel in the woods. At 10 saw a small boat offshore; stood for it. It contained eight contrabands, who reported two small schooners in Little River about 5 miles from the bar, one of which was loading with cotton. At 12:30 p. m. arrived at the bar at Cape Fear River. At 3 stood off Shallotte Inlet; nothing in sight.

June 25.—At 6 p. m. the launch from the U. S. S. *Tenobscot*, in charge of Lieutenant F. M. Bunce, came alongside armed and equipped for an

expedition to Little River Inlet. From 6 to 8: Employed in getting expedition ready for Little River Inlet; one boat from the U. S. S. *Mount Vernon*, armed and equipped, in charge of Acting Master Buck; one from the U. S. S. *Mystic*, in charge of Acting Master J. B. Swett; one from the U. S. S. *Victoria*, in charge of Acting Master's Mate W. H. Mayer, came alongside to take part in the expedition. At 8 got underway and stood down the coast.

June 26.—At 4 a. m. standing into Little River Inlet. Arrived off the inlet at 5 and came to anchor. At 5:30 expedition left the ship and proceeded into Little River Inlet under the command of Lieutenant F. M. Bunce, of the U. S. S. *Penobscot*, which consisted of six boats, viz, launch from U. S. S. *Penobscot*, [in] charge of Acting Master's Mate H. D. Edwards; first cutter of *Victoria*, in charge of W. H. Mayer, acting master's mate; first cutter of *Mystic*, in charge of Samuel B. Meader, acting master; first cutter of *Mount Vernon*, in charge of William T. Buck, acting master; first cutter of U. S. S. *Monticello*, in charge of Acting Master J. F. Winchester; second cutter, in charge of Acting Master's Mate R. Hustace. The expedition proceeded up Little River without molestation for 8 miles, when it arrived at the town of Little River, All Saints Parish, S. C., where they found two schooners, one lying high and dry, the other at high-water mark, which they burned, together with 60 bales of cotton, 200 barrels of turpentine, and 53 barrels of rosin, which were stored in the warehouse and on the wharf. The expedition having accomplished its object, returned down the river without molestation. At 9:30 a. m. expedition returned to the ship. Got underway and proceeded up the coast to Cape Fear River. At 1:30 p. m. made the blockading squadron. At 4 the boats returned to the respective vessels. During our absence the schooner *Ellen*, in attempting to run in at Bald Head channel, was run on shore by the blockading fleet and set on fire. At high water she got afloat and was taken in tow by the U. S. S. *Victoria*. At 5:45 U. S. S. *Victoria* got underway and with the burning schooner *Ellen* in tow, stood to westward. At 6 *Ellen* sunk.

July 6.—At 5:40 a. m. saw a wreck on the beach near Deep River Inlet on fire, having been run on shore and her cargo taken out and then set on fire by the rebels. Also saw a number of small salt works inside of the inlet.

July 9.—Off New Inlet. At 9 a. m. got underway and stood in toward the wreck of rebel schooner. Saw a small sailboat alongside of her. Opened fire with 30-pounder rifle and pivot gun, which was returned by the batteries along the beach and one rifle shot from the fort. At 9:40 stood out. Expended the following ammunition: One 10-inch 15-second and 5 rifle percussion, 2 15-second rifle shells, 10 3½-pound charges, and 1 10-pound charge of powder.

July 11.—Blockading New Inlet, N. C. At 9:20 a. m. the rebels fired three rifle shots at us, which passed over and struck 200 yards beyond the vessel. Weighed anchor and fired three shot with our starboard rifle gun at an elevation of 13 degrees, which fell short. The rebels replied with two guns, two shots from which passed over us about 150 yards; the remainder of their shot fell short, the vessel being at an estimate 2½ miles distant. The *Stars and Stripes* and *Cambridge* also fired a few shots at the rebels. We then steamed down the beach toward Smith's Island, and when out of range, opened fire on Zeek's Island with our rifle gun. They replied with both shot and shell, but all fell short. We fired thirteen shell at the batteries on Zeek's Island, four of which struck close to the batteries on Zeek's Island.

Abstract log of the U. S. S. Octorara.

February 28, 1862.—Ship put in commission, navy yard, New York.

April 11.—At 7 a. m. four rebel steamers hove in sight off Sewell's Point. From 8 to 12 meridian: Standing off and on waiting orders. At 9:30 went within hailing distance of flagship and received orders to repair at once to Hampton Creek and engage a rebel steamer that was taking a brig and schooner prizes. At 9:20 [sic] forward rudder adrift, compelled to stop, and in the meantime rebel steamer escaped with the vessels. At 9:30 signaled to flagship 484. At 9:50 hailed *Naugatuck* and ordered her to follow us in obedience to flag-officer's orders. At 10 off Hampton Creek, in company with the *Naugatuck*. At 12 off Hampton Creek with the *Naugatuck*, the rebel fleet underway between Sewell's Point and Newport News. Meridian to 4 p. m., the *Yorktown* returned from towing prizes to Norfolk. At 4 p. m. a shot from the *Merrimack* fell short; returned fire from forward gun; good line shot; fell short; after gun's shell burst in midair. Another shell from the *Merrimack* burst about halfway. Returned fire again with two shots from rifled gun and one from shell gun, but did not hit. After firing, the rebels went toward Norfolk, and we proceeded toward the flagship to receive orders. Received orders to repair to our former station off Hampton Creek.

April 12.—From meridian to 4 p. m.: During the watch the rebel fleet underway inside of Sewell's Point, the *Merrimack* aground. From 4 to 6 p. m.: The enemy kept away for their anchorage.

May 4.—At 1:10 p. m. the rebel flagship *Merrimack* steamed out from behind Sewell's Point. At 1:15 beat to quarters and prepared for action. At 4 p. m. the *Merrimack* off Sewell's Point. At 4:30 the *Merrimack* steamed back to Craney Island.

May 6.—Received orders from the flag-officer to go to sea. At 7 took departure for Gulf of Mexico.

 Abstract log of the U. S. S. Patroon.

March 18, 1862.—Lying at the Brooklyn navy yard.

March 26.—Came to anchor off Fortress Monroe.

April 11.—At 7 a. m. the rebel steamer *Merrimack*, with six other steamers, hove in sight off Sewell's Point. At 7:30 slipped our anchor and steamed down half a mile to the eastward in obedience to signals from flagship. Piped to quarters and everything ready for action. From 8 to meridian: In obedience to orders from flag-officer, commenced towing out vessels from inside Hampton Bar. Loaded small arms and divided 150 pistol cartridges, 400 musket cartridges, and 750 percussion caps among the men.

April 12.—Assisting the *Monitor* in finding her moorings. Having cleared the *Monitor* chain, hauled off and came to anchor. At 8:30 p. m. called all hands to quarters; stowed hammocks and cleared decks for action. Kept all hands ready for instant service.

April 13.—At 6 a. m., the *Merrimack* not making her appearance, secured guns and cleared the decks.

May 8.—Anchored off St. John's River, Florida.

Abstract log of the U. S. S. Port Royal.

April 26, 1862.—Navy yard, Brooklyn. At 1 p. m. the *Port Royal* was put in commission.

May 1.—At 3:30 p. m. steaming down the river. At 5:15 Sandy Hook light on starboard beam.

May 6.—Steamed farther up the harbor and came to anchor (Hampton Roads).

May 7.—From 8 to 12 meridian: The Union gun fired four shot toward Sewell's Point; there were also four guns fired from the Rip Raps. At 2:30 p. m. the *Chippewa* made signal, "The enemy in sight." At 2:43 beat to quarters and made preparations for action.

May 8.—At 7 a. m. got underway in company with the ironclad steamers *Galena* and *Aroostook*; steamed up the roads in line to James River. Saw nothing of the enemy's vessels. At 8:15 passed Newport News and were cheered by the troops, which we answered. Stood up the river. At 9 cleared the ship for action. At 9:20 opened fire with our two pivot guns on one of the enemy's batteries, which we soon silenced. The steamer *Yorktown* was lying under the batteries, but at our approach she steamed hastily up the river. At 11:20 the *Galena* made preparatory signal for action. At 11:40 opened fire on second battery, which we continued to shell, dismounting one of their rifled guns. From 12 to 4 p. m. continuing to shell battery No. 2 until the *Galena's* captain requested us to pass on, which we did, followed by the *Galena* and *Aroostook*. At 3 the *Galena* went aground. We took her hawser and pulled her off, when the *Aroostook* took her in tow. At 4:30 the *Galena* got aground off Frog [Hog] Island, the buoys being changed by the rebels. From 4 to 8, trying to haul the *Galena* off again. At 9 p. m., let go our starboard anchor.

May 10.—At 12:15 p. m., fleet anchored above Hog Island. At 1:05 flagship made signal 1218; got underway with fleet and steamed up the river in line ahead. At 3:30, nearing Jamestown Island, beat to quarters, and beat retreat. At 4, fleet anchored off the island. *Galena* sent a boat to sound. Found the batteries ashore to be deserted.

May 11.—At 5:15 a. m., standing up the river. At 6:20 fleet stopped off the wharf at Jamestown; *Galena* sent a boat ashore. A schooner lies at the wharf sunk. At 7 took the *Galena's* boat, and also a shore boat in tow; steamed up the river to the *Galena*, and sent the boats on board. Proceeded as far as Clermont's [Claremont] Landing and came to anchor. At 1:40 fleet got underway and steamed down the river.

May 12.—At 6:30 a. m. two steamers bearing flags of truce hove in sight with Union prisoners on board for Fortress Monroe. Stood toward them, fouled the buoy while going ahead, had to cut to clear it. At 7:45 beat a retreat. Two officers from the *Curtis Peck* came on board and wanted permission to pass down the river. At 10 saw the *Monitor* and *Ironsides* [*Naugatuck*] coming up the river. At 12:30 p. m. steaming up the river with the rest of the fleet.

May 13.—At 10:30 a. m. *Galena* signaled to us and *Ironsides* [*Naugatuck*]; got a hawser to the *Aroostook* and towed her off. Fleet started up the river. Saw a large fire at City Point, with two flags of truce over buildings, and boat with flag of truce coming off to the *Galena*. At 12 m. anchored off City Point wharf. At 1 p. m. the *Ironsides* [*Naugatuck*] anchored near us. At 3:20 flagship made signal; all steamed ahead of the flagship up the river getting soundings, the *Ironsides* [*Naugatuck*] trying to keep the lead. Saw white flags hoisted at Old Bermuda Hundred.

May 11.—At 2 p. m. the *Galena* and Stevens battery [*Naugatuck*] steamed up the river. At 5 the *Ironsides* [*Naugatuck*] came down and informed us that the commodore wanted us to come near the *Galena*. Got underway and stood up the river. They report troops marching down to us. Beat to quarters. At 5.20 came to anchor above the *Galena*, which fired a rifle shell inland. The fleet all at anchor, with guns run out and cleared away for action, distant 9 miles from Richmond.

May 15.—At 6.45 a. m. flagship made signal, fired one shrapnel from after port howitzer. Saw men under arms on our port side of river. Several shot and shell were fired in the bushes to clear them of the rebels. At 7.10 the *Galena* passed up ahead of us; 7.15 *Monitor* and *Aroostock* went ahead also. At 7.30 began to fire howitzers in the field and bushes. At 7.45 came to anchor. At 8.15 commenced firing rifled pivot at the rebel battery; firing continued briskly during the watch by the fleet. The *Naugatuck* burst her large gun, injuring one man. We received a shot in our port bow at the water line at 10 a. m., causing the ship to make water fast. After awhile succeeded in closing the hole and pumping her out. Five minutes after received another shot amidships, port side. Continuing to fire howitzers and forward pivot gun with shrapnel and canister. Much annoyed by rebel rifle pits. At 1 p. m. dropped down and let go anchor to repair. At 6.10 came to anchor off City Point. Found we were struck a great many times with musket balls from woods.

May 16.—At 4:20 p. m. received from *Galena* 13 coffins containing the remains of those killed in the action of the 15th; also seven wounded men. At 10 came to anchor off Jamestown Island and sent a boat ashore to communicate with our army. Found no one on the island.

May 17.—At 9:30 a. m. sent first and second cutters ashore to dig graves for the men killed on the *Galena* on the 15th instant. At 11:20 the *Naugatuck* came alongside and took the bodies ashore. Stood down the river in company with the *Naugatuck*. At 3:30 saw a fleet at anchor near Carter's Point. Set our number and made out the broad pennant at the mizzen on board the *Susquehanna*. At 4 hailed by the *Baltimore*. Sent our dispatches to the Secretary of the Navy. At 5:45 the Secretary of the Navy came on board, in company with the Secretary of State and Captain Dahlgren, U. S. Navy. At 6:30 put the wounded men on board the *Naugatuck*. At 7 hoisted in boats and steamed up river in company with the *Wachusett* and *Baltimore*.

May 18.—At 6:45 p. m. anchored off City Point.

May 19.—Standing down the river. At 6:25 p. m. picked up a boat containing four deserters from the rebel army at Richmond. Came to anchor off Jamestown Island.

May 20.—At 12:30 a. m. boarded the steamer *George Washington*, bound to Richmond under a flag of truce. At 9:30 sent seven rebel soldiers and a darky ashore.

May 22.—From 4 to 8 a. m. stuffing our bulwarks with hammocks and sand to prevent musket balls from penetrating. At 1:45 p. m. saw a rebel foraging party; fired five shots with howitzers and three with pivot guns, two with after and one with forward pivot; no fire returned. Enemy in full retreat, we steaming slowly down the river.

May 23.—At 12:45 steaming up the river. At 3 p. m. the enemy opened fire on us from bushes from rifles, wounding one man in the leg. From 4 to 6: Steaming slowly down the river with the *Maratona*. A few scattering shots fired at us from the bushes, we answering with side guns and muskets. From 4 to 6 p. m.: Steaming down the river; were fired at from the south side of the river with musketry. Returned the

fire with howitzers and musketry. At 7 p. m. closed the magazines. At 8 p. m. came to anchor off City Point.

May 21.—Tugboat *Dragon* came alongside and delivered us 45 sheets plating iron. From 6 to 8 p. m.: *Galena* and tugboat *Dragon* fired several shots in the woods ashore.

May 28.—Carpenter employed putting boiler iron on the outside of the bulwarks. At 3:30 the *Jacob Bell* came up from the Potomac Flotilla.

June 11.—At 5:30 a. m. a small skiff, containing four sailors, came down the river; deserters from Drewry's Bluff; were sent on board the *Galena*.

June 16.—At 8:30 a. m., steaming up the river in company with the *Galena*, were fired at from rifle pits, which we returned with howitzers. At 4:10 p. m. fired rifle gun to drive rebels from their position in the woods. Came to anchor below City Point.

June 17.—At 9 a. m. the enemy opened fire from City Point with musketry and light artillery. Beat to general quarters and fleet opened fire. At 10:30 was hailed from flagship and ordered to cease firing. *Galena* and *Delaware* shelling City Point. At 6:05 p. m. fired two shot from forward pivot into Fort Powhatan. The fire was not returned.

June 18.—At 5:30 p. m. the *Jacob Bell* fired two shell at rebel pickets.

June 24.—Steamed down the river and came to anchor off Jamestown Island at 9:30 p. m.

June 25.—At 1:30 p. m. the *Isaac Smith* and tug *Fred Kopp* arrived from Hampton Roads, the tug having a submarine battery in tow.

June 26.—From 8 p. m. to 12 midnight: Steaming up the Appomattox River. Fired at signals ashore. At 9:30 p. m. were opened upon with musketry from shore. Flag Officer Rodgers on board the *Port Royal*. Returned the fire with howitzers and small arms. The *Monitor*, *Mahaska*, *Maratanza*, *Island Belle*, *Jacob Bell*, *Stepping Stones*, *Southfield*, *Delaware*, and *Satellite* firing with small arms and howitzers. At 10 went aground; tide falling. Can hear the *Galena's* guns firing on City Point and burning it.

June 28.—At 10:30 a. m. a boat from the *Island Belle* brought down word that the enemy were felling trees on a bluff abreast of them. We immediately beat to quarters and fired two 10-inch shell from after pivot. At 1 p. m. tug *Cohasset* came alongside and Captain Rodgers returned down the river in her. At 2 the *Monitor*, *Southfield*, and *Delaware* went down river. Contrabands report the enemy bringing artillery down from Petersburg. At 3 p. m. the *Island Belle* was set on fire by us, she being aground and we not being able to get her afloat. At 5:10 came to anchor off City Point.

June 29.—At 7 a. m. off Churl's [Curles] Neck; came to anchor.

June 30.—At 5:30 p. m. anchored off the Chickahominy River.

July 1.—Steaming up the river. At 3:30 p. m. sent two boats up the river in search of the fleet. At 7:30 came to anchor near the fleet.

July 6.—At 7 p. m. saw a lot of rebels from masthead. Fired two shots at them with rifle pivot.

July 24.—At 12:45 p. m. three schooners coming down. When abreast Fort Powhatan were fired upon by the enemy. We beat to quarters and fired two 10-inch shell in the woods near the fort.

July 25.—At 12:30 p. m. gunboat *Genesee* came up, convoying steamer *Hero*, with General Burnside on board. *Genesee* fired in the woods near Fort Powhatan.

July 26.—At 9:10 a. m. propeller *General Meigs* came up and informed us of mounted men down the river. Got underway, steamed down and fired several shots, and then returned.

August 5.—At 5 a. m. got underway; steamed up the river. At 6 fired shots from howitzers at a party of rebels behind a barn. At 7:20 fired two shots from after pivot toward Malvern Hill, where our army and the enemy were engaged. At 10 bound up the river to cut off the enemy, who are retreating. At 12:30 p. m. fired three shots from rifled cannon at the rebel camp at Newmarket.

August 6.—At 4:50 spoke the steamer *N. Frazer*; learned that there was a large rebel force moving to attack our troops from Richmond. We communicated the same to General Hooker. From 6 to 8: Sent a boat ashore and brought off a cavalry officer; got underway and started up the river; at 7 returned and anchored.

August 8.—Saw several of our cavalry passing by on the beach. At 10 a. m. saw a large body of the enemy, from masthead, advancing on Malvern Hill. From 12 to 4 p. m.: Saw another large body of rebel cavalry on the hill. Got underway and took position for firing. At 2:40 came to anchor and opened fire with forward and after pivots, which they returned with artillery.

August 13.—At 8 a. m. got underway and proceeded up the river, and came to anchor off Malvern Hill and shelled it. Proceeded farther up the river and fired several shot at the enemy. At 11 returned, shelling the woods, and at 12 came to anchor.

August 18.—From 12 to 4 p. m.: Steamed down abreast the landing and began shelling the woods on south side of the river.

Abstract log of the U. S. S. *Satellite*.

June 26, 1862.—At 6:30 p. m. cleared the ship for action. At 7:25 proceeded up the Appomattox River with the fleet. At 9 commenced shelling the banks of the river. When within about 8 miles of Petersburg the leading vessels received some heavy volleys of musketry, but only wounding a few. At 10 shelled them all out. Sent a scouting party up the river.

June 27.—At 4 a. m. came to anchor with the rest of the fleet, having fired away 36 8-inch 5-second shells and 9 percussion rifle shells, and 1 rifle shot. The *Island Belle* aground.

June 28.—At 4:20 a. m. proceeded up near the *Island Belle* and anchored. Saw some rebel pickets on both sides of the river. At 2 p. m. commenced towing the *Island Belle*, the *Stepping Stones* assisting. At 3:30 p. m., not being able to start her, stripped her and set her on fire, by order of the flag-officer.

June 30.—At 10 a. m. report from shore that the enemy were within 4 miles. Cleared for action. At 1:30 p. m. heard guns in a westerly direction; trained our guns, and fired ten 8-inch shells and one percussion rifle shell.

July 1.—At 9 a. m. heard heavy guns in a westerly direction. At 7 the *Port Royal* came up and took position for battle. Heard quick firing in a southwesterly direction, seemingly but a few miles distant. At 6 took on board 5 casks of powder and destroyed 28 casks more to keep it from the enemy, it not being safe to have it on board.

July 7.—At 7 a. m. saw a rebel battery open fire about 3 miles below. Two of the gunboats got underway and silenced them. At 4:30 p. m. saw a large tow of schooners coming up the river. The rebels opened fire on them with artillery. The gunboats got underway and drove them away. From 5 to 7, the gunboats shelling the rebel camp.

August 1.—[James River.] At 1 a. m. the rebels opened a fire with artillery from the south side of the river upon our transports, which was returned by two of our gunboats and our army. At 10:50 all hands to quarters and fired one 10-second shell from the after gun and two percussion shells from the forward gun at a rebel breastwork and old houses. At 3:20 p. m. weighed anchor and proceeded up the river. At 5 passed Fort Powhatan and fired one shell from the forward gun. At 6 arrived at Harrison's Landing and found some of our troops landing on the opposite side of the river. Was ordered to take a station to cover them. At 6:30 saw several houses on fire.

August 2.—At 6:15 a. m. fired four heavy guns up the river. Saw two steamers landing troops on the opposite side of the river.

August 3.—At 6:30 a. m. came to anchor 2 miles above Haxall's Landing. At 9 ten cavalry pickets came down with a flag of truce. The *Port Royal* communicated with them. At 10 all quiet; a number of rebel troops in sight.

August 5.—At 6 a. m. discovered the enemy and fired one shell from each gun.

August 18.—At 10 a. m. got underway and came down opposite Harrison's Landing and commenced shelling rebels on the opposite shore, supposed to be bringing down a field battery. At 12 still shelling at intervals. At 2 p. m. still shelling the shore opposite Harrison's Landing.

August 19.—At 6 a. m. fired three shells from 8-inch gun and one from rifle at some rebel cavalry. At 6:20 p. m. saw some rebel soldiers on shore. Fired two shells from each gun at them.

Abstract Log of the U. S. S. *Sebago*.

March 26, 1862.—At 3:45 p. m. put ship in commission, navy yard, Portsmouth, N. H.

April 1.—At 11 a. m. command of the ship was transferred to Lieutenant E. W. Henry.

April 6.—At 2:10 p. m. took departure, Portsmouth light bearing N. $\frac{1}{2}$ E., distant 5 miles.

April 14.—At 2:40 p. m. made the fleet off the mouth of York River, apparently engaging the enemy. At 3:50 proceeded up the river and came to anchor in company with the *Waschusett*, *Penobscot*, *Marblehead*, and others.

April 15.—At 10 a. m. got spring on cable and brought broadside to bear on Point Gloucester, at which we fired half-hour guns. From meridian to 4 p. m. engaged the enemy's batteries on Gloucester Point, firing every half hour with rifle gun. At 5:05 senior officer signaled, "Cease firing." At 11 p. m. vessels of various classes began to arrive. Steamer *Anacostia* went up the river and fired several shot at the enemy's batteries.

April 16.—Until 4 a. m. one of our gunboats engaging the enemy. At 10 a. m. orders received from the flag-officer to get underway and proceed up the river in close range of the enemy's batteries. Proceeded up the river within $2\frac{1}{2}$ miles of the enemy's batteries at Yorktown Heights and exchanged several shot, the enemy's shot falling both sides of us. Were signaled from the flagship to retire. At midnight fired two shell from the forward pivot gun at batteries on Gloucester Point.

April 17.—At 12:30 p. m. fired one shell at the battery on Gloucester Point; also two shell at men on Guinea [Green?] Point. From 6 to 8 p. m. cleared ship for action to engage Yorktown fortifications. At 9:30 p. m. proceeded up the river and fired several shot at the enemy. At 10:45 came to anchor. At 10:50 got underway and proceeded up river again and fired several shot. At 11:40 came to anchor.

April 18.—At 1:15 a. m. the *Penobscot* proceeded up the river and exchanged shells with the enemy's battery on Yorktown Heights. At 3:30 p. m. commenced housing the rifle gun, assisted by men from the *Penobscot*. At 5 dismounted the forward pivot gun to repair carriage. At 11:30 p. m. one of the gunboats fired two shell into the Yorktown fortifications.

April 20.—At 2 p. m. proceeded within range of Yorktown Heights and fired two shots at the rebel camp; the breastwork of our pivot gun gave out and we returned to our anchorage. At 4:30 proceeded up within range of Yorktown Heights and fired four shell at the rebel camp, each shell bursting over the camp.

April 21.—At 10:30 a. m. got underway and stood up river to bombard Yorktown Heights. At 11 opened fire; fired seven rounds of shot and shell into the enemy's batteries; our fire returned by the enemy, their shot falling short. Continued until 12:45 p. m. bombarding Yorktown Heights, firing seven rounds of shell. At 12:45 flagship made signal to withdraw from action. At 2:30 gunboat *Penobscot* proceeded up the river and opened fire on Gloucester Point and Yorktown Heights.

April 22.—At 12:15 a. m. the *Penobscot* proceeded up the river and fired five rounds at the enemy's battery on Gloucester Point. At 11:30 a. m. fired several shot and shell at the rebel pickets ashore. At 8 p. m. got underway and engaged the Yorktown battery.

April 24.—At 11:15 a. m. fired on Gloucester Point and Yorktown batteries with shell.

April 26.—At 6:10 p. m. got underway and proceeded up the river and opened fire on Yorktown, firing six shells, five of them going on shore.

April 27.—At 1 p. m. got underway and engaged the Yorktown fortifications; fired eleven shells, doing good execution.

April 29.—At 2:45 p. m. got underway and proceeded within range of Yorktown Heights, and opened fire with shell.

May 4.—At 7:40 a. m. discovered the stars and stripes floating over the heights close to Yorktown. At 7:50 the flagship made signal that Yorktown was taken. At 8 got underway, in company with the fleet, and proceeded toward Yorktown. At 8:38 the flagship signaled to prepare for battle; beat to quarters at once. At 9:20 came to off Gloucester and Yorktown. At 9:25 a boat from the flagship landed at Gloucester and hoisted the flag of the Union amid the cheers of the crews of the fleet.

May 6.—At 2:35 p. m. came to off West Point. Saw rebel pickets ashore. Steamer *Corwin* made signal that the enemy's cavalry were in sight ashore. From 4 to 6 p. m., sent third cutter, in charge of Acting Master Anderson, to assist in getting troops ashore. Fired two shots from pivot gun into the rebel pickets.

May 7.—Heavy firing of musketry heard on shore during the day. From meridian to 4 p. m. fired several shells on a rebel battery ashore.

May 10.—At 6:40 p. m. passed obstructions placed by the rebels in the river.

May 12.—Lieutenant A. Murray took command of the ship.

May 29.—Off White House, Va. At 3:30 p. m. Captain Murray came on board, bringing with him Major [Samuel D.] Lowe, of the Confederate Army, as prisoner.

June 13.—At midnight a tug came alongside and left on board four political prisoners, viz, John P. Pierce, Edmond Christian, Charles G. Pearson, and Elijah Ball.

June 14.—At 8 p. m. delivered the four prisoners before mentioned to Lieutenant Randall, of the tugboat *Stevens*.

June 18.—Lieutenant Commanding Murray left the ship to take passage home. Lieutenant E. W. Henry in command.

June 28.—At 1:30 p. m. military authorities on shore commenced firing stores, storehouses, tents, etc., and continued firing said stores at intervals of every fifteen minutes during the watch.

July 5.—At 9:45 a. m. called the forward pivot gun's crew to quarters and fired two shells into Fort Powhatan.

July 7.—At 1:30 p. m. several musket shots were fired from Fort Powhatan at the steamer *Arrowsmith*. Beat to quarters and fired four shells from forward pivot, one from after pivot, and four rounds of shrapnel from howitzer.

July 10.—At 8:45 a. m. as the steamer *Daniel Webster* was rounding the point beneath Fort Powhatan she was fired into by a battery on shore. A portion of the fire was directed on us, some shot cutting away our fore and main topmast backstays and lightning conductor, but doing no other damage. Called all hands to quarters and opened on them with shell from IX-inch Dahlgren and 100-pounder pivot gun and howitzers, which soon silenced them.

July 11.—At 3:30 p. m. fired two shells from our IX-inch pivot at Fort Powhatan. At 5:30 fired two shells from rifled gun at Fort Powhatan.

July 12.—At 9:30 a. m. hove up anchor and dropped under Fort Powhatan and anchored. Fired twenty-seven rounds from the pivot guns and six rounds from the howitzers, striking wood pile on the fort eight times, the remainder bursting in and around the fort. At 2:45 p. m. riflemen from Fort Powhatan battery fired on several vessels in tow of two tugs; we returned it immediately with shell; several burst over the fort. At 5:50 the rebels opened fire with musketry from Fort Powhatan upon a steamer and two schooners. We immediately replied with our forward pivot, throwing three shells at them. From 6 to 8 fired one shell from our forward pivot at Fort Powhatan.

July 13.—At 3:30 p. m. fired two shells from the IX-inch pivot into Fort Powhatan.

July 14.—During the day fired one shell from forward pivot and two shells from IX-inch pivot into Fort Powhatan.

July 15.—At 10 a. m. fired one shell from forward pivot. At 11:30 slipped our anchor and moved up under Fort Powhatan; fired eleven shells from the pivot guns and five from the howitzers.

July 16.—At 5:30 p. m. fired four shells from IX-inch pivot into Fort Powhatan.

July 22.—At 5:20 p. m. fired two shells from after howitzer, B[orman] fuze, at rebels on shore.

July 24.—At 5:15 p. m. fired a shell from after howitzer astern of a boat pulling out from shore on the side of the river in the possession of the rebels.

July 25.—At 5:50 p. m. got underway and proceeded to sea.

Abstract log of the U. S. S. State of Georgia.

March 12, 1862.—At 10:30 Fort Macon, [N. C.], fired a gun, the shell falling within 50 yards of the ship. At 10:35 fired another, the shell falling considerably short of the ship.

March 15.—At 9:20 a. m. hove up anchor and steamed slowly about the mouth of the channel, watching the *Nashville*, which had moved away from the wharf. At 11:45 steamer *Nashville* started down to the fort. Instantly called all hands to quarters and prepared for action. At 12:15 steamer *Nashville* came to anchor. At 5:55 p. m. this ship came to anchor, Fort Macon bearing N., distant 3 miles.

March 23.—At 4:30 p. m. discovered the bark *Glenn* on fire. From 6 to 8 bark *Glenn* still burning. A large fire in the direction of Carolina City; an explosion at 7:50 in the same direction. From 8 to midnight, bark *Glenn* still burning, and fire in the direction of Carolina City.

March 27.—At daylight discovered a sail; got underway and stood for it; sail fired a gun; saw she had signal 867 and an ensign union down. Discovered five boats and crews. Signaled to the *Albatross*; fired a shell across the boats' bows; hove them to; had six men in each; brought them aboard as prisoners; dropped boats astern, Cape Lookout light-house E. $\frac{1}{4}$ N., distant 1 mile. At 9:30 a. m. second cutter with captain and two whaleboats with armed crews sent on shore to light-house. At 3:45 p. m. ran in nearer shore. At 4 all boats returned, having received orders from the *Albatross* through captain of the *Madgie* to sound in close to the light-house and bring the vessel in, so as to cover the beach from attack of the rebels this night. A boat came off from the shore with two officers of the Fourth Rhode Island Regiment with communications from Major [John A.] Allen. At 7 sent 30 men in charge of Acting Master Folsom to guard steamer *Madgie*. At 8 sent Lieutenant Haxtun with army officers to communicate with General Parke.

March 28.—Started to go around the reef to the *Madgie*. At 9:30 sent ashore prisoners, by order of Captain Prentiss, after taking the oath of allegiance. At 11:15 steamer *Albatross's* crew set the American ensign on Cape Lookout light-house; all hands cheered ship. From meridian to 4 Fort Macon fired two guns. At 8, boats returned, bringing off from shore all the officers and men except four left for picket guard.

August 6.—At 4:30 a. m. commenced heaving up anchor. At 4:40 enemy commenced firing at us from a masked battery. Stood inshore and fired fourteen shots at them, *Penobscot* firing at the same time, the enemy constantly firing at us, and a few of their shots going over us. At 6:30, anchored.

August 11.—At daylight heard firing from the batteries on shore. At 12:30 p. m. rebel steamer by wreck of steamer *Modern Greece* returned to the harbor. At 1 two strange sails in sight. At 5:50 a steamer appeared from behind Cape Fear and stood out to the strange sail, and both proceeded to the N. W. and disappeared at 6:15 behind the land.

Abstract log of the U. S. S. Susquehanna.

May 4, 1862.—Hampton Roads. From meridian to 4 p. m.: The *Merrimack* at anchor above Sewell's Point. At 5:10 p. m. the *Merrimack* steamed up Elizabeth River.

May 8.—[For log of May 8, 1862, see p. 335.]

May 11.—At 4 a. m. a large fire in Norfolk. At 5 a. m. an explosion was heard in the direction of Craney Island. Flagship signaled. At 6:10 slipped chain and got underway under steam in company with the *San Jacinto*, *Seminole*, *Dacotah*, *Mount Vernon*, and *B. A. Stevens*, steamers, and *Monitor*. Cleared ship for action. At 6:45 abreast of Sewell's Point, which was abandoned. Sent second cutter to the fort with Acting Master Churchill. At 7:30 made signals 306 and 662 and got pilot from the *San Jacinto*. At 7:40 Acting Master Churchill returned and reported twenty-seven guns in the fort at Sewell's Point. At 9:30 made two Confederate flags at the fort on Craney Island. At 9:50 abreast of Craney Island in line of battle. A boat went on shore from the tug ———, hauled down the flags and hoisted the American ensign. Passed pieces of a wreck supposed to be the rebel steamer *Merrimack*. At 10:15 brought to by piles driven to obstruct the channel. Steamed ahead strong and passed over them. The *San Jacinto* was stopped by them; the other vessels succeeded in passing. Passed the old hulk *United States* and a strong work on right bank of the river going up, also Fort Norfolk. At 11 came to off the city of Norfolk—the other vessels also anchored. Our flag flying over the custom-house and hospital.

May 17.—At 10 a. m. stood up James River in company with the *Dacotah*, *Wachusett*, *Maratanza*, and tug *Young America*. At 11:35 abreast of Day's Point battery; no flag flying on it. Made a rebel flag at the battery at Mother Tynes' Bluff. At 12 the *Dacotah* and *Young America* opened fire on the battery, which was not returned. At 12:14 p. m. ship abreast of the rebel battery commenced firing. At 12:40 disembarked marines. At 1:10 came to anchor. Soon after the marines landed from the squadron the rebel flag was hauled down at the fort and the American ensign hoisted. At 3 landing party returned.

Abstract log of the U. S. S. *Tioga*.

June 30, 1862.—Navy yard, Boston, Mass. At 1:45 p. m. put the ship in commission. At 11 p. m. got underway and proceeded to sea.

July 5.—At 2:30 p. m. came to anchor off Hampton Roads.

July 6.—Steaming up James River.

July 7.—At 7:30 a. m. considerable firing heard down the river and some also above us by our gunboats. Went down the river and came to anchor off Point [Fort?] Powhatan, about a quarter of a mile from the *Sebago*, having passed the *Mahaska* off Wilcox's Landing. At 2:30 p. m. went down the river, shelling the west bank. From 3 to 6: While convoying a fleet of schooners, fire was opened upon them by a battery of field artillery from the eastern bank, consisting of twelve pieces. We immediately opened fire, and succeeded in routing them, after having fired in all fifty-nine rounds of shell. Came to anchor off Windmill Point at 7:30, in range of battery.

July 12.—At 11 a. m. fired several shot at an old breastwork, part of Fort Powhatan, from which passing vessels had been fired upon by sharpshooters. At 2 p. m. the rebels opened fire on some small vessels, wounding the captain of the bark *Mustang*. He was brought on board for medical treatment. Opened fire upon them from our Parrott gun. From 3 to 6 p. m.: Still at anchor off Fort Powhatan. At 5 a tug with

two schooners in tow was fired upon by sharpshooters; we opened upon them, and ceased about 6 p. m.

July 17.—From 8 to meridian: Going down the river shelling the banks.

July 30.—Standing down the river to protect balloon reconnoissance party below Fort Powhatan.

August 1.—At 12:45 a. m. the enemy opened a brisk fire upon our camp at Harrison's Landing, from a point opposite, apparently a battery of fifteen or twenty fieldpieces. Firing continued until 2 a. m. and was responded to by some of our gunboats.

August 2.—Off Coggins Point. At 10:15 p. m. three steamers made a landing at Cole's Point. Sent our boat and ascertained that four companies had been landed as a precautionary movement to throw out pickets around the clearing made during the day.

August 16.—At 6 a. m. all troops and canal boats left Coggins Point. By 8 o'clock the steamers, transports, etc., connected with the army, excepting steamer *Kent*, had proceeded down the river, leaving it entirely clear in front of Harrison's Landing. The troops on shore had marched and the camp was evacuated. A few tents were left standing, bonfires were burning, and the wharves, with one exception, had been fired.

Abstract log of the U. S. S. *Wachusett*.

March 3, 1862.—Ship put in commission, navy yard, Charlestown, Mass.

March 16.—Anchored in Hampton Roads.

April 5.—Meridian to 4: Standing up York River at half speed. Opened fire in company with the gunboat *Marblehead* on what was reported to be a telegraph station in communication with Yorktown. Fired from this ship three XI-inch 15-second shell and two 30-pounder Dahlgren rifle percussion shell. At 2:40 came to with port anchor in 7 fathoms water outside of long rifle range from and in full sight of the fortifications at Yorktown and Gloucester Point. Several batteries looking to the eastward of Gloucester Point reported by Lieutenant Nicholson. Heard repeated firing in the direction of the road from Hampton.

April 6.—At 10:30 a. m. hove up anchor. At 11 went to quarters, steamed up toward Yorktown, fired two shell from each pivot gun and one from rifle on forecastle at the point believed to have a masked battery located, for the purpose of ascertaining with a certainty its location and strength. *Marblehead* and *Penobscot* in company and firing shell for same purpose at same point. At 1:40 p. m., in answer to a shell from the *Marblehead*, a masked gun was discharged, followed by another soon after, at this ship, which unmasked their battery to us. The object being gained, the vessels immediately withdrew. The range of the enemy's guns was found to be far in excess of our guns. At 1:50 dispatched the *Currituck* via Shipping Point with a communication to General McClellan.

April 9.—New batteries of long-range guns have shown themselves above those unmasked by us on the 6th.

April 12.—From 4 to 6 p. m.: Proceeded down to the mouth of the river making observations of the enemy's coast at the suggestion of the major-general, the *Penobscot* in company. At 10:30 got underway and cleared for action intending to proceed up the river and shell some

works of the enemy in process of construction, the *Marblehead* and *Penobscot* in company. Having discovered signaling on the enemy's coast, and supposing it intended to give information of our movements, we abandoned the plan and stood in toward an anchorage.

April 11.—At 1:30 p. m. the gunboats *Yankee*, *Marblehead*, and *Penobscot* got underway and commenced shelling the woods where numbers of men had been seen supposed to be throwing up works. At 2:30 we slipped and joined the other vessels. At 3:30 sent a boat to sound near the enemy's coast. At 4 stopped firing. U. S. S. *Sebago* arrived. The *Marblehead*, being in want of assistance, signaled to the *Penobscot* to go to her. From 6 to 8: The rebel batteries opened fire on the *Penobscot* and *Marblehead*, while the *Penobscot* was towing off the *Marblehead*, she being grounded. They returned the fire as also the *Anacostia*. Fired 5 XI-inch shell, 1 XI-inch incendiary shell, 4 30-pounder Hotchkiss time shell, 4 20-pounder Hotchkiss time shell, 2 30-pounder Dahlgren percussion shell, 1 20-pounder Dahlgren percussion shell.

April 15.—At 11:30 a. m. General McClellan and suite came on board. The *Anacostia* and *Sebago* fired at Gloucester Point to prevent them from extending their works. At 10:30 p. m the *Anacostia* commenced firing at Gloucester Point and continued one hour. Three tugs arrived with a number of barges and pontoons in tow.

April 16.—At 2 a. m. the *Anacostia* got underway, proceeded up the river, and fired six rounds at the enemy's fortifications. From 8 to meridian: The *Sebago* got underway, stood up the river, and shelled the batteries near Yorktown. The enemy returned her fire from two large rifled guns, making fine practice. The *Sebago* threw a shell occasionally to prevent the enemy from extending their works. From 6 to 8: The firing on shore stopped at dark. At 11 and midnight the *Sebago* opened fire on the enemy.

April 17.—Meridian to 4 p. m: The water battery and large rifled gun near Yorktown opened on Wormley's Creek. At 1:30 the large rifled gun opened on this ship, firing four rounds, short of us from 300 to 400 yards. At 2:40 got underway and shifted ship's berth out of range of the enemy's guns. At 9:30 the *Sebago* got underway and at intervals threw shells at the enemy's works.

April 18.—The *Penobscot* got underway at 2 a. m. and fired one shell at the enemy. At 10:40 the *Marblehead* proceeded up the river and fired three shell at the enemy's breastworks.

April 20.—At 6:30 a. m. saw a small boat crossing the river with one man in it. Fired a stand of grape at it and lowered a boat, brought the man, an Indian, on board. From 4 to 6: The *Sebago* proceeded up the river and fired eight shell at the enemy's batteries. At 7:30 p. m. sent 4 officers, 1 sergeant, 3 marines with an armed boat's crew ashore to arrest some people supposed to be in communication with the enemy. At 11:55 our boat returned, having succeeded in their attempt, and brought off three men.

April 21.—*Sebago* and *Currituck* fired at the enemy.

April 22.—*Penobscot*, *Sebago*, and *Marblehead* fired at the enemy near Yorktown.

April 24.—*Sebago* ran up the river and fired on some fortifications the rebels were erecting on Gloucester Point. *Penobscot* went up the river and fired at the enemy.

April 25.—At 1:30 p. m. *Maratanza* opened fire on the enemy.

April 26.—*Maratanza* and *Sebago* fired on the enemy.

April 27.—The *Sebago* moved up toward the rebel batteries and threw a number of shell, some of which landed.

April 28.—*Corwin* fired into the woods near Minor's house. Heavy firing heard in the direction of Yorktown.

April 29.—*Marblehead* and *Maratanza* fired on the enemy. At 2:10 p. m. one of the enemy's side-wheel steamers seen coming out of York River; she came to at the lower wharf (Yorktown Landing). At 2:25 the *Maratanza* got underway in obedience to signal, stood for her, and opened fire. At 3 the *Sebago* got underway and threw some shell with effect into the enemy's camp. At 3:35 the *Maratanza* returned and anchored, and at 4 the *Sebago* returned. From 4 to 6 p. m. saw a side-wheel steamer off Yorktown.

April 30.—Commander W. Smith reported on board to take command.

May 1.—The enemy's water battery threw a few shell in the direction of our encampment. Heavy firing in the direction of the enemy's encampment.

May 2.—From 8 to midnight: During the first part heavy firing heard from our batteries and those of the enemy on shore in the direction of Yorktown.

May 3.—*Marblehead* ran up the river and fired on the enemy.

May 4.—At 7 a. m. discovered the national flag flying over a battery near Yorktown. At 7:40 received a dispatch from General McClellan, stating that Yorktown was in possession of the national forces. At 8:30 got underway with the rest of the fleet and steamed up the river toward Yorktown. Sent the second cutter ashore with Master Whitehead to hoist the Union flag on Gloucester Point; he did so and returned to the ship. The *Corwin* and *Currituck* proceeded up the river. The *Maratanza* went up a short distance and returned with a rebel schooner. At 11:15 sent second cutter ashore with Lieutenant Fleming and a guard of marines to occupy Gloucester Point. At 6:10 p. m. got underway and dropped down the river nearer Gloucester Point. At 9 the *Sebago* returned to her anchorage with a prize schooner. At 9 the second cutter returned from Gloucester Point with our marines, the officer in charge having delivered the forts to Colonel Stryker. In the forts at Gloucester were the following pieces of ordnance, all spiked: In the fort on the heights: Rifled guns, —; Dahlgren guns, IX-inch, —; 42 pounder carronades, —; 32 pounder 27 cwt., —. In the water battery, —. In the batteries were found abundance of shot, grape, and unloaded shell. The ammunition, or part, had been poured into the wells inside the works. But few arms were found, and those of the poorest kind, fowling pieces generally. In the water battery were three furnaces for heating shot; they had been filled with shot and left; some of the shot were hot when Lieutenant Fleming took possession.

May 7.—Off West Point. At 1:15 p. m. went to quarters and fired six shell from XI-inch guns and some from rifled guns. Drove the enemy who had attacked General Franklin from their position. A large number of troops arrived.

May 17.—At 6:45 a. m. Captain Shuttleworth and a platoon of marines from the U. S. S. *Minnesota* came on board. At 7:30 the flag-officer came on board and hoisted his flag. From 8 to meridian: Hove up anchor and started up James River with the flag-officer on board in company with the *Susquehanna*, *Dacotah*, and *Maratanza*. At 10 the flag-officer went on board the *Susquehanna*. At 10:30 went to quarters and cast loose the battery. At 12:20 commenced firing from this ship at the batteries on shore. There being no return, sent the gig and second

cutter with marines to land. Found the works abandoned. The boats returned. Stood down the river until we passed the flagship, when we were ordered to proceed up the river to Jamestown and City Point.

May 19.—Off City Point. At 4 p. m. discovered that the second cutter, which went ashore at 3 o'clock, was fired upon. In the boat were Assistant Surgeon Slocum, he having gone to visit and prescribe for a sick lady ashore, Chief Engineer Baker, Assistant Paymaster Stockwell, First Lieutenant De Ford, U. S. Signal Corps, and Acting Master's Mate Almy, in charge of the boat. Immediately sent the gig with Lieutenant Charles E. Fleming and second launch with Master Whitehead to their relief. The *Maratanza* and *Monitor* got underway and threw their shells on shore. The gig soon after returned towing the second cutter with the bodies of Acting Master's Mate Thomas Almy and Willis P. Pierce, seaman, killed, and Henry Johnson, seaman, John Close, seaman, and Charles Brown, ordinary seaman, seriously wounded; Benjamin Dexter, ordinary seaman, unhurt. Benjamin Dexter reports that the officers and five of the crew landed, and while the others were shoving the boat off they were fired upon by fifteen or twenty men. Sent the first launch ashore with a howitzer under command of Lieutenant Fleming. Sent for the surgeons of the *Galena* and *Monitor* to attend the wounded. The *Aroostook* returned at 7; her commander came on board with his surgeon. At 7:30 the launches returned, bringing off Isaac Bevin, ordinary seaman, one of the second cutter's crew. The officers of the launches report that the information gained ashore confirms the report of Benjamin Dexter, and, in addition, that the attacking party were Georgians; they made prisoners of those who had landed and attacked the boat. They retreated toward Petersburg with their prisoners. They also learned that a body of men had been lurking in the vicinity for some days. The prisoners were the officers named, with the exception of Master's Mate Almy and Thomas Green, coxswain, John Nicholas, seaman, John O'Mealy, landsman, John Brune, ordinary seaman, Frank Cousen, ordinary seaman.

May 20.—At 6 a. m. discovered a flag of truce on the wharf; sent a boat to the *Monitor*, requesting her to cover the landing of our boat to ascertain the object of the flag. On landing the officer said he had dispatches from General Huger to Commander Smith and would wait a reply. Boat returned on board with said dispatches, from which we learned that our missing officers and men were prisoners at Petersburg. Boat went on shore again under a flag of truce with dispatches from Commander Smith and clothing for our officers and men at Petersburg.

June 5.—At 11 Commander J. P. Gillis took command.

June 6.—At 12 m. this ship and the *Maratanza* got underway and stood down the river. At a place known as Watkins farm we were fired upon with muskets; fire of the enemy returned with small arms. Seeing some contrabands a short distance below, they were hailed and asked where the enemy's pickets were and how many of them. The reply was they numbered about 300, and they were in the woods a short distance from the river. At 1:30 came to anchor off Turkey Island.

June 17.—Off City Point. At 9:45 a. m. a body of the enemy opened fire on the fleet with infantry and artillery from near City Point. Made signal, got a spring on the cable, beat to quarters, and fired three XI-inch shrapnel and seventeen shell at the enemy. The *Galena* got underway and took position in the mouth of the Appomattox River.

June 29.—Commander T. A. Jenkins took command.

July 1.—James River. At 11:10 got underway and stood down toward Old Point and from there up James River. At 1 called all

hands to quarters and trained the forward pivot gun on the port side and the after one on the starboard side. At 3 came to anchor off Hardy's [Harden's] Bluff. At 3:30 got out the first launch, the gig, and the second cutter; had them manned with an armed crew, the howitzer in the launch, Acting Master Tallman in charge of the gig, Acting Master Kemble in charge of the cutter, and Lieutenant Fleming having direction of the expedition. At 4 p. m. the boats left the ship to cooperate with the same number of boats from the steamer *Dacotah*, the object of the force being to protect Lieutenant Selfridge and men, who were detailed to destroy some heavy guns abandoned by the rebels when they evacuated the works on the bluff. At 8 the boats returned.

July 2.—Boats with armed crews ashore cooperating in the destruction of the guns abandoned by the enemy.

July 3.—At 6:30 a. m. boats again went ashore to destroy guns. At 2 p. m. boats returned and Lieutenant Fleming reports the expedition successful, having rendered unfit for service thirteen guns by blowing off the trunnions and cascabels and otherwise rendering them useless.

July 6.—At 9 a. m. the first launch, gig, and second cutter, in charge of Lieutenant Fleming, went on shore at Jamestown Island to destroy the guns left there by the enemy. At 2 p. m. boats returned to the ship. At 5 the armed boats again left the ship to finish the destruction of the guns ashore. Lieutenant Fleming reported the destruction of ten guns on Jamestown Island and on the mainland across the creek opposite.

July 7.—At 9:45 a. m. Lieutenant Fleming went on shore with the first launch, gig, and second cutter, with armed crews, to destroy the guns in the batteries on the mainland opposite Hog Island. At 8 p. m. they returned to the ship. Lieutenant Fleming reports that they found three large guns a mile back from the forts, which they rendered useless; also the burning of the gun carriages and slides, and that they threw about 200 solid shot into Williamsburg Creek [Achershape Creek?]

July 26.—At 1:15 a. m. discovered a light, apparently a vessel on fire, near us. Beat to quarters immediately and sent the second cutter and tug, in charge of Lieutenant Babcock, to ascertain the facts. At 1:45 he returned and reported the schooner *Louisa Reed*, of New York, on fire. She had been boarded by the rebels, her captain taken out, and the vessel set fire to. This he learned from the remainder of her crew, who were in her boat. Mr. Babcock ordered her second anchor to be let go to keep her in the same position, and also learning that she had powder on board thought it proper to leave her. The schooner was said to be laden with damaged grain. Six of the burned schooner's crew on board under surveillance. Two men said to come from Petersburg were sent to headquarters and the burned schooner's crew to the provost-marshal with a statement of their evidence.

August 3.—Sent the tugs *Alert* and *Baker* up river to assist in getting the *Southfield* afloat. At 6:40 p. m. observed firing in the direction but above City Point. The *Galena* signaled to us that the enemy were firing at the *Southfield*.

August 12.—At 12:15 firing commenced from our gunboats at the rebel shore; beat to quarters. Firing ceased at 1.

August 18.—At 10 a. m. the *Satellite* commenced shelling the woods in the direction of Coggins Point. At 11 saw a body of rebel cavalry and artillery on Coggins Point. The *Genesee* while on her way to attack them got aground. At 1:10 p. m. the *Sonoma* passed down to shell

the woods on the south bank at Coggins Point. At 1:30 the firing ceased.

August 28.—Tug *Alert*, ordered to go up river and get an anchor left behind, was fired into by riflemen. The tug replied by firing five or six shell into them. The *Southfield* and *Monitor* went to her assistance, but soon came back.

Abstract log of the U. S. S. *Whitehead*.

April 10, 1862.—Captured in the Newbegun Creek, North Carolina, the schooners *Comet*, *J. J. Crittenden*, and sloop *America*.

April 11.—Stood back to the [Dismal Swamp] Canal and sent an armed boat with others of the fleet to reconnoiter.

April 19.—At 5 a. m. got underway and steamed with others of the fleet up the Pasquotank River. Fired three 10-second shell into the town. At 11 brought up at the barricade. Engaged in removing obstructions. Heard heavy firing up the river.

April 23.—Sent an armed boat and ten men ashore to assist in filling up the canal.

May 19.—From 8 to meridian: Proceeded in company with *Hunchback* to a blockade built in advance of a battery. Made a line fast to one end of the chain which stretched across the river [Chowan River, North Carolina]. Cast loose the chain and at 2 p. m. had succeeded in towing the barricade of timber and trees out of the way. Passed through and made fast to the upper barricade, and swung that around also so that we could pass through. Continued on up river; entered the Blackwater Branch and ran up to the third blockade, consisting of three sunken schooners. Sent a boat to take soundings, after which we returned down the river. Anchored a mile below Winton.

May 20.—Entered a creek leading to Gatesville, [N. C.] Proceeded up the creek until 3 p. m., when, the stream being very narrow and intricate, sent a boat with armed crew up the river, who returned down the river with a schooner which they captured. Proceeded down the creek followed by the schooner *Eugenia*, of Edenton.

May 21.—Ran down a creek into the Chowan River. Came to anchor near the western [southern?] shore of Virginia. Sent a boat with eight armed men up a creek in company with boats from the *Hunchback*. At 6 p. m. the boats with a schooner appeared at the mouth of the creek. At 8:30 prize schooner *Winter Shrub*, loaded with salt fish, ran alongside and left our boat and crew.

May 22.—At 4:30 a. m. a sloop was discovered at anchor a short distance down the river; ran down near her, boarded, and found her loaded with salt. Took her as a prize; she proved to be the *Ella D.*, of Norfolk.

June 8.—Proceeded slowly up the river a short distance and fired three 5-second shell into the woods in the vicinity of Winton, [N. C.], as we had been informed that a battery of fieldpieces had been placed there. There was no reply to our fire by the enemy. Ran into the Albemarle Sound abreast of Edenton Bay, and returned up the Chowan River and anchored at 7 p. m.

CONFEDERATE REPORTS AND CORRESPONDENCE.

Letter from Douglas F. Forrest, esq., to the President of the Confederate States, suggesting a field of operations for the C. S. S. Virginia.

Strictly confidential.]

NAVY DOCK YARDS,
Gosport, Va., February 28, 1862.

SIR: I have no other object in addressing you than the good of my country. To promote its welfare, I would cheerfully incur all risks of misconstruction. I will not offer any apology for any apparent lack of modesty in thus seeking to occupy your attention. I only pray you, for our dear country's sake, to listen patiently while I unfold my ideas, for I would not pretend to have matured a plan. It may be chimerical, it may be impracticable under existing circumstances, of which I am not advised. God grant it may be feasible, be approved of you, and result to the great good of our nation.

Our ironclad frigate *Virginia* will be ready for service in a few days. How and where can she be most efficient?

Norfolk and this great naval depot are now threatened by the enemy. A glance at the diagram of the harbor will convince you that the batteries already completed and now nearly finished are amply sufficient to repel attack in this quarter. The *Virginia's* services are not essential here. It seems to be the universal and intelligent belief that Suffolk is the heel of this Achilles, and the concentration of our foes at Newport News indicates that they are not ignorant or careless of the fact. If the *Virginia* is to be used to thwart them, she must reach the mouth of the Nansemond. To reach it she has her choice of two channels. The northern is believed to be obstructed, and is under the guns of the Newport News battery. The southern just admits of her passage, both guarded by a large naval force, consisting in part of the frigates *Cumberland*, *Congress*, *Minnesota*, and *Roanoke*, ten gunboats, and the ironclad Ericsson battery [*Monitor*] with her armament of X-inch guns. It is more than probable, too, that the enemy have laid submarine batteries to destroy her. These are no common dangers, no despicable foes; overwhelmed by such odds, can she hope to effect anything, and can she ever expect to escape them? The projected combined attack upon the Newport News battery has been abandoned, and the *Virginia* seems occupationless, a harbor defense, and super-numerary at that.

The whole land is shrouded in gloom. The nation is weeping over the disgrace at Roanoke, the disaster at Donelson. The Old World withdraws its almost extended hand, our enemies are jubilant. Some brilliant achievement, a victory, a glorious sacrifice, even, would give pulse to the people's heart. If Norfolk falls, Virginia may be overrun.

Why may not the *Virginia* defend this place in the waters of the Potomac?

If she should steam up to Washington, would not this excite the admiration of the world? To Washington, the capital of the United States. This, and the use that might be made of her on the Potomac, recommends the scheme. That it would be entirely unlooked for is another reason why it should be adopted. Once there, might not a diversion be effected in favor of Norfolk, and would not a blow have been struck at the vitals of the war?

I have competent naval authority for the statements I am about to make.

The ship, under cover of a dark night, with a favorable tide, could, without doubt, steal past Old Point. The gunboats *Raleigh* and *Beaufort*, having high-pressure engines, would be towed. With this hindrance to speed, she would probably make 10 knots, for the current runs 5 knots at that point. If the attempt were discovered, which is not likely, it could hardly be frustrated. The ease with which the *Pensacola* and other vessels, not ironclad, have run the gantlet of the Potomac batteries seems to justify this opinion. If pursued, she need not fire a gun, and if hard pressed, might sink her pursuers with her stern gun and hold on her course. In less than forty-eight hours she could reach a point even beyond our Evansport batteries, provided she arrived at the Kettle Bottom flats at top of high water. There is said to be 21 feet 6 inches of water at this bar. It would not be difficult to procure a good Potomac pilot, thoroughly conversant with the channel and the tide. The *Minnesota*, drawing 21 feet, and the *Columbus* 74 [24] floated over this bar. The *Virginia* now draws 22 feet 6 inches, having been loaded with many tons of pig iron for the purpose of sinking her to this water line. This ballast, arranged as an additional defense to her submerged bow and stern, could easily be transferred to the tugs, her escort. This weight removed, and the coal and provisions consumed in the trip, would, it is thought, reduce her draft even to 21 feet. Once over, what grand results might not be accomplished! The shipping in the Potomac might be taken and destroyed. But greater things than that might be effected. The staffs of generals, the clerks of Departments, not being made privy to the scheme, the commander of the expedition himself weighing anchor with sealed orders, General Johnston and General Holmes being alone in council, my honor as a gentleman being pledged to my secrecy, the enemy would never learn anything about it until the blow had been struck. Then what consternation at Washington! We might cross into Maryland under her guns and the Evansport batteries, rout Sickles' command, and, aided by the loyal people of Charles and Prince George's, [Md.], march wherever we were needed. The communication with Virginia might be maintained against almost any force by our ironclad frigate and the batteries. Transportation and provisions would flow in a steady tide from the fertile counties, and lower Maryland rejoicing in her hope long deferred now at last gloriously realized. Our pledge of aid reclaimed, Marylanders would spring to their impatient arms, eager to regain their birthright and glory. Maryland aroused, the "Grand Army" would soon be cut off from communications. Washington would fall, but the Grand Army might not retreat. The *Virginia* can find water enough to Greenleaf Point, near the arsenal. Here she would command the Long Bridge and the enemy would be compelled to cross in its retreat opposite Georgetown. This would have to be done in face of our victorious troops, for I have supposed that General Johnston would advance upon these hirelings and drive them from their works. The enemy stormed Donelson; why may we not attack them in their entrenchments? The boom of the *Virginia's* guns being explained to the troops as they marched to the attack, they would be inspired with desperate, with hopeful courage. The enemy, weakened by detachments, composed in large part of raw levies, an army of tyros (the veterans being with Halleck and Burnside and Grant), and terrified by a fire in their rear, would fade away before men impelled by every noble motive, every manly hope, confident in their discipline, their leaders, their valor, and their generals.

My enthusiasm has carried me already beyond the bounds of the probable. I will not, therefore, detain you with my picturings rudely limned.

As to the difficulty opposing Fort Washington: She is doubtless unprovided with rifled or heavy ordnance, for an attack by ships from our people is an idea they have never dreamed of, and they will not imagine the *Virginia* is a foe. If they have, the perfectly legitimate marine ruse of hoisting the Federal flag might be adopted, or the night chosen for the run. Moreover, attacked in the rear by our troops, it would soon yield to a combined attack. If, on account of the poverty of our numbers, the character of the roads, or the lack of transportation, an advance is impossible, at least the navy yard, arsenal, and President's house might be laid in ruins and the shipping in the Potomac destroyed.

Pardon me, your Excellency, for detaining you so long with a scheme which may, in the light of your greater knowledge of facts and abler synthesis, seem puerile. Acquit me of the vulgar wish to be in communication with the great. Believe me, I only write because I think I have an idea, and I would not, I dare not, refuse to obey the call of duty—it may be of our country's God—to put it in motion, to give it life. God grant his blessing to this very humble effort made to restore peace to our country.

I will carry this to Richmond myself. If you desire to see me to learn more fully what I have sought at such length to demonstrate, I shall obey your summons at the Spottswood until day after to-morrow (Monday.) If this rumor of an advance at Centreville is correct, I would be greatly obliged to you if you would advise me of it, in order that I may cut short my leave and join the Army.

I am informed by my father to-day that he has been reliably informed that the Ericsson battery [*Monitor*] is not, nor ever has been, in the roads. This news has just been received.

In conclusion, sir, I would say that this plan in the outline occurred to my father when the *Virginia* first went into dock.

I am, your Excellency's obedient servant,

DOUGLAS F. FORREST.

His Excellency the PRESIDENT.

Order of Flag-Officer Forrest, U. S. Navy, to Commander McBlair, U. S. Navy, regarding the employment of the U. S. sloop Germantown for operations in Hampton Roads.

COMMANDANT'S OFFICE, DOCKYARD,
Gosport, March 8, 1862.

SIR: It occurs to me that the sloop of war *Germantown*, mounting five long 32-pounders, with ammunition, etc., complete, would, if a crew of practiced men were put on board and the ship put in proper position, add very much to the little squadron about to engage the enemy. She could be towed to a position near Craney Island Flats and cooperate with the rifle battery in the event of the two ships (the *Minnesota* and *Roanoke*) moving from their present moorings to join the frigates at Newport News.

It will be necessary to have a tugboat alongside of the *Germantown*, as she has no means of locomotion, and you are hereby authorized to take as many men from the receiving ship as you may deem necessary to fill up the crew, as much additional ammunition as may be required, and proceed down to that vessel with a tug, weigh her anchor, and put yourself in readiness to assist the battery. Your known valor and

discretion are confidently relied on, and I feel sure you will take up a judicious position and maintain it well.

Very respectfully,

F. FORREST,
Flag-Officer.

Captain WM. McBLAIR.

Petition from the officers of the C. S. S. Virginia, regarding the command of that vessel.

C. S. STEAM BATTERY VIRGINIA,
Gosport [Norfolk] Navy Yard, March —, 1862.

SIR: The undersigned, officers of this vessel, respectfully request that, during the wounded disability of Flag-Officer Franklin Buchanan, Lieutenant O. ap R. Jones may remain in command of the *Virginia*.

We cherish the hope that our brave and skillful commander in chief may very soon reassume the position he has so nobly filled.

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

CHARLES C. SIMMS,
Lieutenant and Acting Executive Officer.

JAMES A. SEMPLE,
Paymaster, C. S. Navy.

HUNTER DAVIDSON,
Lieutenant, C. S. Navy.

ROBERT D. MINOR,
Flag-Lieutenant.

J. R. EGGLESTON,
Lieutenant.

Hon. STEPHEN R. MALLORY,
Secretary of the Navy.

Letter from Flag-Officer Forrest, C. S. Navy, to Lieutenant-Colonel Cantwell, C. S. Army.

MARCH 10, 1862.

In answer to your courteous letter* of the 9th, I have to state that the gravity of the questions raised requires that I should refer the whole matter to the Navy Department.

Meantime I would suggest that your action be suspended temporarily, in view of the imperative demands upon all our available force consequent upon the events of the last few days.

Very respectfully,

F. FORREST,
Flag-Officer and Commandant.

Lieutenant-Colonel ED. CANTWELL,
Civil and Military Governor, Department of Norfolk.

Order of Flag-Officer Forrest, C. S. Navy, to Midshipman Gardner, C. S. Navy, to proceed to the home of Lieutenant Tayloe, C. S. Navy, in charge of his remains.

MARCH 10, 1862.

Your application for leave to accompany the remains of Lieutenant Tayloe to Big Lick, Roanoke County, [Va.], is hereby granted, and you

* Not found.

will say to his family and friends that he fell gallantly upholding the honor of his country's flag and died with heroic composure.

After expressing my sympathy with their bereavement, and attending to your sad duties, you will proceed under your orders to Mobile and report as directed.

Very respectfully,

F. FORREST,
Flag-Officer and Commandant.

Midshipman J. M. GARDNER, C. S. Navy.

Order of Flag-Officer Forrest, C. S. Navy, to Lieutenant Morgan, C. S. Navy, regarding the crew of the C. S. S. Virginia.

MARCH 10, 1862.

You will be pleased to receive on board the receiving ship the officers and crew of the C. S. S. *Virginia*.

Respectfully, your obedient servant,

F. FORREST,
Flag-Officer.

Lieutenant Commanding VAN R. MORGAN,
Frigate United States.

Order of Flag-Officer Forrest, C. S. Navy, to Lieutenant Jones, C. S. Navy, regarding the officers of the C. S. S. Virginia.

COMMANDANT'S OFFICE, DOCKYARD,
Gosport, March 10, 1862.

SIR: You will be pleased to transfer the officers and crew of your ship to the receiving ship during the time she is detained in dock.

Very respectfully,

F. FORREST,
Flag-Officer and Commandant.

Lieutenant CATESBY AP R. JONES,
First Lieutenant and Executive Officer, Frigate Virginia.

Letter from Flag-Officer Forrest, C. S. Navy, to Major-General Huger, C. S. Army, regarding plans of operations.

MARCH 10, 1862.

GENERAL: Herewith I enclose copy of a letter * addressed the Navy Department, from which you will observe that I concur with your views in general, while differing in some particulars.

The difference, however, can easily be decided on discussing the time necessary to construct the ironclad towers.

To stop the channel with the *Virginia* inside would materially diminish our aggressive power and abate the uneasiness of the enemy.

My letter, however, will more fully explain the views I entertain, and your attention to the copy enclosed will oblige

Your very obedient servant,

F. FORREST,
Flag-Officer and Commandant.

Major-General HUGER,
Commanding Department of Norfolk.

Report of Captain Rives, C. S. Army, regarding the defenses of Richmond, Va.

WAR DEPARTMENT, ENGINEER BUREAU, C. S. A.,
Richmond, Va., March 12, 1862.

SIR: The following report is respectfully submitted as a partial reply to the resolution of Congress of February 24, calling for information, surveys, and reports connected with the defenses of Richmond:

In ascending the James River the defenses consist of—

First. *Fort Boykin, Day's Neck*.—Mounting ten guns; 42-pounders and 32-pounders; hot shot.

Second. *Fort Huger, Hardy's [Harden's] Bluff*.—Mounting thirteen guns; one 10-inch, columbiad pattern, rifled, in barbette; four 9-inch Dahlgrens, rifled, in barbette; two 8-inch columbiads, rifled, in barbette; six hot-shot 32-pounders on ship carriages.

Third. *Mulberry Island Point Battery*.—Five 42-pounder guns in barbette; two 8-inch columbiads en route; fifteen casemates building rapidly, and large covering work nearly completed.

Fourth. *Jamestown Island Batteries*.—Thirteen guns; four 9-inch Dahlgrens, four 8-inch columbiads, and two more en route; five hot-shot long 32-pounders.

Fifth. *Drewry's Bluff Battery*, coupled with obstructions in the river, is being rapidly constructed under the direction of Lieutenant Mason, of the Provisional Engineer Corps.

The first is completed, while the second and third are being rapidly and intelligently improved with bombproofs, etc., by Captain Clarke, of the Provisional Engineer Corps, who has a force of at least 1,000 hands.

From 20 to 30 miles below City Point there are two positions, Fort Powhatan and Kennon's Marshes, which have been thoroughly examined by the ablest officers at the disposition of the Department and reported to be good locations for batteries. If they are placed at either of the above points, obstacles should be constructed in connection with them. The final and intelligent selection of a site can, consequently, only be determined by a thorough hydrographic survey.

In regard to the Richmond defenses, it was the opinion of General Leadbetter that the works around the city were rather near, but so much had been done at the time he took charge of them that he directed me, on leaving for Tennessee, to carry out the plans adopted by the Engineer Department of Virginia. This I have sought to do with the means at my disposition, and a large proportion of the leading works are completed. Intermediate secondary breastworks could be thrown up with sufficient rapidity by the troops who are to defend the main works when there is occasion. Labor in that direction at present would seem to be injudicious. Most of the works are closed, and those that are not so can be rapidly protected. Directions have been given to drain the magazines thoroughly, and, if necessary, to construct new ones. There are but few guns mounted on the works. A full armament for them would be exceedingly difficult to procure, and the propriety of concentrating so many pieces on a contracted local defense would seem at least doubtful. The batteries on the Manchester Hills are very nearly, if not entirely, constructed, and a force has been called out to repair and complete them.

Drewry's Bluff, a most commanding point, where the James River is narrowest, about 7 miles below Richmond, has been selected as the best point for a battery, coupled with obstructions. In its immediate vicin-

ity, also, is a strong commanding ridge, on the line of the approach from Petersburg to Richmond.

In regard to the line of the Chickahominy, I can as yet make no definite report, although an officer is on duty in its examination. The recent calls for engineers by General Johnston and others have left me but limited professional resources. I have heard, however, that Colonel Talcott, Chief of the Virginia Engineer Corps, examined this line, but did not think very favorably of it. It may, however, be possible to erect, in a reasonable time, a series of dams, with properly constructed covering works, which would add greatly to the strength of the Richmond defenses on the north. As soon as the surveys are completed a full report will be promptly made.

The James River defenses, which are rapidly improving, afford already a good protection against wooden fleets, but not against ironclad vessels. From recent developments it is evident that nothing but the very heaviest ordnance can contend successfully with this latter class. It is to such means we are resorting on the James River. In positions similar to those of Fort Huger, Yorktown, and Mulberry Island Point the only course left to pursue seems to be to mount the guns on bluffs, where they are not liable to be struck, or in well-constructed casemates, to contend with wooden ships, keeping sand bags ready filled to protect them against ironclad vessels. This class is so excessively expensive and confined as to be ill adapted to the transportation of troops in large numbers. The effect, however, of passing our lower batteries by preventing the safe navigation of our rivers above them will probably be to force us at no distant day to rely in great measure on land transportation.

A mistaken impression on my part that this report was called for on the termination of the surveys has led to the delay, for which it is the only excuse.

With great respect, your obedient servant,

ALFRED L. RIVES,
Acting Chief Engineer Bureau.

Hon. J. P. BENJAMIN,
Secretary of War.

Order of Flag-Officer Forrest, U. S. Navy, to Commander Tucker, U. S. Navy, to proceed with the U. S. S. Patrick Henry up the James River.

COMMANDANT'S OFFICE, DOCKYARD,
Gosport, March 12, 1862.

SIR: You will proceed without a moment's delay with the *Patrick Henry*, *Jamestown*, and *Teaser* under your command up the James River as far as, in your judgment, may be necessary to cooperate with the land forces under General Magruder, for the purpose of defending those waters as far as practicable against the approach of the enemy.

You will be particularly careful to avoid contact with the ironclad steamer *Monitor* on your way up, and endeavor to pass the enemy's batteries at such distance as you may deem necessary for the safety of your vessel. Much is left to your discretion, and with entire confidence in your skill, judgment, and courage, I hope that you will reach your destination without accident.

Very respectfully,

F. FORREST,
Flag-Officer and Commandant.

Commander JNO. R. TUCKER, U. S. NAVY,
Commanding Patrick Henry.

Letter from Major-General Magruder, C. S. Army, to General Lee, C. S. Army, giving the result of a reconnoissance to Newport News.

HEADQUARTERS, *Young's Mill, March 12, 1862.*

SIR: I have the honor to report that I sent Sergeant Tabb, a most intelligent man, who is on signal service in this department and was a volunteer on board of the *Virginia* in the late action, to reconnoiter Newport News, in a boat, yesterday afternoon, and he has just returned, stating that whilst in front of Newport News the *Ericsson* [Monitor] came up from Fort Monroe with some troops on board and landed them at Newport News; that a very large force was at that place and increasing. Their pickets have advanced some mile and a half up the river, and I am satisfied that they mean to march up on the left bank of James River, sending the *Ericsson* [Monitor] to silence the guns in the river batteries, and thus freeing the river for the passage of transports with other troops and forcing us to fall back by ascending the river. It may require some little time to do this, but they will succeed in the end unless the *Virginia* can leave the dock and prevent the *Ericsson* from coming up. The latter vessel draws, I am informed, much less water than the *Virginia*, and if she once gets up the *Virginia* could not follow her, as there is a bar below Day's Neck, I am told by James River pilots, on which there is not more than 18 feet water, and the *Virginia* draws 22 feet.

I deem it of the utmost importance to make this statement to you for the information of the War and Navy Departments and the President, although the information may already be in their possession.

My cavalry drove in the enemy's pickets last evening, but the advance of their pickets and their increasing force admonishes me of the necessity of arranging my troops on the second line for defense, from which I have advanced them after the naval action, to be ready to take advantage of the effect of that achievement, and at the same time to cover, if possible, the movement of troops from here to Suffolk. They will resume their places to-day, presenting, however, the same line of pickets to the enemy and holding the front line by cavalry and light infantry, with orders to fall back on the second line in case of an advance.

I would recommend that not a moment be lost in again bringing out the *Virginia*, as I learn from my spies that their officers say the *Virginia* is much injured and that they have no apprehension from her for the present. I presume that they will advance as soon as possible in the hope that she will not be ready, and the *Ericsson* once up the river, she can not follow. Should the *Ericsson* attack our batteries on James River, the guns on ship carriages will be withdrawn from the effects of the fire and all the other guns and men will be protected as much as possible.

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

J. BANKHEAD MAGRUDER,
Major-General, Commanding.

General S. COOPER,
Adjutant and Inspector General.

Letter from General Lee, C. S. Army, to Major-General Magruder, C. S. Army, acknowledging the receipt of information obtained from a reconnoissance to Newport News.

RICHMOND, VA., *March 13, 1862.*

GENERAL: I have the honor to acknowledge your letter of the 12th instant, reporting the result of a reconnoissance made by your orders

of the condition of the enemy at Newport News and your proposed movements in the event of an advance by him up the left bank of the river. As regards the steamer *Virginia*, the Secretary of the Navy informs me that she went into the dock upon her arrival at Norfolk, with orders that neither labor nor expense should be spared upon her repair. It is hoped that she will be out at an early day.

I am, etc.,

R. E. LEE,
General, Commanding.

Major-General J. B. MAGRUDER,
Commanding, etc., Yorktown, Va.

Report of Major-General Huger, U. S. Army, regarding the barricade of the Elizabeth River, Virginia.

HDQRS. DEPARTMENT OF NORFOLK, *March 13, 1862.*

SIR: I have expressed to you my conviction that ironclad vessels can pass all our batteries with impunity. In barricading the approach to Norfolk it was necessary to leave a narrow passage for our vessels to go out. The *Virginia* passed through it to get into the roads the other day.

The question now is, Should not this passage be stopped? If done, it should be with the concurrence of the Navy Department.

I think the channel should be stopped, and our vessels kept inside for the protection of the town. I beg the subject may be considered, and if the work is done it should be by order of the War and Navy Departments.

Very respectfully, your obedient servant,

BENJ. HUGER,
Major-General.

Hon. J. P. BENJAMIN,
Secretary of War.

Report of Lieutenant Webb, U. S. Navy, regarding the passage of the C. S. S. Teaser from Norfolk into the James River.

O. S. S. TEASER,
Richmond, March 14, [1862].

DEAR CAPTAIN: You see I have run the gantlet. I will tell you how it was done. On Thursday night I did not get to Sewell's Point until after 1 a. m. I stopped and communicated with Craney Island; also with Sewell's Point battery. They both told me it was the habit of the *Dreadnaught* to anchor off Newport News every night and return to Old Point in the morning. It was so foggy that night I thought it best to lay by until next morning. At 8 [3?] o'clock Friday morning the fog lifted, and the first object we saw was the "*Little Joker*" steaming down for Old Point. As soon as she saw us she apparently stopped. I immediately got underway to make a feint by shamming a course for Newport News, to see how she would take it. As soon as she saw us underway she turned her head for us, and as she did so I whipped around and steered for Craney Island. I knew then I had accomplished my object (she thought it would be the last she would see of me). I laid under Craney Island until 5 o'clock, waiting for the flood tide. It was so thick that we had to take the ship channel, and we got in three-fourths of a mile of the battery before either of us knew it. I tell you

there were hurrying times on shore. They fired muskets and made all kinds of signal lights, but to no effect, for we got out of sight again before they could get their guns ready. It was beautifully done, though I say [it] who should not. If any letters come for me, open them until you find one from De Bree with a check in, and hand the check to your paymaster, if it is payable to bearer; if not, send all my letters up here.

Truly, yours,

W. A. WEBB.

Captain TUCKER, C. S. Navy.

Letter from Flag-Officer Forrest, C. S. Navy, to Major-General Huger, C. S. Army, regarding the C. S. sloop Germantown.

COMMANDANT'S OFFICE,
Gosport, March 15, 1862.

GENERAL: I have been so much engaged that I could not reply at an earlier period to your letter in reference to the *Germantown*. I think with you that it would be well to have her removed. She is in danger not only of an attack of the *Monitor*, but she might be captured any dark night by a squadron of boats, if they could succeed with muffled oars in passing the guard boats.

I propose to convert her into another ironclad. She is perfectly sound, and with the introduction of machinery with a propeller she might make a formidable acquisition to the defenses of this harbor. I have been not a little surprised at the apathy, or rather the lack of patriotism, displayed by the citizens of Norfolk and Portsmouth in aiding the Government to protect their firesides. Why can't they contribute to the building of an ironclad steamer for harbor defense? The ship yards of Messrs. Graves & Nash would soon be able to get the necessary timber, and facilities would cheerfully be afforded the plan by this yard.

Will you be pleased to let one of your steamers tow the *Germantown* up to the yard?

I am, very respectfully, etc.,

F. FORREST,
Commandant.

Major-General B. HUGER,
Commanding Military Forces, near Norfolk.

Letter from the Secretary of War of the Confederate States to Major-General Huger, C. S. Army, regarding the closing of Elizabeth River, Virginia.

WAR DEPARTMENT, C. S. A.,
Richmond, Va., March 15, 1862.

SIR: I have the honor of acknowledging the receipt of your letter of the 13th instant. The question of closing the harbor of Norfolk, suggested by you, is decided against your views. None of us are of opinion that it would be proper to lose the vast advantages resulting from the enemy's fright at the bare idea of the *Virginia* reappearing among the wooden ships. The fact of her presence guarantees you against any attempt to blockade the river. It is, however, necessary to keep the necessary means of closing the Elizabeth River ready at hand for use at a moment's warning, in case the *Monitor* should attempt an entrance. The Nansemond River ought to be obstructed without delay.

I enclose you a letter to be forwarded to General Wise after perusal by you. It explains itself. I also send herewith a voluminous report, 143 pages, sent to me by General Wise, for your remarks. You will find at pages 109 and 116 copies of his letters to you of February 10 and 11, which he evidently regards as his report, and which I asked you to send me, but which you seem not to have received. Congress has made a call for this report; but it can not be sent in, if at all, without your comments, as it should regularly have been forwarded through you.

I am, your obedient servant,

J. P. BENJAMIN,
Secretary of War.

Major-General B. HUGER,
Norfolk, Va.

Letter from Flag-Officer Forrest, U. S. Navy, to the master of the steamer Cora, informing him of the purchase of that vessel by the U. S. Government.

MARCH 19, 1862.

Your letter of the 16th has been received, and I have to inform you that the *Cora* was purchased for and belongs to the U. S. Government (Navy). Be pleased to inform Colonel Leventhorpe that you are to continue in the command of this vessel.

You will, whenever a suitable opportunity occurs, bring the steamer to this place, of course exercising your best judgment and discretion in guarding against capture by the enemy or any other obstacles that might oppose your progress. Report to me on your arrival.

Respectfully, etc.,

F. FORREST,
Flag-Officer.

D. D. SIRMOND,
Master of the Steamer Cora, Halifax, N. O.

Order of the Secretary of the Navy of the Confederate States to Flag-Officer Forrest, U. S. Navy, urging expedition in the building of gunboats.

U. S. NAVY DEPARTMENT,
Richmond, March 19, 1862.

SIR: The completion of the ironclad gunboat being constructed at the yard is a matter of the first consequence, and a moment must not be lost in accomplishing it. As many men must be kept at work upon her by day, and by night if practicable, as can be usefully employed. You will immediately direct Constructor Porter to employ the private builders at and near Norfolk who are constructing gunboats for us, and aid him in every way to push forward this vessel if you can thereby expedite her completion. You will also direct Major [Engineer] Williamson to have the engines ready for this vessel in time, and make every exertion to complete them. One such vessel would be worth a fleet of wooden vessels to us.

I am, respectfully, your obedient servant,

S. R. MALLORY,
Secretary of the Navy.

Flag-Officer F. FORREST, U. S. Navy,
Commanding Navy Yard, Norfolk, Va.

Order of the Secretary of the Navy of the Confederate States to Flag-Officer Forrest, C. S. Navy, requesting daily information regarding the work on the C. S. S. Virginia.

C. S. NAVY DEPARTMENT,
Richmond, March 20, 1862.

SIR: The work of getting the *Virginia* and the iron-plated gunboat (in course of construction at Norfolk) ready for sea at the earliest possible moment is the most important duty that could devolve upon a naval officer at this time, and yet this Department is ignorant of what progress is being made upon either. I am not advised that a day's work has been done upon the *Virginia* since she went into dock.

I must request you to keep the Department informed daily of the progress made on the *Virginia*. If you require additional officers or clerks to enable you to have this done they will be sent you at once.

Every means possible to hasten her readiness for sea must be exerted, and the Department must be kept constantly and promptly advised of her progress.

I am, respectfully, your obedient servant,

S. R. MALLORY,
Secretary of the Navy.

Flag-Officer F. FORREST,
Commanding Navy Yard, Norfolk, Va.

[Telegram.]

RICHMOND, VA., March 21, 1862.

You are appointed to command the naval forces in the waters of Virginia. Your flagship is ready for you, and you will turn your present command over to the senior officer present and report for the command to Flag-Officer Forrest at Norfolk as early as possible.

The enemy said to be in force in the roads.

S. R. MALLORY,
Secretary of the Navy.

Flag-Officer JOSIAH TATTNALL, C. S. Navy,
Savannah.

Letter from Flag-Officer Forrest, C. S. Navy, to Colonel Cantwell, C. S. Army, regarding the exemption from military service of the employes at the Norfolk navy yard.

MARCH 22, 1862.

I herewith forward for your consideration the enclosed copy of a communication from the Hon. S. R. Mallory, Secretary of the Navy.

Although the operatives of the yard will be enrolled for militia duty, yet I would beg leave to request that they be exempt during the period of their employment here, inasmuch as the Government work is very urgent and pressing at this time.

I am, sir, respectfully, your obedient servant,

F. FORREST,
Flag-Officer.

Colonel EDWARD CANTWELL,
Civil and Military Governor, Department of Norfolk.

[Telegram.]

RICHMOND, *March 23, 1862.*

Report the condition of your vessel. Is she ready for service? If not, when will she be?

S. R. MALLORY,
Secretary of the Navy.

Flag-Officer FORREST,
Commanding Navy Yard, Norfolk, Va.

Order of the Secretary of the Navy of the Confederate States, to Captain Lee, C. S. Navy, assigning him to the command of the Norfolk navy yard.

C. S. NAVY DEPARTMENT,
Richmond, March 24, 1862.

SIR: In assigning you to the command of the Norfolk navy yard I deem it proper to say that the daily operations in progress there are of pressing importance to the public welfare and that your well-known zeal and ability are invoked to stimulate your subordinates and the employés of the Government generally to confront the exigencies of the service with alacrity and vigor.

If any subordinate in your command, from lack of capacity, energy, or industry, shall fail in the duties assigned, you are requested to inform the Department thereof, that his place may be filled by another. The Department desires to give you such officers, so far as the demands of the service will permit, as will enable you to serve the country in your arduous and responsible command.

You will please give the naval constructor all possible aid in his department.

I am, respectfully, your obedient servant,

S. R. MALLORY,
Secretary of the Navy.

Captain S. S. LEE,
Appointed to Command Navy Yard, Norfolk.

Order of the Secretary of the Navy of the Confederate States to Captain Lee, C. S. Navy, regarding means for closing the approaches to Norfolk.

C. S. NAVY DEPARTMENT,
Richmond, March 24, 1862.

SIR: You will take immediate steps to raise the *Columbus* and *Delaware*, in order to use them if necessary to close the approaches to Norfolk.

You will immediately place the *Germantown* or *Confederate States*, or both if necessary, in such position as will enable you to sink one or both of them at short notice at the best point and in the best manner to obstruct the approach of the enemy's ships to Norfolk.

General Randolph thinks that either ship can be so placed to act like a swinging gate to keep a passage open for our own use and to sink the vessel at pleasure to close it against the enemy. The *Virginia* must not be shut in.

In other operations you will consult with General Huger; and as the completion of the ironclad boat now in progress is a matter of vital interest you will please avoid decreasing the constructor's force in the operations necessary to this work.

I am, respectfully, your obedient servant,

S. R. MALLORY,
Secretary of the Navy.

Captain S. S. LEE,
Appointed to Command Navy Yard, Norfolk, Va.

Order of the Secretary of the Navy of the Confederate States to the commandant navy yard, Norfolk, regarding the preparation of the C. S. S. Virginia.

C. S. NAVY DEPARTMENT,
Richmond, March 24, 1862.

SIR: You will please urge on the manufacture of the wrought-iron shot according to the drawing sent eight days ago for the *Virginia*, and you will report her readiness and preparation for action.

Please have her in readiness and condition ready to move at any moment. Flag-Officer Tattnall has been ordered to report for the command.

I am, respectfully, your obedient servant,

S. R. MALLORY,
Secretary of the Navy.

Captain S. S. LEE,
Commanding Navy Yard, Norfolk, Va.

Order of the Secretary of the Navy of the Confederate States to Flag-Officer Tattnall, C. S. Navy, to assume command of the naval forces in the waters of Virginia.

C. S. NAVY DEPARTMENT,
Richmond, March 25, 1862.

SIR: You will take command of the naval defenses on the waters of Virginia, and hoist your flag on board of the *Virginia*. The following vessels for the present are under your command: *Patrick Henry*, *Jamestown*, *Raleigh*, *Beaufort*, and *Teaser*.

The results of the recent engagement in Hampton Roads demonstrated the offensive and defensive power of the *Virginia*.

To an officer of your experience the Department refrains from giving any special instructions as to the employment of the *Virginia*, beyond the general instruction that she is to be made as destructive to the enemy as possible.

Herewith you will receive a copy of a letter* addressed by the Department to Flag-Officer Buchanan when he assumed command of the squadron now placed under your command.

I am, respectfully, your obedient servant,

S. R. MALLORY,
Secretary of the Navy.

Flag-Officer JOSIAH TATTNALL,
Commanding Naval Defenses, Norfolk, Va.

* See vol. 6, p. 776.

Instructions from the Secretary of the Navy of the Confederate States to Flag-Officer Tattall, C. S. Navy, regarding operations of the C. S. S. Virginia.

C. S. NAVY DEPARTMENT,
Richmond, March 25, 1862.

SIR: In assigning you to the command of the forces in the waters of Virginia, I have given you only the general instructions to make your flagship, the *Virginia*, as destructive and formidable to the enemy as possible, confident that your own judgment as to the best method of employing her should be left unrestricted.

I suggest to you to converse with Flag-Officer Buchanan as to the character and power of the ship. The heavy iron covering designed to shield her bends beneath the eaves of her casements will be put on upon the first opportunity. The enemy, it seems, believes her to be disabled and to be undergoing extensive repairs, and hence we may be able to surprise him and strike him a heavy blow in the roads. I have had an experimental trial of wrought-iron shot tested upon her iron plates here with very satisfactory results, and I have had some made and sent on board the ———, and others are being made here and at Norfolk. These trials leave little doubt that the shot from your 7-inch guns, bow and stern, will penetrate the *Monitor's* shield, but I am convinced that the *Virginia's* steel prow will be her most formidable weapon of offense, as well against the *Monitor* as against wooden vessels.

Enclosed I send you drawings of the *Monitor*, cut from a Northern paper. If we can sink her in the roads the destruction or expulsion of every other vessel will be an easy task. The capture of one or more of the enemy's steam frigates would enable us to duplicate the *Virginia* in a short time. Your executive officer, Lieutenant Jones, is said to have fought the ship most efficiently, and he is thoroughly informed about her. Your wrought-iron shot will not fail, I think, at the distance of 50 or 100 yards to penetrate the *Monitor's* shield.

With my earnest wishes for your triumphant success, and with a firm conviction that in your hands the full powers of your squadron will be developed, and that the *Virginia* will sustain the reputation gained for [her] by the ability and gallantry of her late flag-officer,

I am, very respectfully, your obedient servant.

S. R. MALLORY,
Secretary of the Navy.

Flag-Officer JOSIAH TATTALL, C. S. Navy,
Commanding Naval Defenses of Virginia.

Order of the Secretary of the Navy of the Confederate States to the commandant navy yard, Norfolk, for the preparation for the removal of machinery from the Norfolk navy yard.

Confidential.]

C. S. NAVY DEPARTMENT,
Richmond, March 26, 1862.

SIR: You will begin at once, without attracting special notice to the subject, to carefully pack and get ready for transportation all the fine machinery and tools not required for your operations in your work shops.

It may be understood that we desire to establish an additional workshop. You will be informed as to their transportation.

Very respectfully, your obedient servant,

S. R. MALLORY,
Secretary of the Navy.

Captain S. S. LEE,
Commanding at Norfolk.

Letter from Captain Forrest, C. S. Navy, to Captain Lee, C. S. Navy, transferring the command of the Norfolk navy yard.

MARCH 27, 1862.

[SIR:] In pursuance of instructions from the honorable Secretary of the Navy, I shall, at 10 a. m. to-day, relinquish the command of this yard and station, at which hour you will assume the command.

I am, respectfully, your obedient servant,

F. FORREST,
Commandant.

Captain S. S. LEE,
C. S. Navy Yard, Gosport [Norfolk].

Letter of commendation from Captain Forrest, C. S. Navy, late commandant navy yard, Norfolk, to the officers and others of that station.

COMMANDANT'S OFFICE, NAVY DOCKYARD,
Gosport, March 27, 1862.

GENTLEMEN: I regret to announce to you that the Secretary of the Navy has deemed it expedient to call me from this command to Richmond, to the performance of other duties. It was not of my seeking, nor is it congenial to my wishes. Most of you entered on your present duties soon after the partial destruction of the public property, and I can not, without doing injustice to my feelings, leave without the expression of my high appreciation of your merits and services.

The ardent zeal and patriotism, your devotion to the several duties assigned you, added to the ability with which those duties have been performed, has commanded my approbation, and I commend you to my successor, who has been associated with me as executive officer for several months, and who, like me, will not, I am sure, fail to appreciate your valuable services to the Government in the important command.

Very respectfully, yours,

F. FORREST.

To the OFFICERS AND OTHERS OF THE DOCKYARD.

Report of Lieutenant Barney, C. S. Navy, forwarding requisition for ammunition for the C. S. S. Jamestown.

C. S. S. JAMESTOWN,
Gosport [Norfolk] Navy Yard, March 28, 1862.

SIR: During the engagement of 8th and 9th I expended all the cartridges and shell furnished this ship in Richmond, besides a quantity obtained from other ships during the action. On applying for a supply from this yard, I have been furnished with only thirty-five rounds,

being informed that I must look to Richmond for a further supply upon my return to James River. I therefore enclose a requisition for an adequate supply, which I beg may be furnished me as soon after the return of this ship to James River as possible. I will notify you of my arrival there. I beg leave to remind you of my requisition for a spyglass, which has several times been sent to your bureau. This ship is now without any glass except one belonging to myself.

[J. N. BARNEY,
Lieutenant, Commanding.]

Commander GEORGE MINOR,
Chief of Bureau of Ordnance, etc., Richmond.

Order of the Secretary of the Navy of the Confederate States to the commandant navy yard, Norfolk, urging the completion of gunboats under construction at that place.

U. S. NAVY DEPARTMENT,
Richmond, March 30, 1862.

SIR: You are specially requested to urge on the completion of the ironclad gunboat in course of construction. The engines and boilers should be in place, her ordnance and ordnance stores ready, her crew shipped and exercised, and the vessel prepared for action without the loss of an hour. All the preparations should progress simultaneously.

Advertise for mechanics in North Carolina, if you need them, and employ one hundred or a thousand or more if necessary, but push on the work.

You are also specially directed to urge with all possible dispatch the completion of the small ironclad gunboats designed for the North Carolina waters, and to go through the Albemarle Canal. Call upon Constructor Porter, get his plans and specifications, and set him at work, by contract or otherwise, upon them immediately. Say eight such vessels, to carry at least two heavy guns, and not to draw, when ready for service, over 5½ or 6 feet. Proceed to work without the loss of a day. Chief Engineer Williamson will furnish the motive power.

Stimulate your works by every means in your power, and if you want more officers, or desire the detachment of any you have, for the good of the service, you are requested to suggest them.

The Department desires to do all in its power to develop the full powers of the yard.

I am, respectfully, your obedient servant,

S. R. MALLORY,
Secretary of Navy.

Captain S. S. LEE,
Commanding Navy Yard, Norfolk.

Instructions from the Secretary of the Navy of the Confederate States to Flag-Officer Tattnall, U. S. Navy, in view of an expected renewal of the engagement with the U. S. S. Monitor.

U. S. NAVY DEPARTMENT,
Richmond, April 1, 1862.

SIR: The enclosed note* sent to me by a friend from Baltimore will inform you of some interesting points about the *Monitor*. This vessel

* Not found.

has achieved a high reputation by her recent combat with the *Virginia*, and the enemy, no less than our own people, look forward to a renewal of it as a matter of course, and with very deep interest. I confess to a very great interest in your success over her, for I am perfectly convinced that the results of such a victory may be some millions of money, and perhaps thousands of lives, and hence I can not avoid communicating to you matters relating to the *Monitor*, which may perhaps have but little influence in determining the mode of assailing her.

The Scientific American, in a recent number, publishes a neat wood cut of the vessel, and gives some data of her construction.

She has, I perceive, forward two four-sided ventilators, about 3 feet diameter and 3 feet high, which, it is alleged, slide down even with the deck when in action. But little preparation to resist boarders exists, it would seem, and a wet sail thrown over her pilot house would effectually close the steersman's eyes.

Her grated turret, her smokestack, ventilators, and air holes invite attack with inflammables or combustibles, and it would seem that twenty men, thus provided, once upon her deck, as her turret is but 9 feet high, might drive every man out of her.

You will leave with your ship and fleet to attack the enemy when, in your judgment, it may seem best, and I need not add that I have every confidence that you will accomplish all that man with such means can. Please telegraph me when you will probably leave, and to avoid the leaky telegraph you can say that Captain Smith will leave here at — o'clock.

Good, fearless pilots are all important, and I suggest that before you sail you confront them with the chart. Their refusal to place the *Virginia* closer than 1 mile to the *Minnesota*, notwithstanding Buchanan's earnest appeal, induces me to say this.

With my earnest prayers for your success and for the glory of our flag and the safety of yourself and brave companions, I am, very respectfully, your obedient servant,

S. R. MALLORY,
Secretary of the Navy.

Flag-Officer JOSIAH TATTNALL, C. S. Navy,
Commanding Naval Defenses, James River.

Order of Flag-Officer Tattnall, C. S. Navy, to Commander Tucker, C. S. Navy, revoking instructions to proceed up James River.

C. S. S. VIRGINIA,
Gosport [Norfolk] Navy Yard, April 2, 1862.

SIR: The order issued to you on the 12th ultimo, requiring you to proceed up James River with the *Patrick Henry*, *Jamestown*, and *Teaser*, is hereby revoked.

Very respectfully, your obedient servant,

JOSIAH TATTNALL,
Flag-Officer, Comdg. C. S. Naval Forces in Virginia.

Commander JNO. R. TUCKER,
Comdg. C. S. S. Patrick Henry, Gosport Navy Yard.

[Telegram.]

RICHMOND, April 2, 1862.

When will the *Virginia* come out of dock? Let me know at the earliest moment.

S. R. MALLORY,
Secretary of the Navy.

Captain S. S. LEE,
Commanding Navy Yard, Norfolk, Va.

Letter from Major-General Magruder, C. S. Army, to Flag-Officer Tattall, C. S. Navy, suggesting measures to prevent the advance of the enemy.

HEADQUARTERS,
Lee's Farm, April 3, 1862.

COMMODORE: The enemy's transports are ready to pass his large army across lower James River, or to ascend it. In either case, the consequences may be very disastrous, but if he can be prevented we have the advantage. The whole depends upon the *Virginia*. From all the indications on this side, the enemy may be expected to move at any moment. He will depend upon his transports whether to cross or to ascend. If they can be destroyed, he is stopped or forced to march up the peninsula; in the latter case we can concentrate and prevent him, and thus save Norfolk and Richmond. If, on the other hand, his transports elude the *Virginia*, either by crossing over James River at night or by ascending the river by the swash channel, or getting up by the main channel so high as that the *Virginia*, from her great draft of water can not reach them, his object will be accomplished and one or both cities may fall. Should, therefore, the *Virginia* be able to take her position off Sewell's Point in the day and every night off Newport News, the fleet of transports could not pass up or across James River, and Norfolk could defend herself from other attacks.

If the *Monitor* does not attack you, so much the better. We have a country to save and no time for individual duels. If she attack you, I think you will destroy her, but the main object should be to destroy the enemy's transports. Should the enemy's transports once get up James River I am sure Norfolk will fall. The peninsula, as a consequence, would have to be evacuated, and if you got to sea with the *Virginia* you would not have a port in which you could lay without being captured sooner or later.

I take the liberty, my dear Commodore, of writing to you frankly, as a comrade, knowing that neither of us has anything more at heart than the safety and triumph of our cause. Knowing the operations and resources of our armies, I give you my opinions freely for your own guidance, but prefer you would keep them for yourself for obvious reasons.

Should you be able to prevent the enemy's transports from passing up James River, he may send his army or a portion of it by water to York River. In that case can the *Virginia* pass Fort Monroe and attack them there?

No mistake was ever greater than that of not advancing after the battle of Manassas. No misfortune will be greater than the passage of the enemy's transports up either river after the glorious achievement of the *Virginia* three weeks since.

The task before you is a great one. I know of no one who can more nobly bear it.

Permit me, Commodore, to tender you the assurance of my highest respect and sincere friendship.

J. B. MAGRUDER,
Major-General, Commanding.

Flag-Officer JOSIAH TATTNALL, U. S. Navy,
Commanding Naval Defenses, James River.

Report of Flag-Officer Tattnall, U. S. Navy, of the readiness for action of the U. S. S. Virginia.

FLAG-OFFICER'S OFFICE, DOCK YARD,
Gosport, Va., April 4, 1862—1 o'clock p. m.

SIR: The *Virginia* is at this moment going out of dock, and I shall drop down into the roads to-morrow and act against the enemy according to circumstances. I shall take with me all the steamers of the squadron.

The *Virginia* is, as Captain Lee informed you, in better condition than when she first left the yard, so far as that her ram is said to be better secured and that another layer of iron has been partially put on her; but I regret that we could not fit the remainder of the iron covers for the ports, or render, for want of time, four of the six originally fitted, available in action. The ability to close our ports while loading would be (particularly in close action with the *Monitor*) of great advantage, for, if it be found that both vessels are impenetrable to shot, the contest will be narrowed to the dismounting of guns, and while ours will be exposed the whole time, hers will be exposed but about one-sixth of the time. She fires each gun once in a minute and a half, and after it is run out it will not take longer, at close quarters, than a quarter of a minute to sight and fire it.

I consulted Commodore Buchanan, as you suggested, and he advised me in the most earnest and decided tones not to engage the *Monitor* without the port covers having been fitted. He stated that two of the *Virginia's* guns had been disabled, and that a third (the bow gun) would have been disabled also but for its port cover, which shows indentations by two cannon shot. He added that, with two exceptions, all his loss in men was by shots through the ports. He also said that on the return of the ship to Norfolk he sent Lieutenant Catesby Jones to Richmond to call your attention to the importance of the port covers.

The opinion of Lieutenant Jones coincides with that of the Commodore. Should we have occasion to attempt the passage of Fortress Monroe, the port covers will be absolutely necessary to protect the guns from being dismounted and the ship herself from the effect of shells passing through the ports. I have, therefore, requested Captain Lee to continue the fitting of the port covers in my absence.

The urgent necessity for getting the *Virginia* in the presence of the enemy as soon as possible, suggested in your letters of the 3d and 4th instant, determined me yesterday morning to request Captain Lee to take the ship out of dock at the earliest opportunity, and, as I said, she is going out at this moment.

I presume that our first antagonist will be the *Monitor*, and all our endeavors will be exerted to meet her successfully.

I have carefully considered your letter, with the one from your friend in Baltimore. The plan of boarding and stopping the ventilators had

already occurred to us, but the idea of blinding the helmsman had not, and shall be adopted.

I leave Norfolk by to-morrow's tide, and shall endeavor to deserve success, if we do not obtain it.

I am, sir, with great respect, your obedient servant,

JOSIAH TATTNALL,
Flag-Officer, Commanding, etc.

Hon. S. R. MALLORY,
Secretary of the Navy.

General Order.

FLAG-OFFICER'S OFFICE, DOCK YARD,
Gosport, Va., April 4, 1862.

SIR: The vessels of this squadron are hereby required to be kept in constant readiness for service at short notice.

Very respectfully, your obedient servant,

JOSIAH TATTNALL,
Flag-Officer, Commanding Naval Defenses in Virginia.

(Addressed to the officers commanding vessels of his squadron.)

Instructions of the Secretary of the Navy of the Confederate States to Flag-Officer Tattnall, C. S. Navy, regarding operations against the enemy.

C. S. NAVY DEPARTMENT,
Richmond, April 4, 1862.

SIR: We have some information to-day that the enemy is about moving, and his forces are said to be large and his transports very numerous at Old Point. I trust you will be able to penetrate and defeat his designs.

Captain Lee reports the ship as in a far better condition than she was before her late engagement, and the constructor's report shows that about 248 tons of iron have been put upon her. Do not hesitate or wait for orders, but strike when, how, and where your judgment may dictate. Take her to the point you deem best, and this point is left entirely to your discretion.

If it be the enemy's design to cross the river by means of his transports, may he not do so at night?

Very respectfully, your obedient servant,

S. R. MALLORY,
Secretary of the Navy.

Flag-Officer JOS. TATTNALL, C. S. Navy,
Commanding Naval Forces, James River.

Order of the Secretary of the Navy of the Confederate States to the commandant navy yard, Norfolk, regarding the preparation of the C. S. S. Virginia.

C. S. NAVY DEPARTMENT,
Richmond, April 4, 1862.

SIR: Your telegram of this date, that you are "out of iron for the Virginia; expected a load down last night, not arrived; want it immediately," has just been received.

I am surprised at the information. It was the constructor's business to advise the Department of the iron and the quantity he required, and sufficiently in advance to guard against the least delay, and the delay of the ship for a single hour for the want of iron is a serious responsibility.

Enclosed I send you a copy of a communication * from General Magruder, received this day, complaining of the criminal tardiness in putting on the iron, and although he speaks of matters about which he is uninformed I deem it necessary that you should furnish me with information as to the statements he makes upon the manner in which the work on the *Virginia* has been conducted since she went into dock.

It has been the Department's orders that the ship should be made ready for sea in the shortest possible time. I must presume that no effort has been spared to comply with it.

You will please, however, without relying upon any authority, urge on the work in the yard in the most effective manner, and especially upon the *Virginia* and the other ironclad ships, and you will not hesitate to report promptly any officer or to get rid of any man who fails to put forth every effort to meet the demand upon us.

The crisis demands the extraordinary exertions of all loyal men, and if your subordinates fail from lack of zeal or ability we must supply their places at once.

You will please show General Magruder's letter to Flag-Officer Tattnall for his information concerning the movements of the enemy.

I am, very respectfully, your obedient servant,

S. R. MALLORY,
Secretary of the Navy.

Captain S. S. LEE,
Commanding Navy Yard, Norfolk.

[Telegram.]

RICHMOND, *April 4, 1862.*

Make every preparation to take the ship out of dock, and have her ready for action whenever Flag-Officer Tattnall may desire and decide upon so doing.

S. R. MALLORY,
Secretary of the Navy.

Captain S. S. LEE,
Commanding at Norfolk.

Report of Chief Engineer Ramsay, C. S. Navy, regarding the defective condition of the machinery of the C. S. S. Virginia.

C. S. S. VIRGINIA,
Off Norfolk, April 5, 1862.

SIR: From my past and present experience with the engines of this vessel, I am of the opinion that they can not be relied upon. During a cruise of two years whilst I was attached to this ship in the United States service they were continually breaking down, at times when least expected, and the ship had to be sailed under canvas during the greater part of the cruise. When she returned, the chief engineer reported that all experiments to improve their working and reliability had failed, and, as the defects were radical, embracing the entire engines,

* Not found.

recommended that they should be removed from the vessel, and such was the intention of the U. S. Government before she fell into our hands.

The engines gave out yesterday, as I had occasion to report to you, after running only a few hours, and as I can not insure their working any length of time consecutively I deem it my duty to make this report.

At the time I was ordered to the vessel I was informed that it was not the intention to take the ship where a delay occasioned by a derangement in the machinery would endanger her safety, and that she would always be accessible to the navy yard for repairs; this is the reason why I have deferred making this report until this time; and I also was under the impression that the Navy Department was aware of the defective nature of the machinery, and [that] her movements would be directed with a reference to this.

Each time that we have gone down I have had to make repairs which could not have been done aboard ship very well, or, if done at all, would have required a great deal of time.

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

H. ASHTON RAMSAY,
Chief Engineer.

Flag-Officer JOSIAH TATTNALL,
Commanding U. S. Naval Forces, Waters of Virginia.

Additional report of Chief Engineer Ramsay, U. S. Navy, regarding the engines of the U. S. S. Virginia.

U. S. S. VIRGINIA, [April —, 1862.]

SIR: The engines of this ship are not disconnected, and one can not be worked alone. As long as the vacuum of the forward engine holds good, the engines might be run by working the after engine high pressure, but as the vacuum of either engine is at all times precarious, and if the vacuum of the forward engine should fail, the engines would stop. Using one engine high pressure would also require a great deal of steam, which the boilers can not generate for any length of time.

The air-pump valves are now being overhauled, and unless there is something more serious than I now anticipate I hope to be ready by night.

Respectfully,

H. ASHTON RAMSAY.

Lieutenant JONES,
Executive Officer.

General Order of Flag-Officer Tattnall, U. S. Navy, regarding the plan of attacking the U. S. S. Monitor.

U. S. S. VIRGINIA, April 8, 1862.

It is supposed that in my conference with the commanders of vessels on the 6th instant the plan of boarding the *Monitor* with the four smaller steamers was well understood; but, to prevent the possibility of mistake, this general order on the subject is issued. The *Monitor's* weak points are the smokestack, the ventilators, the pilot house, and the joint or opening between the revolving tower and the deck. She is also exposed through her openings to the action of inflammable materials.

By stopping the smokestack with wet blankets or sail cloths or other suitable material, it is probable that the smoke and gas will drive the crew from below and out of the tower.

—A sail, or cloth of any kind, thrown over the pilot house will blind the pilot and render the helm useless.

Wedges driven between the tower and deck will stop its revolving.

To effect these ends, the captains of the vessels will supply themselves with the necessary material and will have officers and men selected for the performance of each particular duty. That is, a gang to cover smokestack, one to stop ventilators, one to cover tower, one to cover pilot house, a small one with bottles of turpentine and matches, and one with hammers and wedges.

The steamers *Patrick Henry*, *Jamestown*, *Beaufort*, and *Raleigh*, in the immediate command of Captain Tucker, will take such a position as Captain Tucker may deem proper, considering the character of these vessels, while the *Virginia* engages the *Monitor*, and Captain Tucker with said steamers will hold himself in readiness to close and board the *Monitor* on signal for "close action" from the flagship. Until such signal is made Captain Tucker is to exercise his own judgment in regard to the four steamers, and he may, if he sees fit, board before the signal.

The mode of securing the vessels alongside the *Monitor* and the general details are left to the commanders of vessels.

Very respectfully, your obedient servant,

JOSIAH TATNALL,
Flag-Officer, Commanding Naval Defenses.

Letter from the Secretary of the Navy of the Confederate States to Flag-Officer Tattnall, C. S. Navy, regarding the movements of the enemy, with suggestions regarding the C. S. S. Virginia.

[Confidential.]

C. S. NAVY DEPARTMENT,
Richmond, April 8, 1862.

SIR: Enclosed I hand you a copy of General Lee's communication, received to-day, relative to the movements of the enemy and suggestive of those of the *Virginia*. Should you conclude to adopt the views he expresses, telegraph me, that immediate means may be taken to place coal at or near Yorktown for your use.

General Magruder to-day announces one frigate (steamer), three gun-boats, one steam tug, and one bridge boat off the Poquosin River. He thinks also that the enemy has commenced batteries along his front, and that he has a very large force. Reports state the enemy's transports as reaching nearly two hundred. A wholesome fear of the *Virginia* has, I think, induced him to abandon his plan of crossing his troops from Newport News and Old Point to attack Norfolk, for his present more tardy operations on the peninsula. Could you destroy his transports you would scatter his army to the winds.

I am informed, but upon no reliable authority, that the Floyd gun of Old Point has been mounted afloat for the express benefit of the *Virginia*.

Your official and private notes are received. I supposed your port shutters had all been adjusted.

I regard the *Virginia* as of the first importance to the safety of Norfolk, and hence, though the suggestion of General Lee of a dash at the enemy in York River holds out a temptation to go at him at once, it should not be made if Norfolk is to be shortly exposed to capture.

You are very much in the hands of your pilots. I am convinced that they might have placed the ship nearer the *Minnesota* in the late engagement than they did, and that they erred from a high sense of responsibility only. Should you find yourself similarly placed, I mean as Buchanan was, and choose to stimulate their ambition by promises of promotion for gallant service in an emergency, all I can say [is] that I will endeavor to [do] them ample justice.

Very respectfully, your obedient servant,

S. R. MALLORY,
Secretary of the Navy.

Flag-Officer JOSIAH TATTNALL, U. S. Navy,
Commanding Naval Forces, etc.

[Enclosure.]

HEADQUARTERS,
Richmond, Va., April 8, 1862.

SIR: I have the honor to inform you that, from recent developments of the intentions of the enemy in the peninsula, it is my opinion that they are endeavoring to change their base of operations from James to York River. This change has no doubt been occasioned by their fear of the effect of the *Virginia* upon their shipping in the James. General Magruder informs me that their gunboats and transports have appeared off Shipping [Ship] Point, on the Poquosin, near the mouth of the York, where they intend, apparently, to establish a landing for stores, preparatory to moving against our lines at Yorktown.

They could easily ascend York and the Pamunkey rivers with their gunboats and transports as high as the railroad bridge over the latter if they succeed in passing the defenses at Yorktown.

I respectfully suggest for your consideration the practicability of the *Virginia's* passing Fort Monroe in the night to York River. She could, by destroying the enemy's gunboats and transports, thwart this design. After effecting this object she could again return to Hampton Roads under cover of night. I would, however, recommend that the *Virginia*, previously to an attempt against the enemy in York River, should strike a blow at their transports and shipping in Hampton Roads and the bay outside of Forts Monroe and Calhoun, so as to prevent the possibility of an attack on Norfolk. In this manner she could so cripple their means of supplying their army as to prevent its moving against Richmond, while she would deter any movement against Norfolk. Coal could be sent by railroad and York River to Yorktown for her use.

I am, very respectfully, your obedient servant,

R. E. LEE,
General.

Hon. S. R. MALLORY,
Secretary of the Navy, Richmond, Va.

Report of the commandant navy yard, Norfolk, explaining the delay in the preparation of the O. S. S. Virginia.

COMMANDANT'S OFFICE, DOCKYARD,
Gosport, April 8, 1862.

SIR: Herewith I enclose a letter* from Mr. Porter, in reply to extracts with which he was furnished from General Magruder's letter of the 3d

* Not found.

to the Secretary of War, relative to the "criminal neglect" in fitting the *Virginia* for service. In justice to all concerned, I beg leave to state that no time was lost in preparing the ship; the work was prosecuted every day in the week, Sundays included, and on occasions all night. The labor of putting on the iron is immense and tedious. First, the plates are heated at the smith's and cut in two; they are then shaped by means of molds, and finally transferred to the machine shop to be drilled. The operation of putting them on is necessarily tedious, as the bars are very heavy and but few men can get at them to work on the stages. In short, the ship has gone down with everything done for her that was required, except putting on her port shutters and the iron below her water line, which was partially finished.

The broadside ports are now in hand, and were only required on the 3d; at least, I never heard that they were intended to be put on until that date. The commodore, on the morning of that day, spoke to me of them and expressed a wish to have them fitted. I put them in the smith shop forthwith to be fitted up. Each shutter has to be adjusted to its respective port. We finished those for the head and stern ports and they worked satisfactorily, and were going on with the bow, quarter, and broadside shutters when the ship was undocked. Some additional iron arrived yesterday and will at once be prepared for use. No requisitions tending to promote the public interests or supply the squadron in a proper manner have at any time been neglected. The officers of the *Virginia* were specially consulted as her repairs progressed.

In view of the facts here stated, and those laid before the Department by Mr. Porter, I feel assured that this yard and its officers will stand acquitted of the hasty impeachments contained in General Magruder's letter, which, as you will observe, were based on erroneous and imperfect information.

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

S. S. LEE,
Commandant.

HON. S. R. MALLORY,
Secretary of the Navy, Richmond.

Letter from the Secretary of the Navy of the Confederate States to Hon. R. M. T. Hunter, giving information regarding the preparation of the U. S. S. Virginia.

U. S. NAVY DEPARTMENT,
Richmond, Va., April 9, 1862.

SIR: As the work recently performed on the *Virginia* in dock has been greatly misrepresented, I hand you herewith such information as will show you the action of the Department on the subject. The constructor had not completed the ship when she went out to meet the enemy on the 8th ultimo.

Within an hour after the telegraph announced in Richmond on the 8th of March that the *Virginia* was engaged with the enemy's ships, I gave an order to roll and prepare iron plates to repair her assumed and anticipated damages.

On the 10th of March I telegraphed Flag-Officer Forrest that the iron was being rolled and that 8 tons were on the way to Norfolk.

On the 11th of March I telegraphed him to "urge repairs of *Virginia* day and night; spare neither men nor money," and wrote to him by mail to the same effect.

On the 12th, wrote to him as follows:

You will please have shot forged and turned immediately, according to the drawing sent herewith; set the workmen at them without the loss of an hour.

On the 17th (Captain Buchanan and Lieutenant Jones having earnestly urged the more perfect protection of the hull of the vessel), wrote to him as follows:

Enclosed I send you the letter of Lieutenant Jones, communicating the views of Captain Buchanan. The iron plating on the hull seems indispensable, and it is being rolled as rapidly as possible. The strengthening forward would also seem to be necessary. Please consult with Constructor Porter and inform me, not by telegraph but by letter, how long the additions will detain the vessel.

On the 19th, telegraphed him as follows:

You have not replied to my letter relative to putting iron on the *Virginia*. Are you placing it on as directed?

On the 20th, wrote to him as follows:

Every means possible to hasten the *Virginia's* readiness for sea must be exerted, and the Department must be kept constantly and promptly advised of her progress.

On the 23d, telegraphed to him as follows:

In consequence of the long time which must be consumed in putting iron upon sides of the *Virginia*, as per your report, you will omit doing it now. Is she ready otherwise? Answer.

On the 24th, wrote to Captain Lee (who was ordered to the command of the yard) as follows:

You will please urge on the manufacture of the wrought-iron shot according to the drawing sent eight days ago for the *Virginia*, and you will report her readiness and preparation for action. Please have her in readiness and condition to move at any moment. Flag-Officer Tattnall had been ordered to report for the command.

On the 26th, wrote to him as follows:

A drawing of wrought-iron shot for the *Virginia* was sent to the address of the commandant of the navy yard on the 12th instant, with instructions to have them made without the loss of an hour. I am not yet advised whether the drawing was received, or what progress is being made with the shot. You will therefore please inform me whether it was received, and how many shot have been made. The form, as exhibited by the drawing, was determined by careful experiment.

The original design in plating the *Virginia* was to bring the water 2 feet over the eaves of the roof or casemate, and this the iron on her bends may accomplish. But until this is done the vessel must be brought down in the water as designed, and you will have everything ready to bring her down when she comes out of dock. A neglect of this precaution may lose the ship.

Having been advised by Flag-Officer Forrest that five or six weeks would be necessarily occupied in the iron on her bends, it is not deemed expedient, in the present exigencies of the public service, to keep the ship so long unemployed, but you must adopt the necessary precaution to bring her down in the water. Her bends and her propeller are her weak points.

On the 26th the following report from the constructor on condition of *Virginia* was made:

Prow in place and nearly completed. All the iron on the shield is finished. Plating on new deck aft finished to-day. Ports nearly completed. Pumping water out of dock to look at bottom.

On the 27th the following dispatch was received from Captain Lee:

The work on the *Virginia* is rapidly bringing to close. She will be ready in a few days. We work night and day and Sundays.

On the 28th the following report was made by the constructor:

Prow is finished; repairs all done. Putting iron on below the eaves or knuckle. Eighty-two pieces on and others progressing rapidly.

On the 29th the following report was made by the constructor:

The ship can come out of dock any day, but it would make her much better and safer to finish the side plating. Put on yesterday 35 plates.

On the 31st the following report was made by the constructor:

We have put on the sides of the *Virginia* 175 additional. The shield has all been repaired. Worked on Sunday in the rain.

On the 1st of April, telegraphed to Captain Lee as follows:

When will the *Virginia* come out of dock? Let me know at the earliest moment.

And received the following reply:

The *Virginia* will be ready to come out of dock any day after Wednesday next at high tide.

On the 2d of April the following report was made by the constructor:

Ready to go out of dock in case of an emergency. Put on yesterday 45 plates; in all 271 on. In all probability will finish in five good days more.

On the 3d of April the following report was made by the constructor:

Put on yesterday 60 plates; in all, on sides, 331.

On the 4th of April the following report was made by the constructor:

Put on yesterday 55 plates; in all on, 391.

On the 5th of April the following report was made by the constructor:

Put on yesterday 41 plates; in all on, 432. Fitting broadside port shutters.

On the 7th of April the following report was made by the constructor:

Put on, in all, 440 plates, extending down the sides $3\frac{1}{2}$ feet below the eaves, and extending for 160 feet from forward on both sides. Ship is out of dock and the draft of water is that which was intended and in accordance with the order from the Department.

On the 25th and 29th ultimo, and on the 3d instant, I wrote to Flag-Officer Tattnall, giving him information as to the designs of the enemy and enjoining him to keep himself advised of their movements in the roads and to strike with his squadron when and where his judgment dictated.

I am, respectfully, your obedient servant,

S. R. MALLORY,
Secretary of the Navy.

Hon. R. M. T. HUNTER,
U. S. Senate, Richmond, Va.

Report of Flag-Officer Tattnall, U. S. Navy, giving the plan of attack upon the enemy.

NORFOLK, VA., April 10, 1862.

SIR: I have the honor to acknowledge the receipt of your confidential letter of yesterday's date. The plan I propose is to attack the enemy's transports lying above the forts, near Hampton Creek, in doing which the pilots tell me that I shall be three-quarters of a mile from the transports and $1\frac{1}{2}$ from the forts. These transports consist of smaller vessels of light draft.

The *Monitor* is off Hampton Creek, and will doubtless engage this ship. I shall not notice her until she closes with me, but direct my fire on the transports. There must be, however, a combat with the *Monitor*.

I presume that so long as the *Monitor* is efficient, it will not do to run the gantlet of the forts, as she might in my absence run up to Norfolk and destroy the yard.

Without reference to the *Monitor*, however, I think it more than doubtful whether the passage of the forts could be effected by the *Virginia* at present, for the reason I have already stated to you—the want of port covers to protect the guns and the interior of the ship. In passing such formidable batteries it will be wonderful if a gun be left serviceable.

I have been aware from the first that my command is dangerous to my reputation, from the expectations of the public, founded on the success of Commodore Buchanan, and I have looked to a different field from his to satisfy them. I shall never find in Hampton Roads the opportunity my gallant friend found.

I see no chance for me but to pass the forts and strike elsewhere, and I shall be gratified by your authority to do so as soon as the ship shall be in a suitable condition.

If the presence of the *Virginia* at Yorktown be deemed at Richmond of such paramount importance as to call for the passage of the forts at all hazards, I will, on hearing from you by telegraph to that effect, at once attempt it.

It still blows hard from the northeast, with thick weather, which detains me at my anchors. I hope that more of the enemy's transports have been obliged to seek shelter above the forts.

I am, sir, with great respect, your obedient servant,

JOSIAH TATNALL,
Flag-Officer, Commanding, etc.

Hon. S. R. MALLORY,
Secretary of the Navy.

Order of Flag-Officer Tattnall, U. S. Navy, to Commander Tucker, U. S. Navy, regarding the steamer Harmony.

U. S. FLAGSHIP VIRGINIA, April 13, 1862.

SIR: You will please send the *Harmony*, with as few men as can take care of her, to the yard and transfer her back to the commandant of the yard. Mr. Owens, gunner, is authorized to receive her.

I wish to see you on public service, and you will please repair on board this vessel.

Very respectfully, your obedient servant,

JOSIAH TATNALL,
Flag-Officer.

Commander JNO. R. TUCKER,
Commanding U. S. S. Patrick Henry, Off Norfolk.

Letter from the Secretary of the Navy of the Confederate States to Flag-Officer Tattnall, U. S. Navy, transmitting copy of information forwarded to the War Department regarding plan of naval operations.

U. S. NAVY DEPARTMENT,
Richmond, April 18, 1862.

SIR: I enclose herewith for your information a copy of my letter of the 16th instant to the Secretary of War, and of the endorsement made thereon by General Lee, to whom it was referred.

I have nothing to add to the orders already given. The French minister, now here, informs me that the enemy will soon have two additional ironclad vessels in Hampton Roads, to cooperate with General McClellan.

By reference to the map you will see the position occupied by General Magruder's right wing, the Warwick River. He informs the War Department that the enemy is preparing to throw troops across this river, a movement which, if successful, will compel the abandonment of Mulberry Island. I was not aware that any of the enemy's vessels had attempted to ascend the James River even this far, but the general's dispatch is official, and he expresses an earnest wish for assistance in that quarter.

The enemy's vessels are probably small gunboats.
Please keep me advised of your movements.

I am, respectfully, your obedient servant,

S. R. MALLORY,
Secretary of the Navy.

Flag-Officer JOSIAH TATTNALL, C. S. NAVY,
Commanding Naval Defenses, etc., Norfolk, Va.

[Enclosure.]

C. S. NAVY DEPARTMENT,
Richmond, April 16, 1862.

SIR: For your information, I communicate the following as the substance of the orders issued to Flag-Officer Tattnall:

He has been ordered to keep himself informed of the enemy's movements in the roads, to destroy his transports, to prevent him from crossing or ascending James River, and to render his squadron as destructive and formidable to the enemy as practicable.

If the military operations on the peninsula can, in your judgment, be better supported or assisted by further or different orders, with due regard to the protection of Norfolk, you will please indicate your views.

Very respectfully, your obedient servant,

S. R. MALLORY,
Secretary of the Navy.

SECRETARY OF WAR.

[Subenclosure.—General Lee's endorsement.]

HEADQUARTERS,
Richmond, April 17, 1862.

I would respectfully recommend that the *Virginia*, after damaging the enemy's transports, destroying his means of communication in Hampton Roads as far as practicable, turn her attention to the harbor of Yorktown, if it is considered safe for her, under cover of night, to pass Fort Monroe.

The enemy has transferred the depots for the supply of his army to Poquosin River and Wormley's Creek, which are nearer his line of operations and safe from the assaults of our fleet.

R. E. LEE,
General.

Report of Flag-Officer Tattnall, C. S. Navy, of the movement of an additional naval force into the James River.

FLAGSHIP VIRGINIA,
Norfolk, April 19, 1862.

SIR: As the army of the enemy on the peninsula has commenced operations on General Magruder's front I have thought it advisable to

send an additional naval force into the James River, thinking that it may render service on the general's flank. I therefore last evening dispatched the *Jamestown*, Lieutenant Commanding Barney, and the *Raleigh*, Lieutenant Commanding Alexander, into the James River, and I have reason to believe that they passed the batteries at Newport News in the night.

I send you herewith a copy of my orders to Lieutenant Commanding Barney.

Things remain in the same condition at Fort Monroe. The enemy's vessels are either directly under the guns of or below the fort.

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

JOSIAH TATTNALL,
Flag-Officer, Commanding.

Hon. S. R. MALLORY.

[Enclosure.]

FLAGSHIP VIRGINIA,
Gosport [Norfolk] Navy Yard, April 18, 1862.

SIR: You will proceed with the steamer *Jamestown* under your command, accompanied by the steamer *Raleigh*, into the James River at the first favorable opportunity you may find to pass the enemy's batteries at Newport News.

On your arrival in the vicinity of the Confederate forces under Major-General Magruder you will communicate with that officer as soon as possible and render him in his operations against the enemy all the aid in your power.

On falling in with the steamer *Teaser* you will take her under your orders, making the force under your command to consist of the *Jamestown*, the *Raleigh*, and the *Teaser*.

You will communicate to me all matters of importance through the Secretary of the Navy or any other more direct way.

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

JOSIAH TATTNALL,
Flag-Officer, Commanding.

Lieutenant Commanding J. N. BARNEY,
Commanding Jamestown.

Report of Lieutenant Barney, U. S. Navy, commanding U. S. S. Jamestown, of arrival in the James River.

U. S. S. JAMESTOWN,
City Point, April 19, 1862.

SIR: In compliance with orders from Flag-Officer Tattall I forward through you the enclosed report, and have the honor to be,

Very respectfully, etc.,

J. N. BARNEY,
Lieutenant, Commanding.

Hon. S. R. MALLORY,
Secretary of Navy, Richmond.

[Enclosure.]

U. S. S. JAMESTOWN,
City Point, April 19, 1862.

FLAG-OFFICER: I have the honor to inform you that in obedience to your order of 18th instant I left Norfolk last evening, taking the

schooner *Beauregard*, loaded with iron, in tow, and about 9:30 p. m. passed the enemy's batteries at Newport News without being noticed. I anchored off Mulberry Island, where I was joined by the *Teaser*, Lieutenant Commanding Webb. I reported by letter to Major-General Magruder and, leaving at daylight, towed the *Beauregard* to this place. I have been employed all day coaling ship, and purpose continuing to do so to-night and returning early in the morning to Mulberry Island. I was joined here by the *Raleigh*, Lieutenant Commanding Alexander, who also ran the blockade safely. He came here for coal. I would suggest that it is advisable to have more coal sent to this point, as I shall probably only leave 50 or 60 tons.

Very respectfully, etc.,

J. N. BARNEY,
Lieutenant, Commanding.

Flag-Officer JOSIAH TATTNALL,
Norfolk.

Order of the Secretary of the Navy of the Confederate States to the commandant navy yard, Norfolk, to consult with General Johnston, C. S. Army.

C. S. NAVY DEPARTMENT,
Richmond, April 19, 1862.

SIR: Your letter* of the 10th instant, asking instructions as to your action in certain contingencies, has been received.

You will consult with General Johnston on the subject and act accordingly.

I am, respectfully, your obedient servant,

S. R. MALLORY,
Secretary of the Navy.

Captain S. S. LEE,
Commanding Navy Yard, Norfolk, Va.

Order of Flag-Officer Tattnall, C. S. Navy, to Commander Tucker, C. S. Navy, to assume command of the naval force in James River.

FLAGSHIP VIRGINIA,
Gosport, April 20, 1862.

SIR: You will proceed, on the first favorable opportunity, with the steamer *Patrick Henry* under your command, into the James River, and assume the command of the detachment from the squadron already there.

The steamer *Beaufort* will be ordered to join you as soon as her repairs are completed.

You will communicate, as soon as possible after you reach the river, with Major-General Magruder, and exercise your judgment in rendering to that officer all the aid in your power in his operations against the enemy.

Be pleased to report to me all important matters through the Secretary of the Navy, or by any more direct opportunity that may offer.

I am, sir, respectfully, your obedient servant,

JOSIAH TATTNALL,
Flag-Officer, Commanding, etc.

Commander J. R. TUCKER,
Commanding Patrick Henry.

* Not found,

Order of the Secretary of the Navy of the Confederate States to Lieutenant Webb, U. S. Navy, commanding U. S. S. Teaser, to tow a vessel loaded with timber to Richmond.

CONFEDERATE STATES OF AMERICA,
Navy Department, Richmond, April 20, 1862.

SIR: With the vessel under your command you will tow to this city a vessel now in the James River about City Point loaded with timber for this Department.

The timber is required for immediate use.

I am, respectfully, your obedient servant,

S. R. MALLORY,
Secretary of the Navy.

Lieutenant WM. A. WEBB, U. S. Navy,
Commanding the Steamer Teaser, James River, City Point, Va.

Report of Flag-Officer Tattnall, U. S. Navy, regarding the naval force in James River, and the future operations of the U. S. S. Virginia.

FLAGSHIP VIRGINIA, April 21, 1862.

SIR: I have the honor to acknowledge the receipt of your letter of the 18th instant.

I informed you, under date of the 19th instant, that, anticipating the wishes of General Magruder, I had dispatched to the James River the steamers *Jamestown* and *Raleigh*.

I presume that they passed Newport News in safety, as no firing was heard at that point, and I have heard nothing of them since. They were followed yesterday by the *Patrick Henry*, Commander Tucker, who, I think, must have passed the forts last night, as the weather was favorable. The *Beaufort* will leave to-night for the same destination, unless her services should be required on the canal, the enemy having made a demonstration in that direction. I have tendered her to General Huger, but he thinks that he will not need her.

The squadron in the river will then consist of the *Patrick Henry*, *Jamestown*, *Raleigh*, *Beaufort*, and *Teaser*; that is, of all the vessels of my command, excepting the *Virginia*, which, owing to her draft of water, can not ascend the river farther than 4 miles above Newport News, and therefore can be of no direct aid to General Magruder in the neighborhood of Warwick River.

You express surprise that the enemy's vessels should have attempted to ascend the James River as far as the Warwick.

The enemy's vessels of light draft can go from Fortress Monroe to Newport News, a distance of but 6 miles, with perfect impunity.

On examining the chart of Hampton Roads, you will find that from 9 to 10 feet water at low water can be carried near the land, and inside of Hampton Bar, from Fortress Monroe to Newport News (the mouth of James River). By this route the enemy's gunboats and vessels of light draft can pass into the James River without hindrance from the *Virginia*, unless the latter be placed permanently at Newport News. This would close the navigation entirely, but would enable the enemy's fleet, by a sudden movement into Hampton Roads, to cut her off from Norfolk and force her into a decisive contest with an overwhelming

force. I am satisfied that their object in not accepting the challenge of the *Virginia* on her late trip to the roads was to draw the latter to Newport News either with this view or to entangle her in obstructions, which I have reason to believe they have placed there.

I beg, therefore, to prevent misconceptions, that it may be distinctly understood by the War Department that I can not prevent the enemy's gunboats or light-draft transports from entering and ascending the James River, or their army crossing it, except so far as the force of steamers I have placed in the river may prevent it. On this, however, I have but little reliance, as the enemy can at any time send a force so superior as to compel them to retire upon the river behind our forts. I am of the opinion, therefore, that these steamers would have been of more service here in occasionally making a dash at night across the roads into the channel I have referred to between Fortress Monroe and Newport News for the purpose of intercepting vessels; but in view of the consequences which must follow the crossing of Warwick River, as suggested by General Magruder and quoted in your letter to me of the 18th instant, I felt called upon to furnish the general all the aid in my power.

I think from General Lee's endorsement of your letter to the Secretary of War of the 16th instant, and from the enemy's fleet having been generally reported to be in Hampton Roads, that there is a great and widely prevailing error on this point. The enemy's great fleet of war vessels and transports, with a few exceptions, is not in Hampton Roads, but in Chesapeake Bay, below the forts, so that to reach them I must pass the forts.

The exceptions consist of some small transports (steam and sail), the *Monitor*, and one or two gunboats, which are under the guns of the fort and not assailable by the *Merrimack* without engaging the forts. In case of such an attempt, the transports would retire below the forts, as they did when the *Virginia* approached them on the 11th instant.

I suggest, therefore, that the War Department be given to understand that they must make no calculations on my "damaging the enemy's transports or destroying his means of communication in Hampton Roads, although I shall not fail to do so should the opportunity offer.

The suggestion of General Lee to turn my attention to Yorktown, after the performance of certain services in Hampton Roads, involves, of course, the abandonment of Norfolk and the risk of losing the ship by attempting the passage of the fort in her present unprepared condition. The enemy having had time, are undoubtedly fully prepared for the latter attempt, and I have from the best authority (a French officer of rank) that obstructions of some kind have been placed in the channel, probably in the center, and from thence to the Rip Raps, so as to compel me, if made aware of them, to pass close to the guns of Fortress Monroe.

When the ship is fully prepared with the covers for her ports, I shall have great hopes of passing the fort successfully, but the attempt should not be made but for a sufficient object.

I am, sir, with great respect, your obedient servant,

JOSIAH TATNALL,
Flag-Officer Commanding, etc.

Hon. S. R. MALLORY,
Secretary of the Navy.

Report of Commander Tucker, U. S. Navy, commanding U. S. S. Patrick Henry, of arrival at City Point, James River.

CITY POINT,
James River, Virginia, April 21, 1862.

SIR: I have the honor to inform you that in obedience to the enclosed copy of an order* from Flag-Officer Josiah Tattnall, I left Norfolk on the 20th, at 8 o'clock p. m., and arrived without accident at Mulberry Island, James River, at 12 o'clock the same night. I found there the *Jamestown*, *Teaser*, and *Raleigh*. After communicating with Lieutenant Commanding Barney, and directing him to carry out the views previously expressed to him of Major-General Magruder, I proceeded up the river to this point for the purpose of coaling and provisioning, and shall return to Mulberry Island as soon as it is accomplished and have a personal interview with General Magruder on the subject of cooperation. Lieutenant Commanding Barney informed me that he left but 70 tons of coal at City Point, which we will receive on board and then not be anything like full. As there are now several steamers operating in the river, it is highly important that a considerable depot of coal should be established at once at City Point to prevent the possibility of the squadron's being rendered useless for want of fuel.

I would respectfully urge upon the Department the necessity for this measure.

[J. R. TUCKER.]

Hon. S. R. MALLORY,
Secretary of the Navy, Richmond, Va.

Letter from Lieutenant Barney, U. S. Navy, to Major-General Magruder, U. S. Army, announcing the arrival of Commander Tucker in James River.

O. S. S. JAMESTOWN,
Off Mulberry Island, April 21, 1862.

GENERAL: I have the honor to acknowledge the receipt of your communication of the 19th instant and to inform you that the plan of cooperation suggested by you will be carried out. Commander Tucker passed up the river this morning in the *Patrick Henry*. He desires me to tell you that he would take command of the naval forces in James River, with orders similar to those under which I act, and that he would visit you at your headquarters at the earliest opportunity. The addition of the *Patrick Henry* and the gunboat *Beaufort* (one gun), which is ordered to James River, may cause some modification to your plans. I have on board the *Jamestown* two members of the Signal Corps, General Huger's department, whose services will probably be very useful in our cooperation; and Captain Tucker wished me to ask whether Captain Norris could not afford a similar detachment for the *Patrick Henry*.

* * * * *

Very respectfully, etc.,

J. N. BARNEY,
Lieutenant, Commanding.

Major-General J. B. MAGRUDER,
Commanding, etc.

* See p. 768.

Letter from Lieutenant Barney, C. S. Navy, to the commanding officer of Day's Neck battery, giving list of signals.

C. S. S. JAMESTOWN,
Mulberry Island, April 21, 1862.

SIR: I have the honor to transmit herewith a paper* showing the day and night distinguishing pennants or numbers of the Confederate States vessels composing the James River Squadron. All these vessels are now in the river except the *Beaufort*, which is expected any night. The vessels may frequently pass up and down the river at night, on which occasion they will show their night numbers, as indicated in the accompanying paper. The exhibition of a white light from your battery would signify that the number was seen and understood. This ship, on her passage up on Friday night, was fired on by the sentinel on Stone House [Rock?] Wharf, and the same thing has since occurred with one of the other vessels. The proper understanding of the night signals will obviate such mistakes in the future.

Begging that you excuse the roughness of the sketch, I remain, very respectfully, your most obedient,

J. N. BARNEY,
Lieutenant, Commanding, C. S. Navy.

COMMANDING OFFICER,
Day's Neck Battery.

[Telegram.]

RICHMOND, April 22, 1862.

Organize night gangs of carpenters on the *Richmond*. Put all the men in the yard upon her that can advance her completion.

Stimulate the men by offers of reward for early completion. Write by mail.

S. R. MALLORY,
Secretary of the Navy.

Captain S. S. LEE,
Commanding Navy Yard, Norfolk, Va.

Order of the Secretary of the Navy of the Confederate States to the commandant navy yard, Norfolk, urging the immediate completion of the C. S. S. Richmond.

Confidential.]

C. S. NAVY DEPARTMENT,
Richmond, April 22, 1862.

SIR: The safety of Norfolk depends, in my judgment, upon the immediate completion of the *Richmond*. The *Virginia* must soon be withdrawn, and the *Monitor* must be opposed by the *Richmond* or nothing. Every available mechanic must therefore be used to complete her, and men must be organized in night gangs in order that there may be no cessation to the work. Commander Rootes will carry one hundred additional workmen to you in a day or two, but in the meantime you can organize a night gang to work by lanterns or otherwise. Mr. Porter thought, when I spoke to him about this plan, that

* Not found.

the men could not work at night, but this idea is fallacious, and a separate gang of men must work at night.

Very respectfully, your obedient servant,

S. R. MALLORY,
Secretary Navy.

Captain S. S. LEE, C. S. Navy,
Commanding at Norfolk.

Order of the Secretary of the Navy of the Confederate States to the commandant navy yard, Norfolk, to expedite the work on the C. S. S. Richmond.

Confidential.]

C. S. NAVY DEPARTMENT,
Richmond, April 23, 1862.

SIR: I have already expressed to you my opinion that the safety of Norfolk depends somewhat upon the early completion of the *Richmond*, and I desire that you will make the same confidential communication to Constructor Porter, and urge him to extraordinary exertions by day and night.

I trust that a hundred extra hands will reach you to-morrow or next day from Fredericksburg with Commander Rootes. The iron will be sent down rapidly, and when the shield shall be ready for it, put as many men upon it as can work, and it may all be put on in twenty-four hours. By a very simple arrangement (a view of which I enclose) a great deal of time will be saved in putting it on.

Very respectfully, your obedient servant,

S. R. MALLORY,
Secretary Navy.

Capt. S. S. LEE, C. S. Navy,
Commanding at Norfolk.

Order of the Secretary of the Navy of the Confederate States to the commandant navy-yard, Norfolk, to continue the work upon the C. S. S. Richmond day and night.

C. S. NAVY DEPARTMENT,
Richmond, April 24, 1862.

SIR: Your letter of the 23d instant has been received.

You think that the yard would be endangered by fire were men to work at night upon the *Richmond*, and you say that candles or open lamps would have to be used.

You will of course understand that both the inconvenience and the risk of night work have been duly considered, and that it is a conviction of its necessity alone dictates the order. Therefore, if you can keep as many men at work upon her in the daytime as can work advantageously, and can, in addition, find a sufficient number of mechanics to form a separate gang for night service, you will so organize and push on the work. With an overwhelming force at your doors, and the prospect of losing Norfolk within twenty days distinctly before us, it will not do to limit the work upon this vessel to one-half this available time. If you can not get men to work at night upon any terms, of course we must lay upon our oars one-half our time; but I think you

will be able to find lanterns and to organize a corps of men, boys, or girls even, to hold them and thus enable the mechanics to work at night. If practicable it must be done.

Captain Minor has written to Commander Page as to the battery for this vessel, and I telegraphed you to-day about it.

The XI-inch gun at Jewett's Point is to be pivoted as her bow gun. Please say to Commander Page that the Department relies upon his having the battery in such condition as to avoid one hour's delay of the vessel.

Officers, crew, battery, coal, and ordnance stores and provisions must be in advance of the vessel.

Very respectfully, your obedient servant,

S. R. MALLORY,
Secretary of the Navy.

Captain S. S. LEE,
Commanding at Norfolk.

Letter from Commander Minor, U. S. Navy, to Commander Tucker, U. S. Navy, regarding powder and projectiles.

OFFICE OF ORDNANCE AND HYDROGRAPHY,
Richmond, Va., April 24, 1862.

SIR: Your letter of the 21st instant has been received. In reply I have to state that all the powder now at the disposal of this office is at the navy yard, Norfolk.

Our powder mills at Petersburg are now idle for the want of niter. In the course of a short time a supply will probably be received. If so, your suggestion will be adopted.

You will please make an arrangement with the military commandant of Jamestown Island to have the powder and projectiles received and stored at that place. You will also inform this office of the number of filled cylinders, projectiles, etc., that you will probably require for the *Patrick Henry*, *Jamestown*, *Teaser*, *Raleigh*, and *Beaufort*, specifying the caliber of the guns and whether smoothbore or rifled.

If the military commandant can not detail some competent person to take charge of the ordnance stores, an officer of the Navy will be ordered there upon your so informing this office.

Please inform this office if you have received the filled cylinders, etc., sent from Richmond for the *Patrick Henry* on the 8th of March last.

Respectfully, your obedient servant,

GEORGE MINOR,
Commander, in Charge.

Commander JOHN R. TUCKER,
Commanding Steamer Patrick Henry, City Point, Va.

Letter of Commander Tucker, U. S. Navy, to General Johnston, U. S. Army, requesting an interview regarding cooperation in James River.

APRIL 25.

GENERAL: By order of Flag-Officer Tattnall I have arrived in James River and assumed the command of the detachment of the squadron serving in this river, consisting of the *Patrick Henry* of ten guns, the *Jamestown* of two guns, the *Teaser* of two guns, and the *Raleigh* of one

gun. I should be very happy to have your views on the subject of cooperation, and whether you wish me to act entirely on the defensive.

It will be very gratifying to me to have an interview with you for a more thorough understanding of the defense of James River.

[J. R. TUCKER.]

General J. E. JOHNSTON, C. S. Army,
Commanding Department of Virginia.

Letter from Colonel Hunt, C. S. Army, to Commander Tucker, C. S. Navy, regarding the interruption of communication.

APRIL 27, 1862—12:40 a. m.

The telegraph is not working and I can not immediately communicate with General Johnston.

If the enemy be in shelling distance, I would shell him.

I will send your communication forthwith to General Johnston by an orderly.

Very respectfully,

T. G. HUNT,
Colonel, Commanding Forces at Mulberry Island.

Captain TUCKER.

Letter from Major-General Magruder, C. S. Army, to Commander Tucker, C. S. Navy, regarding the need of a steamer at the mouth of the Warwick River.

HDQRS. RIGHT WING ARMY OF THE PENINSULA,
Lee's Farm, April 27, 1862.

CAPTAIN: I am directed by Major-General Magruder to say to you that information has been received at these headquarters that the *Teaser* reports the enemy in large force at the mouth of the Warwick River, and that it is the wish of General Johnston that you should send a light-draft steamer to the mouth of the Warwick River to observe and oppose the passage of the enemy over the river.

I have the honor to be, captain, yours, respectfully,

J. L. BRENT,
Acting Aid-de-Camp.

Captain J. R. TUCKER, C. S. Navy,
Mulberry Point.

Letter from Major-General Johnston, C. S. Army, to Commander Tucker, C. S. Navy, relative to the guarding of the Warwick River.

HEADQUARTERS, *Lee's House, April 28, 1862.*

CAPTAIN: I have just received your note, which, however, arrived before daybreak. It would be well for your boats to do the enemy harm whenever they can. It is hardly worth while to fire, however, merely to annoy them. You in the neighborhood can always judge when it is worth while to open fire. I think it of a good deal of importance to prevent their crossing Warwick River anywhere within the range of your guns, and beg that such vessels as are adapted to that service may watch.

I send a letter to Flag-Officer Tattnall, which I beg you to have forwarded.

Most respectfully, your obedient servant,

J. E. JOHNSTON,
General.

Captain J. R. TUCKER, U. S. Navy.

Report of Commander Tucker, U. S. Navy, requesting information from the Department regarding obstructions.

APRIL 28, 1862.

SIR: I respectfully inform you that, in obedience to Flag-Officer Tattnall's order of the 20th instant, I have communicated with the commanding general on the peninsula, General J. E. Johnston. He desires the vessels under my command to protect his right flank from the approaches of the enemy, both afloat and ashore.

Should the enemy send up iron vessels, or a large number of wooden men-of-war, our small force will be obliged to fall back. I respectfully ask the Department if any part of the river is obstructed, or is being obstructed. If so, where, in order that I may concentrate behind it for further operations.

[J. R. TUCKER.]

[Hon. S. R. MALLORY,
Secretary of the Navy.]

Report of Flag-Officer Tattnall, U. S. Navy, objecting to service under the direction of the army authorities.

GOSPORT NAVY YARD, April 29, 1862.

SIR: I have the honor herewith to forward you the copy of a letter from the adjutant of General Lee to Commander Tucker, of the *Patrick Henry*, now acting under my orders in the James River.

This order, if sustained by the Department, assumes the control of a portion of my command, and seems to confirm a report prevalent here that myself and command are considered subject to the orders of General Johnston.

This would place me, with reference to the Army, in a position never held hitherto by an officer of my rank in any naval service, and which, all their reports show, is not the position of the naval commanders, my opponents, in the service of the United States.

These are times, Mr. Mallory, for frankness, and without it discord between the two arms, produced by misconception, may be fatal.

If, therefore, I am to be placed under the command of an army officer, and, being a seaman, am to hold my action and reputation subject to the judgment of a landsman, who can know nothing of the complicated nature of naval service, I earnestly solicit to be promptly relieved from my command. Some younger man, whose backbone is more supple than fifty years of naval pride have made mine, can be found, I hope, for the sake of harmony, to take my place and carry out the views of the Government.

I am, sir, with great respect, your obedient servant,

JOSIAH TATTNALL,
Flag-Officer, Commanding.

HON. S. R. MALLORY,
Secretary of the Navy, Richmond, Va.

[Enclosure.]

SPECIAL ORDERS, }
No. 6. }HEADQUARTERS,
Richmond, Va., April 12, 1862.

The Departments of Norfolk and the Peninsula are embraced for the present within the limits of operations of the Army of Northern Virginia. General J. E. Johnston will direct the military and naval operations in these departments.

The commanders of the departments and navy yards, while conforming to his instructions, will make their reports and requisitions as heretofore to the proper Departments in Richmond until further orders.

By order of the President:

R. E. LEE,
General.

Official:

THOS. G. RHETT,
Acting Adjutant-General.

Letter of Flag-Officer Tattnall, U. S. Navy, to Major-General Johnston, U. S. Army, regarding the proposed expedition to York River, Virginia, by the U. S. S. Virginia.

NORFOLK, VA., April 30, 1862.

GENERAL: I had the honor to receive your letter* of the 28th instant, as the *Virginia* was on the point of dropping down to Hampton Roads, and deferred the movement until I could consult competent pilots and others as to the possibility of running the *Virginia* by the forts and to the position occupied by the enemy's fleet at the mouth of the Poquosin.

I enclose you a copy of the opinion of the two pilots of the ship, which, condensed, is that on a day clear enough for the land to be seen there would be no difficulty in reaching York River, but that at night it could not be undertaken with a reasonable prospect of success. This would, of course, oblige me to pass the forts by daylight, after which I should have to contend with the squadron of men-of-war below the forts, which is large and includes the *Minnesota*, the ironclad steamers *Monitor*, *Naugatuck*, and *Galena*, and the powerful steamer *Vanderbilt*, fitted with a ram expressly to attack the *Virginia*.

Should I pass the forts and ships, the latter (their steam is always up) would follow me, and those of lighter draft than 16 feet, taking a much shorter route, would reach the Poquosin long before me, while the larger vessels taking the same route as the *Virginia* (having much greater speed) would also reach the river before her, if they declined engaging her on the route.

On reaching the Poquosin, if the pilot be right, I should find the enemy's transports out of my reach, and thus, at a great hazard, and without deriving any advantage, abandon the defense of Norfolk and the moral effect produced by the presence of the *Virginia* on the enemy's operations in the James River.

I am, general, with great respect, your obedient servant,

JOSIAH TATTNALL.

General JOSEPH E. JOHNSTON,
Commanding Military Department.

* Not found.

Letter from General Johnston, C. S. Army, to Commander Tucker, C. S. Navy, regarding obstructions in the James River.

HDQRS. DEPARTMENT OF NORTHERN VIRGINIA,
Lee's Farm, April 30, 1862.

SIR: The general commanding directs me to say that your communication in reference to obstructions in the James River has been received and will be attended to.

Respectfully, your obedient servant,

THOS. G. RHETT,
Acting Adjutant-General.

Commander JOHN R. TUCKER, C. S. Navy,
Commanding Detachment of Squadron in James River.

Letter from the Secretary of the Navy of the Confederate States to Commander Tucker, C. S. Navy, regarding the obstructions in the James River.

CONFEDERATE STATES OF AMERICA,
Navy Department, Richmond, April 30, 1862.

SIR: In reply to your letter of the 28th instant, you are informed that there are obstructions only at one point on the James River, and that is at Drewry's Bluff, 8 miles below the city of Richmond.

There is an opening left for the passage of vessels, which you can ascertain from the officer commanding the battery at that point.

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 Secretary of the Navy of the Confederate States to the commandant navy yard, Norfolk, regarding the sinking of obstructions in Elizabeth River, Virginia.

Confidential.]

C. S. NAVY DEPARTMENT,
Richmond, April 30, 1862.

SIR: Your letter of the 28th instant, informing me that the ships *Confederate States* and *Germantown* were ready for sinking, has been received.

You are directed in my letter of the 24th to make all necessary preparations for obstructing the passage of the enemy through the Elizabeth River to Norfolk, and I infer, therefore, from your letter, that the sinking of these vessels will accomplish this work. But upon this important point there must be no doubt. You say that the vessels in the hands of the marshal could be usefully disposed of in this way. You will please see the marshal at once, and have the value of the vessels determined by appraisement, and immediately get them ready for sinking.

You have not informed me of the place in the river selected for these obstructions. Upon this point you will consult General Huger, and, having determined, you will immediately sink the vessels in such manner as thoroughly to obstruct the passage against the enemy's ship,

excepting through a narrow pass sufficient for the ingress and egress of the *Virginia*. The *Germantown* will be held in readiness to close this pass upon an hour's notice.

The operations of the enemy on the peninsula may require the presence of the *Virginia* in the York River at any moment, and the danger to Norfolk during her absence is justly appreciated; hence the means for preventing the enemy's ships from reaching it with their guns must be effective.

You are authorized to offer a bonus, if you shall deem the same expedient, of \$5,000 to the contractors if they will raise the *Delaware* in such condition as you may be able to sink her to obstruct the river within the time you shall require, provided you shall deem this additional vessel necessary for the purpose.

I again call your attention to the subject of the removal of such of the machinery of the workshops as can be dispensed with.

You will direct the naval storekeeper also to box up or otherwise secure, ready for transportation, the most valuable of the naval stores.

In reply to a previous letter of enquiry as to what should be your course with regard to the public property, should the enemy succeed in reaching Norfolk, you are requested to confer with General Joseph E. Johnston upon this point, and to act accordingly.

The early completion of the *Richmond* is of vital importance.

I am, respectfully, your obedient servant,

S. R. MALLORY,
Secretary of the Navy.

Captain S. S. LEE, C. S. Navy,
Commanding Navy Yard, Norfolk, Va.

[Telegram.]

RICHMOND, *May 1, 1862.*

I leave here in the morning for Norfolk. Launch the *Richmond* and all other boats ready for launching, including Nash [?] boat.

S. R. MALLORY,
Secretary of the Navy.

Captain S. S. LEE,
Commanding Navy Yard, Norfolk, Va.

Order of the Secretary of the Navy of the Confederate States to the commandant navy yard, Norfolk, urging the work on the U. S. S. Richmond and the preparation for the removal or destruction of the public property.

Confidential.]

U. S. NAVY DEPARTMENT,
Richmond, May 1, 1862.

SIR: I have requested you, in pushing on the work of the *Richmond*, to keep in view the necessity of sending her here for completion. You do not inform me whether night gangs of men are at work on the *Richmond* or not. This must be done if the men can be found. Norfolk is in serious peril. The *Richmond* is essential to its defense, and the work upon her must not cease night or day. Men and money must be employed without limit to complete her, and as the choice of burning her or towing her to Richmond may now be forced upon us at a day's notice, I apprise you of it, that we may be prepared to save her.

I have heretofore directed your attention to the removal of public property from Norfolk, and I have again to say that all valuable machinery not really needed for service must be boxed or secured and sent away from Norfolk at once, and that to-morrow I will designate the place to which it must be sent, together with all the public stores not immediately required.

Should you not be able to confer with General Johnston as to the course to be pursued toward the public property, you will regard yourself as bound to destroy all the public property, including the workshops, tools, dry dock, etc., under your command, if necessary to prevent the enemy from preserving it.

I am, respectfully, your obedient servant,

S. R. MALLORY,
Secretary Navy.

Captain S. S. LEE, U. S. Navy,
Commanding Navy Yard, Norfolk, Va.

Letter from Commander Maury, U. S. Navy, to the Secretary of War of the Confederate States, regarding the James River defenses.

NAVY DEPARTMENT, SPECIAL SERVICE,
Richmond, May 1, 1862.

SIR: I beg to call your attention to our river defenses, and to say that the most effectual way of keeping off the enemy with his shot-proof vessels is to mine the channelways, and blow up by means of electricity when he attempts the passage.

I have the pleasure to inform you that there is now on the way to this city from Norfolk a godsend of about 10 miles of submarine wire that was lost by the enemy in the Chesapeake. It is just what we wanted. I have secured it from Dr. Morris, who has kindly placed it at my disposal for the public service, and I shall be happy to turn it over to you for such use as you may be pleased to direct to be made of it.

Respectfully, etc.,

M. F. MAURY,
Commander, U. S. Navy.

General RANDOLPH,
Secretary of War.

Letter from Commander Page, U. S. Navy, to Commander Tucker, U. S. Navy, regarding small boat and ammunition.

WARWICK BAY [RIVER, VIRGINIA],
[*About May 1, 1862?*]

DEAR TUCKER: Can you or Barney let me have a handy four-oared boat with oars? Much of my work is on the water, and I have nothing to work with. I wrote to Captain Farrand informing him that there is a number of 8-inch shells and shot on board this steamer, from which I am getting off guns marked "D. Bluff," and asking him if they are intended for the batteries at the barricade [Drewry's Bluff?]. If so, can you send a tug for them?

Yours,

TH. J. PAGE.

Commander TUCKER,
Patrick Henry.

Letter from Commander Tucker, C. S. Navy, to the commanding officer at Drewry's Bluff, James River, requesting information regarding the obstructions.

MAY 2, 1862.

SIR: The Secretary of the Navy informs me that obstructions are being placed in James River, at Drewry's Bluff, and that the officer commanding the battery would inform me how wide an opening has been left for the passage of the vessels.

I would be much obliged if you would inform me of the width of the opening; for, unless it be at least 56 feet wide, the *Patrick Henry* and *Jamestown* could not, in an emergency, pass through; consequently, would have to be destroyed.

Please give me the information required by the next passing steamboat that passes the battery under your command.

[JOHN R. TUCKER.]

The OFFICER COMMANDING BATTERY,
Drewry's Bluff, James River, near Richmond, Va.

Report of Commander Tucker, C. S. Navy, regarding orders from the Department for Lieutenant Webb, C. S. Navy.

MAY 2, 1862.

SIR: Your letter of the 30th ultimo, directing Lieutenant Commanding Webb, commanding U. S. S. *Teaser*, to tow a vessel loaded with lumber to Richmond, is received.

I respectfully inform you that Lieutenant Commanding Webb proceeded to Richmond on the 29th ultimo, in obedience to order received from the Office of Orders and Detail, to report to Commander M. F. Maury.

I am informed by the captain of the *Junaluska*, tugboat, that a vessel loaded with lumber passed by him near Richmond, with a fair wind.

Very respectfully, your obedient servant,

[JOHN R. TUCKER.]

Hon. S. R. MALLORY,
Secretary of the Navy.

Report of Commander Tucker, C. S. Navy, requesting instructions regarding the disposition of vessels operating in James River under certain contingencies.

MAY 2, 1862.

SIR: I find myself much embarrassed for want of instructions from the Navy Department as to the final disposition the Government wishes to make of the *Patrick Henry* and the other vessels operating in James River, in the event of the army falling back, as is now the case. I would be happy to have early instructions from the Department on this subject.

[J. R. TUCKER.]

Mr. MALLORY.

Letter from General Johnston, C. S. Army, to Commander Tucker, C. S. Navy, regarding the postponement of a movement.

HEADQUARTERS,
Lee's House, May 2, 1862.

CAPTAIN: Untoward circumstances have compelled me to stop the movement until to-morrow.

The officer who bears this is the Inspector-General of the Army, Colonel G. W. Lay. He is sent to Norfolk in obedience to orders of the Secretary of War. If you aid him in his journey, you render another service to the Army.

Most respectfully, your obedient servant,

J. E. JOHNSTON,
General.

Captain J. R. TUCKER.

Letter from General Johnston, C. S. Army, to Commander Tucker, C. S. Navy, giving instructions for cooperation.

HEADQUARTERS,
Lee's Farm, May 2, 1862.

MY DEAR SIR: I have ordered the withdrawal of the troops from this line to take place, if practicable, to-night. While the *Virginia* holds Hampton Roads, you will only have to guard against the effect of the guns of the enemy from the shore. I have to request that, in addition to aiding in saving the heavy guns and other valuable material in the batteries, you send the *Jamestown* as soon as possible to the King's Mill Wharf, for the purpose of transporting the sick now there to Richmond. I desire this because we have been disappointed in procuring other transportation, and it is of the greatest importance to have all the sick removed before the troops are drawn back. The vessel, in rendering this invaluable service, will only be occupied fifteen or eighteen hours, when she will report to you again. The sick should be on board this afternoon.

I would desire that, after the troops have fallen back, you continue to observe and control the upper James River as long as practicable, in order to prevent the enemy from crossing and attempting to cut off our forces retiring from Norfolk. When hard pressed, you will retire upon Richmond.

The garrison at Jamestown Island has been ordered to Richmond by water. You will oblige me by enquiring to-morrow whether they have adequate water transportation, and, if not, furnish it to them from your squadron, and at the same time lend such assistance as may be necessary in getting off the heavy guns and ordnance stores. The garrison numbers between 500 and 600.

Whatever of valuable property that might be useful to the enemy should be destroyed if it is not practicable to remove it.

Your letter of this date is just received, and the object of [it] I anticipated as above.

[Very respectfully, etc.,

J. E. JOHNSTON.]

Captain J. R. TUCKER, C. S. Navy.

Instructions from the Secretary of the Navy of the Confederate States to the commandant navy yard, Norfolk, in view of the proposed abandonment of that place.

C. S. NAVY DEPARTMENT,
Richmond, May 3, 1862.

SIR: You have been informed by General Johnston of his contemplated movement on the peninsula, and that Norfolk must consequently be abandoned.

The withdrawing from the yard, as directed by General Johnston, of the public property which may be used against us, embracing particularly the dock, machinery, workshop, and timber [sic].

Lieutenant Harrison is ordered to have Mr. Myer's workmen discharged and to report to you for duty. Direct Captain Page to secure immediately a safe place in North Carolina, at Raleigh or elsewhere, for a laboratory, and to transport all the ordnance stores he can save to North Carolina, keeping in view that ammunition and arms are especially to be cared for. All ordnance stores and guns which can not be saved must be destroyed. Instruct Mr. Peters to remove his stores to North Carolina, to Raleigh or elsewhere, beginning with the most valuable provisions and clothing. You will send nothing to Richmond that can be sent to North Carolina. I fear you may not be able to obtain transportation for all the stores to North Carolina.

Your gunboats here will enable you to transfer your ordnance stores and such valuable machinery as you may be able to save to Richmond, and the *Virginia* and her consorts, under Flag-Officer Tattnall, will aid in the work.

The *Richmond* must be launched at once. You will afford every aid and facility to Flag Officer Buchanan and our sick and wounded men to reach Richmond.

If the *Plymouth* can be towed to Richmond, she must be taken there, and if not, she must be destroyed with other public property. The armament of your gunboats, including the XI-inch gun at Sewell's Point, and as many of your best guns as you can save, must be taken to Richmond or to Raleigh.

As the army will have charge of the railroad, you will confer immediately with General Huger as to the removal of your public property. You will act as promptly as possible, and in withdrawing from Norfolk you will report to the Department at Richmond.

Very respectfully, your obedient servant,

S. R. MALLORY,
Secretary of the Navy.

Captain S. S. LEE,
Commanding Navy Yard, Norfolk, Va.

Further instructions from the Secretary of the Navy of the Confederate States to the commandant navy yard, Norfolk, regarding the abandonment of that place.

C. S. NAVY DEPARTMENT,
Richmond, May 4, 1862.

SIR: The *Jamestown* and *Patrick Henry* will probably be with you to-morrow, and Captain Minor and Major Williamson also go down to aid in the removal of ordnance stores and machinery. Arms, ammunition, provisions, and clothing are to be first saved.

As the army has control over all railroads, you will have a clear understanding with General Huger as to the amount of transportation for your provisions, clothing, ordnance stores, etc., to Raleigh, and you will send all to that place, and to such other points in North Carolina as may be selected as you can find transportation for. You will also confer with him as to the time for the abandonment and destruction of public property.

Send the *Richmond* here as early as practicable.

Very respectfully, your obedient servant,

S. R. MALLORY,
Secretary of the Navy.

Captain S. S. LEE,
Commanding Navy Yard, Norfolk, Va.

Letter from Lieutenant Barney, C. S. Navy, to Commander Tucker, C. S. Navy, forwarding telegraphic orders from the Department.

C. S. S. JAMESTOWN,
City Point, May 4, 1862—1 p. m.

MY DEAR CAPTAIN: I have just opened a telegram to you from Secretary Mallory as follows:

Proceed to navy yard, Norfolk; with *Patrick Henry* and *Jamestown* and await orders.

This was received at Petersburg at 10 p. m. and brought here by special train. I answered:

I am here with 900 sick from the army; will be in Richmond at 8 a. m. *Patrick Henry* off Mulberry Point; please arrange for immediate disposal of the sick.

This seemed to me the only course to adopt. The Secretary will of course give me further orders. I have sent you the original and will try to forward several copies.

Yours, truly,
Commander J. R. TUCKER,
Patrick Henry.

J. N. BARNEY.

Letter from Lieutenant Mason, C. S. Army, to Commander Tucker, C. S. Navy, regarding the passage for vessels through the obstructions in the James River.

FORT RANDOLPH,
Drewry's Bluff, May 4, 1862.

SIR: I have just received your note asking the width of the opening it is proposed to leave for the passage of vessels by the obstructions. It has been decided to leave for navigation 100 feet, with fixtures so arranged as to close the river entirely within fifteen or twenty minutes' notice.

Very respectfully, your obedient servant,

CHAS. T. MASON,
Lieutenant, Engineers, Provisional Army, C. S.

Commander JNO. R. TUCKER,
Confederate Steamer Patrick Henry.

P. S.—Any information with regard to the plan will be cheerfully sent you.

Yours, etc.,

C. T. M.

[Telegram.]

NORFOLK, May 4, 1862.
(Received at Richmond 10:50.)

The schooner *Beauregard*, bound from City Point to Norfolk with a cargo of coal for the *Virginia*, was burned by the enemy off Ragged Island this morning at 2 a. m. My signals work well to Day's Point. The *Nansemond* leaves to-night for James River and the *Patrick Henry* and *Jamestown* will be down.

JAS. F. MILLIGAN,
Captain and Signal Officer.

Hon. G. W. RANDOLPH.

Letter from Commander Tucker, C. S. Navy, to Major-General Johnston, C. S. Army, regarding the movements of the enemy.

[C. S. S.] PATRICK HENRY,
James River, Off King's Mills, April 4 [May 4], 1862.

GENERAL: After an interview with Colonel George W. Lay I moved down the river within 5 miles of Newport News. Saw two steamers; one, by her peculiar appearance and movements, I believe to be [a small] battery. There is also at Newport News Point one or two schooners. The enemy do not appear to have moved from the mouth of Warwick River yet. The steamer was in the inshore channel, and on account of shoalness of the water we could not get near enough to make her out; but from her appearance, movements, and actions I think she was a small iron battery.

[J. R. TUCKER.]

General J. E. JOHNSTON,
Commanding Army Virginia.

[Telegram.]

RICHMOND, May 5, 1862.

Your dispatch informing me that the *Virginia* is detained at Norfolk from derangement of machinery has been received.

We look to the *Virginia* alone to prevent the enemy from ascending the James River. Her presence in the river is of vital importance, and you will please place her there at the earliest possible moment.

S. R. MALLORY,
Secretary of the Navy.

Flag-Officer JOSIAH TATTNALL,
Commanding Naval Defenses, etc., Navy Yard, Norfolk, Va.

[Telegram.]

RICHMOND, VA., May 6, 1862.

In connection with my telegram of last evening, please endeavor to afford protection to Norfolk, as well as to James River.

S. [R.] MALLORY,
Secretary of the Navy.

Flag-Officer JOSIAH TATTNALL,
Commanding Naval Defenses, etc., Navy Yard, Norfolk, Va.

Order of the Secretary of the Navy of the Confederate States to the commandant navy yard, Norfolk, regarding the abandonment of that yard.

C. S. NAVY DEPARTMENT,
Richmond, May 6, 1862.

SIR: Acting Constructor Pierce, who will deliver this letter, is ordered to report to you. He will aid in saving tools, etc., and to him may be committed the duty, perhaps, of destroying timber and the live oak particularly.

I am, very respectfully, your obedient servant,

S. R. MALLORY,
Secretary of the Navy.

Captain S. S. LEE, C. S. Navy,
Commanding Navy Yard, Norfolk, Va.

Report of Commander Tucker, C. S. Navy, of the successful removal of the Confederate States vessels building at Norfolk, Va., to the James River, and of an engagement between three United States vessels and Day's Point and Harden's Bluff batteries, James River.

JAMES RIVER, May 8.

SIR: In obedience to your written order and telegram of the 3d instant, received by me on the 5th, the *Patrick Henry* and *Jamestown*, the same night, proceeded to Norfolk. We arrived without accident, having apparently passed the battery at Newport News unobserved. On the night of the 6th instant we returned up James River, this ship having in tow the *Richmond* and the gunboat *Hampton*, Lieutenant Commanding Harrison, commanding the *Jamestown*, towing the brig with ordnance and ordnance stores of the *Richmond* and also a gunboat, passing the battery apparently unobserved. On arriving at Ourles Neck we anchored. The *Richmond* was turned over to Lieutenant Commanding Sharp to tow up the river, and the other vessels were anchored and left in the charge of Lieutenant Commanding Harrison, waiting a tow to Richmond. The *Patrick Henry* and *Jamestown* were again off Newport News at 2 o'clock on the night of the 7th instant, on their way to Norfolk, when, by the enemy's signal lights from shore, [which] were answered by the vessels afloat, it was evident that we had been discovered, which fact induced me to return up the river and anchor off Hardy's [Harden's] Bluff battery. At 9.30 o'clock [a. m.] three steamers were reported standing up the river, which proved to be three of the enemy's gunboats, one of them the iron battery *Galena*. After maneuvering about a while the iron battery engaged Day's Point battery, the two wooden vessels remaining out of range. At this time I dispatched the *Jamestown*, Lieutenant Commanding Barney, to Richmond to notify the Secretary of the Navy that an iron battery was in the river engaging our batteries at Day's Point battery. After an hour's firing Day's Point battery was silenced. The wooden vessels then approached, and all three came up, the iron vessel proceeding to attack Hardy's [Harden's] Bluff battery, the other vessel acting as before. Knowing the folly of this ship attempting to attack an iron vessel, and being quite useless there, I determined to ascend the river to the point of obstruction to assist in the completion of the barricade by sinking this ship or any other ship of the squadron if it became necessary, and defense of that work, being the only efficient mode of defending Richmond as the *Galena*, now in the river, can come up at any time and

shell Richmond, and there is no possible force at the disposal of the Government to prevent it, except a thorough and impassable barricade.

I found several gunboats on their way down the river, and advised them to return to this point and await further orders, as they would be utterly useless below.

[J. R. TUCKER.]

Mr. MALLORY.

Letter from Lieutenant Barney, U. S. Navy, to the commanding officer at Drewry's Bluff, urging the necessity of blocking the river to prevent further advance of the enemy.

U. S. S. JAMESTOWN,
James River, May 8, 1862.

SIR: Three of the enemy's gunboats, one of which was ironclad, attacked our battery at Day's Neck at 10 a. m. I was dispatched to convey the information to Richmond. It is my impression that the enemy soon succeeded in passing that battery and that the same thing will occur at Harden's Bluff. The river is then open to their passage to this point, so that they may be expected up at any time. I would therefore suggest the necessity of completing your arrangements for blockading the river as soon as possible, leaving an opening for the passage of vessels. The *Patrick Henry* is about an hour behind this vessel; three of our gunboats and the *Schultz* are also down the river. I may return to-night, as it may be determined to sink this ship at some point below.

Very respectfully, your most obedient;

J. N. BARNEY,
Lieutenant, Commanding.

To the COMMANDING OFFICER OR ENGINEER IN CHARGE AT
DREWRY'S BLUFF.

[Telegram.]

RICHMOND, *May 10, 1862.*

Send up by land, as fast as you can spare them, all the teams and such wagons, carts, and carriages as they can bring.

S. R. MALLORY,
Secretary of the Navy.

Captain S. S. LEE, U. S. Navy,
Commanding Navy Yard, Norfolk, Va.

Destruction of the U. S. S. Virginia (Merrimack), May 11, 1862.

Finding* of the court of enquiry.

U. S. NAVY DEPARTMENT,
Richmond, June 11, 1862.

The following is an official copy of the report of the court of enquiry which investigated the destruction of the steamer *Virginia* (formerly *Merrimack*):

The court of enquiry, convoked by the order of this Department of the 20th ultimo, whereof French Forrest, captain in the Navy of the Confederate States, is president,

* Copied from Richmond Dispatch of June 21, 1862.

and which court convened at the city of Richmond on the 22d day of May, 1862, to investigate and enquire into the destruction of the steamer *Virginia*, and report the same, together with their opinion as to the necessity of destroying her, and particularly whether any and what other disposition could have been made of the vessel, have found as follows:

The court, having heard the statement read submitted by Flag-Officer Tattnall, was cleared for deliberation, and after mature consideration, adopted the following report:

The court, after a full and careful examination and investigation of the evidence connected with the destruction by fire of the C. S. S. *Virginia*, on the morning of April [May] 11, 1862, near Craney Island, respectfully report that it was effected by the order and under the supervision of Flag-Officer Tattnall, after her draft had been reduced to 20 feet 6 inches, and on the representations of the pilots that, in consequence of recent prevalent westerly winds, she could not be taken with a draft of 18 feet as high as Westover, near Harrison's Bar, in James River (whither he designed to take her), which they previously stated they could do.

I. The destruction of the *Virginia* was, in the opinion of the court, unnecessary at the time and place it was effected.

II. It being clearly in evidence that Norfolk being evacuated, and Flag-Officer Tattnall having been instructed to prevent the enemy from ascending James River, the *Virginia*, with very little more, if any, lessening of draft, after lightening her to 20 feet 6 inches aft, with her iron sheathing still extending 3 feet under water, could have been taken up to Hog Island, in James River (where the channel is narrow) and could there have prevented the larger vessels and transports of the enemy from ascending, the court is of opinion that such disposition ought to have been made of her, and if it should be ascertained that her provisions could not be replenished when those on hand were exhausted, then the proper time would have arrived to take into consideration the expediency or practicability of striking a last blow at the enemy or destroying her.

In conclusion, the court is of opinion that the evacuation of Norfolk, the destruction of the navy yard, and other public property, added to the hasty retreat of the military under General Huger, leaving the batteries unmanned and unprotected, no doubt, conspired to produce in the minds of the officers of the *Virginia* the necessity of her destruction at the time as, in their opinion, the only means left of preventing her from falling into the hands of the enemy, and seems to have precluded the consideration of the possibility of getting her up James River to the point or points indicated.

The court of enquiry, of which Captain F. Forrest is president, is hereby dissolved.

S. R. MALLORY,
Secretary of Navy.

Letter from Admiral Buchanan, C. S. Navy, to Lieutenant Jones, C. S. Navy, relative to the finding of the court of enquiry.

GREENSBORO, N. C., June 19, 1862.

DEAR JONES: Your letter reached me a day or two since, and I was really glad to hear from you once more. I have not seen the report of the court in the case of the *Virginia*, and it was only two days since I was surprised to hear the commander was not sustained in his course, nor the officers either. Can this be so? I think there must be some mistake as to the officers of the ship, particularly. The commander, in the opinion of the court, may have erred in judgment, but that is neither criminal nor dishonorable. How the officers could have been censured I can not understand. If you can send me the opinion of the court, I wish you would do so. The report, as I have heard it, has grieved me not a little, I assure you. With the public such a report will injure us, and coming just at this time, too, when the Navy was fast gaining the good opinion of the Confederacy, is really to be regretted. I have great confidence in my old friend Commodore T[attnall], and can not believe that he acted without reflection, or was governed by any other motives than those his judgment told him were right. As to the pilots, I had no confidence in them, and told him so, and less in the master than in

either of the others. Will a court be ordered? If so, when? Don't fail to send me a copy of the opinion of the court. I feel a great interest in this matter. There is one thing very certain: The destruction of the *Virginia* saved Richmond, for if you all had not been at the bluff Richmond would have been shelled, and perhaps taken. I hear this from various sources. You all certainly did good service there, and if I had recovered from my lameness as soon as I expected, I intended to have applied to command the officers and men of my late squadron. I should have been proud to have been associated with them all in the battle of Drewry's Bluff, and, to judge from the Northern papers, I would not be surprised if there was another attack made upon you by sea and land. The North is very sore at their defeat. I sincerely hope you may have another chance at the vagabonds. I regret the subordinate position you are all placed in, and had I been ordered there it should have been a naval command, or I would not have gone. That matter could easily have been arranged if Commodore Forrest, Lee, and others had taken the proper steps in the matter. Naval officers command there, and men of the Navy work the guns, and marines are associated with them. No soldier should have anything to do with the batteries, officers or men.

My lameness improves slowly, but surely. In time the doctors say I will walk as well as ever. Not until I commenced walking did I find out the injury to my leg. Some of the veins and sinews leading to the foot were injured, which paralyzed my foot. As soon as the veins and sinews which were not injured accommodate themselves to perform the duties of those injured, I will walk as well as ever. Animation is gradually returning to my foot, and I feel a daily improvement, but it is slow. I walk with two sticks, and can walk about the house without any. It annoyed me not a little at the time to be obliged to decline the order to Memphis and to command the squadron on the Mississippi, but as it has turned out I should not have reached there in time to organize the squadron, or, in fact, do anything that could reflect credit upon the Navy or country. I have seen Captain C. H. McBlair, who is just from there. He has given me an account of matters and things in that quarter.

Remember me to all my friends of the *Virginia*, and tell them I really should be glad to be again associated with them. My regards to Semple, and ask him if he will please to send me an account of what money is due me. I want to send money home.

Yours, truly, etc.,

FRANKLIN BUCHANAN.

Lieutenant C. AP R. JONES.

Petition of the officers of the C. S. S. *Virginia*, to the Department, to remove all imputation against their official character.

NAVAL BATTERY,
Drewry's Bluff, June 26, 1862.

SIR: Believing that the report of the court of enquiry convened to enquire into the facts connected with the destruction of the steamer *Virginia*, etc., does great wrong to the officers of that vessel, we, who were then attached to her and now on duty here, respectfully ask the Department for some assurance of record to the effect that the court could not rightfully have cast any imputation upon our official character, and did not, in the judgment of the Department, intend such

imputation; that the Department makes no charge or complaint against us, and has no reason to subject our conduct to enquiry.

[CATESBY AP R. JONES,
Lieutenant, U. S. Navy.]

[HUNTER DAVIDSON,
Lieutenant, U. S. Navy.]

[J. TAYLOR WOOD,
Lieutenant, U. S. Navy.]

[J. R. EGGLESTON,
Lieutenant, U. S. Navy.]

[W. R. BUTT,
Lieutenant, U. S. Navy.]

[JAMES E. LINDSAY,
Assistant Surgeon, U. S. Navy.]

[JAMES A. SEMPLE,
Paymaster, U. S. Navy.]

[Hon. S. R. MALLORY,
Secretary of the Navy.]

Response of the Secretary of the Navy of the Confederate States to the petition of officers of the C. S. S. Virginia.

CONFEDERATE STATES OF AMERICA,
Navy Department, Richmond, July 3, 1862.

GENTLEMEN: Your letter of the 26th ultimo has been received.

The opinion of the Department of so much of the report of the court of enquiry upon the destruction of the *Virginia* as made reference to the officers of the vessel was sufficiently stated in my letter to you of the 23d ultimo.

Holding the commanding officer of the *Virginia* as immediately and exclusively responsible for the order to destroy the ship, the Department has neither reason nor purpose to subject your conduct to a court of enquiry.

I am, respectfully, your obedient servant,

S. R. MALLORY,
Secretary of the Navy.

Lieutenant CATESBY AP R. JONES, U. S. Navy,
Lieutenant HUNTER DAVIDSON, U. S. Navy,
Lieutenant J. TAYLOR WOOD, U. S. Navy,
Lieutenant J. R. EGGLESTON, U. S. Navy,
Lieutenant W. R. BUTT, U. S. Navy,
Assistant Surgeon JAMES E. LINDSAY, U. S. Navy,
Paymaster JAMES A. SEMPLE, U. S. Navy,
Drewry's Bluff.

Extracts from a general court-martial convened at the city of Richmond, Va., on the 5th day of July, 1862, for the trial of Flag-Officer Josiah Tattnall, U. S. Navy.

The following officers were detailed as members of the court:

Captains Lawrence Rousseau, Franklin Buchanan, and Sidney S. Lee; Commanders Robert G. Robb, Murray Mason, Eben. Farrand, A. B. Fairfax, M. F. Maury, and George Minor; Lieutenants W. L. Maury and Robert B. Peagram.



CONFEDERATE STATES STEAMER VIRGINIA.

To this detail Captain George N. Hollins was subsequently added. Robert Ould was appointed judge-advocate.

The court convened on the 5th of July, 1862, and having been fully organized on the 7th, proceeded to business.

The following charges and specifications of charges were read by the judge-advocate:

CHARGE 1: Culpable destruction of an armed steamer of the Confederate States Navy.

Specification 1.—In this, that the said Captain Josiah Tattnall, on the 11th day of May, 1862, culpably, and without sufficient reason for so doing, did destroy by fire the Confederate steamer *Virginia*, in Hampton Roads, near Norfolk, Va.

Specification 2.—In this, that the said Captain Josiah Tattnall, on the 11th day of May, 1862, at Hampton Roads, near Norfolk, Va., did culpably destroy the said steamer *Virginia*, when, with the draft to which she had been then and there, or might have been, reduced, she could have been carried up James River to a place of usefulness, free from immediate danger.

CHARGE 2: Negligence.

Specification 1.—In this, that the said Captain Josiah Tattnall, on the said 11th day of May, 1862, at said Hampton Roads, did proceed to lighten the said steamer *Virginia* for the purpose of taking her up James River, retaining, however, her armament, ordnance stores, necessary coal, water, and provisions, without first having ascertained from sources of information within his reach to what extent the draft of the said steamer would be reduced by such lightening.

Specification 2.—In this, that the said Captain Josiah Tattnall, after having lightened the said steamer *Virginia* to a certain draft, on the said 11th day of May, 1862, at said Hampton Roads, then and there, and before said time, neglected and failed to ascertain from sources of information within his reach the fact that the said steamer, at said draft, could have been carried about 40 miles above the mouth of James River to Hog Island.

CHARGE 3: Improvident conduct.

Specification.—In this, that the said Captain Josiah Tattnall, on or about the 11th day of May, 1862, when off Sewell's Point, in Hampton Roads, intending to take said steamer *Virginia* up James River, did then and there proceed to lighten said steamer, instead of taking her up James River and there lightening her, when the necessity for so doing arose, and to the extent of that necessity.

S. R. MALLORY,
Secretary of the Navy.

To the above the accused, Captain Josiah Tattnall, pleaded "not guilty."

Until the 17th of July the court was continuously engaged in hearing testimony.

On the 19th the accused read and submitted the following defense:

MR. PRESIDENT AND GENTLEMEN: After serving fifty years with unblemished reputation, you may well imagine the concern I feel at being arraigned before you on charges affecting my judgment and conduct in the face of the enemy.

It is known to the court that this trial grew out of the finding of a court of enquiry convened to enquire into the facts attending the destruction of the steamer *Virginia* whilst under my command in Hampton Roads on the 11th of May last, with instructions to report their opinion as to the necessity of destroying her, and particularly whether any and what other disposition could have been made of the vessel; and that the court of enquiry, upon the evidence of much the same witnesses that you have heard, reported that she ought not to have been destroyed at the time and place she was. That I, having been instructed (Norfolk being evacuated) to prevent the enemy from ascending James River, the ship, with very little more, if any lightening of draft, with her iron sheathing still extending 3 feet under water, could have been taken up to Hog Island, in James River, where the channel is narrow; could there have prevented the larger transports and vessels of the enemy from ascending, and that such disposition should have been made of her; and if it should be ascertained that her provisions could not be replenished when those on board were exhausted, then the proper time would have arrived to take into consideration the expediency or practicability of striking a last blow at the enemy, or destroying her.

The substance of the finding of the court of enquiry, so far, may probably be embraced in the first charge and specification of culpably destroying the ship in Hampton Roads, when, with the draft to which she had been, or might have been, reduced, she could have been carried up James River to a place of usefulness, free from immediate danger.

But there is a further part of the finding of the court of enquiry (and the most injurious of all to myself) which is not, as it seems, clearly, although such is avowed by the judge-advocate to have been his intentions, embraced in the charge before the court. I have applied to the Secretary of the Navy to have it made the subject of specific charge, but was informed by that officer that he had referred the matter to the judge-advocate, who expresses the opinion that it is substantially so embraced. In that point of view I may refer to it. It is as follows: "In conclusion, the court are of opinion that the evacuation of Norfolk, the destruction of the navy yard and other public property, added to the hasty retreat of the military under General Huger, leaving the batteries unmanned and unprotected, no doubt conspired to produce in the minds of the officers of the *Virginia* the necessity of her destruction at the time, as, in their opinion, the only means left of preventing her from falling into the hands of the enemy, and seems to have precluded the consideration of the possibility of getting her up James River to the point or points indicated." The innuendo here is not to be misunderstood. It implied that the destruction of the ship was the effect of panic on the part of those engaged in it.

Nothing could be more blighting to the honor and reputation of an officer than this imputation, if sustained; and in this connection I desire to remind the court of the healing scope and efficacy of the judgment they have the power to pronounce, if the proof in the case shall appear to entitle me to it. The court may not only pronounce a dry verdict of acquittal; it may do more. "Trial before courts-martial," says De Hart, page 180, "must often involve the investigation of divers particulars, under various and distinct charges. Circumstances which are embodied in the charges, and upon which constructive guilt is charged, are necessarily dependent upon motive, by which the degree of criminality is determined.

"It consequently rests with the court to ascertain this particular degree, and declare it by their finding, and the verdict may be special, as it is not necessary that it be general, as to the guilt or innocence of the prisoner." And again (p. 182): "Courts-martial have at times stated the motives of acquittal, and given an opinion of the conduct of the accused at length."

Now, I respectfully and confidently invoke, nay claim of this enlightened body of military men, the fullest enquiry into and report of my motives and conduct in regard to the destruction of the *Virginia*, and am fully prepared to stand or fall by its award.

It will be perceived that the first charge of "culpable" destruction of the *Virginia* is by no means narrowed by the first specification of culpably, and without sufficient reason for so doing, destroying by fire the steamer *Virginia*.

It is as broad and undefined as the charge itself, involving all the circumstances in which I was placed, as respects every possible use to which the ship could have been devoted at any time previous to her destruction. This would seem to invite an allusion to the events which preceded the contemplated evacuation of Norfolk, after which it will be seen I was left no alternative but to attempt to defend James River.

When on the 25th of March last I was ordered to the defense of the waters of Virginia, and to hoist my flag on the steamer *Virginia*, I could scarcely be supposed insensible to the peril of reputation to which I became exposed, from the extraordinary and extravagant expectations in the public mind, founded on ignorance of the character of the ship, and the recent brilliant success of Commodore Buchanan under circumstances which could not again be looked for. The frigates of the enemy were incautiously at anchor in Hampton Roads, and the opportunity was seized by that gallant officer with a judgment and promptness which insured the glorious result, which, while it could not exalt him too highly in public estimation, unfortunately produced a false estimate of the ship, dangerous to the reputation of his successor. From the day of his success to the evacuation of Norfolk, I do not think that a single vessel of the enemy has anchored in Hampton Roads, excepting a few gunboats and small transports lying either under the guns of the forts or on flats unapproachable by the *Virginia*.

Yet for the very brief space of time when the ship was out of dock, or not in the hands of the yard, but under my command (thirteen days out of forty-five), the court will, I may be permitted to say, perceive in the evidence no signs of indisposition on my part to make her as annoying and destructive as possible to the enemy.

Aware that Hampton Roads furnished me no field for important operations, I early turned my thoughts to passing the forts and striking unexpectedly at some distant point, say New York or Port Royal and Savannah, and in a letter of the 10th of April to the Secretary I conveyed my views, as follows:

"I have been aware from the first that my command is dangerous to my reputation, from the expectation of the public, founded on the success of Commodore Buchanan, and have looked to a different field from his to satisfy them.

"I shall never find in Hampton Roads the opportunity my gallant friend found.

"There is no chance for me but to pass the forts and strike elsewhere, and I shall be gratified by your authority to do so as soon as the ship shall be in a suitable condition to do so."

It will be perceived that this letter was written under the influence of expectations of improvement in the condition of the ship, created by the letters received by me from the Secretary of the Navy, informing me of her weak points, and the changes in her armor, which were then in progress. How much these expectations were disappointed is made manifest from the evidence. Even the designed improvements were not fully effected, and at no time did the *Virginia* attain the power and capacity of a seagoing vessel or exceed the measure of usefulness originally designed for her—that of harbor defense.

When, in compliance with the Secretary's order, I consulted Commodore Buchanan on the character and power of the ship, he expressed the distinct opinion then, as he has testified here, that she was unseaworthy, and he informed me then that she was not sufficiently buoyant, and that in a common sea she would founder.

Her construction was such that the moment the sea struck her the water would rush into her ports.

Mr. Porter, the naval constructor of the ship, has testified that he informed me he had reported to the Secretary of the Navy that the ship could not go to sea with safety; and such were the radical defects of her engines as greatly to retard and interfere with the operations even in the smooth waters of Elizabeth City [River] and Hampton Roads.

The official report of Acting Chief Engineer Ramsay, of the 5th of May [April?]* (made part of your record), is in this point so important as to challenge special attention.

Moreover, it is in evidence that on five trips made from Norfolk to Hampton, a distance of but 10 miles, the engines failed twice, obliging me on one occasion to return to Norfolk to repair them, and on another making it necessary to work one of her engines at high pressure, "just managing" (to use the words of the chief engineer in his report of the 5th of May to Lieutenant Catesby Jones) "to reach her anchorage at Norfolk." Under these untoward circumstances, I was mortified beyond measure by frequent suggestions, not only from unofficial, but high official sources, of important services to be performed by the *Virginia*, founded on the most exaggerated ideas of her qualities, among them the feasibility of passing the forts and going into York River to assist the military operations at the peninsula.

It was while these conceptions formed the subject of anxious reflections with me that the chief engineer volunteered his report to me of the 5th of May [April?],* in which he enters particularly and at length into the subject of the ship's capacity. He says, as to her engines, that from present and past experience he is of opinion that they can not be relied on; that in the two years' cruise of the *Merrimack* they were continually breaking down when least expected; and the ship had to be sailed under canvas the greater part of the cruise; that the engines gave out the day before, as he had already reported, after running only a few hours, and as he could not insure their working any length of time, he deemed it his duty to report, etc.; that at the time he was ordered to the vessel he was informed that it was not the intention to take the ship where a delay, occasioned by a derangement in the machinery, would endanger her safety, and that she would always be accessible to the navy yard for repairs, which was the reason why he had deferred this report, etc. He adds: "Each time that we have gone down I have had to make repairs which could not have been done aboard ship very well, or, if done at all, would have required a great deal of time."

The pilots, too, my only source of information as to the feasibility of carrying the ship past the forts into York River, report in writing, substantially (their report is of record), that they could not, with any probability of success, take the ship there by night, and that it would require a clear day; that they must see the land, and that if it should come on to blow, or the weather be thick, there was no harbor in which they could place her. They say: "If the lights, light-boats, and buoys, which were found necessary for the navigation of the channel, still existed there would be no trouble in reaching York River, except so far as the enemy may have obstructed the way, for there is plenty of water. If the weather were smooth and clear, and the lead and compass could be relied on, we could still take the *Virginia* to Yorktown. But the lights, light-boats, and buoys having been removed, the compasses of the ship being almost useless from local attraction, and the lead equally so by the fire of the enemy, we have serious doubts as to our ability to carry the draft of 23 feet with any reasonable prospect of success."

And the "extensive flats," say they, "inside of York River, on both sides, offer a safe retreat to a large fleet from the fire of a vessel of this draft; and all vessels in Poquosin River, or at anchor off Shipping [Ship] Point, are not to be approached by the *Virginia* nearer than 4 miles."

That the enemy had obstructed the way was plain to view, from the unusual manner in which they used the channel between the forts; that they had done so most effectually may be safely inferred from the resources of material and skill at their

* See p. 758.

command and their known industry in their use. To have attempted to pass this obstructed channel in open day, in full fire of both forts and all their men-of-war, some twenty in number, including the *Monitor* and other iron vessels and steamers fitted for the express purpose of running her down (see the testimony of Lieutenant Catesby Jones), would indeed have merited the epithet of folly, which, in the opinion of that gallant officer, the effort would have deserved.

Thus it will be seen that I was in command of a ship that could not go to sea, nor even into Chesapeake Bay, without great hazard (and that without reference to the enemy), and that, with a great draft of water, in narrow channels she was in a great degree trammelled by pilots not reliable, as is clearly shown by the record and the Secretary's letters to me of the 1st and 8th of April, on file, thus depriving me of the privilege of maneuvering her freely and by my own judgment.

I had nothing left me but to be patient, to attempt what I thought was in the compass of the ship's power, and to carry out the orders of the Secretary of the Navy.

During the short time she was not in dock or in the hands of the navy yard (some thirteen days), it is proved that she went down to the roads and offered fight to the *Monitor*.

She covered the gunboats at that time while they made prizes. She showed herself several times at Sewell's Point, giving the enemy the impression she was ready for any service. On one occasion she drove the enemy off from bombarding Sewell's Point. She also kept the roads clear of the enemy's men-of-war.

From a letter from the Secretary of the Navy of the 9th [8th] of April, enclosing one from General Lee of the same date, suggesting operations in the direction of Yorktown, I extract the following paragraph:

"I regard the *Virginia* as of the first importance to the safety of Norfolk, and hence, though the suggestion of General Lee of a dash at the enemy on York River holds out temptation to go at him at once, it should not be made if Norfolk is to be thereby exposed to capture."

From another letter from the Secretary, of the 12th of April, the following is also extracted:

"No immediate necessity for your leaving the roads exists, and, concurring with you in the opinion you express, that were the *Virginia* to pass the forts Norfolk would be in danger of immediate capture, you will not subject it to this hazard without the sanction of this Department."

This sanction was never given. I will only add, in this connection, as evidence of my willingness to undertake, under these adverse circumstances and embarrassments, any hazardous enterprise which the Government might deem of public service, an extract from my reply to the Secretary's letter of the 8th of April:

"If the presence of the *Virginia* at Yorktown be deemed at Richmond of such paramount importance as to call for the passage of the forts at all hazards, I shall, on hearing from you by telegraph to that effect, attempt it at all hazards."

And again, in a letter of the 30th of April, I wrote:

"I am prepared to run any hazard with her (the ship), under the advice and direction of the Department; but, in view of your instructions to me, am not prepared to abandon Norfolk and Hampton Roads for a distant field of action and for an object of very doubtful attainment."

The foregoing imperfect recital covers the events of my campaign occurring before the evacuation of Norfolk. I rely on it to vindicate the propriety of my motives and conduct previous to that event. As the specification that "the ship," at the draft to which she was or might have been reduced, could have been carried up James River to a place of usefulness, free from immediate danger, is designed, as the judge-advocate avows, to conform with the part of the finding of the court of enquiry, already stated, that she should have been carried to Hog Island, in James River, and in her lightened condition employed there as a war vessel, it would seem that a comparison of the prudence and wisdom of that course with the course actually pursued will exhaust this part of the subject and leave the court under no difficulty of decision between the two.

Now, that the *Virginia* could have been fought as a war vessel anywhere after being lightened to 20 feet 6 inches, by which her knuckle was exposed, rests upon no opinion, military or unmilitary, that has ever been expressed, except that of the court of enquiry. On the contrary, the testimony is unanimous the other way, including that of Mr. Porter, the naval constructor, and that her iron sheathing, when so lightened, though it did extend 3 feet 6 inches below the water (it is omitted from the finding that a considerable portion of it was only 1 inch thick, its original thickness, the additional covering, with 2 additional inches, not extending the whole way), would not have protected her.

Then, as to the eligibility of Hog Island as a place of retreat, it is unanimously condemned by every military opinion which has been expressed upon it; and it is not a little remarkable that in the proceedings of the court of enquiry no military opinion is asked at all on this point.

It rests on the opinion of Pilots Parrish and Wright alone. They told the court the ship could have been lightened at Hog Island with the same facility as where she was lightened, and that she could have protected the river, because the enemy would have to pass in close reach of her guns; that is, we were bound to lighten her some to get her up to Hog Island.

She could protect the river as well at Hog Island, as the enemy's vessels would have to pass her in 400 yards within range of her guns, and that was deemed so clearly demonstrative of the superior eligibility of Hog Island as the place of resort that the court thinks nothing could have blinded our eyes to it but the evacuation of Norfolk, the destruction of the navy yard and other public property, added to the hasty retreat of the military under General Huger, leaving the batteries unmanned and unprotected, no doubt conspiring to produce in the minds of the officers of the *Virginia* the necessity of her destruction at the time, as, in their opinion, the only means left of preventing her from falling into the hands of the enemy, and seeming to have precluded the consideration of the possibility of getting up James River to the point or points indicated. Comment here is surely unnecessary. Nor can it be necessary to dwell on the alternative presented by the court of enquiry, of destroying the ship at Hog Island, or, in her then exposed condition, "making a last dash at the enemy," consisting of twenty sail, including the *Minnesota*, the *Monitor*, and three other ironclad steamers, the ram *Vanderbilt*, and others; or should we, after passing through them, have gone down to Cape Henry, rounded the Horseshoe—the lighter vessels of the enemy drawing 16 feet, the while passing the swash channel and reaching Yorktown hours before us—and come to Yorktown only to find the enemy's vessels placed in safety above us, and then, with boats lost and provisions consumed, have hoisted a flag of distress, or flag of truce, and surrendered at discretion? A glance at the evidence will show that the idea of carrying the ship to Hog Island and keeping her there for defense, if ever conceived, could only have been dismissed as vain and futile.

Lieutenant Catesby Jones says:

"I think it ought not to have been done, because the enemy was in possession of the batteries above Hog Island.

"The *Galena* and other gunboats were also up the river. There had been batteries of our own opposite Hog Island, which commanded the anchorage which the *Virginia* would have to have taken, and if there were no guns there the enemy could easily have placed them there.

"The ship with her inclined armor above the water, which at that place we could have had no means of bringing below the water, was not in a condition to contend against such batteries and the gunboats.

"She would necessarily have to have been at anchor and could not change her position.

"We did not have much water on board, and as the water at Hog Island was not fresh, we could not have stayed there long.

"The proper place in James River to which the steamer should be taken up was a matter of discussion between Commodore Tattnall and myself, and he was of opinion she could be taken up to Westover, which was above the enemy's batteries, in communication with Richmond, and where there was a good position for batteries on shore to assist us in protecting the river."

Again he says, speaking of the feasibility of sinking her to her original draft at Hog Island.

"She could not, by any means in our power, have been sunk to her depth of 23 feet and she be preserved as a steamer of war. I think there was water enough to sink her to 23 feet at Hog Island, but of this I am not certain. If we had put water in her it would have put out the fires and drowned the magazine and shell room, and any idea of aid from the shore in sinking her was forbidden, for, to say nothing of the hostile occupation of both shores, we had only two small boats to the ship, carrying fifteen men each in smooth water." Surely this is sufficient.

It only remains to consider briefly the course actually adopted, whether it was prudent or culpable, either in its conception or in its attempted execution under the circumstances.

The plan of taking the ship up to a narrow part of James River and there assuming a defensive point was by no means a sudden thought with me, dictated by the hasty and unexpectedly early evacuation of Norfolk.

After the determination to retreat from Yorktown and as a consequence of that measure to evacuate Norfolk, whereby both banks of the James would necessarily fall into the hands of the enemy, it had occurred to me as the best means of defending the river, to which I had been specially ordered and had been communicated to the gallant officers near me, who shared my confidence and counsel.

The attempt was precipitated, it is true, by the unexpected advance of the enemy on Norfolk.

The last orders I received from the Secretary of the Navy in regard to the *Virginia* were by telegraph, on the 5th and 6th of May, four days before the abandonment of Norfolk.

The effect of both was to direct me protect Norfolk as well as James River, and if possible to prevent the enemy from ascending it. As to this, it may be here remarked, as I had signified to the Secretary my inability with the five vessels under my command to prevent this, I wrote to him on the 21st of April that his gunboats could go from the forts to Newport News, a distance of 6 miles, with perfect impunity and that, to prevent misconception, I wished it understood that I could not prevent it or their army from crossing, except so far as the force of steamers I had placed in the river could do so.

On the 9th of May, the day before the evacuation, a conference of officers of the Army and Navy was held by suggestion of the Secretary of the Navy (in which Commodore Hollins, a member of the court, participated), in which it was decided that the *Virginia* should remain at Sewell's Point to cover Norfolk until after the evacuation. Commodore Hollins has testified to what occurred in that conference.

He says that it was expected, in the last resort, the ship would be taken up James River to a point of safety for herself and to protect Richmond; and when asked where he was to have gone to find such a place, he answered, "I do not know anything further than what the pilots said—up to Harrison's Bar;" and when asked if I had not been able to take her up there, what disposition I was expected to make of her, he replied that he did not take that into consideration at the time, as he thought it was a thing which could be done, from what the pilots had said; and it is in proof that on the 9th, the day before the unexpected evacuation on the 10th, I consulted with Captain Lee, the commander of the navy yard, as to the best mode of taking her up without a loss of ballast, and with a view to having the use of her ballast after we got up.

We arranged that I would take the two empty water tanks, two large floats, and launches, and not thinking that the enemy would be in Norfolk the next day, I prepared to return to the navy yard for all these things. My plan was to place the ship in a narrow part of the river, in fresh water, above the batteries of the enemy on either shore (both being in their hands), in easy communication with Richmond whence her supplies might be drawn, and with the shore, where batteries of our own might protect and cooperate with her and material might be obtained to sink her to the required draft, and there to defend the river. What might have been the effect if the plan had succeeded (particularly in the present attitude of the opposing armies), must be left to conjecture; at all events, it was the best course that suggested itself in trying and difficult circumstances, and I have not yet been taught by any criticism that it has encountered that a better could be devised.

The plan, however, in its execution, necessarily depended on two conditions—the one that the ship could be lightened to 18 feet draft; the other, that with that draft she could be carried as high up as the plan required.

It is said the first of these conditions was impossible, and that I did not take the requisite means to inform myself that it was so.

I have to reply that the Secretary of the Navy, in his letter of March 25, assigning me to the ship and advising me whom to consult about her, says:

"Your flag-officer [executive officer], Lieutenant Jones, is said to have fought the ship gallantly, and he is thoroughly informed about her."

Constructor Porter bears the same testimony to Lieutenant Jones' thorough information about her, and that officer was not only then of opinion, but swears to his belief now, that she could be lightened to 18 feet; and this was one main source of information on which I relied.

To the constructor, Mr. Porter, I applied through Paymaster Semple for information on the subject, who swears positively that he obtained the constructor's written report that the ship could be lightened to even 17 feet, and would have stability to that draft in James River. Now, whether Mr. Semple misunderstood Mr. Porter or not, there can be no doubt of the nature of the reply communicated to me, through a reliable source, upon which, in the nature of things, having no knowledge of my own, I was obliged to rely. Nor will the positive and reliable testimony thus given be much shaken by Mr. Porter's flippant answer to the question why he did not give full information, "That I never spent a thought on the subject; I was busy; I supposed the officers knew all what they were about, and I gave all the information that was asked of me."

It will be recollected he was apprised of the meditated disposition of the ship, and had been asked for written official information on the subject.

Then, could the ship be carried to Harrison's Bar with 18 feet, and did I resort to the proper source of information on the point whether she could be or not?

I had been early warned against the pilots, yet with no charts accessible, and none of the officers having any knowledge of the sounding of the river, on what else could I rely?

As early as the 8th of April the Secretary writes to me—

“You are very much in the hands of your pilots. I am convinced they might have placed the ship nearer to the *Minnesota* in the late engagement than they did, and that they erred from a high sense of their responsibility only.”

But there is ground for the belief that a much darker stain is attached to their conduct.

It is significant that the statements of a number of witnesses, embarked in a common business, on an important enquiry, should be found altogether so wholly destitute of the traces of sincerity and truth; and when it appears that an object was to be attained by such means, it is hard to resist the conclusion of complicity and combination to attain it. That object would seem to have been the destruction of the ship rather than to go with her beyond the forts or up James River in the presence of the enemy's fleet.

For, without proceeding with the dissection of so much tergiversation and falsehood, *experimentum in corpore vile*, it is proved as irrefragably as anything can be established by human testimony that, when the destination of the ship seemed to be past the forts and up York River, they were pressing in their representations to all the officers who have testified that they could carry the ship up to Harrison's Bar with 18 feet water; and when that project seemed to be abandoned, and the prospect was that the ship, when lightened to that draft, would be carried up James River, perhaps into the presence of the enemy, they permitted—nay, encouraged—the lightening to proceed in their presence until she became helpless, and then surprised her officers with the declaration that they were unable to carry her up at the draft of 18 feet, to which it was proposed to reduce her, in the then present state of winds and tides, a qualification which they had never before expressed.

And they now here falsely declare that, by the general understanding of the officers, the ceasing to lighten the ship was owing to the discovery that she could not be reduced to 18 feet, when it is established beyond doubt or cavil that no such impression prevailed among them, and that it was owing simply and solely to their own sudden and unexpected announcement that she could not ascend the river with that draft.

They are convicted, too, by several unimpeachable witnesses, of the declaration (in the teeth of their disclaimer here, after it was known that the attempt would be made to ascend the river, the enemy's fleet having gone up) that nothing remained to do but to abandon the ship and destroy her; one of them expressing to one witness his opinion of the hardship that they—the pilots, with dependent families—should be exposed to the dangers probably to be encountered in the ship.

He must be a savage judge, indeed, who would visit me with a penalty for the fraudulent impositions practiced on me by these men.

The attempt to ascend the river (frustrated by the treachery to which I have alluded and resulting in the ship's destruction) was undoubtedly hastened beyond expectation.

On the 9th it was supposed that the evacuation and removal of the public property would occupy a week or more, during which I was to cover the evacuation, and, so far as might be, prevent the enemy's ascent.

On the 10th, information of our design having been traitorously conveyed to the enemy, he was in full march in force on Norfolk. The city, navy yard, and batteries were abandoned, and the naval and military force had retired.

Nothing remained but still, under increased embarrassments, to prosecute my original design. It was defeated by no fault of mine, but it is shown beyond dispute that from the officers who commanded and superintended the lightening of the ship to the crew, who went to the work with a cheer—in the work itself, in the destruction of the ship, in the landing and retreat of the crew, all was order, deliberation, and energy. And any assumption to the contrary is not only unsupported, but is in the teeth of everything that has been proved in any stage of this cause.

There is a charge of “improvident conduct” in lightening the steamer at the bight of Craney Island instead of taking her up James River and there lightening her when the necessity for doing so arose and to the extent of that necessity.

It is easily disposed of. The ascent, to be successful, required that the lightening of the ship should have been done, not in, but out of the presence of the enemy—a result which could more probably be attained by lightening her at once, where she was, instead of being probably compelled in the ascent to carry out the design in his sight. Other reasons might be given, but this seems sufficient.

Again, some question has been made as to the place where the ship was abandoned and destroyed. The best information I could get recommended that as the easiest place of retreat. It is in proof by the Secretary of War that the danger was, when both shores became open to the enemy, that he would pass his forces over to the south side and intercept retreat by the southern bank.

In that view time was precious; the landing should be effected at once. The result was that the retreat of the crew was successful, and in thirty-six hours' time they

had reached Drewry's Bluff, ready to cooperate, as they did, in the gallant defense made at that place.

Thus perished the *Virginia*, and with her many high-flown hopes of naval supremacy and success. That denunciation, loud and deep, should follow in the wake of such an event, might be expected from the excited mass who, on occasions of vast public exigency, make their wishes the measure of their expectations, and recognize in public men no criterion of merit but perfect success. But he who worthily aspires to a part in great and serious affairs must be unawed by the clamor, looking to the right-judging few for present support, and patiently waiting for the calmer time when reflection shall assume a general sway, and by the judgment of all full justice, though tardy, will be done to his character, motives, and conduct.

Respectfully submitted.

J. TATNALL.

Note by Flag-Officer Tattnall—

The testimony of two of the lieutenants of the *Virginia*—J. T. Wood and Charles King—was not taken by the court-martial, owing to their unavoidable absence. They had testified, however, before the court of enquiry that they approved of the effort to take the ship up the James River, and that her destruction was the best disposition that could have been made of her.

The testimony and witnesses before the court-martial and court of enquiry were the same, excepting that the Secretary of War and Surgeon Phillips did not testify before the court of enquiry.

[J. T.]

The testimony of the witnesses and the statements of parties being all before the court, it was cleared for deliberation. After mature consideration the court unanimously found as follows:

That the first specification of the charge is not proved.

That the second specification of the first charge is not proved.

And that the accused is not guilty of the first charge.

That the first specification of the second charge is not proved.

That the second specification of the second charge is not proved.

And that the accused is not guilty of the second charge.

That the specification of the third charge is proved.

And that the accused is not guilty of the third charge.

The court do further find that the accused had, while in command of the *Virginia* and previous to the evacuation of Norfolk, thrown down the gage of battle to the enemy's fleet in Hampton Roads, and that the enemy had declined to take it up; that the day before Norfolk was evacuated a consultation, at the instance of the Secretary of the Navy, was held by a joint commission of the navy and army officers as to the best disposition to be made of the ship; that the accused was in favor of passing Fortress Monroe and taking the ship into York River or running before Savannah with her; that in this he was overruled by the council, who advised that she should remain on this side of Fortress Monroe for the protection of Norfolk and Richmond; and that, in accordance with this advice, she proceeded to regulate her movements; that after the evacuation of Norfolk, Westover, on James River, became the most suitable position for her to occupy; that while in the act of lightening her for the purpose of taking her up to that point the pilots, for the first time, declared their inability to take her up, even though her draft should be reduced to its minimum of 18 feet; that by the evacuation of Norfolk and the abandonment of our forts below Westover both banks of the James River below that point were virtually given up to the enemy; that the ship, being thus cut off from Norfolk and Richmond, was deprived of all outward sources of supply save those of the most precarious and uncertain character; that her store of provisions would not last for more than three weeks; that when lightened she was made vulnerable to the attacks of the enemy; and that, after having been lightened, there were no available means of bringing her down to her proper draft and fighting trim; and that she had but two small boats, each capable of landing not more than fifteen or eighteen men at a time, even in smooth water.

Such being the facts and circumstances under the influence of which the *Virginia* found herself after the evacuation of Norfolk, it was, in the opinion of the court, only necessary for the enemy to continue to refuse battle, as he had done since it was first offered by Captain Tattnall early in April, and thenceforward to keep a strict watch about the *Virginia*, in order, when her provisions were exhausted, to make her his prize and her crew his prisoners.

Being thus situated, the only alternative, in the opinion of the court, was to abandon and burn the ship then and there, which, in the judgment of the court, was deliberately and wisely done by order of the accused.

Wherefore the court do award to the said Captain Josiah Tattnall an honorable acquittal.

L. ROUSSEAU, *Captain.*
 FRANKLIN BUCHANAN, *Captain.*
 GEO. N. HOLLINS, *Captain.*
 ROBT. G. ROBB, *Commander.*
 M. MASON, *Commander.*
 EBEN. FARRAND, *Commander.*
 A. B. FAIRFAX, *Commander.*
 M. F. MAURY, *Commander.*
 GEORGE MINOR, *Commander.*
 WM. L. MAURY, *Lieutenant.*
 ROBT. B. PEGRAM, *Lieutenant.*
 ROBT. OULD, *Judge-Advocate.*

Order of the Secretary of the Navy of the Confederate States, to Lieutenant Jones, C. S. Navy, to establish a battery in the James River.

CONFEDERATE STATES OF AMERICA,
Navy Department, Richmond, May 12, 1862.

SIR: You will proceed with the officers and crew of the *Virginia*, except the engineer officers, to a point on the James River known as Mrs. Chapin's [Chaffin's?], about $1\frac{1}{2}$ miles below Drewry's Bluff, and establish a battery and such other defenses on the left bank of the river as may, in your judgment, prevent the enemy from ascending it.

Commander Page is engaged in placing obstructions in the river, and your battery will have reference to them.

You will apply to Commander Farrand for ordnance and ordnance stores, and you will push on the work day and night until completed.

You will organize your guns' crews, establish your magazines and quarters, and command the battery, which must be constructed with a view to commanding the long reach in the river below Mrs. Chapin's [Chaffin's?].

I am, respectfully, your obedient servant,

S. R. MALLORY,
Secretary of the Navy.

Lieutenant CATESBY AP R. JONES, C. S. Navy,
Richmond, Va.

Order of the Secretary of the Navy of the Confederate States, to Lieutenant Jones, C. S. Navy, to proceed with the officers of the C. S. S. Virginia to Drewry's Bluff.

NAVY DEPARTMENT, *May 12, 1862.*

SIR: I learn this evening that the crew of the *Virginia* have gone down to Drewry's Bluff without their officers. You will proceed there with the officers of the *Virginia* and report to Commander Farrand for duty, your orders of this morning being modified to this extent. The enemy is in the river, and extraordinary exertions must be made to repel him.

Very respectfully, your obedient servant,

S. R. MALLORY,
Secretary Navy.

Lieutenant C. AP R. JONES, C. S. Navy.

[Telegram.]

MAY 13, 1862.

By order of Hon. S. R. Mallory, Secretary of the Navy, you will seize and receipt for all vessels previously named to you, to be used as obstructions in the James River.

J. P. JONES,
Lieutenant, C. S. Navy.

Lieutenant KERR, C. S. Navy,
Raleigh.

Order of the Secretary of the Navy of the Confederate States, to Lieutenant Eggleston, C. S. Navy, to proceed to duty in obstructing the James River.

C. S. S. TEASER, *May 14, 1862.*

SIR: Proceed to Richmond and take possession of vessels as will aid in obstructing the enemy's passage up the James River. Have them filled with stone and carried at once to Warwick Bar and delivered to Commander T. J. Page to be sunk. Give receipts or certificates to the parties claiming the vessels and make return thereof to the Department.

S. R. MALLORY,
Secretary Navy.

Lieutenant EGGLESTON, C. S. Navy.

Apply to the city authorities for negro labor to endeavor [enable?] you to load the vessels, and get as many of them to the bar to-day as possible. Apply to Lieutenant Pegram for any aid you may desire.

S. R. MALLORY,
Secretary Navy.

Order of the Secretary of the Navy of the Confederate States, to Captain Lee, C. S. Navy, to proceed to the command of the naval defenses of James River.

NAVY DEPARTMENT,
Richmond, May 15, 1862.

SIR: Proceed to Drewry's Bluff and take command of the naval defenses of the James River, relieving Commander Farrand, who will remain there second in command.

General Mahone has been assigned to the chief command, but the naval force is expected to fight all the batteries, complete the obstructions, and mount additional guns where you may deem them necessary.

All the officers are ordered to report to you.

Consult freely with General Mahone and defend the river to the last extremity.

Apply to me promptly for all and any aid I can afford you.

Respectfully, your obedient servant,

S. R. MALLORY,
Secretary of the Navy.

Captain LEE, C. S. Navy.

Letter from General Lee, C. S. Army, to Captain Lee, C. S. Navy, regarding cooperation.

HEADQUARTERS,
Richmond, Va., May 17, 1862.

CAPTAIN: I am directed by General Lee to enclose to you the within copy of a letter of instructions to General Mahone, commanding forces at Drewry's Bluff.

The general desires you to be informed that there will be no interference with the naval forces under your command by the land forces serving in conjunction with you. He hopes that the two services will harmonize perfectly in the duties that have been assigned them.

I am, very respectfully, your obedient servant,

A. L. LONG,
Colonel, Military Secretary.

Captain S. SMITH LEE,
Commanding Naval Forces, Drewry's Bluff, near Richmond.

Order of the Secretary of the Navy of the Confederate States, to Flag-Officer Tattnall, C. S. Navy, to proceed to the command of the naval defenses of Georgia.

CONFEDERATE STATES OF AMERICA,
Navy Department, Richmond, May 19, 1862.

SIR: You are hereby detached from the command of the naval defenses of the waters of Virginia, and will proceed to Savannah, Ga., and resume command of the naval defenses of the State of Georgia.

Your former command has been divided, Captain Ingraham having been assigned to the command of the waters of South Carolina.

I am, respectfully, your obedient servant,

S. R. MALLORY,
Secretary of the Navy.

Flag-Officer JOSIAH TATTNALL,
Commanding Naval Defenses of Virginia, etc., Richmond, Va.

Order of the Chief of the Bureau of Orders and Detail to Lieutenant Jones, C. S. Navy, to report in person at the Department.

OFFICE OF ORDERS AND DETAIL,
C. S. Navy Department, Richmond, Va., May 22, 1862.

SIR: You will, upon the receipt of this order, report in person to the Department.

Respectfully, your obedient servant,

F. FORREST,
Chief of Bureau, etc.

Lieutenant C. AP R. JONES,
Drewry's Bluff, James River.

Letter from the Secretary of the Navy of the Confederate States to the Secretary of War of the Confederate States, urging an increase of the land force at Drewry's Bluff.

RICHMOND, VA., June 1, 1862.

SIR: I informed General Lee yesterday that Captain Lee, in command of naval forces at Drewry's Bluff, reported to me that the supporting force to his battery had been withdrawn with the exception of about 300 troops, and that a land force was necessary to protect his handful of seamen who man the batteries.

Enclosed herewith I hand you Captain Lee's dispatch of this evening announcing the ascent of the river by iron vessels of the enemy and the landing of troops from his transports 7 miles below the battery. Unless troops are immediately sent down, the batteries may be carried by a small land force, and I suggest that a sufficient force be sent at once. The steamers at Rocketts will transport them.

Very respectfully, your obedient servant,

S. R. MALLORY,
Secretary of the Navy.

HON. GEORGE W. RANDOLPH,
Secretary of War.

[Enclosure.]

DREWRY'S BLUFF, VA., June 1, 1862.

Reported four transports landing troops at Howlett's Landing, 7 miles below, and two gunboats coming up, firing occasionally to clear the banks. We have only a small force to prevent them from outflanking us. I do not know who commands the forces outside.

S. S. LEE,
Captain, Commanding.

S. R. MALLORY,
Secretary of the Navy, Richmond, Va.

Letter from General Lee, C. S. Army, to the Secretary of the Navy of the Confederate States, requesting the assignment of an officer and men to a railroad battery.

HEADQUARTERS,
Dabb's [Tabb's?] House, Va., June 21, 1862.

SIR: I have been informed by Colonel Gorgas that the railroad battery will be ready for service to-morrow. Inasmuch as this battery has been constructed by the Navy, I would be pleased if you assigned an officer and a requisite number of men to take charge of and operate it. If you desire to do so, I request that you will designate the officer at once, as I wish to place the battery in position to-morrow. I am very much obliged to you for your kindness as well as promptness in its construction.

I am, very respectfully, your obedient servant,

R. E. LEE.

HON. S. R. MALLORY,
Secretary of the Navy, Richmond, Va.

Order of the Chief of the Bureau of Orders and Detail to Lieutenant Jones, U. S. Navy, to report for duty to the Bureau of Ordnance.

OFFICE OF ORDERS AND DETAIL,
U. S. Navy Department, Richmond, July 16, 1862.

SIR: You are hereby detached from duty at Drewry's Bluff, James River, and will report to Commander Minor, in charge of Ordnance Bureau, for such duty as he may assign you.

Respectfully, your obedient servant,

F. FORREST,
Chief of Bureau.

Lieutenant C. AP R. JONES, U. S. Navy,
Drewry's Bluff, James River.

[Telegram.]

DREWRY'S BLUFF, VA., *August 28, 1862.*

The enemy's fleet have left the anchorage and are moving down the river.

S. S. LEE,
Captain, Commanding.

SECRETARY OF THE NAVY,
Richmond, Va.